

Y - MENGI YAY



Builder: [Mengi Yay](#)

LOA: 105' 0" (32 m)

Year Built: 2011

Beam: 23' 0" (7.04 m)

Model: Raised Pilothouse

Max Draft: 7' 1" (2.17 m)

Price: \$3,900,000 USD Subject to change.

Cruising Speed: 16 Knots (18.41 MPH)

[See full listing on our website](#)

Location: Fort Lauderdale, United States

Max Speed: 23 Knots (26.47 MPH)

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OVERVIEW

“Y” presents a rare invitation to step aboard a comprehensively refitted, technology-forward bluewater yacht that fuses genuine offshore capability with contemporary refinement. Stability and handling are delivered by quad Humphree zero-speed electric stabilizers, an interceptor trim array, and a stout Caterpillar propulsion package, producing assured performance whether she is cutting through a swell or lying peacefully at anchor.

A full stem-to-stern refit completed in 2015/2016 at Mengi Yay, strengthened by major technical renewals in 2020 and the installation of a modern Raymarine glass-bridge suite in 2022, positions her as a true turnkey proposition with no deferred maintenance. The full-beam owner’s sanctuary is bathed in natural light from skylights, offers a split-level dressing area and a marble-clad ensuite, delivering a residential level of comfort seldom found in this size. Five guest cabins plus a flexible sixth suite accommodate charter-caliber numbers or lavish family cruising in authentic Luxury Motor Yacht fashion.

The flybridge is conceived as an integrated entertainment deck, where the upper helm, grill, bar, alfresco dining terrace and spa flow together into a single social realm with commanding vantage points. Twenty-five underwater lights carve a dramatic nocturnal silhouette in any anchorage. Systems for extended autonomy include dual 40 kW generators, twin Seamar watermakers, chilled-water air conditioning and layered system redundancy to support Mediterranean or Caribbean passages. A 27-foot HEMY tender powered by 250 hp, handled by an Opacmare davit and transformer platform, extends reach with true Superyacht poise.

For buyers seeking pedigree, extensive refit history and current-generation systems with authentic long-range capability, “Y” demands immediate consideration—an elegant flybridge motor yacht equally at home on private

exploration or premium charter service, offering bluewater confidence wrapped in refined modern luxury.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2011

Sub category:
Motor Yacht

Country:
United States

Model Year:
2011

Dimensions

LOA:
105' 0" (32 m)

Max Draft:
7' 1" (2.17 m)

Beam:
23' 0" (7.04 m)

Speed, Capacities and Weight

Cruise Speed:
16 Knots (18.41 MPH)

Gross Tonnage:
207 Pounds

Max Speed:
23 Knots (26.47 MPH)

Fuel Capacity:
3000 Gallons

Accommodations

Total Heads:

7

Crew Cabin:

2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Composite

Interior Designer:

N/A

Hull Configuration:

Planing

Engine Information

Engines:

2

Engine Type:

Inboard

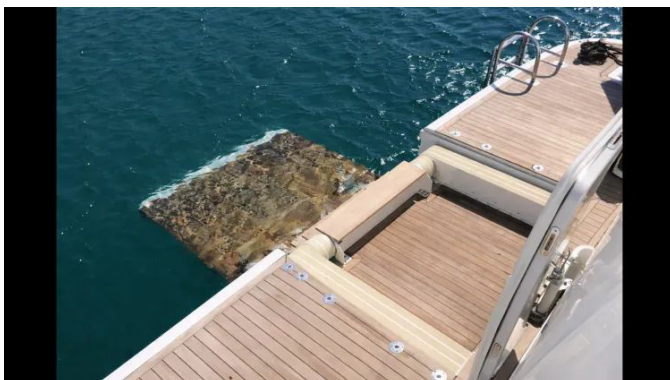
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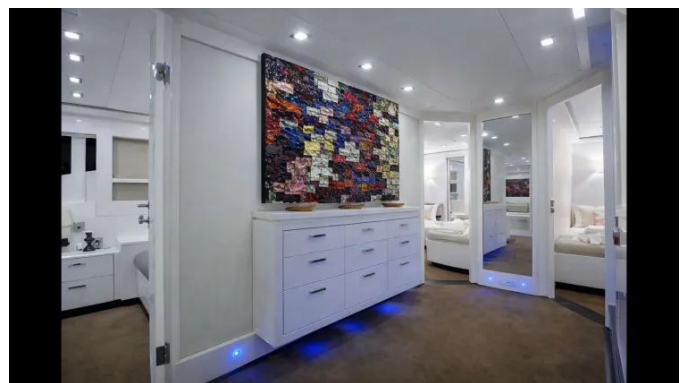
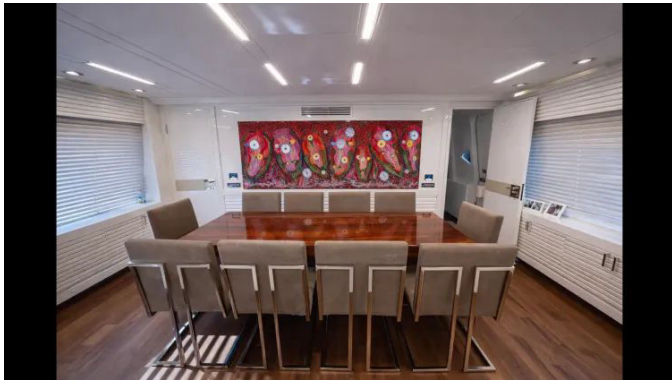
Caterpillar

Fuel Type:

Diesel

GALLERY





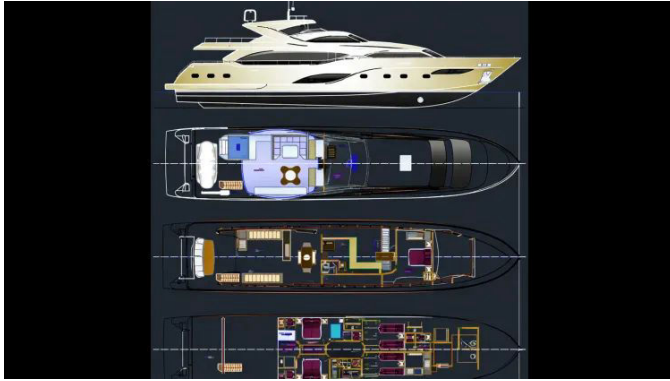












DETAILED DESCRIPTION

Aft main deck

The aft main deck is conceived as a covered alfresco dining and lounge domain that flows directly into the main salon through full width sliding glass doors. A large dining table with surrounding seating anchors the scene beneath a sculpted overhead fitted with recessed LED lighting, while continuous teak decking and polished stainless support pillars frame open, uninterrupted views aft. To port, an additional lounge creates a secondary conversation nook, and to starboard, integrated teak-tread stairs with recessed lighting lead cleanly to the flybridge. The arrangement supports formal outdoor dining without impeding circulation to the salon and side decks. At the stern, a hydraulic transformer swim platform lowers to water level for tender deployment and effortless sea access, its blue LED illumination elevating nighttime presence and safety. When deployed, the transformer turns the transom into a functional beach club, expanding usable waterfront space with a tender launch and retrieval system, a water level beach club terrace, a boarding platform, a wide teak swim platform, an integrated stern access door, discreet storage compartments, a stainless boarding ladder, direct stair access to the aft deck, and an integrated passerelle.

Main salon

The main salon unfolds as a contemporary full beam living space with integrated cinema and a seamless visual and physical connection to the aft deck. Panoramic side glazing and aft sliding glass doors flood the room with natural light and uninterrupted sea views, while crisp white joinery and warm wood flooring establish a bright, modern atmosphere. At its heart is a dedicated short throw cinema: a Hisense Laser Cinema ultra short throw

projector paired with a remote operated drop down projection screen, an integrated AV receiver and surround sound, and neatly concealed components recessed into cabinetry to preserve a refined residential feel. When not in use, the screen retracts to keep sightlines open stem to stern. Seating is purposefully arranged for both conversation and cinema, with a large L shaped sectional, additional armchairs, a central coffee table, and built in cabinetry with integrated storage. Recessed LED ceiling lighting, backlit onyx countertops, and carefully orchestrated sightlines allow the salon to serve as the yacht's primary gathering space, a true cinema room, a formal entertaining lounge, and the natural transition between interior and aft deck, with the furniture oriented on a proper viewing axis yet remaining conducive to socializing. Full height side windows with blinds, gloss white cabinetry, wood flooring with area rugs, integrated climate control vents, recessed linear and spot LEDs, and built in shelving and storage complete the architectural composition. A flush mounted touchscreen integrated into the cabinetry provides centralized access to navigation data and onboard systems monitoring, enabling clear oversight from the main living space.

Dining

Forward of the main salon, the formal dining room stands as a private, purpose built entertaining space, distinct in function yet visually connected through the open plan flow. A large rectangular table comfortably hosts a full complement of guests, surrounded by upholstered high back chairs that set the tone for refined, seated service. Along the port side, custom built in cabinetry discreetly stores tableware and service items; horizontal window blinds provide privacy and light control; recessed LED overhead lighting and integrated climate control vents preserve a clean ceiling plane; and wide plank wood flooring underscores the contemporary aesthetic. A full length work of art spans the starboard bulkhead, creating a bold focal

point against the salon's otherwise crisp white joinery and neutral tones—an ideal canvas for a personal touch. A starboard side corridor leads to the owner's cabin and the day head on this level, while a doorway forward to port connects to the galley and the stairs to the raised pilothouse. Altogether, the room behaves as a true formal dining venue rather than a mere extension of the salon, delivering privacy, structure, and ambience for multi-course occasions.

Galley

Comprehensively redesigned during the major refit, the galley prioritizes workflow, storage, and integration within the yacht's contemporary aesthetic. The bright, efficient, linear plan separates preparation, cooking, and refrigeration zones, with high-gloss white cabinetry, light flooring, and even overhead illumination from recessed LEDs. Generous counters provide real prep space, and cabinetry is optimized for practical capacity without visual clutter. Refrigeration comprises a Bosch side-by-side KAN93VL30N/01 and two Arçelik undercounter A1042 PTS units, supplementing cold-store volume. Cooking and ventilation are handled by a Bosch built-in oven HBJ558YB0T/08 plus a second stacked Bosch oven, a Miele induction cooktop, a Miele microwave M 8160 2, and a Miele PUR 98 W range hood. Coffee service is anchored by a Miele CVA7440 built-in machine positioned in the prep area, and cleanup is streamlined by an Electrolux EEM48300X dishwasher. The result is a service-capable culinary environment suited to private family use and charter-level execution, enhancing operational efficiency, circulation, and storage integration while remaining thoroughly modern in look and feel.

Raised pilothouse

Conceived as a fully integrated command center, the raised pilothouse

combines a modern glass bridge with comprehensive vessel monitoring and mechanical redundancy within a carbon fiber accented helm. Dual Raymarine Axiom XL 22 multifunction displays installed in October 2022 deliver high resolution chartplotting, radar overlay, AIS integration, system data, and autopilot control with split screen and redundant navigation capability, complemented by secondary Raymarine instrument displays and an integrated autopilot interface with digital charting software. A Beijer X2 Pro touchscreen HMI centralizes diagnostics across custom pages—main, tank, bilge, portholes, battery, and alarm—providing real time oversight of levels, bilges, batteries, and alert conditions from a single point. Engine control blends digital and analog resilience: twin Caterpillar electronic display panels, a Caterpillar backup control panel providing port and starboard gear and throttle redundancy, an analog instrumentation cluster, and a Kobelt rotary interface. Trim and stabilization data are managed via a dedicated Humphree interceptor trim control display. Electrical awareness is immediate at the helm through a Victron Energy BMV 700 battery monitor, a Circutor digital power meter, and two Cummins Onan generator remote control panels. Communications and safety are covered by a Raymarine VHF radio head unit with handset and a McMurdo Smartfind GMDSS NAVTEX receiver. The carbon fiber helm fascia, leather wrapped edging, stainless steering wheel, organized switch banks, dedicated helm seating, and an overhead skylight together deliver professional grade ergonomics for serious passage making.

Flybridge

The flybridge is a fully integrated command and entertainment deck beneath a molded hardtop with glass skylights and recessed LEDs, combining a proper helm with a full bar and cooking module, formal alfresco dining, and a dedicated spa terrace. Forward under the hardtop, the centerline helm incorporates dual 22 inch Raymarine Axiom XL 22 displays (installed October

2022), a radar E70620 ADKG2L3, an AIS E70476 AIS700 Class B with splitter, an autopilot E70096 Raymarine EV 1 Course, engine monitoring screens, Humphree trim and auxiliary controls, twin throttle and gear controls, organized switch banks, a stainless steel steering wheel, and companion seating to starboard. Sight lines are elevated and clear ahead and to both quarters, with stainless safety rails and the hardtop providing protection without impeding airflow. To port, a full length wet bar and refrigeration module is integrated into custom cabinetry featuring a Fulgor Milano stainless built in grill with four burners and a thermometer lid, an Isotherm stainless ice maker, two Isotherm stainless refrigerators, an Isotherm marine freezer, a stainless sink with faucet, concealed storage lockers with stainless louvered ventilation, and a wall mounted flatscreen television above to complete the outdoor entertainment zone. The dining and lounge area is defined by a large U shaped upholstered settee surrounding a fixed high gloss dining table on polished stainless pedestals—proportioned for genuine alfresco dining rather than cocktails. Teak decking runs throughout, with integrated blue LED ambient lighting beneath seating and along deck edges, recessed overhead LEDs in the hardtop, and glass skylight panels to draw daylight, while the seating plan invites direct interaction between helm, bar, and dining areas and flows naturally to the spa terrace. The Jacuzzi spa occupies a private yet open vantage with molded seating, stainless handrails, integrated steps, a teak surround, and an adjacent sunpad. Structural detailing includes the molded hardtop with integrated skylights, recessed lighting throughout, stainless support pillars, broad, secure side deck access, and a clean white superstructure finish. Handling toys is straightforward with an OPACMARE davit installed in 2012, offering a 650 kg lift capacity and last serviced hydraulically in winter 2025.

Master cabin

The full beam owner's suite is a bright, contemporary private retreat distinguished by overhead skylights and expansive hull side glazing that draw light from multiple angles to amplify volume. A centerline king berth on a custom base with integrated drawer storage anchors the room, framed by upholstered wall panels and recessed lighting that substitute clean architecture for traditional bulkheads. Circulation is generous on both sides, with a built in upholstered settee beneath the starboard window line and a seamlessly integrated vanity and desk to port, complete with swivel chair and additional drawers. The split level composition enhances privacy: a few steps forward lead to a walk through dressing area with full height lockers, hanging storage, and cabinetry, creating a proper threshold to the ensuite. The ensuite itself is expansive and finished in stone and marble with a full walk in shower and refined contemporary detailing, reinforcing the feeling of a private apartment rather than a conventional cabin. Overhead skylight panels with integrated blinds, large hull side windows with privacy shades, recessed LED ceiling lighting, integrated climate vents, gloss white joinery with contrasting wood ceiling insets, and neutral carpeting maintain a calm, modern palette, while storage is thoughtfully embedded—under bed drawers, built in nightstands with integrated controls, full height cabinetry, and a vanity/workstation with drawers—to preserve clean lines and minimize visual clutter. Entertainment is discreet yet compelling, with a wall mounted Samsung 50 inch flatscreen opposite the berth, an integrated Harmon Kardon sound system with a Bose center speaker soundbar, bedside lighting and system controls, and electric window shades.

Master walk-through closet

Accessed a few steps forward of the stateroom, the owner's suite transitions

into a dedicated walk through dressing area that separates the sleeping space from the ensuite. This corridor style closet is finished in gloss white cabinetry and offers full height hanging lockers, built in drawer storage, shelved compartments for folded garments and accessories, integrated lighting, a dedicated vanity and dressing counter, and an additional built in desk or work surface beneath the side window. The split level configuration elevates privacy and functionality, allowing direct circulation through the closet into the ensuite and reinforcing the suite's private apartment concept.

Master ensuite head

Positioned forward of the dressing area, the owner's ensuite is expansive and crisply contemporary, with stone and marble finishes throughout. A marble lined walk in shower with a glass enclosure, a full vanity with integrated sink and storage, and a large wall mirror with recessed lighting echo residential proportions, while gloss white cabinetry and wall panels, stone or marble flooring, modern fixtures and hardware, excellent headroom, and thoughtful natural light integration complete a serene, high end composition. The shower is properly sized for full standing comfort, and the deliberate separation of sleeping area, dressing area, and bath elevates the suite well beyond typical yacht layouts.

Guest accommodations

The lower deck guest area is intelligently planned to balance capacity, privacy, and flexibility for serious family cruising or charter. There are two twin guest staterooms with Pullman berths, two VIP staterooms, and one additional full ensuite flexible cabin, yielding a practical five cabin guest layout with optional sixth cabin potential. The two twin staterooms each feature side by side fixed single berths along the hull sides to maximize floor space

between them, a forward Pullman berth integrated above the headboard bulkhead, drawer storage beneath each berth, a built-in bedside nightstand with integrated lighting controls, overhead recessed LEDs with indirect cove accents, a hull-side portlight for natural light, gloss white cabinetry with inset shelving niches, and integrated climate vents. The forward-mounted Pullmans significantly increase capacity without crowding the primary layout, allowing each twin to sleep three comfortably—ideal for children, extended family, or charter groups—while mirrored panels and high-gloss joinery amplify perceived volume and brightness. The two VIP staterooms feel notably more expansive, with double berths on drawer bases, an upholstered headboard spanning the berth width, large hull-side glazing or multiple portlights, bedside tables with integrated power and lighting controls, built-in wardrobe cabinetry, recessed ceiling lighting with perimeter indirect LEDs, soft carpeting throughout, and private ensuite access. Circulation is proper on both sides of the bed, making these suites particularly well-suited to couples or principal guests.

Guest ensuite heads (all guest staterooms)

Each guest stateroom is served by a private ensuite finished in a cohesive contemporary language: enclosed glass-door shower compartments, stone or solid-surface vanity tops with integrated sinks, mirror panels with overhead lighting, gloss white cabinetry with built-in storage below the vanity, modern marine-grade fixtures and hardware, and proper standing headroom. Layouts are efficient without feeling confined, their light palettes and reflective surfaces enhancing perceived volume while consistent finishes unify the accommodation deck. VIP ensuites are slightly larger in footprint, while the twin-cabin baths retain full functionality with private shower and vanity arrangements. The fifth cabin is a flexible suite currently configured as a private lounge and gaming area yet retaining a full private ensuite and

convertible sleeping capability, with built in sofa seating, a pull out sofa bed, integrated cabinetry and storage, and true media room utility for children, overflow guests, or quiet retreat. Historically this space served as the captain's cabin with direct stair access to the galley before the 2015/2016 refit; the stair was removed during the redesign when the corridor was reconfigured to create the present entrance from the main foyer. Because the cabin retains a complete ensuite, it can readily serve as a full time sixth stateroom, a dedicated captain's cabin, a children's playroom, or a private office/media lounge. The ensuite lies to starboard with a forward walk in shower finished in marble, an aft private head with a privacy door, and a vanity and sink in an alcove between.

Safety

Safety systems are specified to commercial sensibility, including a dedicated diesel driven fire pump engine by Lombardini feeding a centrifugal fire pump housing, a fire hose reel with marine coupling, stainless steel fire manifold piping, and a ball valve isolation assembly—an integrated backbone for robust firefighting capability underway or at anchor.

Laundry

A thoughtfully equipped laundry center streamlines turnarounds with an Electrolux PerfectCare 600 washer, an Electrolux PerfectCare 800 dryer, and a Bosch Series 6 Wash & Dry 8/5 kg combo unit, covering simultaneous loads, delicate cycles, and rapid refreshes for charter grade service.

Engine room

The engine room reads as a purpose built machinery space with

commercial grade integration, organized pipe runs, and clearly labeled distribution—designed for extended cruising with redundancy across freshwater, electrical charging, climate control, and maneuvering systems. Propulsion is by Caterpillar C32 diesels, Port serial RNZ00334 and Starboard serial RNZ0035, with Port hours 3238 and Starboard hours 3254. Aftercoolers and heat exchangers were serviced in February 2024, the last valve adjustment occurred in May 2023, and injectors were serviced in February 2024; electronic engine interfaces were updated in 2023. The helm benefits from a dedicated Caterpillar backup gear and throttle control panel alongside an analog instrumentation cluster, while clean hose routing, labeled service points, and clean recent oil analysis underscore professional maintenance. Hydraulic maneuvering is delivered by a Side Power hydraulic thruster system with a hydraulic power pack, stainless hard piping, and labeled distribution, providing bow—and likely stern—thrust for precise close quarters handling. Electrical generation is via dual Cummins Onan Marine Generators rated at 40 kW each, Port serial PE4045T773302 and Starboard serial PE4045T773303, with Port hours 12.175 and Starboard hours 12.170, last full service in August 2025 and injector replacement in July 2025; synchronization capability, independent start/stop panels, and pre alarm/fault monitoring support true hotel load redundancy offshore. Battery charging and power management include two ProMariner ProNautic 24 30P units and a Phase Three PT 24 20W Smart Charger providing multi stage charging with labeled distribution (Makina Redresor / Generator Redresor) that separates house and generator circuits; the house bank is GEL, start batteries are separate, inverter capacity is 4100 VA, and shore power capacity is 380 Volt and 126 Amp. Centralized systems visibility extends beyond the helm via a Beijer X2 Pro HMI for tank levels, bilge monitoring, battery status, alarm logs, and porthole monitoring, complemented by a Victron BMV 700 battery monitor and a Humphree interceptor trim display—an exceptionally well integrated electrical and trim environment. Freshwater autonomy is assured by Seamar Watermakers,

Model 200350035, rated at 2,200 GPD multiplied by two, with Tecnicomar compatibility at 220 V-50 Hz / 380 V-50 Hz; one membrane set was replaced in summer 2025 and the other during the winter maintenance period of 2026, with the last pickling in December 2025 for one set and the other brand new. Total operational hours are 1357, with high pressure gauges, flow meters, an emergency stop control panel, a twin membrane configuration, and an additional Tecnicomar desalinator visible—clear evidence of dual freshwater production for Mediterranean or Caribbean autonomy. Piping is clearly labeled, supported, and bracketed throughout—orderly, structured, and logically grouped. Freshwater pressure is stabilized by twin pumps with blue capped assemblies, pressure gauges, and a labeled manifold ensuring redundant distribution to the hotel load. Climate control is centered on a Dometic Cruisair tempered water plant comprising three units of 72,000 BTU, installed the same year as the vessel, with compressor service included in February 2026 winter maintenance and raw water pumps serviced; the hydraulic thruster system is Side Power, hydraulic fluid and filters are scheduled for winter replacement, and the chilled water loop shows labeled inlets/outlets and insulated distribution—preferred on larger yachts for efficiency and quiet. Additional mechanical equipment includes a Lombardini diesel engine driving an auxiliary firefighting system, a fixed CO2 fire system with last cylinder inspection in May 2025 and certification in May 2026, a manual pull located in the steering gear room, and a CEM AM D 50 diesel pump. Overall machinery is organized and labeled, with stainless, properly clamped pipe runs, clean electrical terminations, redundant water and charging systems, and a commercial grade AC plant—clearly a serious cruising platform with layered redundancy. Tanks were cleaned and sealed in winter 2023. A 2015 Mengi Yay full paint job in Oyster White using the International system remains in good condition. Spare stabilizer parts, full service kits, and basic tools and equipment are aboard.

Crew spaces

Crew are accommodated aft of the engine room in separate quarters with a dedicated service corridor approach that keeps movements discrete. Twin bunk crew cabins share a practical crew head, and there is direct galley/service access to streamline turnarounds. The former captain's cabin configuration—once connected by a direct stair to the galley—was reworked during the 2015/2016 refit and replaced by today's corridor arrangement accessed from the main foyer.

Side decks

Full walk around side decks carry substantial beam forward, providing safe, protected movement from cockpit to bow even offshore. Underfoot lies teak overlay decking; high stainless steel guardrails with an intermediate rail and substantial bulwarks elevate security; integrated side deck lighting guides night movement; and flush mounted oval hull windows punctuate the lower deck. These are true working side decks, not decorative slivers, with thoughtful handrail geometry and protection from the superstructure overhang ensuring safe transit underway. The starboard side provides primary service access forward, mirrored to port for balanced line handling and guest flow.

Bow area

The bow is arranged for both serious anchoring and relaxed guest use. A twin hydraulic anchor configuration is driven by a heavy duty hydraulic windlass (Make: DATA) set into integrated stainless steel anchor pockets, with chain specified at 16 – 230 Meter and anchors at 250 kg each (Make: DATA). The windlass was last serviced in winter 2023, and the chain was replaced the same season. Wide, obstruction free working space surrounds the windlass and

chain locker for safe crew operations, while a forward sunpad area and the raised forward bulwark preserve clean lines and additional spray protection.

Running gear & underwater equipment

Propulsion is a traditional twin shaft drive with straight shafts, struts, and conventional propellers—robust, globally serviceable, and free of exotic pod complexities. For stabilization, Humphree Electric Fin Stabilizers provide zero speed and underway comfort in a quad fin configuration—four independent electric fins, two per side—installed in 2020. This layout markedly increases roll authority versus twin fin systems, with faster response than hydraulics, reduced plumbing complexity, and lower parasitic load; factory service was completed in January 2026, including installation of a new servo motor in 2026. Dynamic attitude is further refined by a Humphree Blade Interceptor Trim System, installed in 2020, with transom mounted vertical blade interceptors that deliver fast acting pitch and roll correction, minimal drag, automatic trim control integrated with stabilizer logic, improved acceleration with reduced bow rise, better fuel efficiency, reduced porpoising, and enhanced longitudinal stability. Nighttime presence is dramatic thanks to an extensive array of twenty five individual HELLA MARIN underwater lights along the hull and platform perimeter, with blue and daylight color configurations selectable individually from a dedicated standalone control panel in the wheelhouse, producing high output, high lumen brightness and a striking halo effect in calm water.

Major 2015/2016

During a comprehensive twelve month refit in 2015/2016, the yacht received structural, cosmetic, interior, and mechanical upgrades focused on aesthetics and long term functionality. The hull and superstructure were completely

repainted, renewing and protecting the exterior profile, while interior and exterior enhancements included custom designed furniture for the saloon and guest cabins, broad interior modernization with upgraded materials and finishes, and localized teak deck replacements to preserve integrity and appearance. The galley was redesigned with a new layout to improve workflow, storage efficiency, and service capability. Mechanical and equipment improvements included full maintenance and servicing of the flybridge crane with associated system checks. A subsequent technical refit circa 2020 targeted navigation, performance, and onboard systems—upgrading navigation electronics, modernizing onboard systems, and, notably, installing new zero speed stabilizers—bringing comfort and capability at anchor and underway up to contemporary standards for private and charter operation.

Tender - 27' RIB - "HEMY 27"

The 27 foot "HEMY 27" RIB (Year 2022) is built in GPR and registered in the UK (Port of London), powered by a Honda BF250 XRU 250 hp outboard with 400 hours and last serviced in August 2025. Tubes are in good condition, and the spec reads like a capable day boat: a center console helm with a full T top, forward lounge seating, an aft bench with backrest, a deep V performance hull with heavy duty tube construction, synthetic teak style decking, an integrated swim ladder, underwater lighting, and a Raymarine radar dome on the hardtop. The high output Honda 250 delivers strong range and tow capability; at twenty seven feet with 250 horsepower, this is more than a simple yacht tender—it is a legitimate standalone day boat.

Personal watercraft - Sea-Doo Spark

A pair of Sea Doo 155 personal watercraft complements the toy inventory, both units recently serviced per the Corfu marine service quotation with

maintenance documented and current—ready for spontaneous shoreline exploration and spirited rides.

Disclaimer

The details of this yacht are offered in good faith but without guarantee of accuracy and without any warranty of condition. This vessel is offered subject to prior sale, price change, or withdrawal from the market without notice, as a convenience to clients, and is not intended to convey direct representation of a specific yacht for sale.

CONTACTS

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.

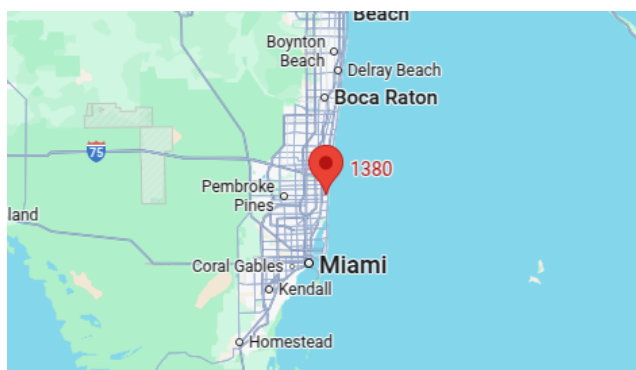
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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