

STAR ATTRACTION

Setting the style — not following it. The flagship of this Taiwan boatbuilder's range has new looks, new ideas, and a quality of build to match Europe's best.



BOAT REPORT

WHEN we saw the new Hi-Star 70 at the Southampton Boat Show, we immediately knew that Taiwanese boat-building had come of age.

Externally the lines are sleek and clean; underwater is a hull tank-tested in Vancouver, Canada, but it is the interior that has finally broken the Taiwan tradition.

Make no mistake, its length puts the Hi-Star into the luxury yacht category, and in both design and finish, the interior matches the description. Gone is the overpowering teak joinery. In its place you have ash with inlaid walnut veneers. Offsetting these is excellent use of Corian worktops and plastics, to give a bright, modern effect.

The design details continue the forward thinking. The saloon runs the full length of the main deck, and contains some superb features. At the after end is the main entertaining area, served by a galley that includes fridge/freezer, ceramic hob, microwave and electric ovens, ice-maker, dishwasher, and trash-compactor, with a laundry centre down below. To port is a day-toilet, for the use of visitors or crew. Spiral staircases to flying bridge and cabins make a feature out of necessity, while forward is a second lounge/dining area. Oppo-

site this is the main ship's helm position, but instead of being an austere isolated wheelhouse, this is integrated with the rest of the accommodation, though still fully equipped.

Down below aft is the master cabin, as big as a hotel suite, with rows of wardrobes and drawers, and a walk-in bathroom bigger than the one you are likely to find at home. So large is this space in fact that it can be built as a smaller bathroom and a study.

Forward accommodation comprises two twin-bedded guest cabins, and a further double, each with en-suite bathrooms, whilst forward again is a two-person crew cabin.

Power comes as standard from a pair of 735hp GM 8V-92TA diesels, which on our test run clocked 17.5 knots on the radar gun. Alternative options include 1000hp MANs, though these add a further \$250,000 to the standard \$1.2m price. Access to the motors is superb, in a full-headroom, walk-round engineroom that continues the theme of attention to detail design. Typical are the double doors into this area — one aluminium watertight, plus one decorative wooden, but both with glass inspection windows. Also of note are the twin fuel filter systems for each engine, allowing filter changes without stop-

ping either unit. All the engineering work is to the highest standard, typified by a main electrical distribution panel that you would be proud to open and show off to visitors.

So, no disappointments after our longer look at this exciting craft. The traditional Taiwan virtues of value for money and superb joinery are matched by styling and finish that are sure to make waves on both sides of the Atlantic. ■

LOA	70ft 0in (21.35m)
Beam	18ft 6in (5.68m)
Draught	3ft 1in (0.94m)
Displacement	38 tons
Fuel	1000gal (4500lt)
Water	330gal (1500lt)
Price with 735hp GM 8V-92TA	\$1.2m ex-VAT

Builder:

Hi-Star Marine, 50 Ta Yeh S Road, Shaou Kang, Kaohsiung, Taiwan. Tel: 886-7-8715286.

Distributor:

Orient Yachts (UK) Ltd, Marine House, The Quay, Lymington, Hampshire. Tel: 0590 676393.

HI-STAR 70



Pictures by William Payne



Far left: the saloon is a continuous entertaining area running the full length of the deck-house, with the galley to starboard. Left: the lower helm position, superbly finished and laid out, still feels part of the forward saloon. Top clockwise: the stairwell leading to the forward cabins; the owner's stateroom aft; the galley; the walk-in engineroom; one of the en-suite bathrooms.