

# ALL OCEAN YACHTS BC 103 MULTI PURPOSE EXPLORER STEEL - ALL OCEAN YACHTS



**Builder:** [ALL OCEAN YACHTS](#)

**LOA:** 103' 0" (31.39 m)

**Year Built:** 2027

**Beam:** 24' 0" (7.52 m)

**Model:** Explorer

**Min Draft:** 24' 1" (7.33 m)

**Price:** \$9,550,000 USD Subject to change.

**Max Draft:** 26' 3" (8 m)

[See full listing on our website](#)

**Location:** N/A, Brazil

**Cruising Speed:** 10 Knots (11.51 MPH)

**Max Speed:** 13 Knots (14.96 MPH)

# TABLE OF CONTENTS

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<b>OVERVIEW .....</b>	<b>3</b>
<b>SPECIFICATIONS .....</b>	<b>4</b>
Basic Information .....	4
Dimensions .....	4
Speed, Capacities and Weight .....	4
Accommodations .....	4
Hull and Deck Information .....	5
Engine Information .....	5
<b>GALLERY .....</b>	<b>6</b>
<b>DETAILED DESCRIPTION .....</b>	<b>10</b>
<b>CONTACTS .....</b>	<b>25</b>

## OVERVIEW

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Brand-new luxury yacht build, available at multiple shipyards worldwide, with an estimated delivery timeline of 28 months. Alternatively offered in fiberglass.

# SPECIFICATIONS

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## Basic Information

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**Model Year:**  
2027

**Country:**  
Brazil

**Year Built:**  
2027

## Dimensions

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**LOA:**  
103' 0" (31.39 m)

**Beam:**  
24' 0" (7.52 m)

**Min Draft:**  
24' 1" (7.33 m)

**Max Draft:**  
26' 3" (8 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
10 Knots (11.51 MPH)

**Water Capacity:**  
3000 Gallons

**Max Speed:**  
13 Knots (14.96 MPH)

**Fuel Capacity:**  
9800 Gallons

## Accommodations

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**Sleeps:**  
9

## Hull and Deck Information

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**Hull Material:**

N/A

**Hull Designer:**

N/A

**Deck Material:**

N/A

**Interior Designer:**

N/A

**Hull Configuration:**

N/A

## Engine Information

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**Engines:**

1

**Engine Type:**

Inboard

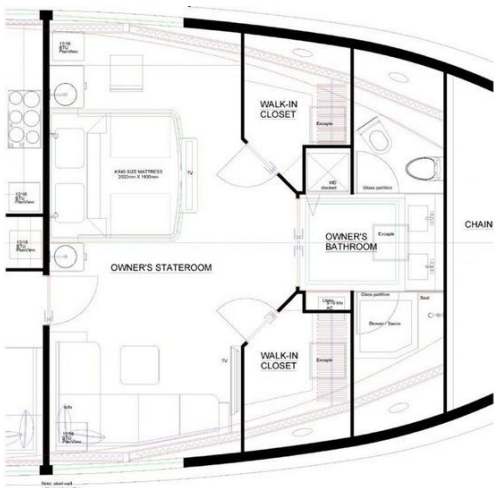
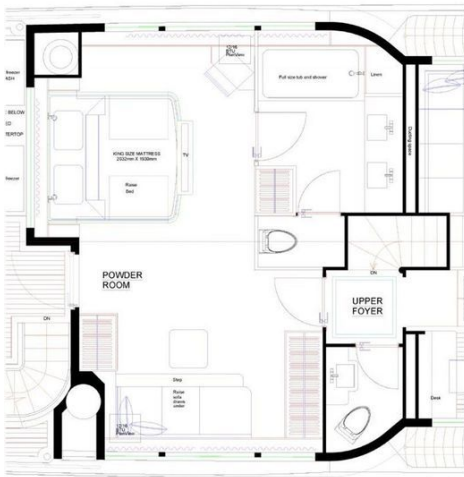
**Manufacturer:**

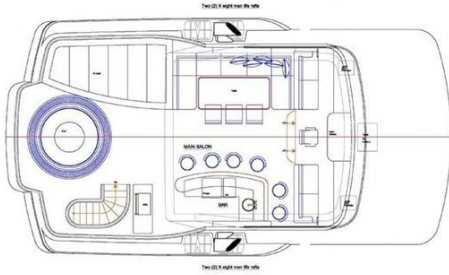
Caterpillar

**Fuel Type:**

Diesel

# GALLERY

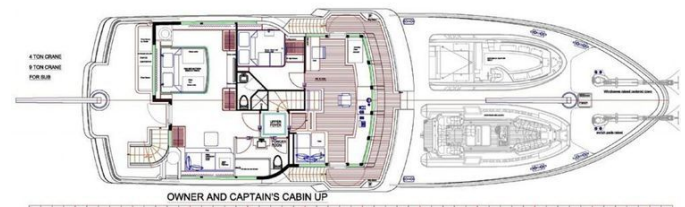




STANDARD LAYOUT WITH OPTIONAL AND OWNER SUPPLIED ITEMS

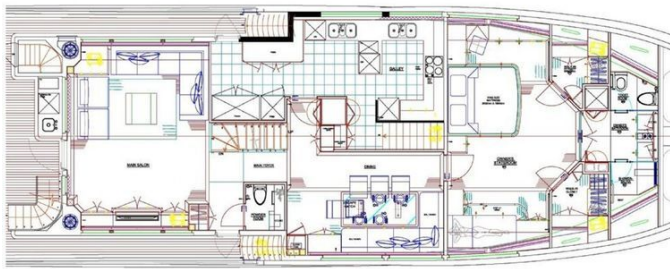


ALL OCEAN SAIL SUPPORT EXPLORER ENTERTAINMENT LAYOUT



OWNER AND CAPTAIN'S CABIN UP





MAIN DECK

## DETAILED DESCRIPTION

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### Description and layouts for the R.S.E (Regatta Support Explorer), the D.S.E (Dive), the T.S.E (Toy)

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The All Ocean Yachts BC 103' M.P.E (Multi Purpose Explorer) was conceived to deliver a truly versatile explorer platform inspired by the highly innovative AOY 90' and AOY 100' cockpit Explorers. Its mission is to execute multiple niche explorer roles without major redesigns and with compelling cost efficiency by employing the same construction platform as its AOY siblings, preserving the outstanding specifications, seakeeping, long-range capability, and flexible interior arrangements that together bring multi-vessel build savings to specialized explorer concepts. The BC designation honors Bob Connell—a world-class sailor, top surveyor, yacht builder, and extraordinary individual whose influence informed not only the AOY Explorers but virtually every explorer project undertaken here over the past twenty years—and a donation from the sale of each AOY BC 103' M.P.E will be made in Bob's name to the US SAILING ORGANIZATION.

For the R.S.E (Regatta Support Vessel), the profile is clear: provide comprehensive support for ultra-large sailing yachts across a growing calendar of regattas while extending that same high level of service to fleets and other sailboats worldwide. On the lower deck, the standard AOY arrangement can be specified with Pullman berths in the twin guest staterooms, or the port crew double can be reconfigured to mirror the starboard upper and lower bunk arrangement. Beginning forward, there are crew cabins for four with ensuite heads; immediately aft to port lies a generous crew mess with sink, fridge, microwave, and a convertible settee that transforms into a full-size bunk for short-term extra crew or dive and fish guides, with abundant under-seat storage. Further aft to port is a full-size

laundry and dry goods area with two full size washers and dryers, space for a clothes press, a large sink, and a dedicated service door into the guest corridor, allowing discreet, direct support from crew areas. The capacity here not only handles the vessel's guest requirements but can absorb additional laundry from a racing crew. Transitioning into the guest area, two lower guest cabins with Pullman berths are set aft, and just forward to starboard is a large queen cabin; all guest cabins include ensuite heads with separate showers. On the main deck, the standard arrangement is a country kitchen layout, an option on the AOY 90 and 100. At the bow, a substantial storage zone holds twin chest freezers, a commercial refrigerator, and a vast dry goods locker, reflecting the vessel's extensive dry, refrigerated, and frozen stores specifically sized to support a high guest count. Just aft to port, an oversize banquette dining table seats up to twelve, with deep storage below and a large TV positioned behind for movies, post race debriefs, or corporate presentations. Aft to port, a counter height dining bar seats five and opens to the galley. To starboard forward, a desk/office area precedes a fully equipped wet bar with drink fridge, wine cooler, ice maker, sink, and storage, which also functions as a service station and side bar for dining. Aft to starboard, an extendable banquette dining table seats up to ten with storage beneath. The combination of the two dining areas plus the counter bar delivers seating for up to twenty seven in the dining zone. A further ten seats on the main deck aft in the bar area raise the interior main deck total to thirty seven, and, when the flybridge seating is included, there is standard seating for fifty for dining. Additional temporary tables can be arranged on the aft deck for large events. This remarkable capacity is served by a large commercial galley aft and to port of the dining zone, outfitted with top tier equipment: a six burner cooktop, high grade ventilation, twin convection ovens, a microwave, a triple sink with disposal, a dishwasher, and a full size commercial refrigerator for the chef, all set amid expansive counters and cabinetry. Aft of the chef's zone, the stewardess area features its own triple sink, a trash compactor, and a

3 minute dishwasher, plus extensive flatware and china storage with dual access doors that allow china to be loaded from the galley side and removed from the dining side—a superb feature when serving large parties. A second wine cooler and side bar are integrated into the china cabinet. Aft lies the second large pantry and a direct door to the side deck for effortless crew and provisioning flow, while opposite the pantry sit a commercial full size refrigerator and a double door freezer. In total, the dining and galley zone houses three full size refrigerators, plus two wine coolers, a drink refrigerator, and an ice maker, complemented by two full size chest freezers and one double door freezer. The galley connects directly to the lower crew area and to the side deck, and oversized windows bathe both galley and dining areas in natural light. Aft of the dining zone, the main foyer offers stairs to the bridge and lower decks, a head, and a generous wet locker, while beyond the foyer a bar, game, and TV lounge incorporates a full service bar with galley access, a sink, drinks fridge, wine cooler, a large ice maker, and a game table seating four or expanding to seat eight, with additional lounge seating throughout. Aft through an oversized door, the enormous service deck measures 20 by 22 feet, or 440 square feet, and is fitted with two oversized 10' by 5' deck hatches to port and starboard for effortless transfer of extra large sails from the race yacht to the sail locker/lazarette via the two ton crane positioned at the aft end of the pilothouse deck. Removable handrail sections in the port and starboard bulwarks facilitate transfer of sails from the 22' RIB chase boats stowed on the bow or directly from the sailing yacht. Space between the hatches accepts either a 10' by 8' container or a service trailer while still allowing either hatch to operate, and the crane can offload the container or trailer directly to shore. The engine room is accessed by a portside aft door. Forward on the aft deck near the entry door, an additional wet bar with sink, drink fridge, and trash compactor supports deck operations. This adaptable deck can be appointed for virtually any purpose; a large tent awning, supported by the crane, can be deployed to provide shade for work or sail

repair, or to host bands and banquet style seating. A comfortable swim platform aft connects directly through an oversized door to the sail locker/lazarette and, via another oversized door, to the engine room sized to pass any machinery installed therein.

The pilothouse deck is reached in four ways—by stairs from the starboard aft deck, by forward stairs on the port and starboard side decks, or via internal stairs from the main foyer. The standard pilothouse layout places the captain's cabin immediately aft of the bridge—an option on other AOY Explorers—and the wheelhouse itself is expansive, with a raised settee aft to starboard, a centerline helm chair, and a centerline bench seat. To port, the captain's desk and communications center sit opposite ample drawers and storage to port and starboard; the port side drawers and the nav counter above accept full size charts. A door between the captain's desk and center bench leads to the captain's cabin with a full size raised double bed with drawers beneath, a hanging locker with integrated drawers, and an ensuite head with separate shower. Aft, the upper foyer opens to the master stateroom where a raised king size bed with storage below maximizes views through large windows and frees additional drawer space. To starboard, a raised lounge/day bed nestles into the window line with drawers and storage beneath, and three full size hanging lockers provide a total of 9 feet of closet space. Centerline forward of the bed, between two closets, a large chest of drawers sits beneath a 52" TV. The spacious ensuite head enjoys excellent private window area and a large shower. There is space for a total of eleven guests including the day bed. Aft, the private master deck offers room for chairs and a table, along with two additional chest freezers and the aft crane.

From the aft main deck, stairs rise to the pilothouse deck and continue to the vast flybridge—of a scale more often seen on a 130' vessel. At the top of the stairs, a large Jacuzzi invites a restorative soak after a day of racing, followed by an extra large sun pad with storage beneath and ample room for multiple guests to stretch out. Forward to port under cover, an oversize seating and

dining area with storage below decks, to starboard, a full bar with seating for six, a drinks fridge, ice maker, sink, and storage; aft of the bar lies the barbecue center. Two steps up, the forward raised stadium seating features two 6' plus bench seats to port and starboard and a center helm, a superb vantage for spectating or, thanks to their generous proportions, relaxing as shaded day beds. Looking forward from this perch, the boat deck carries 2 x 22' chase boats or a mix of tenders; these large craft serve race support duties and keep guests dry on runs to shore or watersports sites. When the tenders are launched, the boat deck becomes an outstanding additional viewing platform. This is just one of several interior layout combinations available for the AOY BC 103 R.S.E.

For the D.S.V (Dive/Wreck/Research Support Vessel), the mission profile satisfies dedicated divers, researchers, and wreck hunters seeking to explore and dive in remote locations worldwide. Any of the interchangeable interior layouts supports extensive remote operations. The large lazarette accommodates a full dive center including a decompression chamber, while the expansive aft deck, with removable rails, enables easy deployment and retrieval of side sonar, shark cages, floating dive platforms, suction dredges, and other specialty equipment. A vast array of underwater toys can be carried on deck and/or within a 10' by 8' container for research or gear, and the aft deck can alternatively be used to carry a third tender. Two standard large tenders ferry divers to hard to reach sites or to shore to explore, and a captain's cabin up layout is recommended to provide additional crew for dive operations and to accommodate guides.

For the T.C.V (Toy Carrying Vessel), the mission is simple: carry as many and as broad a spectrum of water and land toys as possible. The highly flexible aft deck, huge lazarette with oversize hatches, and large forward boat deck provide the volume and access to lift and secure an exceptional variety of toys. A jeep on deck is no problem; a small fixed keel sailboat or a sailing catamaran, standard or folding, fits with equal ease. Canoes, kayaks, paddle

boards, windsurfers, kite boards, hovercraft, water slides, Bladefish dive scooters, any scooter or motorcycle—all are welcome aboard. Even a folding wing airplane can be accommodated. You enjoy a vast, open, reconfigurable format that encourages you to carry what you want, when you want, and to change your mind without compromise. For accommodations and crew, a captain's cabin up layout is again recommended, as more toys call for more hands to maintain the equipment and to look after every guest enjoying them.

For the S.S.V (Submarine Support Vessel), the objective is to carry a submarine to remote locales. Clients increasingly wish to explore the world with a personal submersible, yet most yachts capable of lifting a two or three man submarine are very large or conversions; the AOY BC 103 SSV is the most compact platform able to accommodate a submarine up to 18,000 pounds. Any of the standard or optional layouts can be applied. Consultations with submarine manufacturers and crews confirm that launch and recovery are human intensive evolutions; accordingly, the standard S.S.V layout places the captain's cabin on the upper deck with an option for an additional crew cabin in the lazarette, yielding capacity for up to seven crew or a mix of crew and a submarine pilot or guide. The 18,000 pound sub is the maximum size this vessel can carry and deploy and requires an aft two point A frame crane system; smaller subs can be handled with a boom crane. Depending on owner priorities, the skylounge can be fitted out as a research lab or as a film lab for production work, and the lazarette can be configured as a full dive center. If there is another niche explorer mission you would like to realize, we welcome the opportunity to accommodate it.

## **Hull characteristics**

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Crafted in resilient marine grade steel, the hull asserts confident proportions with a length overall of 103'/31.4 meters, a length on deck of 97'/29.5 meters,

and an approximate length on the waterline of 91'7.74 meters. A molded beam of 24'2"/7.315 meters pairs with a surefooted draft at fifty percent load—carrying 4580 gal of fuel and 1500 gal of fresh water—of 7'6"/2.29 meters. Displacement is approximately 220 metric tons at one hundred percent fuel and one hundred percent water, with a light ship displacement of approximately 183 metric tons. Efficiency and poise define performance, with a design cruising speed at half load of 10 knots and a continuous rating at one hundred percent engine load and half load of 10.5 knots, while tankage is equally robust: fuel oil capacity of 9800 gal approximately, water tankage of 3000 gal approximately (11.3799 metric tons), lube oil capacity of 120 gal (.51 metric tons), contaminated oil capacity of 120 gal (.51 metric tons), a black water tank of 427 gal (2.5 metric tons), and a grey water tank of 427 gal (2.47 metric tons). This balance of volume and efficiency delivers a dependable range of 4000 nm at 10 knots.

The vessel's hull is subdivided by transverse and longitudinal watertight and oil tight bulkheads, as shown on the contract drawings, into eight principal compartments: the forepeak; fresh water tanks; crews' quarters; guest stateroom #3 with crew lounge and laundry compartment; guest stateroom #1 and #2 compartment; fuel oil tanks; engine room; and the steering gear compartment and lazarette.

## **Hull structure**

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Built to exacting class requirements, the hull is defined by a full-length 3/4" x 10" keel and a matching 3/4" x 10" stem, with 1/4" plate floors tying the structure together. A skeg of depth six inches features 5/16" sides, a 5/16" cross section, and a 1/2" bottom, complementing 5/16" bottom plating carried up to the chines. Side and transom plating are 1/4", matched by 1/4" main deck plating, with bulkheads in 1/4" plate and 3/16" where corrugated, and a 1/4" tank top. Transverse frames are executed in 3" x 3" x 5/16" on both deck

and side, with floors at 1/4". The engine foundation is 8" x 3/4", longitudinal floors are 5/16", and deck girders are robust 3" x 3" x 5/16" beams. Bottom longitudinals are 5/16" plate, side longitudinals are 3" x 3" x 5/16" or plate as required, and deck longitudinals are 5" x 3" x 5/16". Bulwark framing comprises 4" x 1/4" plate with 3" x 1/4" longitudinals and a 2 1/2" stainless steel oval cap plate. Bulkhead stiffening is corrugated both vertically and horizontally. The anchor sprit and guards are crafted in 316 stainless steel, the chain locker is 5/16", and the rub rails are finished with a 316 stainless steel cap configured as (9" x 3" x 9") x 1/4".

## **Major equipment list and systems**

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Power comes from two Caterpillar model C18 Electronic main engines, A rated at 450 BHP at 1800 RPM with deep-sump oil pans and 24-volt electric start, turning through two Twin Disc 3.50.1 reduction gears with velvet drive. The driveline is engineered with two 4-inch diameter Aqualoy 17 stainless steel shafts and a matched pair of bronze five-blade propellers, one right-hand and one left-hand, working in concert with two wing-shaped semi-balanced rudders. All reciprocating machinery is mounted on resilient vibration-damping mounts, while Centek water-wash exhaust systems serve both mains and generators for quiet, reliable discharge.

Electrical power at sea is assured by two Kilopak or Northern Lights 35 kW generators at 1800 rpm, 120/240 three-phase with 12-volt electric start. Command and control are immediate and precise via Kobelt engine controls with SPA 10590 remote, supported by a Kobelt hydraulic steering system and pumps. Confident maneuvering comes courtesy of an American Bow Thruster 65 HP unit, and comfort underway and at anchor is ensured by Quantum Marine Zero Speed stabilizers. The engine room breathes efficiently through two fans with variable speed and reversing controls.

On deck, anchoring is handled by two 200 kg CQR-type anchors shackled to

two 137-meter lengths of 5/8 stud-link chain, worked by two Maxwell VWC6000 windlasses with foot switches and remote control, a stainless chain guard at the bow, and chain counters in the wheelhouse. The yacht is equipped with two Steelhead or Aritex marine cranes rated at two tons, along with an Aritex or similar fully retracting hydraulic passarelle. A Buell quad pneumatic air horn with automatic fog system ensures a commanding presence in all conditions. Climate control is delivered by one Aqua Air Series Model A12-2-2 HC system with soft starts, providing a total of twelve tons of cooling, with Tempwise 2000 fan controls and two raw-water pumps. Tank management is straightforward with self-closing sight glasses or dip sticks on all tanks, complemented by a Tank Tender or similar electronic system.

Safety systems are comprehensive, featuring a Kidde-Fenwal CO2 or Optec International water mist fire-extinguishing installation with pump system and outlets per class, and CuNi piping throughout. The bilge system uses CuNi piping as well, with both AC and DC power; the AC circuit is backed up by the fire main system. Sea service is robust, with two sea chests cross-connected to supply all seawater systems, and all seawater piping in CuNi with individual sea strainers on every circuit. Black water management is by Head Hunter, while the black and grey water system features Head Hunter toilets with two interlinked diaphragm pumps and dedicated holding tanks for black and gray. The fuel oil installation comprises four tanks including a day tank holding approximately 9,160 US gallons (34,800 liters), an Alfa Laval MiB 303 fuel-cleaning system, two Racor fuel filters, Mod 75-1000MA for the main engines, two Racor fuel filters, Mod 1000 single for the generators, a Blackmer series model 414-414A electric transfer pump, and one manual pump. Lube and dirty oil are neatly contained with one 120 US gallon (456 liters) clean oil tank, one 120 (456 liters) tank, and two Oberdorfer AC pumps hard-plumbed into the system.

The potable water system is equally thorough: two 800 gpd desalination units

with automatic back-flush and sand filter; two pressure sets by Water Maker Inc, each three-quarter hp AC, feeding a 36-gallon pressure tank; a hot-water circulating pump; two 50 US gallon (190 liter) hot-water heaters; two Aqua-Pure drinking-water filters; one UV filter; one pressure-reduction valve; four fresh-water deck outlets; and two fresh-water showers. Compressed air is supplied by a one and one-third hp model 3 C-2425252D compressor with a 2.5-gallon reserve tank and outlets in the engine room and on the foredeck. Shore power is handled by an Atlas 45 KVA power converter feeding two 100 amp Glendening cable systems and two 150-foot 100 amp cords. The main switchboard features an Atlas panel with seamless transfer and a Trace inverter with Link 4000. As much as practical, all ship's lighting is LED, and the low-voltage architecture is purpose-built: main engines start on 24 volts from two banks of 8D batteries with a paralleling system; the generators start on 12 volts from two banks of 8D with paralleling; electronics draw from four 12-volt 8D batteries configured into two banks of 24 volts; the house bank uses two 8D batteries for 24 volts; and charging is provided by one 60-amp and two 40-amp chargers.

Navigation visibility and safety are enhanced with Aqua Signal 55 series LED navigation lights, an Engelhard corrosion monitor, and five LED underwater lights. The wheelhouse is equipped with five electric windshield wipers, one for each of the five center windows, Exalto/Vetus 295M pantographs with integral washers or equal, and stainless steel arms. Heading is set by two Danforth five-inch Constellation compasses or similar. The pilothouse seating plan includes two bench settees per the designer's drawings—one paired with a granite-top table—and one centerline helm seat as specified.

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## **Aft deck/lazarette**

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The expansive aft deck spans 20 by 22 feet and features two oversized 10 by 5-foot hatches that open to the large lazarette. This highly flexible platform can

be arranged to support a wide variety of uses, with numerous integrated hard points throughout the deck for safely securing equipment of all types. Between the hatches, the deck will accommodate a 10 by 8-foot container, while a deployable sun awning transforms the space into a shaded work or entertainment area. The standard layout includes removable side rails, and there is also an option for manually folding bulwarks using the two-ton aft crane; when the bulwarks are folded out 90 degrees, the deck expands by 6 feet 6 inches to create a remarkable 20 by 28 feet 6 inches footprint. Forward by the door to the main saloon, a full wet bar enhances service and convenience.

The lazarette measures 21 by 12 feet 6 inches and is accessible either through the deck hatches or via the door from the swim platform. Equally versatile, this cavernous area can be configured to house a full dive center, as well as toys, sails, or other gear.

## **Captain's cabin**

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The preferred layout positions the captain's cabin directly aft of the wheelhouse, ensuring swift access and quiet privacy. Inside, a full-size double bed with under-berth drawers anchors the space, complemented by a hanging locker with integrated drawers, while the head is finished with a separate shower for added comfort and convenience.

## **Crew lounge**

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Spacious and thoughtfully appointed, the large crew lounge is located aft of the crew cabins on the port side. It features a six-foot-six-inch settee with a lowering table that converts to a bunk, ideal for accommodating an additional short-term crew member or guide, with convenient storage beneath. Opposite, a counter incorporates a sink and refrigerator, with a microwave positioned

above. From the lounge, access flows either up the stairs to the galley or aft to the full-size laundry, which provides direct access to the guest areas.

## **Crew quarters**

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Forward on the lower deck lie two crew quarters, each appointed with an ensuite head and a separate shower. Flexible layouts allow either single over-and-under berths or a lower double berth in the cabins. Access is via the staircase descending from the galley, and there is also an option to include an engineer's cabin in the lazarette.

## **Audio and visual equipment**

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An allowance has been allocated for the yacht's audio and visual equipment; please refer to the allowance section for complete details and specifications.

## **Allowances for All Ocean Yachts Explorer**

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Crafted for enduring elegance and effortless liveability, this specification sets generous allowances across every touchpoint of fit and finish. Carpet and pad are budgeted at \$44 per yard, while granite flooring and countertops are set at \$110 per square meter to lend timeless durability. Interior settee fabric and/or leather is allotted at \$40 per square yard, window treatments are allocated at \$12,000, and wall panels and overhead materials and/or Marjilite are budgeted at \$40 per square yard.

An electronics allowance of \$180,000 (list of equipment to be provided) pairs with an entertainment allowance of \$25,000 to deliver a fully integrated onboard experience, with yard mounting of electronics and AV equipment at \$6,000 ensuring professional installation. Light fixture costs are established as follows: interior light fixtures for the lower accommodations at \$30, for the

main deck except the galley at \$40, for the galley at \$30, for the upper deck at \$30, for crew areas at \$30, and exterior light fixtures at \$42. The tender package provides two tenders at \$55,000 each. The allowance for all “white goods” on the vessel is \$35,000 (see detailed list below). Hardware allowances include \$36,000 for all plumbing and bath fixtures and \$15,000 for all interior hardware. Owner-supplied items, to be purchased in the country of the builder, include loose furniture, chinaware, galley loose equipment, artwork, and bed covers and linens.

### Appliances

The items and prices below are given as an indication of the equipment that can be purchased with the allowance. The allowance for all “white goods” as given in the allowance sheet is USD \$35,000. Prices shown are in US dollars. Additional equipment not listed below would incur installation costs. The galley and service areas are envisioned with one GE dishwasher model GSD2350R CS in stainless steel at \$300 and one ENODIS three-minute Avenger HT dishwasher at \$3,550. Cooking is anchored by one GE double convection self-cleaning oven model PT960SPSS at \$3,600 and one 36-inch induction cooktop Miele model KM5773 at \$3,000. Ventilation is specified as one 36-inch stainless Zephyr Power Series AK7536ASX vent with 1100 CFM dual internal blowers (PBI1100A), a heat lamp kit with heat lamp bulbs, and a telescopic back splash with warming shelves (AK0716) at \$2,130. Waste management includes two InSinkErator one hp model EXCEL garbage disposals at \$320 each and one GE Profile stainless steel trash compactor GCG1500RSS at \$640.

Cold storage comprises two True model T23 refrigerators at \$2,000 each, one Avanti counter-high refrigerator 4.5 CU. model BCA4562SS2 at US\$250, three GE GVS04BDWSS stainless steel beverage centers of 4.10 Cu. capacity for the aft deck, skylounge, and flybridge at US\$320 each, two GE PCR06WATSS under-counter wine coolers—one in the skylounge and one in the dining area—at \$1,100 each, and two Hoshizaki ice makers rated at 50 ppd, model

AM50BAEAD, for the skylounge and flybridge at \$1,500 each. Freezer capacity includes one Frigidaire 8.8 cubic ft chest freezer FFN09M5HW at US\$339 on the aft pilothouse deck and a second Frigidaire 8.8 cubic ft chest freezer FFN09M5HW at US\$339 on the aft pilothouse deck designated as a “trash freezer.” Laundry is addressed with one GE stacked washer/dryer WSM2700HWW located in the master stateroom at \$1,200, complemented by two LG vent-less dryers model DLE2050W for the laundry at \$750 each and two LG washers model WM2050CW for the laundry at \$700 each. For refined coffee service, one Miele CVA2000 Series built-in Nespresso coffee system (models CVA2650/2660) is included at \$2,400.

## **Layouts**

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Thoughtfully composed from bow to stern, the layouts elevate every moment on board with an intuitive flow that links welcoming social areas to serene private retreats. Expansive sightlines and generous glazing invite natural light deep within, while purposeful circulation ensures effortless movement between interior lounges and open air living spaces. Entertaining zones are distinct yet connected, allowing conversations to unfold with ease, as the galley and dining areas are positioned for seamless service without intruding on relaxation. Quiet, well insulated accommodations offer restorative privacy, complemented by ample storage cleverly integrated to preserve clean lines and free space. Every detail is arranged to enhance comfort underway and at anchor, balancing sociability with seclusion so that each guest finds their perfect place on board.

## **Optional dining area master on deck**

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For those who value privacy and effortless sophistication, the on-deck master can be specified with a dedicated dining area seamlessly integrated into the

suite. The space transitions from tranquil retreat to refined salon without compromising light, volume, or views, with a sculpted table and sumptuous seating that appear when desired and stow elegantly to preserve an airy layout. Expansive windows frame the horizon, while discreet partitions and considered circulation uphold intimacy for quiet breakfasts at anchor or candlelit dinners under way. Finely crafted cabinetry keeps essentials close at hand, and layered lighting and textures mirror the yacht's interior palette to set a tailored ambience. The result is a self-contained sanctuary where rest, work, and private dining flow together with composed, contemporary grace.

# CONTACTS

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Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

## Contact details

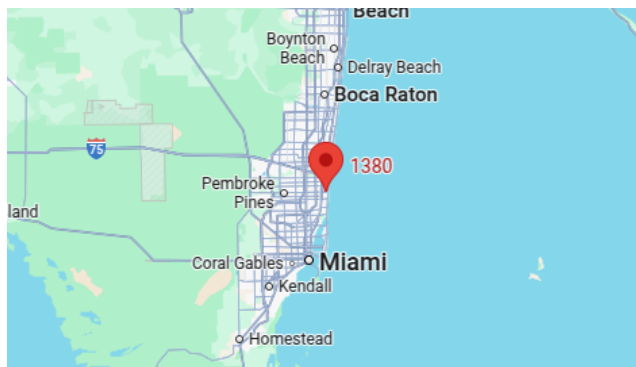
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## Address

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