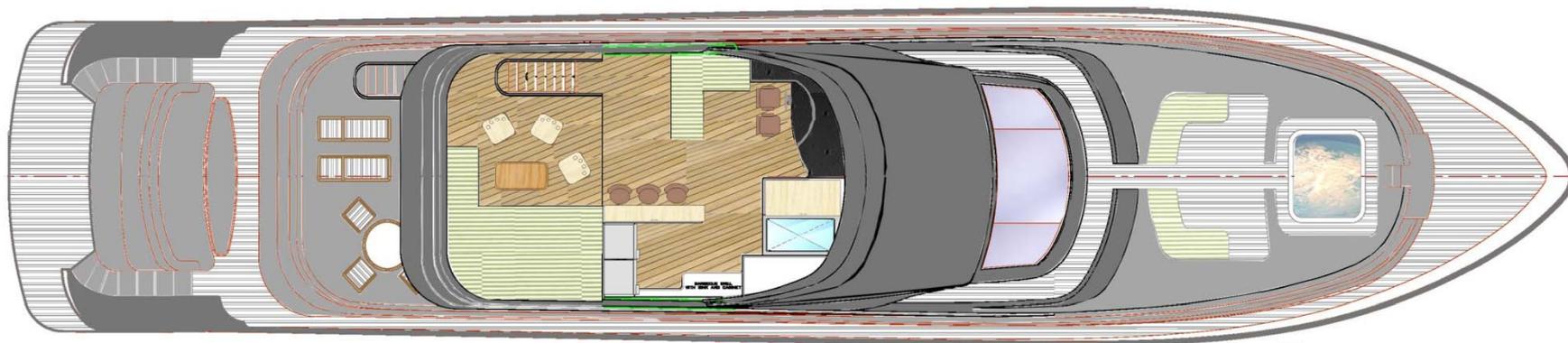


AS 130





Fly Bridge



Sky Lounge



Upper Deck



Lower Deck

TECHNICAL DETAILS:

Length overall	38.94m	127'7"
Length of waterline	32.95m	108'0"
Beam	7.92m	25'9"
Draft	1.8m	6'0"
Displacement	150tonnes	-
Standard fuel capacity	20,034 liters	5,466 gallons
Fresh water capacity	4,443 liters	1,174 gallons
Black water capacity	1,512 liters	400 gallons
Grey water capacity	1,406 liters	372 gallons
Speed	24-26 knots	
Range	1,500 km	
Engines	Twin CAT C32	1320BHP@1800rpm
Generators	2 x 80kw 380/220	3 phase 50 Hz

Standard galley and servery appliances

2 x full height refrigerators
1 x full height freezer
1 x dishwasher
1 x double oven
1 x microwave
3 x 2 burner hobs
1 x coffee maker
1 x ice maker

Standard crew appliances

1 x refrigerator
1 x freezer
1 x dishwasher
1 x microwave

Standard upper deck servery appliances

1 x refrigerator

Standard flybridge appliances

1 x refrigerator
1 x ice maker

Standard bar appliances

1 x refrigerator
1 x refrigerator
1 x ice maker - upper deck
1 x ice maker - main deck
1 x mini-bar - master stateroom
1 x mini-bar - port aft double guest stateroom
1 x mini-bar - starboard aft double guest stateroom

ator - upper deck
ator - main deck

Standard stern laundry appliances

1 x washing machine
1 x tumble dryer

Navigation equipment

Radar - Furuno FAR2117 black box with 12KW
keyboard control unit connected to 17" TFT display in wheelhouse, AC power supply supported via UPS system

ator with 12KW, 6.5 feet
t open array antenna with ARPA, key

Central navigation display - Solid state Main PC controlling speed, depth and wind transducers,

controlled via PS2 roller ball mouse connected to 17" TFT display in wheelhouse. AC power supply supported via UPS system. Chart plotter - Rugged Marinised PC running Transas Navisailor 3000 chart plotting software, controlled via PS2 roller ball mouse connected to 17" TFT display in wheelhouse. AC power supply

Auto pilot - Simard AP50 system, interfaced to satellite Gyro Compass with display in wheelhouse.

Compass - Plastimo Compass

GPS - Furuno GP320B 12 - Channel GPS connected to Navigation PC and Radar

VHF - Simrad RS87 DSC VHF system with four handsets and two intercom speakers.

Searchlight - 3 x 24 v Jabsco remote searchlight with independent controls located in the wheelhouse.

Windscreen wipers - Speech

Communication equipment

Satellite system - 1 x KVH Tracphone 252 phone system comprising antenna, fixed handset and connected to onboard telephone system.

Telephone system - Internal telephone system, comprising handsets in all cabins, saloon, wheelhouse and galley. Connected to satellite and shoreline input.

VHF - 2 x VHF radio telephones.

Emergency radio beacon - 1 x float free EPIRB unit

Loudhailer - 1 x hand-held with internal batteries.

Entertainment equipment (AV and satellite)

Satellite telephone system - A one-off system (80cm antenna), with a single central decoder feeding all televisions (without control from each TV).

Entertainment system - A surround system intergrated through the upper deck and main deck saloons.

Sky deck

4 pair Bose 131 speakers (zoned from upper saloon)
4 x Bose SA2 amplifier
1 x Bose PMC II remote

Upper deck

2 pair Bose 131 speakers (zoned from upper saloon)
2 x Bose SA2 amplifier
1 x Bose PMC II remote

Aft deck

2 pair Bose 131 speakers (zoned from main saloon)
2 x Bose SA2 amplifier
1 x Bose PMC II remote

Foredeck

4 pair Bose 131 speaker (zoned from upper saloon)
4 x Bose SA2 amplifier
1 x Bose PMC II remote

Upper saloon

40" LCD television
Bose 38 system

Main saloon

40" LCD television
Bose 48 system

Master stateroom

40" LCD television
Bose 38 system

Starboard aft guest stateroom

32" LCD television
Bose 321

Port aft guest stateroom

32" LCD television
Bose 321

Starboard forward guest cabin

26" LCD television
Bose 321

Port forward guest cabin

26" LCD television
Bose 321

Crew mess

20" LCD television
DVD player

Captain's cabin

20" LCD television
DVD player

Engineer's cabin

CD radio with two speakers

Crew cabin aft

CD radio with two speakers

Crew cabin forward

CD radio with two speakers

Galley

CD radio with two speakers

Wheelhouse

CD radio with two speakers

SPECIFICATION

General arrangement

The interior design of the Tri-Deck Yacht promotes the latest AS Marine interior styling. The design combines classic and recognisable details with a modern twist. The primary objective is to create a timeless elegant atmosphere utilising signature details and materials that best represent true luxury and comfort.

In order to achieve this, the design criterion accentuates the feeling of space, using light, textural materials and intelligent planning. Ultimately, the interior design considers both the physical needs together with the emotional experience, promoting the feeling of well-being.

Generally, all of the interior finishes are natural. Lacquered timber, hard woods, stone finishes and leather are all designed to further accentuate the sensation of luxury. All of the interior bear in mind durability, therefore soft finishes on bulkheads are carefully specified to ensure ease of maintenance and cleaning.

Hull construction

The entire shell and the majority of the stiffening of the hull is in hand-laid FRP.

The hull topsides are gelled in AS Marine's exclusive XL gelcoat for a white hull to give the best possible weathering resistance and gloss retention. The hull below waterline is gelled with an NPG based gel coat.

The remaining hull shell consists of a single skin laminate in the bottom using multi-axial reinforcements with a substantial increase in thickness in the keel area. Hull sides are of a sandwich type construction.

Additional reinforcement are provided by way of the propeller shaft brackets, rudders and wherever there are concentrated loads requiring an increase in strength or stiffness.

Noise, vibration and fire insulation

Specialist consultants have advised on the best materials and their situation in order to minimise both structure and airborne sound sources. Weight constraints are essential in order to achieve the overall design philosophy.

Particular attention has been given to the floor between the client and crew accommodation, the galley forward bulkhead to master cabin and lower deck accommodation to engine room.

Anchoring equipment.

Two galvanised anchors are stowed in semi-recessed pockets integral with the hull shell. Seawater washing is incorporated into each hawse pipe for overboard washing. The seawater washing is controlled manually from the foredeck locker. The recesses are lined with stainless steel to prevent the anchors chafing the hull.

Mooring equipment

Port and starboard bollards are situated on the fore deck. A mooring station is incorporated within the amidships fairlead design. Four standard fairleads are situated in the foredeck bulward for mooring.

Passerelle and crane arrangement

A self stowing 5m triple extension passerelle is fitted with handrails.

Tender garage arrangement

The aft tender garage arrangement allows for the efficient launch and recovery of the optional tender/jet skis. The door is opened and closed via twin hydraulic rams. An emergency manually operated closing system is supplied with the vessel.

The use of the forward garage compartment within the superstructure depends upon classification requirements. If no requirements exist, the space may be used as general deck stowage. The garage door is hydraulically operated.

Hatches, windows and portlights

All windows are of toughened safety glass with thickness to classification society requirements.

Handrails and ladders

All handrails are of stainless steel. They are positioned as required by regulation with a view to having the minimum impact on the aesthetics of the vessel.

Safety and lifesaving equipment

All equipment is in accordance with classification requirements.

Thruster installation

A 100hp hydraulic bow thruster is situated in a GRP bow tube.

Black water system

A black water system is installed where sewage from toilets needs to be pumped to a waste holding tank.

Domestic fresh water system

- 1 x duplex water pressure system
- 2 x self-priming pumps.
- 2 x hot water cylinder, each fitted with 3 x 2KW immersion heaters.

Reverse osmosis desalination system (Water maker)

Grey-water system

A grey-water gravity system is fitted to all showers, baths, wash-basins and galley services on upper decks. All lower deck shower rooms, galley and laundry services drain to Tecma waste water pumping units. Tank discharge to dockside via deck connection or directly overboard.

1 x discharge/macerator pump.

Air conditioning system

The standard air conditioning specification has been designed for a family cruising yacht based in the ??????????. All accommodation spaces, including the wheelhouse and galley, are fully air-conditioned with a chilled water circulating system with reverse cycle heating.

Modular chilled water units will serve the system with a capacity capable of serving all lower, main, and upper deck accommodation.

Fire hydrant system

The primary pump draws sea water from the sea chest. The secondary pump draws sea water from an independent sea water inlet. Both pumps supply minimum of 2 x fire hydrants located to ensure coverage of all normally accessible areas of the vessel. Fire fighting equipment (water) is provided at fire hydrant points (fire lockers) and will have fire hoses and nozzles with instantaneous connections and quick release valves.

Bilge system

A centralized bilge system with 2 x pumps is located in the pump room, aft of the machinery space

Fire suppression and detection

The accommodation areas of the yacht are fitted with both heat and smoke detector alarms and the machinery spaces with heat detector alarms. The fixed fire fighting systems is FM200, Novec

1230 or CO2 type with capacity to extinguish a fire within the engine room compartment. Hand-held fire extinguishers are fitted in all accommodation and machinery spaces.

Fuel system

Fuel is stored in bunkers tanks integral with hull structure. Both main propulsion engines and generators draw fuel from the daily service tank, which shall be replenished, via transfer pumps, from the bunker tanks.

Hydraulic system (Steering)

Steering operates via an independent electro hydraulic system. Integrated with Autopilot hydraulic control, linear rudder angle indicators and full redundancy of power source. The system is monitored at the wheelhouse to ensure compliance to classification where appropriate.

Electrical

All electrical systems are designed and installed in accordance with Classification Society Requirements. All electrical equipment selected from ranges demonstrated to be suitable for marine use.

AC supply and distribution

Electrical power is supplied from two main generators. When alongside, power may be drawn from shore side connections via either an isolating transformer or shore power converter. Connection to the shore is via a 20m shore cable capable of 100 amp per phase duty.

Shore supply system

Where it is anticipated that the boat will operate only in an area where a single shore power supply applies, an isolation transformer will be installed. This ensures total galvanic isolation between the shore power system and the vessel.

Power distribution

The final circuits in the boat are protected by residual current circuit breakers (GFCI or ELCB) and by over-current circuit breakers. Separate distribution panels are provided for AC and 24v DC circuits. Each outgoing circuit from a panel is protected by a circuit breaker. Spare circuits are provided in each panel.