

2004 SUNSEEKER 105 YACHT - SUNSEEKER



Builder: [Sunseeker](#)

Beam: 20' 0" (6.30 m)

Year Built: 2004

Max Draft: 21' 7" (6.58 m)

Model: 105

Price: \$2,195,000 USD Subject to change.

[See full listing on our website](#)

Location: Fort Lauderdale, United States

LOA: 105' 0" (32.03 m)

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OVERVIEW

Exuding the stature of a true superyacht at the berth, this 2004 105-foot motor yacht blends a classic silhouette with genuine bluewater capability and abundant, luxurious volume. Crafted of fiberglass-composite with matching fiberglass decks, her sturdy build and deliberately deep draft yield a composed, quiet ride offshore, while a generous 20-foot beam creates exceptionally spacious interiors and sweeping exterior living areas. Designed for effortless entertaining and relaxed passagemaking, she welcomes guests into a luminous salon and offers a seamless connection between inside and out, with multiple dedicated zones for lounging, dining, and watching the horizon—qualities expected of the finest motor yachts.

Propulsion is provided by twin MTU diesel inboards, delivering refined power and dependable performance for long-range cruising, supported by substantial tankage: approximately 3,829 gallons of fuel and roughly 660 gallons of fresh water to sustain extended passages. Accommodation and convenience are prioritized with five well-appointed heads to serve guests and crew, ensuring privacy and comfort both at anchor and underway. From her dignified stance at the dock to assured performance on the open sea, she is equally suited to coastal exploration and distant voyages, offering the serene hush and refined atmosphere that discerning owners demand.

Currently lying in the United States and presented attractively to the market, she represents the contemporary motor yacht ideal—elegant, capable, and invitingly livable. For buyers seeking a vessel that combines significant range with gracious living spaces, this yacht is a compelling opportunity, and the owner will accept clean trades to facilitate your next chapter afloat.

SPECIFICATIONS

Basic Information

Model Year:
2004

Country:
United States

Year Built:
2004

Dimensions

LOA:
105' 0" (32.03 m)

Max Draft:
21' 7" (6.58 m)

Beam:
20' 0" (6.30 m)

Speed, Capacities and Weight

Water Capacity:
660 Gallons

Fuel Capacity:
3829 Gallons

Accommodations

Total Heads:
5

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MTU

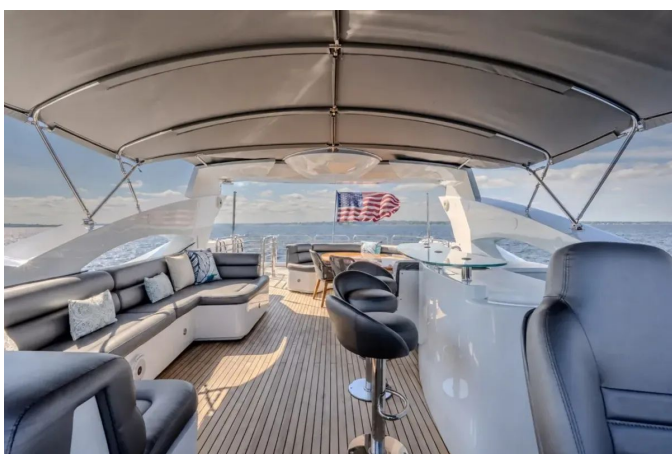
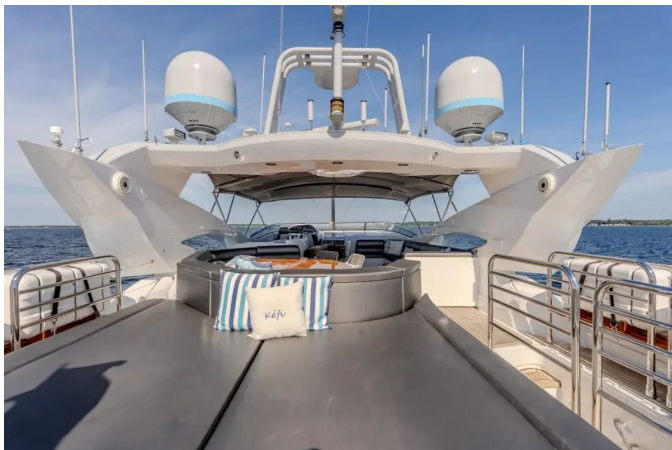
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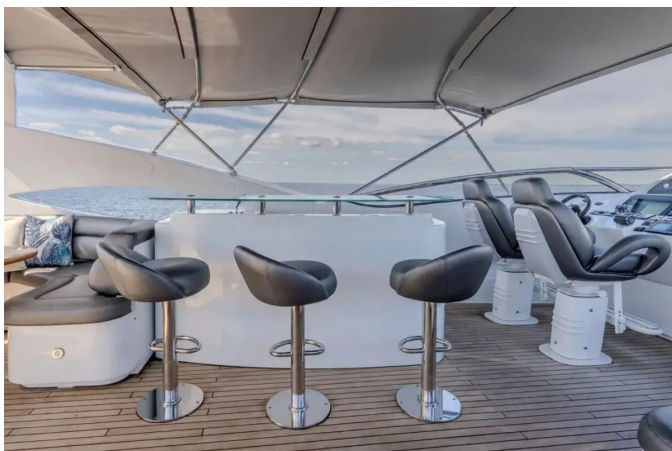
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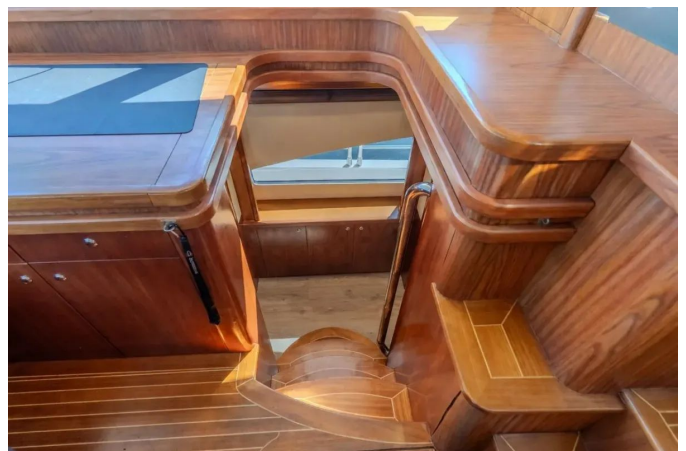
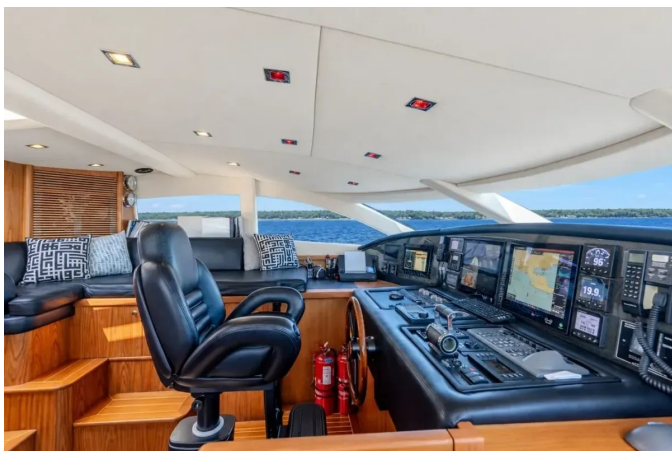
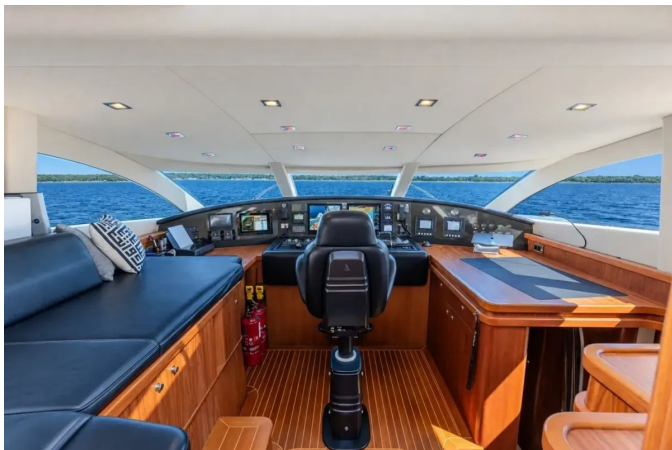
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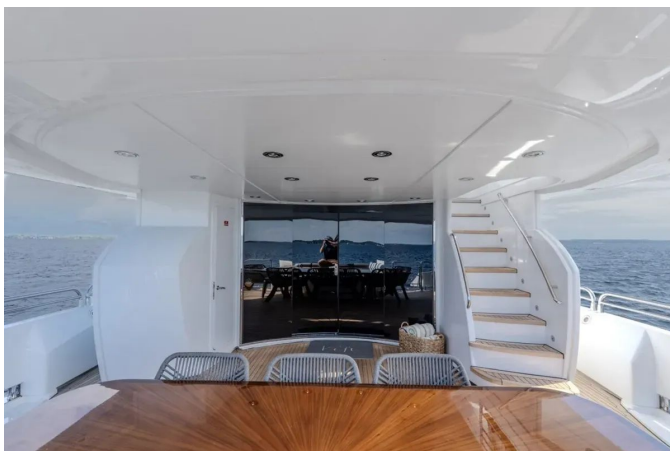
















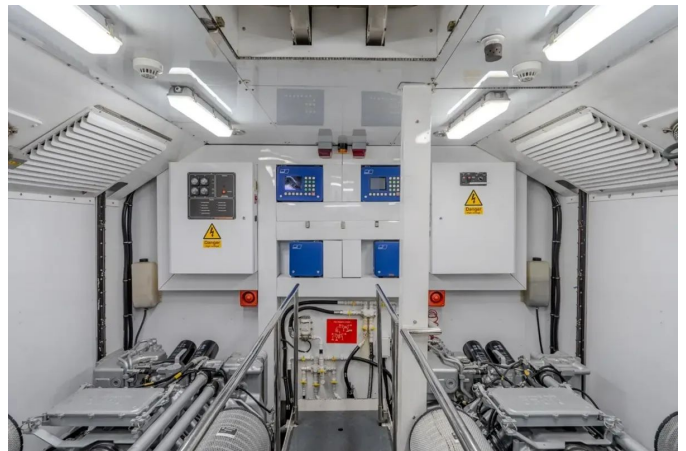














DETAILED DESCRIPTION

Description

Preview KEFI at FLIBS: HOF - B227. This 105-foot Sunseeker delivers the spacious volume and effortless entertaining of her class while benefitting from a meticulously recorded program of mechanical and systems upgrades that add confidence to her presentation. Recent documentation outlines a custom refit of both main-engine exhausts completed in July 2025, service to each main-engine heat exchanger in October 2025, and extensive underwater-hull and running gear work—shaft fabrication, bearing and seal renewal, and stabilizer attention—itemized in May 2026. Main-engine, transmission and generator maintenance is documented through June 24, 2026, and the yacht is powered by twin MTU 16V2000 M91 mains with captain reported hours of 5,887 on the port engine and 5,925 on the starboard. Electrical generation is supported by a newer port Kohler 35 kW generator with 1,413 captain reported hours alongside a starboard generator reported at 1,826 hours since its major overhaul.

A range of additional technical improvements further illustrates the vessel's careful stewardship. Sixteen Optima AGM batteries were replaced in December 2025, and new 12V and 24V Newmar Phase Three chargers were installed in July 2025. The May 2026 running gear scope included shaft fabrication and refurbishment, replacement of four cutlass bearings and two shaft seal elements, while Wesmar stabilizer seals and actuator cylinders were serviced in the same month. A rebuilt SeaStar flybridge steering helm was fitted and documented in May 2026. The hull bottom received two coats of Sea Hawk Biocop TF antifouling and Propspeed was applied to the running gear with replacement anodes in May 2026. Climate control upgrades comprise master suite air handler and blower work completed in May 2025, followed

by a comprehensive HVAC cleaning and sanitation that encompassed twelve air handlers in May 2026.

Accommodation and guest flow are arranged for both privacy and conviviality, with four staterooms including an on deck VIP, a full beam master and two twin guest cabins, each with ensuite facilities, and the convenience of a main deck day head. Crew quarters sleep five across three cabins and are supported by a dedicated crew mess and laundry to ensure professional service and efficient operations. The interior atmosphere is composed of expansive windows, warm wood joinery, light toned seating and a forward dining area that together create an inviting main saloon for relaxed entertaining. Exterior living spaces are equally refined, featuring covered aft deck dining, a generous flybridge lounge with wet bar, multiple sun lounges and foredeck seating, all augmented by a hydraulic swim platform, hydraulic passerelle and an aft garage that neatly stows water sports equipment out of guest sightlines.

For buyers assessing a yacht of this stature and vintage, KEFI's clear and dated service history provides valuable transparency beyond a vague "updated" claim; selected service invoices and historical survey records are available for review. WILL ACCEPT CLEAN TRADES!

Electronics

Steering is entrusted to a Simrad autopilot while a comprehensive Furuno navigation suite—complete with GPS, plotter and compass—serves as the vessel's electronic nerve center, bolstered by two Furuno radars for assured passage-making. All critical performance metrics are presented on five Furuno F170 Depth/Speed/Wind Color LCD displays, providing immediate depthsounder readings, log-speedometer data and wind speed and direction information. Voice and marine communications are handled by two Simrad VHF units, complemented by a Standard Horizon set, and onboard

entertainment is elegantly arranged with a CD player, DVD player and a radio-TV set, the experience extended to the deck through dedicated cockpit speakers.

Inside equipment

The cabin is luxuriously appointed with systems that prioritize both comfort and functionality: a dedicated air conditioning and heating arrangement provides reliable year-round climate control, while the galley, fitted with a refrigerator, microwave oven and conventional oven, supports effortless onboard dining. A well-appointed marine head takes care of daily necessities, an electric bilge pump offers added reassurance when underway, and a bow thruster improves maneuverability for precise handling in close quarters.

Outside equipment

Designed for life on deck, the yacht's cockpit and sidedecks are finished in warm, grippy teak that provides sure footing and timeless elegance, while sumptuous cockpit cushions create an inviting seating area around the cockpit table for relaxed al fresco dining. An integrated cockpit shower offers a convenient rinse after swimming, and a robust swimming ladder ensures safe, effortless access between water and deck. Completing the exterior outfitting, a tender stands ready to shuttle you ashore and extend your explorations beyond the anchorage.

Covers

This bespoke Bimini canopy extends generous shelter across the deck, ensuring refined comfort both underway and at anchor while offering dependable sun protection; it unfurls in moments when required and tucks

away neatly to preserve the yacht's elegant, streamlined profile.

Major updates / improvements

KEFI's service history reflects an intensive, well documented program of mechanical and systems work carried out with precision; entries correspond to service records or invoice dates and include captain reported generator hours, all demonstrating a deliberate focus on dependability, performance and owner assurance.

In May 2026 the running gear and shafts were comprehensively addressed: shafts were fabricated and refurbished, couplings fitted, four replacement cutlass bearings and two Tides shaft seal elements installed, and both shafts and propellers were removed and reinstalled. The stabilizer system received full attention with both fins taken off and refitted, Wesmar seal kits installed, actuator cylinders resealed, honed and polished, and shaft seal collars machined. The flybridge steering helm was renewed when the SeaStar unit was exchanged for a rebuilt helm. At the same service interval the hull bottom was prepared and given two coats of Sea Hawk Biocop TF antifouling, Propspeed was applied to the running gear, and hull and thruster anodes were replaced. HVAC and ventilation work during this period included the cleaning and sanitizing of twelve air handlers, replacement of 48 feet of flexible ducting, cleaning of the galley hood and exhaust, and targeted remediation of localized plenum and overhead surfaces.

A series of substantive upgrades throughout 2025 further enhanced KEFI's mechanical profile. In July 2025 the main engine exhaust was custom refitted with port and starboard AL6XN high alloy mixers, stainless steel riser and bypass components, hard coat insulation, revised supports and mounts, silicone hoses and exhaust temperature sensors, and the installation was followed by a sea trial and diagnostic checks. October 2025 saw both main engine heat exchangers serviced with plates removed and cleaned, seals

renewed and coolant replaced, alongside additional port side seawater flange and associated component work. In July 2025 two Newmar battery chargers were installed—a 12V charger dedicated to galley refrigeration and a 24V charger for the pilothouse—and in December 2025 sixteen Optima AGM batteries were supplied and fitted with the originals removed. Climate control in the master suite was refined in May 2025 with the port blower and the starboard air handler replaced, accompanied by drain work and operational testing. Freshwater pressure improvements implemented in June 2025 included two Aqua Box AQX 230 pumps with strainers, mounting hardware, suction plumbing and expansion tank equipment, all invoiced with installation labor. Fuel system renewal in July 2025 involved replacement of main engine and generator supply and return hoses and ball valves, including crossover valves, while hydraulic work that same month comprised Vickers valve replacement for the swim platform, garage door and trim tabs, plus new port and starboard trim tab hoses. In December 2025 the steering system was serviced with a new bronze steering cooling pump fitted and a separate stern steering hose repaired, with fluid refill and bleeding completed.

Generator records provide additional assurance: the port Kohler 35 kW, Model 35EFKOZD, was manufactured in 2024 and shows 1,413 captain reported hours, although the installation date is not established. The starboard generator is showing 1,826 hours since a major overhaul as reported by the captain, with the date of that overhaul not established; its sound shield was reassembled, insulated and installed in July 2025.

Completing the recent maintenance timeline, on June 24, 2026 both main engines received oil, oil filter, fuel filter and air filter service; both transmissions had oil replaced; and both generators underwent oil and fuel filter service—routine maintenance performed separately from the improvement projects described above.

Flybridge

The flybridge combines an elevated helm station with adjacent guest seating and direct circulation to the yacht's principal open-air entertainment deck, forming a single, flowing social environment whether underway or at anchor. A wide windscreen set in polished stainless-steel, an overhead canvas bimini and shade assembly, and sumptuous teak decking bordered by stainless-steel handrails establish the elegant framework, while twin helm chairs and nearby lounges keep guests comfortably close to the helm for an engaging cruise.

At the upper helm two captain's chairs face a full suite of navigation and control systems, including Furuno display units, a Simrad autopilot and VHF equipment as listed in the vessel specifications, together with MTU engine controls and comprehensive instrumentation. Bow-thruster, trim-tab and searchlight switches are within immediate reach, and exterior speakers with courtesy lighting enrich the atmosphere at any hour. The careful arrangement provides direct passage between the upper helm, the pilothouse and the aft entertainment areas, ensuring effortless movement across the deck.

Maintenance and upgrades have been meticulously recorded: in June 2024 a dual 24V horn-compressor installation, including the associated electrical and air-line work, was completed and logged. In August 2025 a forward flybridge mast was fitted and a light bulb and Hella two-pole plug/socket were replaced, while the horn-system expansion tank, solenoid, filter/separator, hoses and fittings were renewed. In May 2026 the SeaStar-series flybridge steering helm was replaced with a rebuilt unit to preserve crisp, reliable steering response.

The upper deck is conceived for easy entertaining, offering distinct gathering zones that range from bar seating to a shaded lounge and a generous aft sun-lounging expanse. Anchoring the social center is a wet bar with three pedestal bar stools, a countertop, sink and storage cabinetry, plus a grill, compact refrigeration and an ice-maker as listed in the vessel inventory.

Wraparound upholstered seating surrounds an outdoor dining table with loose chairs, while a large aft sun-lounge with backrests invites unhurried relaxation. Teak underfoot, stainless-steel perimeter rails, exterior audio speakers, courtesy lighting and a canvas shade over the principal seating and bar unify the space so that views, refreshments and alfresco dining remain seamlessly connected.

Cosmetic work has been carefully attended to as well, with records from November 2024 documenting upper-furniture preparation and exterior sealing and touch-up. Current photography highlights coordinated dark exterior upholstery paired with a light canvas shade scheme, reinforcing the flybridge's polished, cohesive aesthetic.

Aft deck

The covered aft deck functions as an elegant alfresco extension of the saloon, featuring a spacious teak-laid entertainment area anchored by an impressive dining table with loose chairs and a sumptuous upholstered aft bench, all subtly illuminated by overhead lighting and complemented by exterior speakers. Sliding glass doors form a direct connection to the main saloon while a staircase leads up to the flybridge, and port and starboard walkways provide easy access to the swim platform for smooth circulation. Practical yachting needs are met with robust stainless-steel rails and cleats and dedicated line-handling equipment, including the Muir aft line-handling winches detailed in the vessel inventory, while thoughtful storage is concealed beneath seating and within deck lockers. In 2025, ten custom pipe-rail fender hooks with leather protection and integrated line-handling fittings were installed, and records from November 2024 document exterior window recaulking, stair caulking, speaker and cover sealing, and finish work in the transom area.

Swim platform

Clad in warm teak, the hydraulic swim platform provides the primary water level gateway to the yacht, with twin port and starboard stairways rising to meet the aft deck. The transom is thoughtfully arranged around the teak surface to accommodate a hydraulic passerelle, a freshwater shower and washdown points, substantial transom cleats with boarding hardware and direct access into the aft garage. Recent, meticulous maintenance has preserved both appearance and function: platform bracket preparation followed by an antifouling repaint in May 2026; replacement of the Vickers hydraulic valve in July 2025 serving the platform, garage door and trim tab systems; comprehensive coating of the platform frame and weld repairs carried out in May-June 2023 that included the renewal of two teak planks; and passerelle service and repairs completed in 2023, all documented in the yard records.

Tender garage and equipment

The aft garage is an enclosed storage and equipment space situated directly above the swim platform, accessed by a hydraulically operated lifting door and equipped with a dedicated track system and electric handling winches to simplify handling of personal watercraft and to keep water-sports gear off the principal guest decks. Within, overhead and perimeter lighting illuminate a composite work sole, and the area is arranged for orderly stowage of water-sports equipment, lines and accessories while providing service access to aft systems and hydraulic components; current garage photographs also show a chest-style freezer installed in the space.

Maintenance and upgrades document attentive care: in July 2025 hydraulic valve replacement work included the garage-door circuit; in November 2024 garage and transom finish work and non-skid-related attention were recorded;

and in 2023 the yard completed garage/lazarette door lining and gasket work, lock-plate resealing and overhead-panel servicing, with tender steering-cylinder and end-cap service plus bottom coating also appearing in the yard history. Tender(s), personal watercraft, water toys and loose equipment depicted in the images are subject to the final agreed inventory and are not guaranteed as included solely by virtue of their appearance in the photographs.

Engine room

KEFI's machinery bay has been laid out and finished with service and performance as the primary objectives, housing twin MTU 16V2000 M91 diesel engines paired with Twin Disc transmissions in a bright, well ordered space that features a central service alley, secure handrails, overhead lighting, powerful ventilation and full engine monitoring and control panels. The level of care evident in this compartment goes well beyond routine oil and filter intervals, extending to a bespoke main engine exhaust overhaul, comprehensive heat exchanger servicing, widespread replacement of fuel system hoses and ball valves, focused steering repairs and an exhaustive program of running gear work. Captain reported hours are 5,887 on the port main and 5,925 on the starboard. On June 24, 2026 both main engines received fresh engine oil, new oil filters, primary and secondary fuel filters and air filters, with transmission oil also changed for both units that same day. Prior service history shows both mains had oil and oil/fuel filter service on May 21, 2025, followed by oil and filter service for both transmissions on May 30, 2025.

A significant exhaust refit completed in July 2025 improved durability and access for future maintenance. That program introduced custom 16 inch AL6XN high alloy removable mixers on each main engine wet exhaust, paired with custom 316L stainless steel dry bypass piping that incorporates 8 inch

AL6XN mixers. The scope included custom 316L dry crossover risers with removable multi ply flex elbows, hard coat lagging and removable cone style insulation covers, plus modified supports and extensions to suit the new layout. New support brackets and vibration isolating mounts were installed, affected fiberglass exhaust tube sections were repaired and extended, and new silicone straight and single hump hoses were fitted with crush bands and associated hardware. Exhaust temperature sensors were added to both wet and dry sections, flanged connections were introduced to simplify future mixer replacement, and access panel modifications and refinishing were completed; the installation record further notes a post installation sea trial and engine diagnostics.

Cooling, fuel and control systems received the same level of attention. In October 2025 the heat exchanger plates on both main engines were pulled, chemically cleaned, resealed and refilled with coolant, with additional seawater side work on the port engine addressing the flange, elbow/bushing and related components. July 2025 saw replacement of main engine and generator fuel supply and return hoses and ball valves, including crossover valve work, while both transmission oil cooler cores were replaced with simultaneous flushing and oil/filter service. Also in October 2025 gear temperature sensor wiring was attended to, a coolant level sensor and transmission neutral signal wiring were serviced, and control board maintenance included work on two CIB GCU boards. December 2025 invoices record CAN bus/MPU29 troubleshooting and circuit board work. A custom port side engine room overboard discharge manifold was fabricated in August 2025, and engine room and bilge cleaning and detailing were completed in July 2025. Vessel equipment lists identify Reverso oil change gear, Racor fuel filtration and Alfa Laval fuel polishing systems.

Directional control and low speed maneuverability are managed with Wesmar fin stabilizers, a bow thruster, hydraulic steering and trim tabs. In May 2026 both stabilizer fins were removed and reinstalled as part of a service that

included two Wesmar seal kits, actuator cylinder resealing with honing and polishing and shaft seal collar machining. The bronze steering system cooling pump was renewed in December 2025, accompanied by a stern steering hose repair, reservoir refill and full system bleeding. Port and starboard trim tab hoses were renewed in July 2025, and Vickers hydraulic valve work was completed to support the trim tabs, garage door and swim platform.

Below the waterline the running gear received an extensive program in May 2026: both propeller shafts, couplings and propellers were removed and refitted as part of a shaft package that included replacement material and fabrication, refurbishment with straightening and seal area overlay, and precise engine coupling hand lapping, fitting and facing. Four replacement cutlass bearings were installed and two replacement Tides shaft seal elements were fitted in the existing housings, with custom propeller nut locking bolts and associated shaft hardware added; sea trial labor is noted on the running gear invoice. Bottom preparation concluded with two full coats of Sea Hawk Biocop TF antifouling and Propspeed applied to shafts, propellers and thruster running gear. Hull, thruster tube, plate and thruster nut anodes were replaced, and intakes and the thruster tunnel were cleaned as part of the bottom work.

Electrical room

The vessel's electrical suite is comprehensively appointed, incorporating shore-power connection and conversion hardware, primary distribution panels with breaker banks, and distinct AC and DC monitoring and charging systems, with AC/DC oversight extended to the pilothouse. An ASEA shore-power conversion unit operates in tandem with Glendinning shore-cable handling gear, while a network of battery banks and charging circuits supports both the propulsion machinery and the yacht's onboard systems. Dedicated 12V and

24V charging infrastructure is provided to meet the vessel's electrical loads, and the generators are integrated smoothly into the onboard power distribution scheme.

Recent documented service demonstrates attentive maintenance and upgrades, including battery replacement, installation of two Newmar chargers, and targeted wiring and enclosure enhancements. In December 2025 sixteen Optima yellow-series AGM batteries were supplied and fitted, with the original batteries removed. In July 2025 a Newmar Phase Three 12V charger was installed to supply the galley refrigeration, a Newmar Phase Three 24V charger was fitted for the pilothouse electrical feed, the waterproof junction box located above the starboard transmission was replaced, and the watermaker's electrical cabling was rerouted and neatly organized.

Generators

KEFI's electrical plant is specified for dependable, efficient onboard power with a newer Kohler on each side: a port Kohler rated at 35 kW and a starboard Kohler rated at 40 kW, with captain reported running hours of 1,413 on the port machine and 1,826 on the starboard since its major overhaul. The port set is the Kohler 35EFKOZD, nameplate rated 35 kW and bearing a manufacture year of 2024; its nameplate electrical specification is 230/400V, three phase, 50 Hz, and it runs at a nameplate speed of 1,500 rpm, providing steady, cruise worthy electrical output. The starboard unit is the Kohler 40EFOZ, nameplate rated 40 kW (three phase, at 25°C) with captain reported hours of 1,826 since overhaul; its nameplate electrical rating is 220/380V, three phase, 50 Hz, with a nameplate operating speed of 1,500 rpm, serial number 0759781 and specification number GM24463 GA4. For enhanced onboard comfort the starboard sound shield was reassembled, insulated and refitted in July 2025. The maintenance record reflects consistent, professional care: on June 24, 2026 both generators received oil and primary/secondary fuel filter service;

on May 30, 2025 both units had oil/filter, fuel filter, belt and impeller service; in July 2025 generator fuel supply and return hoses and valves were addressed as part of fuel system work; and 2023 yard records document service to generator exhaust/muffler components, hoses and fittings.

Saloon and features

The principal saloon exudes an elegant, relaxed atmosphere, featuring opposing banks of light-upholstered seating softened by blue-and-white accent cushions and framed by long side windows with integral blinds; warm timber cabinetry provides plentiful built-in storage while a forward dining table surrounded by upholstered chairs establishes an inviting area for meals and conversation. Low central tables that convert to ottomans, a discreetly positioned flat-screen television and bespoke sideboards with integrated display and storage compartments elevate everyday living, and carefully chosen lighting — recessed overhead fixtures paired with concealed perimeter accent illumination — delivers crisp daylight clarity and a refined evening glow. A carpeted seating zone adds a layer of comfort, while sliding glass doors lead straight onto the covered aft deck to ensure seamless indoor-outdoor movement, and a dedicated main-deck day head is finished with a vanity and a vessel-style basin. In May 2026 the forward saloon, aft saloon and dining air handlers were included in the HVAC sanitation program, with documented cleaning of the saloon supply and return plenums and specified surface-remediation work; in May 2025 saloon air-handler operational checks, filter cleaning and drain treatment were completed.

Galley and equipment

The separate galley has been designed as a dedicated culinary suite, featuring long counters, abundant cabinetry and stainless-steel work surfaces

surrounding both the cooking area and the sink, allowing all meal preparation to remain discreetly apart from the saloon while enabling graceful service to interior and exterior dining settings. The culinary appointments comprise a range/cooktop with a built-in oven beneath an overhead extraction hood, dark stone worktops paired with a stainless-steel backsplash, and a double stainless-steel sink fitted with a high-arc spray faucet. Tall, stainless-front refrigeration units work in concert with a dishwasher for efficient provisioning and cleanup, while a pantry and under-counter storage optimize stowage; additional refrigeration/freezer capacity and an ice-maker are listed in the vessel inventory. A large side window bathes the workspace in natural light, supplemented by task and overhead lighting for precise visibility, and side-deck access simplifies movement for crew and guests. Recent service and upgrades reflect attentive maintenance: in May 2026 the galley hood/exhaust received comprehensive cleaning and sanitation and the galley air-handler was serviced with specified plenum-remediation work; in July 2025 the Newmar 12V charger was replaced to support the galley refrigeration power supply; and in May 2025 the galley air-handler underwent operational checks, filter cleaning and drain treatment.

Guest staterooms

Complementing the master, KEFI offers an on-deck VIP suite and two lower-deck twin guest cabins, each provided with a private ensuite so the accommodation areas function equally well for families or separate guest parties. The on-deck VIP occupies a forward main-deck location and is fitted with a centerline double berth, noted as queen-size in the vessel inventory; natural light enters via hull-side windows and an overhead hatch, accentuating the built-in wood joinery, bedside storage and lighting, and a dedicated vanity/desk. A flat-screen television serves the suite's entertainment needs, while a carpeted sole ensures a warm underfoot feel; the private ensuite is

appointed with a vanity and basin plus a separate enclosed shower. The port and starboard twin cabins on the lower deck each present two single berths with central bedside storage, integrated wardrobes and cabinetry, and desk/vanity provisions; hull-side portlights and individual flat-screen televisions are complemented by reading and overhead lighting above carpeted soles. Each twin benefits from its own ensuite head with vanity and enclosed shower. In May 2026 the VIP, port guest and starboard guest air handlers were included in the twelve-unit HVAC cleaning and sanitation scope, and the VIP plenum along with the guest-foyer ceiling/overhead areas were addressed in specified localized remediation.

Master stateroom

The full-beam master suite is built around a centerline king berth and flanked by extensive cabinetry running along both port and starboard sides, while a series of hull-side windows on each side—fitted with blinds—allow the cabin to be drenched in daylight or closed off for complete seclusion. Bedside tables with integrated lighting, concealed storage beneath the berth and a vanity that doubles as a desk with stool elevate everyday convenience, and a walk-in hanging and dressing locker together with a separate dressing and storage area deliver generous wardrobe capacity. A flat-screen television and a carpeted sole complete the refined atmosphere. The spacious ensuite features a twin-basin vanity with mirrored surfaces and abundant storage, a bathtub/shower arrangement and a separate toilet and bidet, a configuration that distinctly differentiates this full-beam master from the two twin cabins and the on-deck VIP. Thoughtful HVAC upgrades further enhance the suite's quiet comfort: on May 22, 2025 the port air-handler blower was replaced, drains were cleared and the unit tested; on May 27–28, 2025 the starboard air handler was replaced, connected, insulated and tested in operation; in May 2026 both master air handlers were included in HVAC cleaning/sanitation; and

in May 2026 the master plenums were included in the documented localized-remediation scope.

Crew area

Designed for professional service and absolute discretion, the separate crew quarters are configured to accommodate five crew members across three cabins—one single-berth and two two-berth cabins in the documented layout—and include a dedicated mess, laundry and full sanitary facilities. The mess serves as a comfortable dining and off-duty refuge, positioned entirely apart from the guest areas, and is fitted with L-shaped seating with under-seat storage, a folding dining table, a sink with worktop and integrated storage cabinetry, refrigeration and freezer units, plus television and communication systems. Warm wood cabinetry and teak-and-holly-style flooring lend an elevated finish to the spaces, while dedicated crew heads and shower facilities provide practical comfort for extended passages. Onboard practicality is further enhanced by a stacked washer and dryer for efficient laundry management, and the deliberate separation between the mess and sleeping quarters preserves quiet and discretion during operations. Maintenance has been meticulous: in May 2026 the forward and aft crew air handlers were included in a comprehensive HVAC cleaning and sanitation program; in May 2025 the dryer vent and laundry ducts were professionally cleaned; and during May–June 2023 the crew hot-and-cold plumbing and shower fittings were serviced with particular attention paid to two shower mixers/heads.

Wheelhouse and navigation

The enclosed wheelhouse is appointed as a distinct operating station, centered on a commanding helm seat beneath expansive forward glazing and accompanied by a plush observation settee. Rich wood cabinetry houses a

dedicated chart and work surface, with interior access to the flybridge facilitating immediate movement between decks. The captain's chair and adjacent L-shaped seating face a wood-trimmed helm and instrument console, while the navigator is supported by Furuno navigation and display equipment complemented by twin Furuno radar units as noted in the supplied specifications, a Simrad autopilot, and Simrad and Standard Horizon VHF equipment detailed in the supplied specifications. Depth, speed and wind instruments present critical data at a glance, MTU engine controls and monitoring integrate smoothly with bow-thruster, trim-tab and searchlight controls, and an AC/DC power-monitoring panel provides centralized electrical oversight. Exceptional sightlines are afforded by a three-panel forward windshield with wipers, and the interior connection to the flybridge ensures swift, seamless transitions between stations.

Maintenance history is documented and recent: in July 2025 three windshield-wiper motors were removed, serviced, reinstalled and tested, and three wiper blades were renewed with associated resealing work; also in July 2025 the Newmar 24V charger that supplies the pilothouse power was replaced. Between October and December 2025 documented engine and gear signal, sensor and control-circuit work was completed, and in May 2026 the bridge air handler was included in a comprehensive HVAC cleaning and sanitation.

Foredeck and exterior

The foredeck is conceived as a private alfresco salon for lounging and sunning, distinctly separated from the aft deck and flybridge, with generous side decks creating a seamless route from the forward lounge to the guest areas aft; the bow is neatly arranged to house anchoring gear and dedicated storage. Luxurious appointments include cushioned forward seating and an elevated sun-pad, expansive teak decking edged by stainless-steel perimeter rails, two

Muir windlasses accompanied by comprehensive anchor-handling hardware and lockable deck lockers, a freshwater washdown, convenient side-deck access and subtle courtesy lighting that enhances evening ambiance.

A detailed, documented program of maintenance and finish work attests to the vessel's careful stewardship: in 2023 the windlass brake, gearbox and seals were serviced and reassembled and localized foredeck fiberglass repairs were completed around the windlass with the teak lifted and carefully reinstated; in June 2024 cabin and roof finish repairs were performed and the exterior received painting and polishing; and in November 2024 an extensive scope included teak and substrate preparation, waterline repair and repainting, engine-room and generator painting, additional fiberglass repairs, exterior window recaulking and targeted touch-ups.

Climate control, freshwater, and sanitation

The yacht's service records testify to an exacting custodianship of onboard comfort and the systems that support it, with recent entries highlighting work on master-suite climate-control components, chilled-water servicing, accommodation-area sanitation, and freshwater pump and plumbing interventions. Interior comfort is delivered by a chilled-water air-conditioning installation that received targeted attention in May 2025, including specific servicing of the port master blower and the starboard master air handler. On May 29, 2025 the chillers were professionally descaled, their plumbing reconnected and pressure-tested, and on June 2, 2025 glycol was introduced into the chilled-water circuit to enhance thermal stability and performance. A thorough sanitation campaign in May 2026 encompassed the cleaning and sanitizing of twelve air handlers serving the guest, master, VIP, crew, bridge, dining, saloon and galley areas, with air ducts, vents, grilles and distribution plenums explicitly included in the scope. During that same period forty eight feet of flexible ducting were replaced, and localized mold remediation plus

surface cleanup were completed in identified plenums and the guest-foyer overhead zones to ensure exemplary air quality throughout the accommodation spaces.

Freshwater and wastewater systems have received equivalent attention. A comprehensive service of the watermaker in June 2025 incorporated the supply and installation of two Aqua-Box AQX-230 pressure pumps complete with mounting kits and strainers, associated suction plumbing work, and expansion tank equipment, all supported by invoiced labor. In July 2025 the watermaker's electrical wiring was rerouted and neatly organized to improve reliability and ease of future maintenance. Grey- and black-water SYM control and solenoid work were invoiced in May 2025, with subsequent troubleshooting and a documented repair scope for the black-water monitoring system recorded in February 2026. These interventions, together with robust hot-water and freshwater distribution arrangements, preserve the yacht's dependable, guest-ready water services.

Service history and specification notes

Selected invoices and historical survey records accompany this listing and provide the context for the work that has been carried out. The dates referenced correspond to individual work entries or to the month and year shown on supporting invoices and are not intended as independent survey certifications or assurances of current condition. Machinery hours were reported by the captain in an update received October 1, 2026, and may increase with continued use. The port generator's nameplate confirms a 2024 manufacture year, although no installation date is recorded, and the starboard generator's 1,826 hours represent time accrued since a major overhaul rather than total lifetime hours. The documentation details targeted repairs, component replacements and routine servicing rather than a complete systems renewal. Prospective buyers should review the underlying records and

evaluate present equipment condition, operational performance, maintenance needs and inclusions in the sale during their inspection and survey.

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.

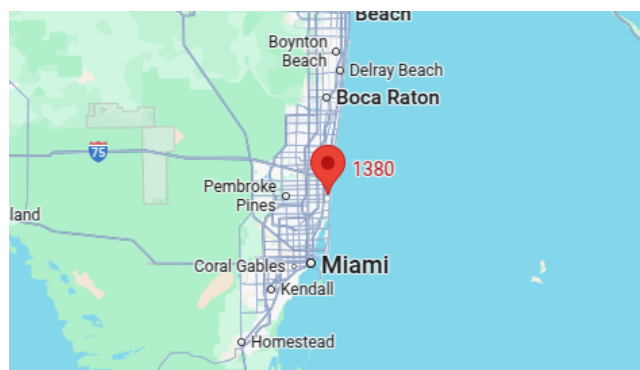
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