



SUNSEEKER 34 METRE YACHT

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PRINCIPAL CHARACTERISTICS – PROVISIONAL

Length overall	33.91m	111'3"
Length waterline – (@ normal half load)	26.62m	87'4"
Beam maximum – (incl. topside fender strakes)	7.39m	24'3"
Draft – (@ full load)	2.28m	7'6"
Height from waterline to top of arch	7.2m	26'6"
Displacement – (@ normal half load)	119700kg	263893 lb
Engine options	up to 4868 PS (total)	
Propulsion	2 x fixed pitch propellers	
Generators	2 x 40kW 400/230V 3 phase 50Hz (Euro) 2 x 50kW 400/230V 3 phase 60Hz (US)	
Normal fuel load capacity	14450 litres	3815 US gal.
Optional extended fuel tank capacity	5050 litres	1333 US gal.
Total long range capacity – (with optional tank)	19500 litres	5150 US gal.
Fresh water capacity	4000 litres	1055 US gal.
Black water capacity	1340 litres	355 US gal.
Grey water capacity	1255 litres	330 US gal.
Maximum speed – (@ normal half load, with extended tank)	up to 26 knots* (subject to engine option)	
Maximum range – (@ normal half load, with extended tank)	up to 1250 nautical miles* (10-12 knots at normal half load)	

All principal characteristics and specifications are provisional.



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STANDARD SPECIFICATION – PROVISIONAL

Built to RINA Pleasure Craft Rules

Built to Euro specification 230/400V 3 phase 50Hz
or

Built to USA specification 230/400V & 120/208V 3
phase 60Hz

Deck equipment

Side bulwark door on port and starboard sides
2 x anchor windlasses with hand control
2 x hawses with roller, chain stopper and devils claw
2 x anchors with galvanised chain
Fairleads bow and stern, port and starboard
Automatic anchor and chain wash down
Fresh water deck wash with outlets forward and aft
Pulpit and handrails with stainless steel stanchions
Safety glass side windows and windscreen with
stainless steel trims
Teak laid side decks
Low level lighting along side decks 24v
Sunpad and seat at the bow
Pair marine speakers beside sunpad (connected to
Saloon AV system)
Remote control for speakers
Large storage locker below forward sunpad with
power lift for fender stowage
Remote control spotlight at the bow
Twin horns located on wheelhouse roof

Aft cockpit, bathing platform and stern garage

Built-in aft seat moulding
Dining table
6 x directors chairs
Teak stairs to flybridge
Teak laid cockpit sole
Teak laid stairs leading to bathing platform
Teak laid, tilting bathing platform
Stainless steel framed sliding doors to main saloon
Side deck door and stairs to engine room
Overhead lighting 24v
2 x marine speakers connected to Saloon AV
system
Remote control for speakers
2 x capstans
4 x stainless steel cleats and fairleads
2 x aft stern gates
Hydraulic retractable gangway
Stern garage with power operated door
Stern garage with storage for two jet skis and a
tender
Bathing ladder (removable)
Hot/Cold water hand-held swimming shower
Locker with dockside water and deck wash in the
stern
Locker with electrical shorepower connection
Television and telephone connection

Flybridge

Direct access from the wheelhouse and from the aft
cockpit
Stainless steel framed windscreen
Fibreglass radar arch
Lighting on underside of radar arch 24v
Low-level lighting 24v
Three pairs of marine speakers (connected to
Saloon AV system)
Remote control for speakers
Deckwash outlet
Seating areas
Dining tables on GRP pedestals
Wet bar with 3 stools
Sink
Fridge
Ice maker
Electric ceramic griddle
Storage and rubbish bin
Stern rails
Ensign and staff

Flybridge helm

Individual, manually adjusted pilot and co-pilot seats
GRP dashboard
Electronic controls for main engines
Analogue engine instrumentation
Bow thruster control
Trim tab control
Depth and speed display
Rudder angle indicator
Autopilot repeater
Radar/chartplotter/GPS with colour display
Manual compass
VHF with DSC



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Raised wheelhouse

Main engines electronic controls
Analogue engine instrumentation
High exhaust temperature warning
Engine stop warning
Trim tab control
Bow thruster control
Manual compass
Radar/chartplotter/GPS with colour displays
Autopilot
VHF with DSC
Depth and speed displays
Monitoring of tanks and systems
Rudder angle indicator
Windscreen wipers with glass washing system
Demisting fans for windscreen
Searchlight control
Telephone points
AC sockets
Data point (RJ45)
Halogen overhead lighting 24v
Air conditioning
Pilot seat with electric movement control
Chart table with storage and chart light
Sofa
Table on fixed-height pedestal
Stairs to main deck
Stairs to flybridge
Framed sliding door to flybridge
Radio/CD with two speakers

Main saloon

Aft sliding doors in stainless steel and safety glass
Threshold beside patio doors
Assorted settees
Armchairs
Fitted carpet
Coffee table
Side windows with blinds
LCD flatscreen television (42") on rise and fall
Entertainment system with CD and DVD (Bose 38)
Halogen overhead lighting 24v
Data point (RJ45)
Table lights
Air conditioning
Telephone point
AC sockets

Dining area

Dining table (for 10)
10 x dining chairs
Side console cabinets
Forward bulkhead feature
Cabinets with doors and drawers
Chinaware, glassware and cutlery (10 settings)
Side windows with blinds
Halogen overhead lighting 24v
Data point (RJ45)
Air conditioning
Fitted carpet
Access on starboard side to main deck lobby
Door on port side to galley

Galley

Entrance from the dining area
Watertight side door (manual) leading to port side deck
Safety flooring
Work top with two sinks
Ceramic electric four-ring hob
Extractor fan ducted externally
Electric oven
Microwave
Full-height fridge
Full-height freezer
Dishwasher (full-size)
Icemaker
Wine cooler
Free-standing coffee machine
Cabinets and overhead lockers
Crew chinaware, glassware and cutlery (6 settings)
Storage cupboard for ironing board
Side windows with blind
Halogen overhead lighting 24v
Air conditioning
AC sockets
Data point (RJ45)
Telephone point

Crew mess

Sofa seating area
Storage under seat base
Folding leaf dining table
LCD flatscreen television (20")
CD/DVD player with two speakers
VHF handset
Depth and speed multi-view display
Telephone point
AC socket
Data point (RJ45)
Halogen overhead lighting 24v
Safety flooring
Stairs leading to crew accommodation



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Main deck lobby

From dining area to day head
Stairs leading up to wheelhouse
Stairs leading down to lower deck guest accommodation
Watertight side door leading to starboard side deck (manual)
Halogen overhead lighting 24v
Side window with blind
AC socket
Fitted carpet

Day head

Tecma toilet (24v)
Washbasin and vanity top
Mirror
Complete set of accessories
Halogen overhead lighting 24v
Extractor fan
Side window with blind

Main deck master stateroom

Double berth with sprung mattress, pillows and bedspread
Fitted carpet
Bedside lights
Bedside cabinets
LCD flatscreen television (42")
Entertainment system with CD and DVD (Bose 28)
Two free-standing chairs
Low table
Forward facing window with blind
Side windows with blinds
Skylight with blind
Dressing table with lift-up lid
Low back chair
Data point (RJ45)
Escape hatch in floor
Storage cabinets and drawers
Halogen overhead lighting 24v
2 x table lamp
Air conditioning
Telephone points
AC sockets
Door to walk-in wardrobe and lobby
Stairs leading to toilet room and en suite

Main deck master stateroom walk-in wardrobe

Hanging space
Drawers for storage
Safe deposit box
Mirror on back of entrance door
Window with blind
Halogen overhead lighting 24v
Fitted carpet

Main deck master toilet room

Tecma toilet (24v)
Bidet
Washbasin and vanity top
Halogen overhead lighting 24v
Complete set of accessories
Door to staircase

Main deck master stateroom en suite

Lockers and shelves
2 x washbasins and vanity top
Mirrors
Shower cubicle
Spa bath
Razor socket
Extractor fan
Halogen overhead lighting 24v
Complete set of accessories

Lower deck lobby

Stairs leading down from main deck to lower deck lobby area leading off to guest cabins
Fitted carpet
Step lighting
Halogen overhead lighting 24v
Access door to general store
Lighting in general store
Doors leading to guest cabins

Lower deck aft port guest cabin

Double berth
Sprung mattress for berth
Bedside lights
Bedside cabinets
LCD flatscreen television (32")
Entertainment system with CD and DVD (Bose 321)
Fixed portholes with blinds
Storage units
Dressing table with lift-up lid
Stool for dressing table
Telephone point
AC sockets
Data point (RJ45)
Halogen overhead lighting 24v
Fitted carpet
Escape hatch
Air conditioning
Door to en suite, walk in wardrobe and lobby

Lower deck aft port walk-in wardrobe

Hanging space
Drawers for storage
Safe deposit box
Inset mirror
Halogen overhead lighting 24v
Fitted carpet



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Lower deck aft port guest cabin en suite

Tecma toilet (24v)
2 washbasins and vanity top
Lockers and shelves
Mirrors
Shower cubicle
Shower seat
Razor socket
Extractor fan
Halogen overhead lighting
Complete set of accessories
Porthole with blind

Lower deck aft starboard guest cabin

Double berth
Sprung mattress for berth
Bedside lights
Bedside cabinets
LCD flatscreen television (32")
Entertainment system with CD and DVD (Bose 321)
Fixed portholes with blinds
Storage units
Dressing table with lift-up lid
Stool for dressing table
Telephone point
AC sockets
Data point (RJ45)
Halogen overhead lighting 24v
Fitted carpet
Escape hatch
Air conditioning
Door to en suite, walk in wardrobe and lobby

Lower deck aft starboard walk-in wardrobe

Hanging space
Drawers for storage
Safe deposit box
Inset mirror
Halogen overhead lighting 24v
Fitted carpet

Lower deck aft starboard en suite

Tecma toilet (24v)
2 washbasins and vanity top
Lockers and shelves
Mirrors
Shower cubicle
Shower seat
Razor socket
Extractor fan
Halogen overhead lighting
Complete set of accessories
Porthole with blind

Lower deck forward port guest cabin

Two single berths
Sprung mattresses for berths
Wardrobe
Safe deposit box
Fitted carpet
Bedside cabinet
Reading lights
Halogen overhead lighting
LCD flatscreen television (26")
Entertainment system with CD and DVD (Bose 321)
Fixed portholes with blinds
Storage under berths
Mirrors
Telephone point
AC sockets
Data point (RJ45)
Air conditioning
Escape hatch
Door to en suite and lobby

Lower deck forward port guest cabin en suite

Tecma toilet (24v)
Washbasin and vanity top
Lockers and shelves
Mirrors
Shower cubicle
Shower seat
Halogen overhead lighting 24v
Porthole with blind
Razor socket
Extractor fan
Complete set of accessories

Lower deck forward starboard guest cabin

Two single berths
Sprung mattresses for berths
Wardrobe
Safe deposit box
Fitted carpet
Bedside cabinet
Reading lights
Halogen overhead lighting
LCD flatscreen television (26")
Entertainment system with CD and DVD (Bose 321)
Fixed portholes with blinds
Storage under berths
Mirrors
Telephone point
AC sockets
Data point (RJ45)
Air conditioning
Escape hatch
Door to en suite and lobby



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Lower deck forward starboard guest cabin en suite

Tecma toilet (24v)
Washbasin and vanity top
Lockers and shelves
Mirrors
Shower cubicle
Shower seat
Halogen overhead lighting 24v
Porthole with blind
Razor socket
Extractor fan
Complete set of accessories

Crew lobby

Staircase leading from crew mess
Safety flooring
Halogen overhead lighting 24v
Washing machine
Tumble dryer (vented)
Doors leading to crew cabins

Aft port crew cabin

Twin bunk berths
Foam mattresses for berths
Lockers and storage
Wardrobe
Porthole with blind
Fitted carpet
Air conditioning
Halogen overhead lighting 24v
AC socket
Data point (RJ45)
CD/Radio with two speakers
Escape hatch
Door to crew lobby and en suite

Aft port crew en suite

Tecma toilet (24v)
Washbasin
Lockers
Shower
Extractor fan
Razor socket
Halogen overhead lighting 24v
Folding door to cabin

Aft starboard crew cabin

Twin bunk berths
Foam mattresses for berths
Lockers and storage
Wardrobe
Porthole with blind
Fitted carpet
Air conditioning
Halogen overhead lighting 24v
AC socket
Data point (RJ45)
CD/Radio with two speakers
Escape hatch
Door to crew lobby and en suite

Aft starboard crew en suite

Tecma toilet (24v)
Washbasin
Lockers
Shower
Extractor fan
Razor socket
Halogen overhead lighting 24v
Folding door to cabin

Captain's cabin

Twin bunk berths
Foam mattresses for berths
Wardrobe
Reading lights
Fitted carpet
Porthole with blind
Desk with storage
Stool for desk
Halogen overhead lighting 24v
LCD flatscreen television (20")
CD/DVD player with two speakers
Air conditioning
AC socket
Data point (RJ45)
Telephone point
Door to en suite and lobby

Captain's cabin en suite

Lockers and shelves
Shower cubicle
Tecma toilet (24v)
Washbasin
Extractor fan
Portlight with blind
Razor socket
Halogen overhead lighting 24v
Door to cabin



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The design is for an FRP composite, Motor Yacht fitted with twin marine diesel engines driving screw propellers through reversing/reduction gearboxes.

The construction of the hull, deck and superstructure together with all interior joinery and furniture shall be designed and built to first class yacht building standards. Construction shall be lightweight yet immensely durable, using materials of the best quality, to Sunseeker Yacht standards.

The choice and specification of all equipment and fittings is to be made with consideration to practical seaman like requirements with minimum weight, balanced against durability and quality.

The yacht is to be designed, built and equipped to suit operation in Mediterranean or equivalent conditions. Special consideration is to be made in the choice and specification of air-conditioning and ventilation systems, to ensure total suitability for the climate envisaged.

CLASSIFICATION

The vessel will be built to:

RINA 'Rules for the Classification of Yachts 2007'.

With the Classification Notation for private pleasure Yachts being:

C • HULL • MACH Y Unrestricted navigation

The vessel will be constructed in accordance with the rules and regulations in force at the contract date:

Built to European Specification 230/400v 3 phase 50Hz

or

Built to USA specification 230/400v and 120/208v 3 phase 60Hz

Convention on the International Regulations for Preventing Collisions at Sea, 1972.

CONSTRUCTION

The entire shell and the majority of the stiffening of the hull will be in hand laid FRP.

The hull topsides will be gelled in Sunseekers' exclusive XL gel coat for a white hull and NPG gel for a coloured hull to give the best possible weathering resistance and gloss retention. The hull below the waterline will be gelled with an NPG based gel coat. To optimise the resistance to osmotic blistering, the entire hull mould will have a skin coat of powder bound chopped strand matt with vinylester resin.

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 will be of a sandwich type construction.

Longitudinal stringers and deep girders will stiffen the hull shell; transverse bulkheads, FRP ring frames and watertight bulkheads in turn support these.

The longitudinal stiffeners will be of unidirectional and multi-axial plies over non-structural foam formers in way of stringers and over PVC foam engine girders.

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

TANKS

All tanks are built of a composite construction around the hull structure and will be lined with appropriate materials that will resist penetration of the liquid that they are containing.

All tanks shall be fitted with senders which shall be fitted as near to the centre of the tank as possible.

Main fuel tank 9,925 litres

Forward fuel tank (optional) 5,050 litres

Day fuel tank 4,525 litres

Black water tank 1,340 litres

Grey water tank 1,255 litres

ANCHORING EQUIPMENT

Two 125kg 'Manson' High Holding Power Galvanised kedge anchors are to be stowed in recessed pockets integral with the hull shell. The recesses are to be lined with stainless steel to prevent the anchors chafing the hull. Chain and anchor seawater washing is to be incorporated into each hawse pipe so as to drain overboard on equipment retrieval.

Twin Muir VCR 4500 chromed bronze hydraulic vertical anchor windlass are to be fitted on the foredeck. They will function in either direction and operate at a single speed. A hand pendant on cord mounted in the foredeck locker will provide up, down and emergency stop control.

Chain lockers, to be fitted in the forepeak, will be of sufficient size to take two lengths of 120 metre circa 14mm dia of high tensile (Grade 40) galvanised chain. They are to be lined with reinforced rubber matting to protect any exposed surfaces.



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MOORING EQUIPMENT

Two standard bollards are to be situated on the foredeck. Further bollards are to be located on the aft deck and abaft the exterior stairs on both the port and starboard sides there is to be a mooring station incorporated with in the fairlead design. All bollards are to be of Stainless Steel manufacture and to be of sufficient strength to take the prescribed class mooring loads.

Four standard fairleads are to be situated in the fore deck bulwark for mooring. A further six fairleads are to be located on the aft deck bulwarks. All fairleads are to be of Stainless Steel manufacture and be of sufficient strength to take the proscribed class mooring loads.

Two Muir VC4000 hydraulic capstans with ribbed type drums are to be fitted on the port and starboard sides of the aft deck. They will be single speed operating in one direction only. They are to be controlled by a deck mounted foot switch.

PASSERELLE ARRANGEMENT

A self-stowing 5.8 metre, triple extension, 580mm wide passerelle will be fitted to the starboard side. Mounted in the top step of the aft stairs, the unit will be fitted with fold down handrail on the outboard side. It is to be manufactured in aluminium alloy (white powder coated finish) with a laid teak walkway.

The passerelle will overhang the platform by circa 1.4 metres.

TENDER GARAGE ARRANGEMENT

The aft tender garage arrangement shall be such that the optional tender/jet skis can be launched and recovered efficiently. The design of the tender launch and recovery mechanism is achieved utilising an electric or hydraulic winch motor with steel rope, low profile lubricated pads and roller systems. Rollers and lubricated pads will require crew assembly and installation on the tilting platform to facilitate tender launching and recovery.

The garage arrangement is designed to accommodate a tender (no greater than 5 metres overall length with drive raised) stored centrally; one petrol engine powered Jet Ski stored to starboard and one smaller Jet Ski to port. Alternatively this space can be used to store diving equipment.

A gas detection system will be positioned in the aft garage area.

HATCHES, WINDOWS AND PORTLIGHTS

All windows shall be of toughened safety glass with thickness to class society requirement. Generally all

windows are to be fixed pattern, tinted glazing with the exception of wheelhouse front and side windows, which are to be clear glass.

Lower deck cabin windows shall be fixed.

TEAK AND DECK COVERINGS

Exterior decks shall be laid with teak planking. Thickness of teak used is determined by the effect of weight and is scheduled as follows:

Main Deck 12mm

Platform & Steps 12mm

Flybridge Deck (optional) 12mm

SAFETY AND LIFESAVING EQUIPMENT

Sunseeker's standard safety equipment list for the vessel:

2 x SOLAS B life rafts, 1 port and 1 Starboard
(Located on the flybridge)

2 x Life buoys

18 x Life jackets complete with retro-reflective tape and lights adult

2 x Life jackets child

6 x Water sports buoyancy aids

6 x Parachute red rockets

4 x Orange smoke canisters

1 x Line throwing device

THRUSTER INSTALLATION

An American Bow Thruster TRAC 16" 65hp hydraulic thruster will be situated in a 16" GRP bow tunnel. The thruster will be powered with a 63cc Rexroth AA2FM bent-axis type hydraulic motor turning at approximately 2000 RPM at full power.

Hydraulic direction and flow will be controlled via a Rexroth D08 proportional directional valve assembly situated in close proximity to the thruster tunnel. The unit will be operated using a single proportional speed jog lever that is mounted on a control panel with an integrated isolation switch.

BLACK WATER SYSTEM

All sewage, from the Tecma 24v macerating toilets installed on the vessel, will be pumped into a 1250 litre black water holding tank. This tank is an epoxy coated integral GRP tank. The tank will be fitted with a permanently open vent line to mast fitted with a suitable odour filter. The tank has an access hatch for inspection.

Strict adhesion to MARPOL 73/78 Annex IV Regulation (ii) for standard discharge regulations at sea and connections must be adhered to as well as additional local regulations.

DOMESTIC FRESH WATER SYSTEM

Water is stowed in an epoxy coated GRP tank sited at the rear of the vessel.



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An external shore water supply can be connected directly to fill both water storage tanks. Alternatively, a connection can be made directly to the ships water system. This option eliminates the need to use the vessels water pumps, since pressure is provided directly from the shore.

Both connections will be fitted with a pressure regulator to protect the system components and also an in-line strainer to remove any debris.

A Gianneschi Water Pressure Set comprising of:
2 x ACB 331 Self-priming pumps – 400V/3/50-60Hz – capacity (each) circa 90lt/min @ 5m head.

A carbon filter shall be fitted to the outlet of the pressure set

The cold water circuit shall be arranged as a single main run (not a ring main) through the length of the yacht.

2 x 200 litre hot water cylinders, each fitted with 3 x 2kW immersion heaters. An expansion vessel of suitable size shall be also fitted in a location depicted at time of installation.

The hot water circuit shall be arranged as a ring main throughout the yacht. The ring main shall be fitted with a permanently running (220V/1/50-60Hz) circulating pump located in close proximity to the hot water cylinders.

Reverse osmosis desalination system – 1 x Idromar MC3J-180 Capacity 4320 litres/day. Rating based on average seawater salinity of 35000 parts per million and temperature range min. 33oF (0.5oC) to max. 122oF (50oC).

GREY WATER SYSTEM

A waste water (grey water) gravity drained system shall be fitted to all showers, baths, wash-basins and galley services on upper decks and, will drain into a 1250 litre grey water holding tank.

All lower deck shower rooms, galley and laundry services shall drain to 240V Tecma wastewater pumping units before being transferred automatically into the same grey water holding tank as specified above.

All discharges (where possible) are to be fitted with 'Combi-Siphon' air admittance water traps.

For discharge of grey water directly into the sea, 1 x discharge/macerator pump rated at 220 / 380V AC capable of discharging circa. 140 l / min is provided. This pump can be operated from the touch screens (Marine Personal Assistant) located at

the bridge and main switchboard location. It can be operated manually or set to discharge automatically upon reaching a certain set volume.

For redundancy, both grey and black tank discharge pumps can be selected to draw from either grey or black tanks in the unlikely event of a pump failure.

ENGINE ROOM VENTILATION

The system is based on an outside air temperature of 25° C

The main engines will draw their combustion air direct from the engine room via the main engine supply air filters

4 x electrical fans (2 per side) fitted at high level within the engine room. Fans are controlled through frequency drives offering variable speed and reversing.

Full control of the fans is available either using the inverter or from the touch screen (Marine Personal Assistant) located at the bridge and main switchboard location (this shares a screen with the engine room). All fans can be shut down from the fire control locker.

Air inlet ventilation ducts to be fitted with water separators/mist eliminators (Munter) at entry point in superstructure sides. All inlet and outlet ventilation ducts are to be fitted with fire dampers manually operable from the fire control locker.

AIR CONDITIONING SYSTEM

All accommodation spaces including the wheelhouse and galley to be fully air-conditioned with a chilled water circulating system with reverse cycle heating to give the following states:

SUMMER

Outside Air 30° C – 35° C and 80% relative humidity

Inside Air 20° C – 25° C and 55% relative humidity

Seawater Temp 25° C

WINTER

Outside Air 0° C

Inside Air 25° C

Seawater Temp 10° C

Modular chilled water units will serve the system with a capacity capable of serving all accommodation. Capacities of the chilled water system will depend upon the yachts final destination and any options required.

Each area shall have room mounted variable speed air-handling units with individual cabin controls and full display in each area.



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FIRE HYDRANT SYSTEM

Fire Hydrant Arrangement

2 pumps will supply a minimum of 2 fire hydrants positioned to ensure coverage of all areas of the vessel. Fire fighting equipment (water) will be provided at fire hydrant points (sited in fire lockers) and will have fire hoses and nozzles with instantaneous connections and quick release valves.

BILGE SYSTEM

A bilge system driven by a pump located in the garage (coupled to a manual start diesel engine) and a further pump located in the machinery space to ensure that in the event of any one compartment being flooded the other pump is available to control any leakage to adjacent compartments. An engine driven pump is also available.

The machinery space is fitted with three bilge suctions. One connected to the engine driven pump for emergency suction. One connected to the bilge manifold and one connected direct to the secondary bilge pump arranged so that it can be operated independently of the bilge manifold. All remaining bilge suctions are connected to the bilge manifolds in either the machinery space or the garage.

Bilge discharge from either pump will be through a discharge manifold located in the machinery space and garage.

Each bilge suction will be fitted with a detachable and easily cleaned strum box.

The owner/captain of the yacht should be reminded that they are responsible for retention of any oily water and oil residues onboard and the disposal of same ashore by recognized means – shore side tanker or the like.

FIRE SUPPRESSION AND DETECTION

The accommodation areas of the yacht are to be fitted with both heat and smoke detector alarms and the machinery spaces with heat detector alarms.

System alarm panels are to be positioned in the wheelhouse, crew mess / galley area and machinery control room.

The fixed fire fighting system shall be a Seafire FM 200 engineered system with a capacity to extinguish a fire within the engine room compartment.

Hand held fire extinguishers are fitted in all accommodation and machinery spaces. In addition a Fire blanket is fitted in the galley.

FUEL SYSTEM

Fuel is stored in the forward bunker tank integral with hull structure. Both main propulsion engines and generators draw and return independently from/to the daily service tank.

This tank shall be replenished, via transfer pump from the bunker tank. This pump can be set to automatically replenish the daily service tank, activated at preset levels from the tank level sensors and is capable of transferring circa 45l/min of fuel. In the event of failure there is a hand operated pump.

Bunkering to forward tanks will be through individual filling stations, port and starboard which have an audible alarm fitted. This alarm will be activated at 90%.

Daily service tank and forward tank(s) are fitted with tank level sensors and level alarms. The sensors are manufactured by Kubler and supplied by Tjissen in order to ensure complete compatibility of the system.

Emergency fuel shut-off valves will be fitted to supply piping to main engines and generators, located on daily service tank. Valves will be remotely operated and actuated from the fire control locker with local manual override.

HYDRAULIC SYSTEM (THRUSTER)

The central hydraulic system will provide power for the bow thruster, 2-foredeck windlasses and 2 aft capstans. When running, each engine will power one Rexroth variable displacement hydraulic pump.

The two foredeck windlasses will be hydraulically powered Muir VRC 4500.

Electrical controls operated by hand or foot, via button or switch will be local to both windlass and capstan.

Hydraulic and electrical isolation of this equipment is controlled via a deck function button situated on the bridge. If the deck function button is depressed, no oil will circulate until either one or both gearbox driven pumps or the AC power pack is activated.

The 16" bow thruster, 1 windlass and 1 capstan will operate at full thrust / pull with reduced line speed with both main engines running at 570rpm.

HYDRAULIC SYSTEM (STEERING)

The steering system will operate via a dedicated electro/hydraulic package. The main components of which are located in the port side of the garage area. The main steering gear (tillers and steering



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rams) can be accessed from this compartment.

The system is actuated via the control panel located at the main helm. It is also possible to control the vessel using the steering wheel positioned at either helm console. All communication between the electro/hydraulic pack and the main helm position is electronic via a screened cable.

This system will have semi – redundancy, since only one of the two matched 2.2kW, 415V AC electric motors are required to power the circuit. Either motor can be selected at any time to provide the hydraulic pressure and flow necessary to steer the vessel. In the unlikely event of a failure at the bridge it is possible to manoeuvre the vessel from the steering pack location using either motor.

There is also a manual hydraulic helm position located adjacent to the port side of the garage area used to operate the steering system in the event of electrical failure. Communication to the bridge will be via a VHF handset and visual indication of the rudder position is given via a local reference gauge.

The system will be monitored at the Wheelhouse to ensure compliance to classification where appropriate.

The system will integrate with the autopilot. This is controlled via its own signal transmitted through a separate screened cable, giving yet a further level of redundancy.

HYDRAULIC SYSTEM (AUXILIARY)

An independent system located in the tender garage with local controls will operate the components below.

A locally mounted manual pump, in the event of ships power loss, can also operate the system.

Components

- 2 x 220 VAC electric motor's
- Oil tank, capacity up to 100 litres depending upon equipment specified
- Tender garage door operation rams
- Trim tab operation rams, power up & down

The auxiliary hydraulic pack will control the following:

- Tender garage door
- Tilting platform
- Trim tabs

ELECTRICAL

The standard main electrical panel located starboard aft of the engine room is built to RINA Pleasure Craft standard and comprises of two main AC power sections and a DC services section.

Also mounted within the main panel is the Monitoring and Control system (MPA) touch screen and computer. A slave screen is mounted at the helm that mimics the main panel.

All electrical systems are designed and installed in accordance with Classification Society standards.

All electrical equipment is selected from ranges demonstrated to be suitable for marine use. Wherever appropriate, equipment is type-approved by the relevant Classification Society.

All cables are selected from marine ranges. Where appropriate these are of a type approved by the Classification Society.

Cable support is in accordance with classification society rules. All major cable runs within the machinery space are supported on metallic cable trays.

AC SUPPLY & DISTRIBUTION

Main AC Power Supply

Boats to European Standards:

3 phase supplies – 400 Volts 50Hz 4-wire distribution with grounded neutral.

Single phase supplies – 230 Volts 50Hz with grounded neutral.

Boats to US Standards:

3 phase supplies – 400 Volts 60Hz 4-wire and 208 Volts 60Hz 4-wire distribution with grounded neutral.

Single phase supplies – 120 Volts 60Hz with grounded neutral.

IMPORTANT:

It is the owners/operators responsibility to inform Sunseeker International of the area of operations of the vessel. Shore power voltages differ around the world, and in some cases shore power converters may be required in addition to standard specifications.

Electrical power is supplied from two main generators. When alongside, power may be drawn from shore side connections via either an isolating transformer or optional shore power converter.

Connection to the shore will be via a 20 metre shore cable capable of 100 amp per phase duty.

This can be retrieved via a Glendinning Cable Master.



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POWER MANAGEMENT SYSTEM

AC Power is fed into a power management system that protects and manages the available power supplies and distributes power to sub-distribution boards throughout the boat.

Appropriate panel instrumentation is provided to permit local monitoring and in the event of an emergency, manual control of the system.

Two distribution sections are provided, each directly fed by one generator. Under normal operating conditions one generator is nominated as the duty set and this machine will supply the entire boatload. The second generator is designated as the stand-by set.

Switching between duty and stand-by generators fully automated by the system, which seamlessly connects the stand-by machine and shares the load during peak demand. Manual operation is possible by any of the system touch screens.

When a shore power connection is available, switching between generator and shore power will be 'seamless' i.e. there will be no interruption of AC power.

SHORE SUPPLY SYSTEM

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

Where it is intended that the boat will operate in areas where different shore power standards may be encountered it is recommended that an optional shore power converter be installed.

For boats with European standard power supplies, one 3 phase 100A power inlet (capable of passing a total power in excess of 60kW @ 400V) is recommended for family cruising use.

For boats with US standard power supplies it is recommended that two inlets, each of 100A (each capable of passing a total power in excess of 35kW @ 208V) be positioned.

All inlets to be provided with Glendinning Cable Master. Cable length to be 20m as standard. Cable to remain flexible at temperatures down to 10° C.

POWER DISTRIBUTION

The final circuits in the boat are protected by residual current circuit breakers (GFCI or RCCB) and by over-current circuit breakers.

Sub distribution boards are proposed as follows:

Crew Area

Under crew stairs for lower deck

Wheel house

Machinery Space

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.

CATHODIC PROTECTION

Zinc anodes are fitted adjacent to all metallic underwater fittings, and a comprehensive bonding system is installed to ensure that the greatest possible efficiency of cathodic protection is obtained.

All earth connections are connected to a bronze earth plate 300mm x 900mm on the under side of the hull.

24V DC SUPPLY & DISTRIBUTION

24 Volt DC power supplies are distributed using a grounded negative system.

Batteries are of the low maintenance Lead Acid type where installed in the engine room. For other areas, batteries are of the sealed AGM type.

MAIN SWITCHING & DISTRIBUTION

Cross connect/disconnect facilities are provided to enable starting of either engine in the event of failure of an auxiliary battery.

The domestic services battery supports all 24V DC systems throughout the vessel other than engine/generator start, emergency and communications systems.

CHARGING

A charging alternator is fitted to each main generator. These alternators are used to supply charge to the associated starter battery.

Multiple 24V battery chargers are installed. These are arranged so that each battery bank has sufficient charging to maintain the batteries at their optimum capacity. Where additional equipment is specified extra chargers may be required to support the increased DC load.



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12 V DC SUPPLY & DISTRIBUTION

12V DC power supplies where fitted are distributed using a grounded negative system.

Services supplied from 12V DC include; communications equipment, some navigational aids and console services.

Dedicated power supplies are installed and are used to support these services.

ALARMS

Monitoring and Control system will be provided that will incorporate the following facilities: The Monitoring and Control system is operated by a main touch screen at the electrical panel and a second mimic screen at the main helm.

AC System Power monitoring

Monitoring and control of AC switch gear

Monitoring of main generator parameters

DC System Power monitoring

Monitoring and control of DC switch gear

Monitoring of the following fluid tank levels:

- 1 off main diesel fuel tanks – Full range with multiple alarm points

- 1 off day diesel fuel tank – Full range with multiple alarm points

- 2 off fresh water tanks – multiple discrete alarm points

- 1 off Black water holding tank – multiple discrete alarm points

- 1 off Grey Water holding Tank – multiple discrete alarm points

All levels to be displayed in litres (Gallons available by request)

Provide monitoring and control of navigation lights

Provide monitoring via a single float switch of bilge water level in five bilge compartments

Provide monitoring of exhaust temperatures

WHITE GOODS

Note: Appliances from the Miele domestic range where possible/applicable.

Standard Galley Appliances:

- 1 x Full height refrigerator

- 1 x Full height freezer

- 1 x Dishwasher

- 1 x Single Oven

- 1 x Microwave

- 1 x 5 Zone Ceramic hob

- 1 x Extractor

- 1 x Free standing coffee maker

- 1 x Wine cooler

- 1 x Icemaker

Standard Flybridge Appliances:

- 1 x Refrigerator

- 1 x Icemaker

- 1 x Ceramic Griddle

Standard Bar Appliances:

- 1 x Refrigerator – Deck Saloon

- 1 x Icemaker – Deck Saloon

Standard Laundry Appliances:

- 1 x Washing machine

- 1 x Tumble dryer

NAVIGATION & COMMUNICATION

The navigational and communication equipment listed represents an estimate of the type and quantity that will ultimately be installed. However, the manufacturer and/or model may vary depending on the latest equipment available at the time of order. Additional equipment may be specified optionally.

The Standard Specification Comprises of:

Radar

Furuno 1954C/-BB Black Box with 12kW 9GHz, 4 feet open array antenna with keyboard control unit connected to 15" TFT display in Wheelhouse.

Central Navigation Display Software

Speed, depth and heading, controlled via PS2 roller ball mouse connected to 15" TFT display in Wheelhouse. Software shall be installed on the Chart Plotter computer.

Chart Plotter

Rugged Marinised computer running with chart plotting software, controlled via PS2 roller ball mouse connected to 15" TFT display in Wheelhouse.

Auto Pilot

Simrad AP50 system, interfaced to Satellite Gyro Compass with display in Wheelhouse. AP50 Repeater display shall be installed on the Flybridge Helm.

Compass

- 2 x Manual Ritchie compass

- 1 x Furuno SC50 Satellite Gyro Compass including antenna, processor unit and display in Wheelhouse.

GPS

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

VHF

Simrad RS87 DSC VHF system with three handsets. Separate GPS antenna (no display) for VHF.



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Searchlight

One 24V Sanshin remote searchlight with independent control located in the Wheelhouse.

Windscreen Wipers

Pantograph with screen washers.

Chronometer/Barometer

One off combined.

Air Horn

One off pneumatic.

Radar and Navigation information will be repeated at the Flybridge Helm.

Items identified above are part of the standard navigation communication package. Any additional equipment required will be quoted for. Models listed are correct at time of specification and these items may be replaced depending upon availability and replacement by newer models.

All thru hull transducers to be located in the engine room compartment, forward of the main engines.

Please note that this equipment is liable to change if the Yacht is upgraded to MCA classification.

COMMUNICATION

The Standard Specification Comprises of:

GSM System

One off Sony Erricson W25 3G Fixed Cellular Terminal. Comprising of external antenna, fixed handset located in the wheelhouse.

Telephone System

Internal PABX system, comprising fixed handsets in all guest cabins, saloon, wheelhouse and captains cabin or crew mess. Connected to GSM and shoreline input.

VHF

Simrad RS87 VHF radio telephone. (1 x Wheelhouse & 1 x Flybridge & 1 x Captains Cabin or Crew Mess)

Emergency Radio Beacon.

One off float free EPIRB unit.

Aerials

All associated aerials for above listed equipment.

Loudhailer

One off hand held with internal batteries.

Items identified above are part of the standard navigation communication package. Any additional equipment required will be quoted for.

Entertainment Equipment

Sky Deck

3 x Pair Marine Speakers (Zoned from Main Saloon)
3 x Bose SA2 Amplifier
1 x Bose PMC II remote

Aft Cockpit

2 x Pair Marine Speakers (Zoned from Main Saloon)
2 x Bose SA2 Amplifier
1 x Bose PMC II remote

Foredeck

1 x Pair Marine Speakers (Zoned from Main Saloon)
1 x Bose SA2 Amplifier
1 x Bose PMC II remote

Main Saloon

42" Sharp LCD Television
Bose 38 Lifestyle system

Master Stateroom

42" Sharp LCD Television
Bose 28 Lifestyle system

Aft Starboard Double Guest Stateroom

32" Sharp LCD Television
Bose 321

Aft Port Double Guest Stateroom

32" Sharp LCD Television
Bose 321

Fwd Starboard Twin Guest Cabin

26" Sharp LCD Television
Bose 321

Fwd Port Twin Guest Cabin

26" Sharp LCD Television
Bose 321

Captains Cabin

20" Sharp LCD Television
Car Type CD/DVD Player
1 x Pair car style speakers

Crew Mess

20" Sharp LCD Television
Car Type CD/DVD Player
1 x Pair car style speakers

Wheelhouse

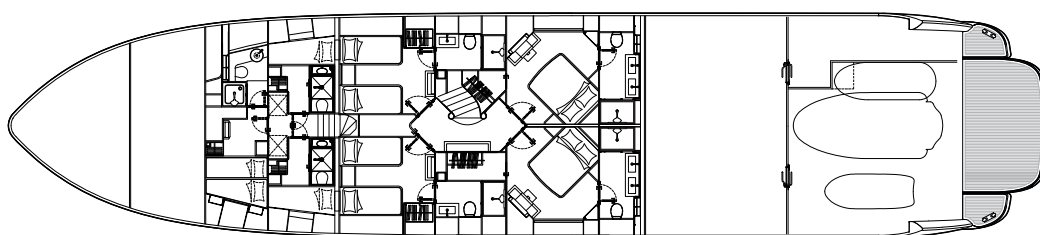
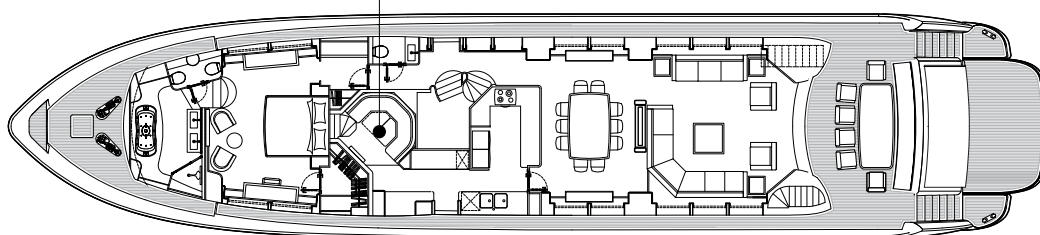
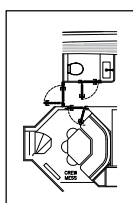
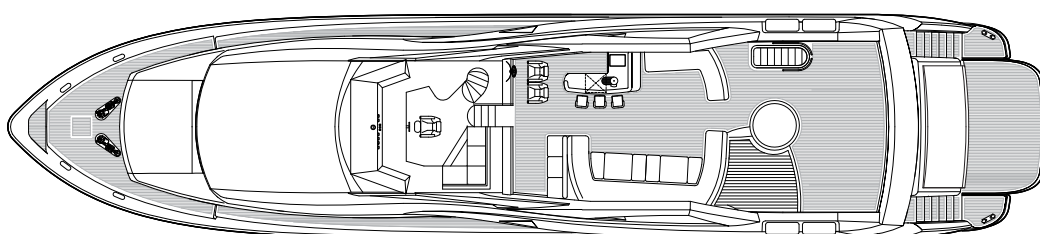
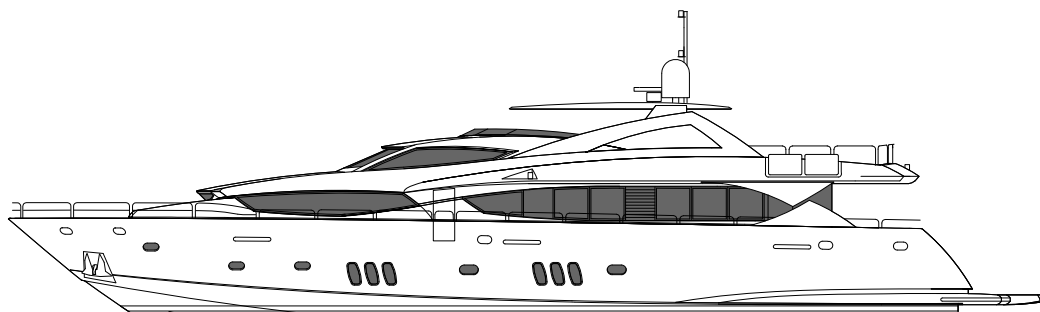
Car type CD radio with two speakers

Crew Cabin 1

CD/Radio & 1 x Pair Speakers

Crew Cabin 2

CD/Radio & 1 x Pair Speakers





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Disclaimer

*Every attempt has been made to give accurate information, but performance and range figures are estimates given as a guide only. Dirt or growth on the hull, tuning of the engines, size, make of engines fitted, damage to propellers, the temperature of the air and water, the weight of fuel, water, stores, number of people, propeller pitch, quality of fuel and other matters, can all affect a boat's performance and range. For these and other reasons we can give no performance, range or other guarantees, and neither such guarantees nor anything contained herein constitutes an offer of contract or any representation or agreement, or may otherwise be relied upon. The photographs and artist's impressions in this brochure are of existing models in the Sunseeker range. There may be items shown in these photographs and artist's impressions that are not included in the standard inventory of the models shown. Specifications contained on the web site are samples only and should not be relied upon and may refer to models only intended for sale in a particular territory and not generally. No guarantee is given that any model will be available in any territory; however by contacting us we can advise you of models that are likely to be available in each territory. Actual specifications will be provided when a sales order or enquiry is placed with us or our approved Sunseeker dealer. Specifications for models sold in different markets may vary and specifications and models may be changed or withdrawn at any time without prior notice. The individual specification for each vessel will be agreed as part of the sale contract between the purchaser and the Sunseeker dealer. Dealers and distributors are independently owned and operated entities, and therefore Sunseeker dealers and distributors are not owned by Sunseeker International Limited or any subsidiaries or other related entity of this company nor are they their agents. Therefore they have absolutely no authority to commit Sunseeker International Limited, or any subsidiary or other related entities of Sunseeker International Limited to any pledge, contract or agreement in any form or by any means unless first accepted in writing by Sunseeker International Limited. In some examples herein Sunseeker have referred to measurements, specifications or other details applicable to a particular territory and no guarantee is given that these are applicable to your territory. For ease of reference we have, in some cases, referred to "we" or "Sunseeker" and these terms should be taken to mean Sunseeker International Limited.

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