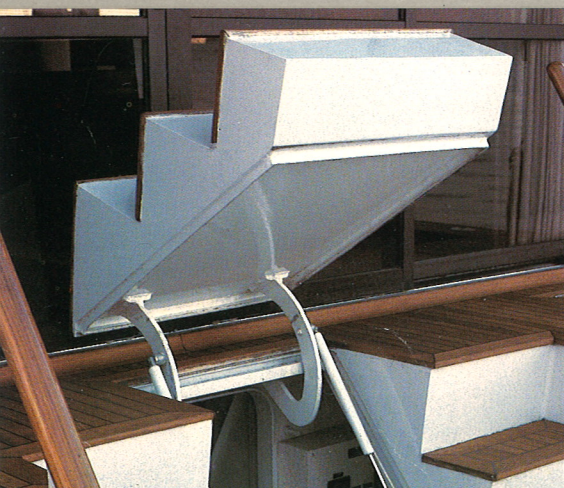




STRIKER 70





THE ULTIMATE ACHIEVEMENT IN SPORTFISHING YACHTS.

The Striker 70 is the world's largest semi-custom sportfishing yacht. And the most soul-stirring sportfisherman ever built.

For a little taste of what she was meant for, consider that Hull No. 1 was commissioned in New Guinea, then headed straight for Cairns, Australia—6,400 miles away. She made it without a hitch. And in her first season on the hunt, she landed a 1,368-pound black marlin to boot.

These are the things the Striker 70 is designed and built for: to take its owners to the ends of the earth, through any kind of weather, tracking down the most challenging gamefish in the sea.

The guts of this small ship—twin MTU Mercedes Diesel 8V-396TB-93 fire breathers—get her up and away with plenty of speed. Cut back to one screw, and her 4,000-gallon fuel capacity gives you a range easily in excess of 3,500 miles. The ride will be straight and true, too, because the shallow, double-arched aft hull shape creates an efficient flow of water rather than the side-thrust, steering effect of deep-V designs.

In fact, the unique Pentapolymeric™ hull gives the smoothest, driest, most stable ride on the water. The soft entry parts waves like a knife. Inner and outer chines deflect the spray right back where it came from and, working with the flat box keel, also provide extreme lateral stability.

Furthermore, Strikers are built of aluminum, as strong as steel but much lighter than *either* steel or fiberglass. That results in less displacement, which, in turn, means we can give the Striker a beam of 23'6" for even greater stability. As well as vast interior spaces.

With a draft of just 3'11", you can also go places you'd never think of going in any other hull.

But that's what the Striker 70 is all about—going places other boats simply can't go, through seas other boats couldn't survive.

She's one integrated, solid piece of metal. The superstructure is welded to the deck; the deck, welded to the hull. Stanchions, deck side walls, bow pulpit...they're all one unit, welded with the latest techniques of the inert-gas, shielded-metal arc method and final-checked by thorough x-ray analysis.

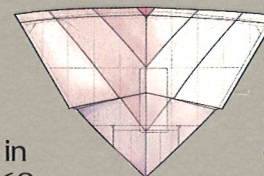
The feeling of massive strength simply grabs hold of you aboard a Striker 70.

She's got a watertight collision bulkhead as well as two watertight aluminum doors to the engine room. The fuel tanks have manhole covers that can be removed for inspection or for cleaning when the tanks are emptied through their drain plugs.

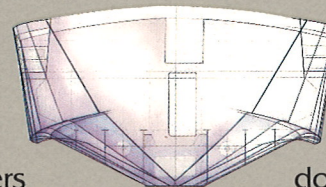
The hardware is also chosen and designed for permanence. Copper plumbing and insulated braided copper wiring is used throughout. A custom muffler and exhaust system keep the cockpit quiet and free of fumes. In the engine room, we've even built in a workshop area complete with a vise, lockers and shelves.

In fact, Striker gives you the finest, most extensive array of standard equipment in sportfishing:

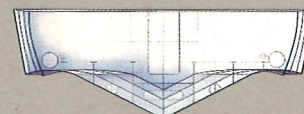
40-KW generators (two of them), isolation transformers, a thirty-gallon oil-storage tank with hose for easy filling of engines or generators, and manual valves for transferring fuel from the forward and aft tanks to the center tank. When we say this is a small ship, we mean it.



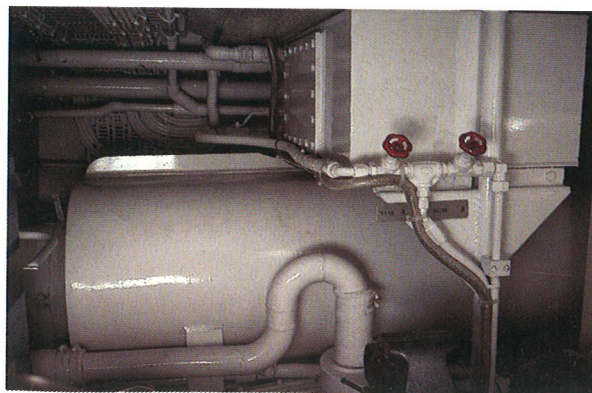
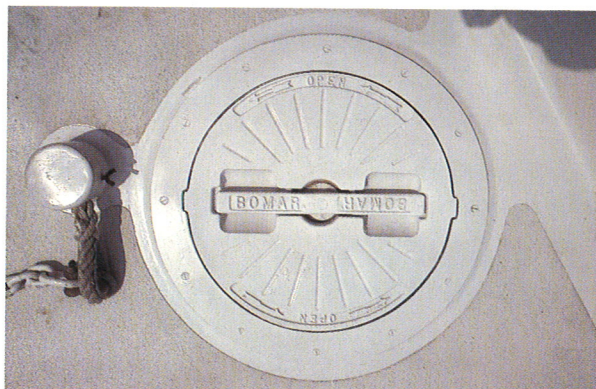
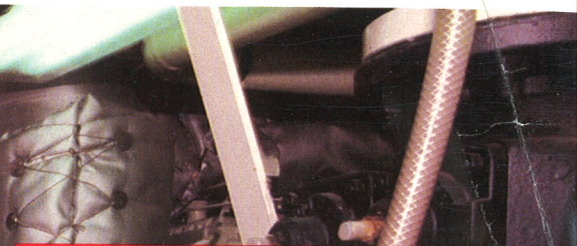
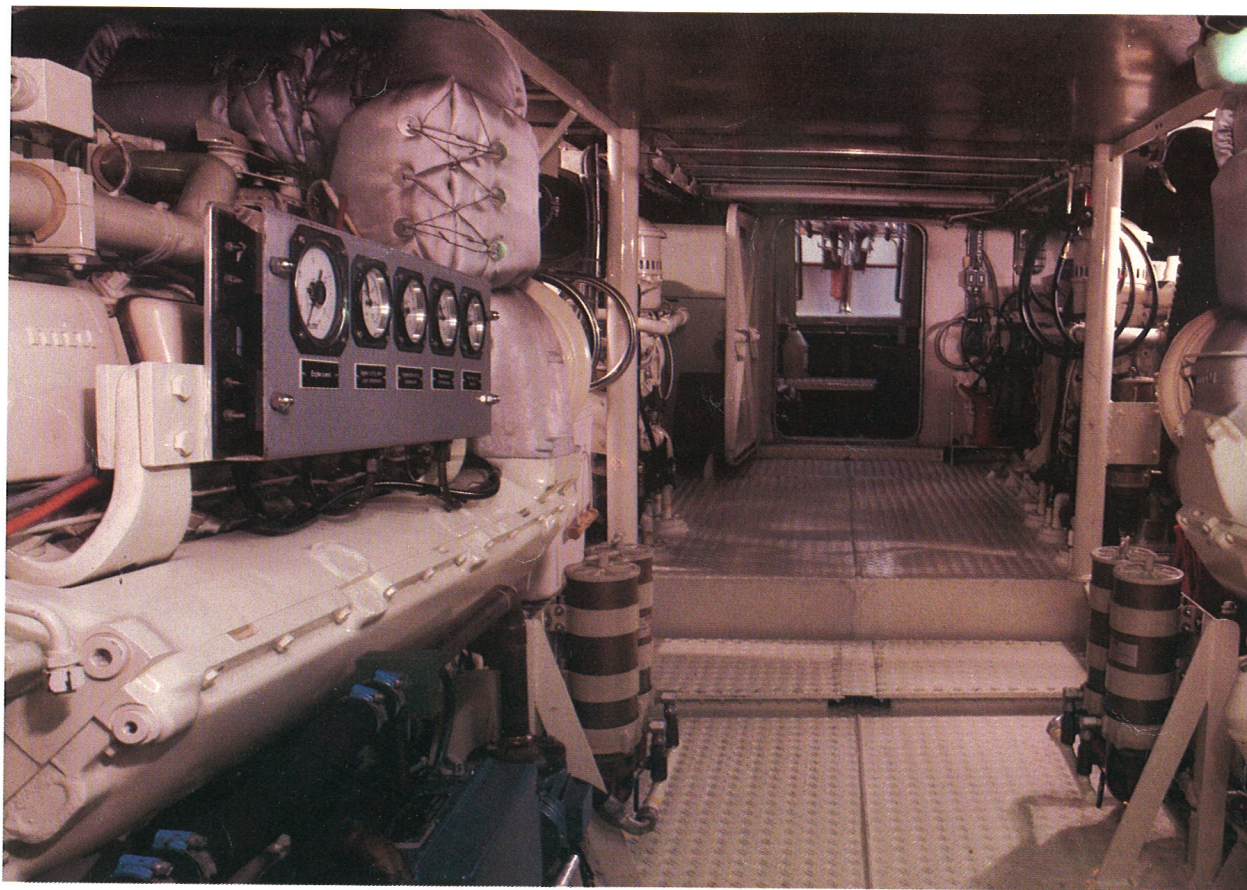
Very fine forefoot provides smooth, dry entry.



Five planing surfaces amidships insure both stability and efficient planing.



Relatively flat, concave aft section means excellent stability and efficiency.





And when we say she's the most awesome fish stalker ever built for the sport, we put the evidence right in front of you. The cockpit is 221 square feet of teak battle station. With tuna door, flush rod holders, freezer, port and star-board freshwater washdown, bait-preparation center, sink, and engine controls, she comes in the attack mode. There's also rod storage under the coamings and a huge vertical rod locker, portside. The day head, opposite, is not just convenient for anglers, but also cuts down on traffic through the salon.

The entire yacht is so thoroughly thought out that the gin pole is even designed to serve as a "chimney" to ventilate the engine room.

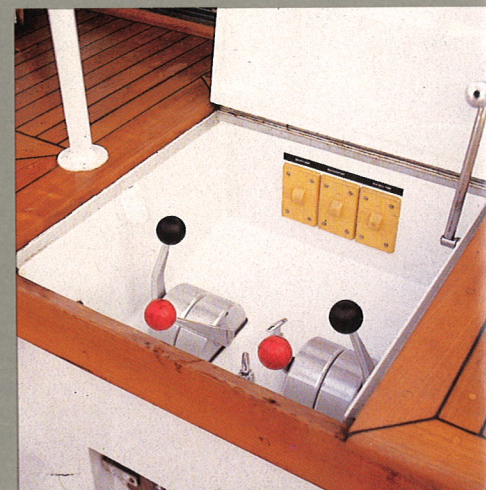
Three aft hatches open to the bilge and rudder heads, which include an emergency tiller. The engine control station is also equipped with engine shut-

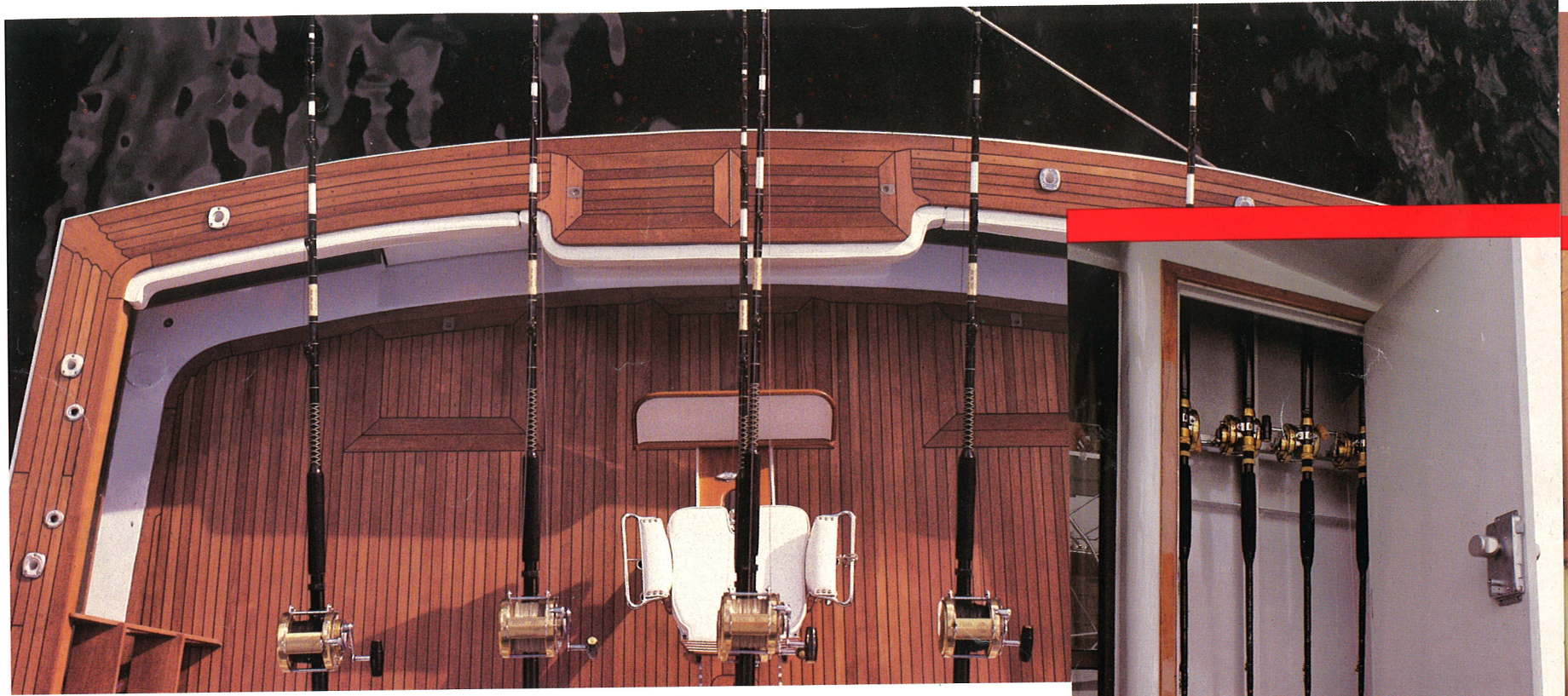
down pulls and a switch to activate the hydraulically raised cockpit steps for access to the engine-room door.



On the cockpit porch, portside, is the ladder that leads to a flying bridge so enormous and livable that we'll even enclose and air condition it if you like. At its center is the command station, an almost jet-like display of controls and instruments with plenty of room for every electronic device you want. Take the helm here, and you can feel the full dimensions of the serious seagoing craft under you. And just a glance over your shoulder gives you a complete view of the cockpit.

Forward of the control station is a sprawling area that has a wraparound sofa stretching the full width of the bridge. There's more than enough lounging space for all aboard, and they'll have the convenience of a wet bar with refrigerator and ice maker, too.







The bridge sits atop an interior that is more like a luxury condominium than a yacht. Typical plans call for either three or four staterooms with three complete heads

(that's not including the aft day head), a huge salon with dining area and a full galley with appliances like a 22-cubic-foot refrigerator/freezer; Jenn-Air range with oven; microwave oven; dishwasher; and stacked washer and dryer.

Reverse-cycle, zoned air conditioning lets you cool the entire yacht or just the areas you'll be using. If you'd rather open up, the salon's sliding glass doors part in the center to make the salon, porch and cockpit one.

As for choosing details and finishing off the interior, we know that Striker owners have definite ideas of their own. That's why we present all owners with virtually a clean slate for creating an environ-

ment that measures up to their own tastes and lifestyle. We'll add to or subtract anything from our standard package. And you or your designer will have a free hand to do it the way you want it done.

Striker will support you with expert hand craftsmanship as well as a broad selection of beautiful, exotic materials that our buyers bring back from all over the world.

The point is that this is *your* yacht, and whether it's in the interior, cockpit or flying bridge, you will decide what goes aboard, and we will make sure it is implemented to your highest expectations.

No, the Striker 70 isn't for everyone. But if you want only the finest, most awesomely beautiful example of brutal maritime strength and classic luxury, then she is the ship. There is nothing like her on the water; she *is* the finest sport-fishing yacht in the world.





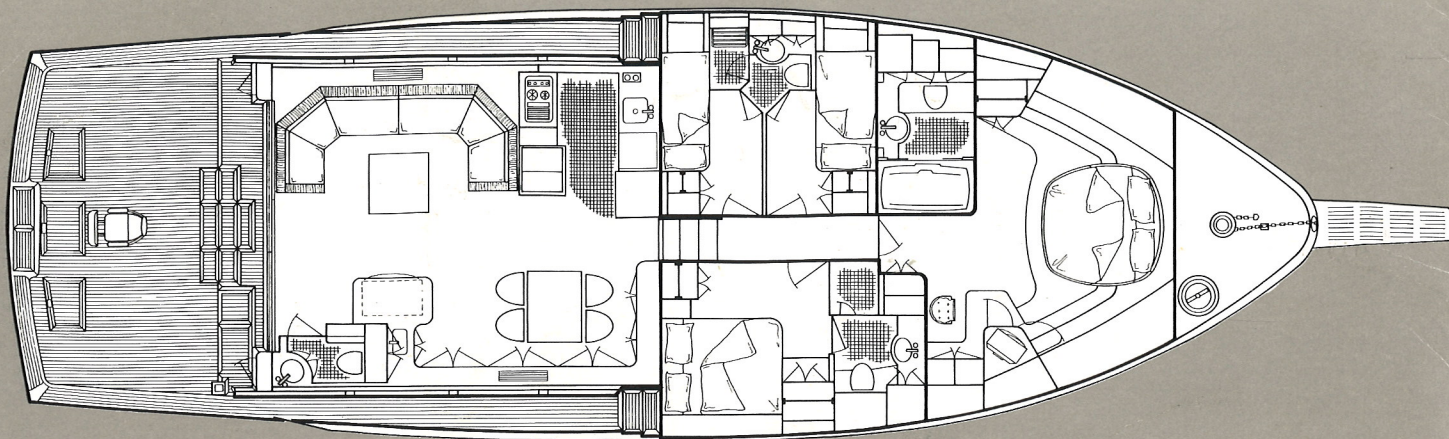


SPECIFICATIONS

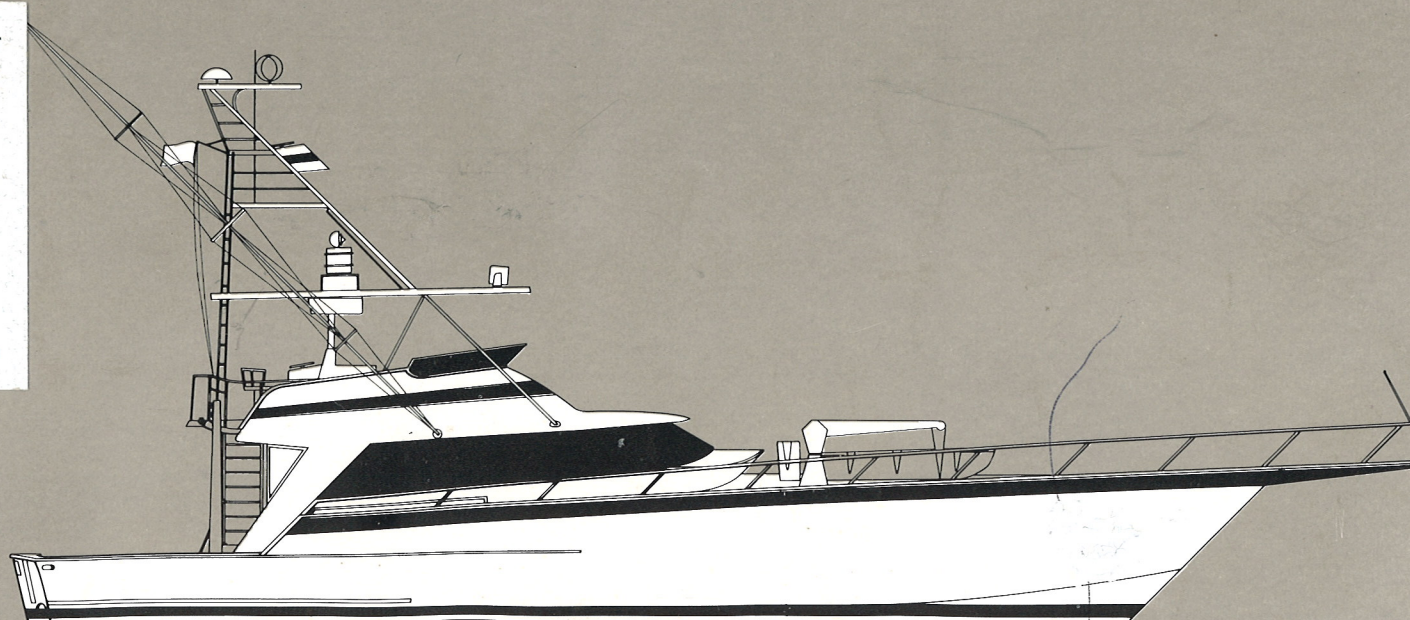
Length (less pulpit)	70'6"	21.488 M
Beam	23'6"	7.163 M
Draft	3'11"	
Height above waterline	17'4"	5.258 M
Displacement	75,000 lbs.	34,020 KG
Fuel capacity	4,000 U.S. Gal	15,140 L
Freshwater capacity	450 U.S. Gal	1,710 L

Construction: Welded marine alloy aluminum

Power Options: Twin MTU Mercedes Diesel engines



The above layout is popular with many owners, but others are also available.



DISCLAIMER: Striker yachts are built, in large part, on a custom basis. Designs, standard equipment and specifications referred to or pictured in this brochure are subject to change without notice. Contact Striker or your nearest Striker dealer for current product and warranty information.