



WATERMATE BOATS · SPECIFICATION SHEET

AO12 SAFARI

A twelve-metre safari boat for coastal tours, with an open deck or a full hardtop.

DESIGN RENDER



AT A GLANCE

LENGTH OVERALL

11.99 m

39.3 ft

BEAM

3.19 m

10.5 ft

DRAFT

0.6 m

2 ft

PASSENGERS

12 or 20

Documented at either count

MAX PERSONS ON BOARD

22

Passengers and crew

MAXIMUM SPEED

40 kn

At 700 hp

The AO12 Safari is designed for open water. It is a twelve metre boat for coastal tours, sightseeing and passenger transfer, carrying twenty passengers across five bench rows, with twenty-two persons on board including the two crew.

Passengers sit forward of the helm, so nothing is between them and the water they came to see. The standard boat leaves the deck open to the sky, with cover over the helm console only. The other way to have it is a hardtop over the whole passenger deck, and that is the version fitted out for diving.

INDICATIVE PRICE

From €145,000 ALUMINIUM HULL

A starting price. The final figure depends on the equipment you select.

DECK AREA

Five bench rows and a centre walkway on a 12 m hull, so twenty passengers sit with room around them rather than shoulder to shoulder.

TWO BOATS, ONE HULL

Open to the sky as standard, or a full hardtop over the passenger deck — which is the version fitted out for diving.

INBOARD OR OUTBOARD

Inboard diesel or outboards, 400 hp to 700 hp. Above twelve passengers on inland European water petrol is not admissible, and the diesel is the answer there.

TWO WAYS TO HAVE IT

OPEN DECK

The standard boat. A T-top over the helm console, and nothing over the passengers.

- Five bench rows forward of the console, open to the sky
- Soft-covered benches, four adults to a bench, twenty seated
- A centre walkway the length of the deck
- Tempered glass windshield ahead of the helm

HARD-TOP (DIVER)

A hardtop the length of the passenger deck, and a deck fitted out for diving.

- The helm moves forward to the bow, with the working deck behind it
- Hardtop the full length of the deck, over the passengers as well as the helm
- Cylinder racks down the centre of the deck
- Boarding ladder at the transom and a freshwater rinse shower
- Dive gear storage and a diving compressor, specified at order

TWELVE PASSENGERS, OR TWENTY

Every boat is delivered CE marked, and documented for either twelve or twenty passengers depending on what your country's rules allow. It is the same hull and the same build either way — only the paperwork changes. Tell us where you will operate and we will tell you which set of papers you need.

About the images. Some are AI concept renders, and every image is labelled for what it is.

SPECIFICATION

SPECIFICATION	ALUMINIUM
DIMENSIONS	
Length overall	11.99 m / 39.3 ft
Beam	3.19 m / 10.5 ft
Draft	0.6 m / 2 ft
Total height	3.55 m / 11.6 ft
Displacement, light (hull only, no engine)	3,500 kg / 7,716 lb
Payload	2,500 kg / 5,512 lb
Max weight, loaded	6,000 kg / 13,228 lb
Hull material	Aluminium
Hull thickness	6 mm / 0.24 in
CAPACITY	
Passengers	12 or 20
Crew	2
Maximum persons on board	22
PROPULSION	
Engine options	Inboard diesel (Yanmar) or outboard (Suzuki, Mercury, Yamaha), 400 to 700 hp
Fuel capacity	500 l / 132 US gal
Maximum speed	40 kn

There is no certification row above, and that is deliberate. A boat is CE marked when it is built, and the first AO12 Safari is still in build — so it holds no design category yet and we will not print one for it. Every boat leaving on an order is delivered CE marked.

ENGINES

Inboard diesel (Yanmar) or outboards from Suzuki, Mercury and Yamaha, 400 hp to 700 hp. The inboard diesel is the option that keeps the boat clear of the fuel restrictions on inland European water, where only fuels flashing above 55 °C are admissible above twelve passengers.

The boat can also be delivered without engines, rigged and ready for installation. Your own local dealer fits the motors of your choice and becomes your first call on engine warranty and service, which is worth having close to home.

MEASURED SPEEDS

400 hp	31 knots
500 hp	34 knots
600 hp	37 knots
700 hp	40 knots

STANDARD EQUIPMENT

- Aluminium hull
- Paint in the colour of your choice
- Fender profile along the length of the hull
- Railing on the sides and bow
- Mooring cleats
- Tempered glass windshield
- Buoyancy compartments built into the hull
- Self-draining cockpit

- Hydraulic steering with wheel
- Bow thruster
- 12 V electrical system with two batteries and a changeover switch
- Two automatic bilge pumps
- Navigation lights
- Cabin and cockpit lighting
- Search light

- Horn
- Seating for 20 passengers on soft-covered benches
- Two crew seats
- Bench seat behind the two crew seats
- 500 L fuel tank with gauge
- Swimming ladder
- Supplied with engines fitted or ready for installation, whichever you prefer

OPTIONS

■ Plexiglass roof over the cabin	■ Depth sounder	■ Shower with freshwater tank
■ Outboard engines (Suzuki, Mercury, Yamaha)	■ Fixed VHF radio	■ Enlarged fuel tank
■ Inboard diesel (Yanmar)	■ AIS transponder	■ Diver ladder
■ Inboard waterjet	■ Radar	■ Life jackets for crew and passengers (Viking)
■ Engine lift system and hydraulic jackplate	■ Thermal imaging camera	■ Fit-out pack — Anchor, lifebuoy, ropes, fenders, fire extinguishers, bucket, cleaning kit and battery charger
■ Motor guard rail	■ CCTV and IP cameras	■ Diving compressor
■ Zipwake dynamic trim control	■ Suspension seating at crew positions (Scotseat, Ullman)	■ Crane, 500 kg
■ Autopilot	■ SofDek deck covering	■ Dive gear storage
■ Underwater lights	■ Wheelchair access	■ Protective film for transport
■ Compass	■ Toilet with freshwater tank — Available in the hardtop (Diver) configuration only	
■ Chartplotter		

Every boat is built to order, so this list is representative rather than exhaustive. If the hull allows it, ask.

WHAT OPERATORS USE IT FOR

Water safaris and sightseeing, dolphin and whale watching, diving trips, island water-taxi routes, group and family excursions, and passenger transfer.



The open deck configuration underway, passengers forward of the helm with nothing over them



The hardtop diver configuration underway, hardtop the full length of the deck



At anchor with divers in the water, cylinder racks down the centre of the deck and the boarding ladder aft



Alongside a pontoon, boarding between runs

THE FIRST HULL, ON THE JIG

Aluminium plate, frames and the buoyancy compartments going in, photographed on the floor where the hull is being welded. We expect the first boat to be finished in spring 2027, and it is offered at a first-boat price. Everything else on this sheet is a drawing of the finished boat or an impression of one. This is the boat itself, earlier.



The hull on its jig, transverse frames and cut-outs along the length.



Looking down the hull at the welded frames and the buoyancy compartments.

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