



24 - 1972

<https://www.yachtadvert.com/976-coronet-24.html>



General

Year : 1972

Length : 75.46 Ft

Life Raft : No

Leasing in progress : No

Builder : Coronet

Material : GRP

Beam : 26.25 Ft

Area : Swansea, United Kingdom

Engines

Fuel : Diesel

Power Unit. (HP) : 150

Engine Brand : Volvo Penta AQ31P

Engine(s) : 1

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : No
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : No
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : No	IceMaker : No
Microwaves : No	Oven : No
Electric stove : No	Gas stove : No
Washing machine : No	Heater : No
TV antenna : No	Dishwasher : No
SAT-TV : No	TV : No

Various

Remarks :

The Coronet 24 *Roatan* is a classic motorboat that embodies the solid build quality and timeless design for which Coronet boats are known. Built in 1972, this vessel has seen many years of enjoyment on the water and has been kept in operational condition with several important mechanical upgrades over the years. These updates include a Volvo Penta AQ31P Turbo Diesel engine and a Volvo Duo Prop leg, both installed in 1998, which provide reliable performance and efficient power for cruising.

Roatan is equipped with essential electronics, such as a Garmin GPS plotter, fish finder, and VHF radio, making navigation manageable and functional. The boat also features modern conveniences like electric trim tabs and a solar trickle charger to help maintain the batteries.

While the boat appears mechanically sound and capable of delivering a smooth and enjoyable ride, it does require attention to its cosmetic aspects. The exterior and interior show signs of wear consistent with its age, and a cosmetic overhaul would significantly enhance both its appearance and comfort. These updates would allow the next owner to personalize the boat and bring it back to its former glory.

The cabin, which features a V-berth and a sea toilet, is functional but could benefit from refurbishment to improve the overall onboard experience. Similarly, the deck and cockpit areas, while spacious and practical, would likely benefit from some restoration work to enhance their usability and aesthetic appeal.

Overall, *Roatan* presents a solid foundation for someone looking to invest in a classic motorboat with good bones and reliable mechanics. With some care and attention to its cosmetic needs, this boat has the potential to be a charming and enjoyable vessel for many more years to come. This is a great opportunity for a buyer who appreciates the character of classic boats and is willing to put in the effort to restore *Roatan* to its full potential.

Accommodation :

Cabin and Heads

Sleeping Arrangements:

V-berth in the cabin, doubles as seating

Galley

Small galley area to starboard

Storage lockers and shelves

Heads:

Sea toilet with pump out

Interior Finish:

Traditional wood and upholstery

Inventory :

Deck and Cockpit

Helm:

Pilot and co-pilot seats

Traditional helm station with wheel and throttle controls

Windlass:

Capstan electrically operated windlass on port side

Deck Hardware:

Stainless steel deck cleats (Forward, midships, and aft)

Fenders and warps

Anchoring:

Anchor with chain and warp

Navigation Equipment:

GPS: Garmin GPS 128 Plotter

Fish Finder: Garmin Fish Finder

VHF Radio: M-Tech VHF Radio

Lighting and Safety:

Jabsco searchlight on mast

Radar reflectors

Miscellaneous Deck Gear:

Fenders with warps

Miscellaneous and Safety

Solar Trickle Charger (for maintaining battery charge)

General Maintenance:

Engine last serviced by owner in 2020

Mechanical :

Mechanical and
Systems

Engine: Volvo Penta
AQ31P Turbo Diesel

Installation Year: 1998

**Estimated Engine
Hours:** 700-800 hours (estimated by owner)

Drive: Volvo Duo
Prop leg (Installed in 1998)

Fuel System:

**Fuel
Type:** Diesel

Fuel Tank: Aluminium Fuel Tank (Installed in
1998)

Capacity: Approx. 220 litres

**Cooling
System:** Raw water cooled with new seal on raw water pump
(2022)

Electrical:

Batteries: 2 x 75 Ah (Replaced in
2021)

Starter Motor: Replaced in
2015

Alternator: Replaced in 2016

**Solar Trickle
Charger:**

Electric Trim Tabs:

Hull Maintenance:

Hull epoxy applied in 2015

Bellows and Gimbals Bearing replaced in 2015

Anodes and antifoul last changed in 2022

Heating:

Diesel heater fitted in 2020















