

A+ - BENETTI



Builder: [Benetti](#)

LOA: 111' 0" (34 m)

Year Built: 2024

Beam: 25' 0" (7.70 m)

Model: 34 Oasis

Max Draft: 6' 9" (2.05 m)

Price: \$22,212,476.07 USD Subject to change.

Cruising Speed: 12 Knots (13.81 MPH)

[See full listing on our website](#)

Location: Split, Croatia

Max Speed: 16 Knots (18.41 MPH)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 4

 Accommodations 5

 Hull and Deck Information 5

 Engine Information 5

GALLERY 6

DETAILED DESCRIPTION 14

CONTACTS 28

OVERVIEW

Built at the Azimut | Benetti Shipyard, this 112' (34.36m) displacement motor yacht combines Italian craftsmanship with advanced naval engineering. Conceived exclusively for private leisure yachting, she extends across three full decks—a true tri deck arrangement—complemented by a panoramic sundeck, and is driven by twin diesel powerplants through mechanical shaft lines to conventional propellers. Her graceful lines and solid construction provide an indulgent onboard experience while offering genuine blue water capability for extended passages. The yacht's provenance includes an exterior by Redman Whiteley Dixon Ltd., interiors by Bonetti/Kozerski Architecture, and naval architecture by Pierluigi Ausonio in collaboration with the Benetti Technical and R&D teams.

SPECIFICATIONS

Basic Information

Model Year:
2024

Country:
Croatia

Year Built:
2024

Dimensions

LOA:
111' 0" (34 m)

Max Draft:
6' 9" (2.05 m)

Beam:
25' 0" (7.70 m)

Speed, Capacities and Weight

Cruise Speed:
12 Knots (13.81 MPH)

Water Capacity:
1189 Gallons

Max Speed:
16 Knots (18.41 MPH)

Fuel Capacity:
6604 Gallons

Gross Tonnage:
265 Pounds

Accommodations

Crew Cabin:

4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Pierluigi Ausonio Naval Architecture

Deck Material:

GRP

Interior Designer:

BonettiKozerski Architecture D.P.C

Hull Configuration:

Monohull

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MTU

Fuel Type:

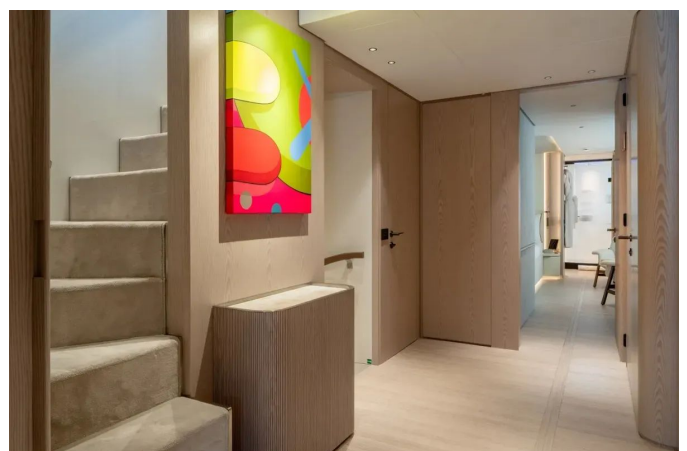
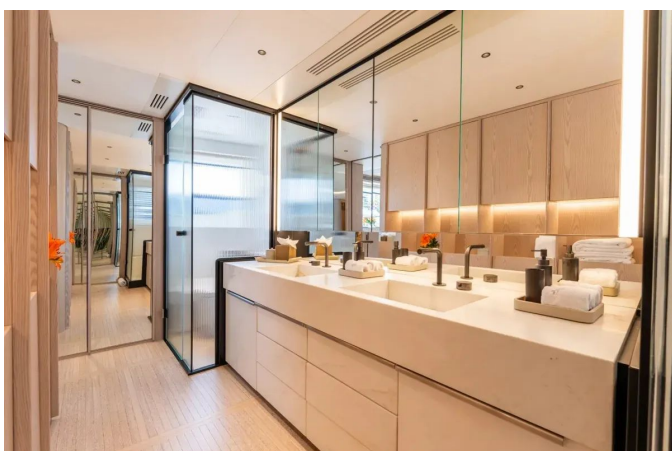
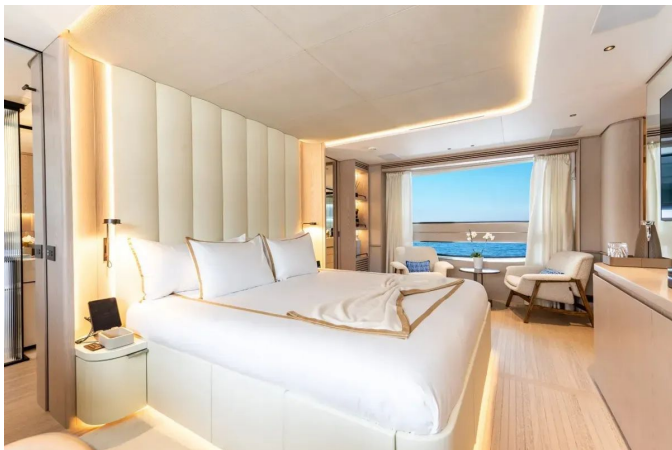
Diesel

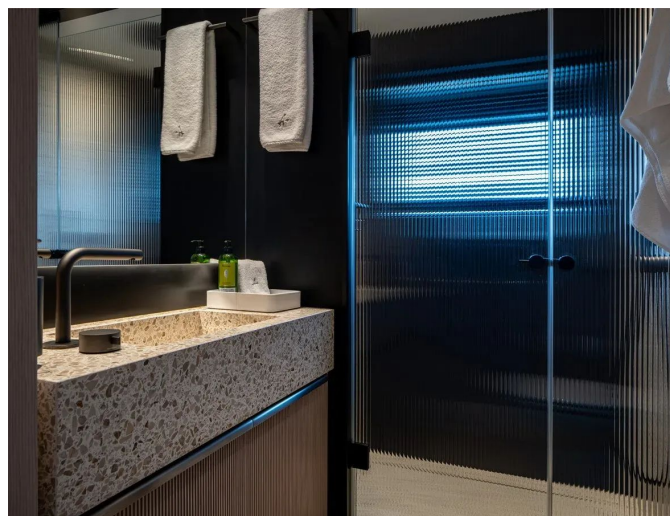
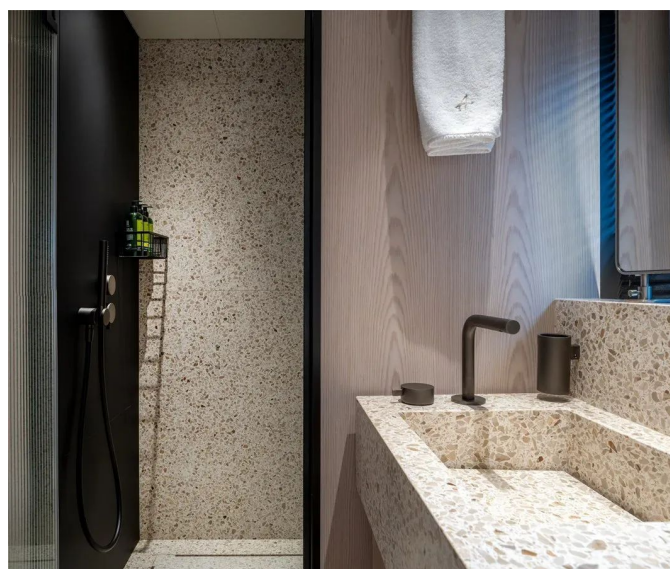
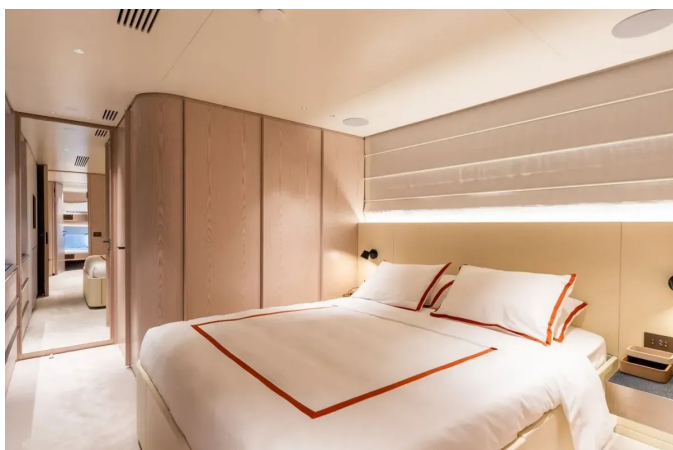
GALLERY

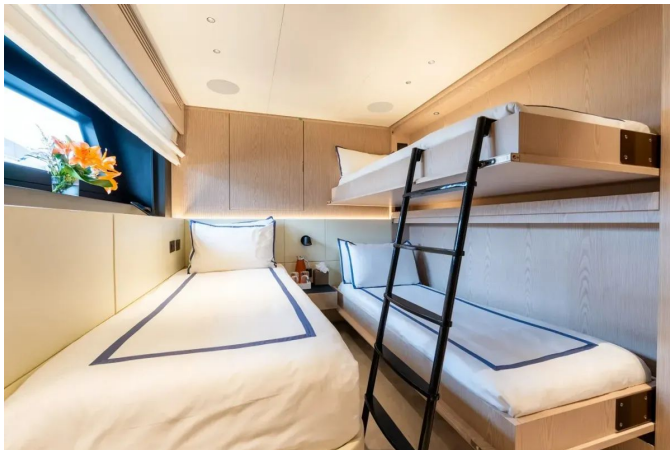
















DETAILED DESCRIPTION

Deck equipment

Designed to deliver assured handling across every speed range, the steering system features two spade rudders fashioned from stainless steel AISI 316, with rudder stocks in MARINOX 17 (or equivalent) constructed to Classification Society standards and skegs positioned above the blades for protection and hydrodynamic balance. Bronze bushes support the stocks while the rudder tubes are bolted into recessed flange housings in the hull bottom to ensure structural integrity and straightforward servicing. Steering power is provided by a single electrical actuator located in the wheelhouse paired with an electro-hydraulic power pack in the aft technical room that supplies two 400V, three-phase, 1.1 kW pumps; these drive two hydraulic cylinders, one per rudder, fitted with tiller arms. An autopilot interface, rudder angle indicators at every steering station and an emergency hydraulic hand pump with wheel in the aft technical room guarantee uninterrupted control whether steering from the wheel, the wing station tillers or the emergency hand pump.

Mooring and anchoring arrangements are specified for both performance and refinement. Two MZ Electronics NV16 vertical electric windlasses—400V, three-phase, 4 kW—are deck-raised and equipped with electromagnetic brakes and local controls, while two MZ Electronics MILOS vertical capstans, foot-operated and also 400V, three-phase, 4 kW, are positioned in the aft deck maneuvering zones. Polished stainless steel AISI 316L bollards are carefully placed with four in the aft mooring area, four forward, two mid-side horn-type units integrated with fairleads, two on the aft platform for tender mooring and two on the garage floor for tender mooring. Fairlead provisions include two stainless steel AISI 316L fairleads with integrated bollards at the mid-sides (Benetti standard), complemented by roller fairleads—four forward

and two aft. The ground tackle comprises two 200 kg galvanized steel HHP anchors (per rules), intended for temporary mooring in harbors and sheltered waters and not recommended for exposed coastlines or heavy seas, each served by a 14 mm studless galvanized steel chain of 110 m, stainless steel chain rollers and stoppers (Benetti standard), and a quick release device for emergency anchor deployment. The mooring outfit is completed by three polyester lines, 77 m each, .30 mm, in black with leather coated eye splices.

Guest access and crew service are elevated by a hydraulic retractable telescopic gangway finished with a teak grating deck, a polished stainless steel structure and removable stainless steel and rope handrails; the gangway also functions as a practical swimming ladder. Service logistics are further enhanced by an electric dumbwaiter with a 30 kg capacity connecting the Main, Upper and Sun Decks through guillotine type doors, simplifying the movement of provisions and service items throughout the vessel.

Handling of the tender and water toys is accomplished by a single electro hydraulic crane for launch and recovery, fully integrated into the hull structure with local controls for extension, retraction and lift. In standard trim the system is certified for diesel tenders only, with petrol tenders permissible only when the optional vapor management upgrade is fitted. The crane accommodates a maximum tender length of 5.03 m, a maximum beam of 2.01 m, a maximum height of 0.97 m and a maximum weight of 900 kg. Please note the tender and its accessories are not included in the standard equipment list, tenders must be equipped with a single lifting point, and all dimensions and weight are subject to Benetti technical verification.

Firefighting & safety equipment

Safety aboard has been meticulously arranged with portable CO2, foam and powder fire extinguishers supplied in accordance with the vessel's fire and safety plan, the types and quantities meeting Classification Society

requirements. Fire nozzles and hoses are installed to satisfy regulatory standards, a fireman's axe is readily accessible, and fire blankets have been strategically positioned—one in the galley and a second on the sun deck adjacent to the cooking top—while a fully equipped medical kit is also carried on board.

Life-saving equipment is comprehensive and clearly marked: four life rafts, each rated for eight persons and fitted with hydrostatic releases, are stowed on the sun deck, and two life buoys with buoyant line are mounted on the main deck aft, each bearing the yacht's name and port of registry. The pyrotechnic complement comprises six parachute flares and two floating smoke signals, and seventeen life jackets are available for immediate use.

The yacht's fire and bilge systems deliver robust performance and redundancy. The dedicated fire pump is an electric self-priming Gianneschi ACM 531 (400 Vac) delivering 500 L/min (132 USG/min) at 18 m H₂O, located in the engine room and connected to the motor pump. Bilge management is handled by an electric self-priming Gianneschi ACM 531 (400 Vac) rated at 350 L/min (92 USG/min) at 20 m H₂O, an electric Gianneschi CP40 (400 Vac) devoted to the garage bilge with 145 L/min (38 USG/min) at 4 m H₂O, and a submersible Gianneschi Maxisub (24 Vdc) for the forward locker delivering 100 L/min (26 USG/min) at 5 m H₂O. For ultimate redundancy a diesel-driven Gianneschi M-ACB 531 motor pump serves as backup for both bilge and fire duties, providing 400 L/min (105 USG/min) at 35 m H₂O. The engine room is safeguarded by a NOVEC fire suppression system with dedicated nozzles, the release handle conveniently located on the emergency control panel outside the engine room.

Sanitary systems

Designed for whisper-quiet operation and absolute reliability, the yacht's sanitary installation channels grey and black water into dedicated collection

tanks via a transfer pump that receives discharge from sinks, showers, bathtubs and fan coil drains. Ceramic WCs with integrated pumping units convey waste to the sewage/grey water tank, while discharge is handled by two electrically driven grey/black water pumps (Gianneschi MV44G, 400 Vac) delivering 28 L/min (7.5 USG/min) at 10 m H₂O, one pump retained as a full standby to guarantee uninterrupted redundancy. To preserve a fresh interior ambiance, the black/grey water tank vent is fitted with a carbon filter.

Air & Hydraulic Systems

The yacht's compressed-air installation is built around a single electric Gianneschi GK17 compressor running on 400 Vac and delivering 320 L/min at 8 bar. Air reserve is provided by a 50 L cylinder located in the aft technical space and a dedicated 24 L cylinder for the ship's whistle in the wheelhouse; the 50 L vessel is fitted with an automatic condensate discharge valve to ensure clean, dry air on demand. The hydraulic plant is driven by one electro-hydraulic power pack that operates the gangway, side platforms, garage side door and tender crane, and it incorporates manual emergency operation to guarantee reliable functionality in all conditions.

Water, ventilation & air equipment

The yacht's potable water installation is driven by two electric Gianneschi ACB332 pumps operating at 400 Vac, each delivering a sustained 116 L/min (31 USG/min) at 40 m H₂O to provide generous pressure and immediate availability throughout the vessel. Hot water circulation is managed by a pair of Gianneschi Z30 pumps on 230 Vac, arranged with one unit in continuous service and the other held as standby to preserve stable temperatures within the hot water ring mains and ensure uninterrupted comfort at every tap. For complete independence offshore, an Idromar MC3J reverse osmosis

watermaker supplies drinkable water and is fitted with pressure gauges, sand filters with back washing, both high and low pressure pumps, and an automatic weekly freshwater flush; its nominal production is 4,300 L/day (1,135 USG/day) at 25°C seawater. Domestic hot water is stored in two electric stainless steel heaters of 120 L (31.7 USG) capacity each, with 3+3 kW elements per unit for rapid recovery and a dependable supply. Engine room and climate systems are cooled by dedicated seawater circuits: two pumps serve the air conditioning installation in a one duty/one standby configuration, while the main engines and generators are each fitted with independent seawater pumps, and a spare impeller pump for the main engines is carried to ensure continuity of operations. Climate control is provided by Veco, specified to deliver genuine four season comfort; under summer design conditions of 35°C ambient and 90% relative humidity the interior is maintained at 22°C (72°F) and 55% relative humidity, and in winter, with an outside temperature of 0°C (32°F), the interior remains a welcoming 22°C (72°F). Seawater design parameters are 32°C (90°F) in summer and greater than eight degrees Celsius (47°F) in winter. Temperature conditioning is achieved via a central chiller supplying chilled and hot water loops, while dedicated air treatment units continuously deliver fresh, conditioned air to the living quarters for a pristine, comfortable onboard environment.

Navigation & communication equipment

From the wheelhouse every essential command is at the fingertips of the helmsman: a steering actuator and wheel provide precise helm control, supported by a bow thruster control complete with indicator, main engine throttles, an engine start/stop and alarm panel, dedicated emergency engine stops, a rudder angle indicator and fin stabilizer controls. For close-quarters operations the wing stations fully replicate command capability, each fitted with a steering tiller, bow thruster control, main engine throttles, the horn and

full engine start/stop functionality with emergency stops for immediate, confident response.

Situational awareness is delivered on robust displays, including two 19-inch IP65 marinized LCD monitors in the wheelhouse alongside a 4-inch NMEA display there and two further 4-inch NMEA displays at the wing stations. Two keypads provide dedicated chart and radar control, while a 15-inch touch panel centralises monitoring and actuation of the wipers, horn and searchlights for intuitive vessel management.

Extended passage-making systems include an X-band radar with a 64 nm range and a 4 ft antenna, a dual-frequency echo sounder with integrated speed and temperature sensors, a GPS antenna with interface, both a magnetic compass and a fluxgate sensor, and an autopilot with rudder feedback and its own dedicated control display. An integrated chart plotter interfaces with radar and echo sounder to enhance navigational awareness (charts not included), while an ultrasonic weather station continuously reports wind, pressure, temperature and GPS data.

Communications are comprehensive and redundant: a fixed VHF Class D system with a wheelhouse handset is supplemented by an intelligent remote handset in the crew mess and three portable VHF's supplied with hands-free kits. An intercom system links the wheelhouse, engine room and emergency steering station, and onboard connectivity is provided via harbour Wi-Fi and a 4G connection (single SIM).

Regulatory lighting and audible signals are fully specified, with navigation lights built to COLREG 72 standards powered from 24V DC emergency and service battery supplies and monitored by visual and audible alarms. Complementing this ensemble is a Kahlenberg T-3A ChimeTone pneumatic horn, integrated into the vessel monitoring system for immediate and reliable signaling.

Monitoring & automation system

An integrated monitoring and automation suite conducts every critical function on board via two intelligent control units—one located in the wheelhouse and the other in the engine control room—interlinked by a redundant LAN network. Operation is through twin 15 inch touch panels, with an alarm repeater in the crew mess for immediate crew notification, delivering instantaneous oversight together with comprehensive data logging for subsequent review. Power management interfaces with both generators and shore supply to monitor voltage, current, frequency and power (V, A, Hz, W), to sequence starts and stops, and to manage load sharing. Navigation lights are fully monitored and controllable within the system, while classification-mandated security monitoring of watertight and weathertight closures, hull and deck hatches is seamlessly integrated. Main engines communicate with the control units to present status, parameters and alarms and to operate bypass gas exhaust valves. Bilge levels and all tanks — including fuel oil, fresh water, and black and grey water — are continuously monitored, and engine room fans and dampers are both supervised and actuated with automatic shutdown and closure in the event of fire. Battery and charger conditions are clearly displayed and the system provides interfaces to starters for fuel transfer, fire, bilge and black and grey water pumps. Alarms from all principal yacht systems are received and annunciated with both audible and visual alerts, with alarm panels installed in the wheelhouse, engine room and crew mess.

Emergency preparedness is comprehensive and intuitively accessible, with main engine emergency stops positioned in the wheelhouse, at the wing stations and in the engine room. A dedicated emergency panel enables the shutdown of engines, generators, fuel pumps and ventilators and commands closure of fuel valves and dampers. Main engine throttles are provided both in the wheelhouse and at the wing stations to ensure precise control, and a fire

alarm system incorporating heat and smoke detectors protects all cabins, accommodation and technical spaces, supported by manual call points fitted as required by Classification, with all alarms displayed in the wheelhouse.

Entertainment equipment

The yacht's audio visual suite is built upon a high speed CAT6 backbone and is elegantly governed by a Crestron control platform, delivering a unified, intuitive entertainment experience. All core electronics—servers, amplifiers and storage—are mounted in dedicated racks located outside the cabins and salons, preserving the interiors' generous proportions and ensuring whisper quiet operation where guests relax and socialize.

Media may be streamed directly from the owner's personal devices or accessed from optional onboard storage that provides video on demand, extensive music libraries and image archives for effortless playback throughout the vessel. The Crestron system can optionally extend control and automation to lighting, climate and curtain functions. Wireless connectivity is comprehensive across guest and crew areas, centrally managed and supported by strategically positioned network access points to guarantee reliable coverage.

Devices and speakers are specified by location to deliver a tailored experience in every space. In the crew mess a 32 inch television is paired with a micro Hi Fi system and a single stereo loudspeaker. Each of the two twin guest cabins is fitted with a 28 inch television tied into the centralized AV receiver, with speakers, Apple TV and dedicated remote control. The two VIP cabins step up to 32 inch televisions while retaining the same centralized AV receiver, speaker array, Apple TV and remote. The owner's suite is appointed with a 55 inch television, full 5.1 surround sound with subwoofer, the centralized AV receiver, Apple TV and a mini iPad on a docking station for seamless integrated control. The galley features a centralized audio client feeding a single stereo

speaker. The main salon mirrors the owner's specification with a 55 inch television, 5.1 surround system and subwoofer, centralized AV receiver, Apple TV and a mini iPad with docking station, while the adjacent dining area benefits from a pair of loudspeakers tied into the salon system. Exterior listening on the main deck is provided by two pairs of marine speakers wired into the salon audio. The wheelhouse is equipped with a micro Hi-Fi and loudspeakers, and the captain's cabin includes a micro Hi-Fi with a single speaker. The sky lounge reproduces the premium arrangement found in the salon, with a 55 inch television, 5.1 surround and subwoofer, centralized AV receiver, Apple TV and a mini iPad with docking station. The upper deck exterior aft carries two pairs of marine speakers linked to the sky lounge, while the upper deck exterior forward is fitted with two pairs of marine speakers and a centralized audio client. The sun deck completes the audio arrangement with three pairs of marine speakers driven by a centralized audio client.

At the heart of the distribution network sit two 24 port switches, a Crestron processor and a Wi-Fi controller, all overseen by a service PC that enables remote management. The central racks house seven AV receivers, four Apple TV units, two power amplifiers with integrated audio clients, a UMTS router, a rack mount UPS and two equipment racks. Yacht wide coverage is assured by twelve Wi-Fi access points, while a dedicated TV/radio antenna system provides terrestrial broadcast reception.

Main equipment

Propulsion is provided by a pair of MTU 10V 2000M86 turbocharged, after-cooled four-stroke diesel engines, each delivering 1,015 kW (1,380 hp) at 2,450 rpm and fitted with Blue Vision NG Basic. These powerplants meet EPA Tier III and IMO Tier II standards, with optional SCR after treatment available to achieve IMO Tier III compliance where required in ECAs. Power is transmitted through twin ZF 2350 reduction gearboxes with a 4.444:1 ratio

arranged for outward propeller rotation to ensure a smooth and efficient transfer of propulsion.

Onboard electrical generation is handled by two Kohler 70EFOZDJ diesel generators, each rated at 70 kW, three-phase, 1,500 rpm, with the starboard set showing 2,170 hours and the port set 2,034 hours. Manoeuvring capability is augmented by a CMC TP75 electric bow thruster rated at 52 kW, 400V/3ph/50Hz, producing 830 kgf of thrust (subject to a five percent reduction when fitted with protective grids) and operable from both the wheelhouse and wing stations. Passenger comfort and seakeeping are further enhanced by a pair of CMC LR090 stabilizer fins sized for both underway and at-anchor use, each drawing 7 kW input, offering a surface area of 1.9 m and operating at 400V/3ph/50Hz.

The helm is appointed with two 19-inch Furuno NavNet TZT19F multifunction displays that integrate radar, charting, sonar and CCTV, supported by Furuno FI70 4-inch full colour data repeaters located in the wheelhouse and at the wing stations. A 15-inch TFT touch display provides centralised monitoring and control of alarms, power management, bilges, doors, engines, lighting, tanks and ventilation. The navigation and sensor suite comprises a Furuno DRS6A X-band radar with a 96 nm range and ARPA, an Airmar B744VL dual-frequency triducer interfaced via Furuno BBDS1 for echosounding, a Furuno GP330B GPS antenna and an Airmar 220WX weather station delivering wind, GPS, air temperature, humidity and pressure data. Course keeping is managed by a Furuno NAVPILOT 711C autopilot complete with processor, feedback unit and PG700 heading sensor, while a Riviera Astra magnetic compass provides a reliable analogue heading reference.

Communications are provided by a Furuno FM4850 VHF with DSC and AIS receiver installed at the wheelhouse and crew mess stations, supplemented by three ICOM IC M37 portable VHF units for additional on board and tender use.

Entertainment & network systems

A CAT6 high speed backbone underpins a fully integrated Crestron control ecosystem that brings together entertainment and connectivity throughout the yacht. All key hardware is housed in discreet, serviceable centralized racks that shelter servers, amplifiers, storage and Apple TV units, while ship wide wireless coverage is provided by twelve Ubiquiti access points and bolstered by a 4G Peplink router to ensure resilient connectivity both at anchor and underway.

Every accommodation and social space has been specified with precision to deliver a refined audiovisual experience. In the crew mess an LG 32" TV is paired with a JL Audio MM50 player and Revel speakers for clear, confident sound. Each of the two guest cabins features an LG 28" TV with Apple TV, Revel loudspeakers and a Crestron HR 310I remote, all sourced from the centralized Yamaha AVR. The two VIP cabins are appointed with LG 32" TVs, Apple TV, Revel speakers and Crestron HR 310I remotes, integrated to the same Yamaha AVR for consistent performance. The owner's suite is conceived as a private cinema, centered on an LG 55" 4K TV with the Apple TV app, a Yamaha RX V4A AVR, a B&W subwoofer and Revel speakers, with operation simplified via an intuitive iPad interface.

The main deck saloon mirrors this cinematic approach with an LG 55" 4K TV offering the Apple TV app, Yamaha AVR amplification, a B&W subwoofer, Revel speakers and iPad control, while the adjacent dining area shares Revel speakers linked to the saloon for seamless audio during entertaining. The galley is served by Revel speakers driven from the centralized Yamaha audio client. Aft on the main deck, alfresco moments are enhanced by four centrally powered Revel 8" marine speakers.

Up on the upper deck the sky lounge reproduces the main saloon specification with an LG 55" 4K TV, Yamaha AVR, B&W subwoofer, Revel speakers and iPad

control, while the forward sunpad is outfitted as an open air retreat with four Revel 8" speakers driven by a Yamaha audio client and the aft deck continues with four centrally powered Revel 8" speakers. The captain's cabin is equipped with a JL Audio MM50 and Revel speaker for private listening, and the wheelhouse incorporates a JL Audio MM50 together with Revel speakers to ensure reliable audio during navigation. The sun deck completes the exterior scheme with six Revel 8" marine speakers managed through a Yamaha multiroom audio client.

The technical heart of the installation is engineered for performance and ease of maintenance, incorporating two 24 port Fortinet switches, a Crestron CP3 processor, a Ubiquiti Wi-Fi controller and an uninterruptible power supply within the racks. Content and control are distributed by four Apple TV 4 units and dedicated Yamaha AVRs serving the guest, VIP, owner and saloon zones, while powerful amplification to both interior and exterior areas is provided by Yamaha XDA-QS5400RK and XDA-AMP5400RK units. Seven video extender transmitters optimise signal delivery to the cabins, saloons and owner's suite, and a dedicated PC station affords remote service capability and comprehensive rack management so the system remains effortless to operate and a pleasure to enjoy.

Included options

Thoughtful refinements have been introduced throughout the yacht to elevate both appearance and practicality: wooden Venetian blinds have been installed in the main saloon and skylounge, while the decks inside now showcase upgraded wooden flooring finished in an elegant parquet pattern. The master cabin features a king bed with integrated LED strip illumination at the bedside units, and a sculptural Holly Hunt lamp brings a bespoke accent to the starboard side of the main saloon. A clear mirror enhances the lower deck lobby, and every lower deck guest cabin is equipped with electric blackout

blinds and curtains for complete light control. A wine cellar has been seamlessly incorporated into the forward furniture of the main saloon to support effortless entertaining, and the wheelhouse is fitted with a dedicated pilot chair for added refinement at the helm.

The audio, entertainment, and control architecture have been comprehensively upgraded around premium JL Audio and Revel components, Apple TV integration, and centralized Crestron control. On the main deck aft exterior four JL Audio 8.8" O M6 880X speakers and two JL Audio O M6 10IB subwoofers are driven by a centralized power amplifier with an AirPlay audio client and are operated via a mini iPad remote configured specifically for the aft deck. The upper deck aft is similarly equipped with four JL Audio 8.8" O M6 880X speakers and two JL Audio O M6 10IB subwoofers, while forward on the upper deck two JL Audio 7.7" O M6 770X speakers, two JL Audio 8.8" O M6 880X speakers and two JL Audio O M6 10IB subwoofers produce precise, immersive sound. The sun deck has been prepared as an open air performance area with ten JL Audio 8.8" O M6 880X speakers paired to four JL Audio O M6 10IB subwoofers. Interior listening is refined with Revel W893 speakers replacing the original Revel C263 units—seven in the main saloon and dining room, five in the master cabin, and five in the upper deck saloon—while three Apple TV units serve the main saloon, skylounge and master cabin and DirecTV HD signal distribution via SWM ensures consistent content delivery. Connectivity has been strengthened with an upgraded 5G router featuring four SIM capability and a WiFi 6 roamingless system to provide full yacht coverage.

Operational systems have been enhanced for comfort and convenience: an additional freshwater filtration system improves onboard water quality, USB outlets have been upgraded to Type A + C for universal charging, and a domotics system upgrade extends across the lower deck guest cabins, main saloon, owner's cabin and skylounge for unified control. Additional CCTV cameras have been installed on the upper deck exterior to increase situational

awareness, and a microwave has been added to the main deck pantry in a combined installation for discreet, practical service.

Material and finish upgrades were carried out in two phases to elevate surfaces throughout the yacht, with an enhanced marble package applied and all guest showers treated with an additional anti-slip finish to preserve safety without compromising style.

Fuel and oil systems

Designed to inspire confidence, the fuel oil transfer arrangement combines an electric and a manual pump to guarantee steady delivery and effortless command. The electric unit, a Gianneschi ACB 331 powered at 400 Vac, supplies 130 L/min (34 USG/min) at 6m H₂O, while the manual Gianneschi Super Lario 3 offers 50 L/min (13 USG/min) at 30m H₂O. Control and monitoring are centralized at the main electrical panel and the integrated bridge for smooth, coordinated operation. Fuel cleanliness and protection are provided by dual-element filters—one active and one spare with a bypass—that serve both the main engines and the generators; each filter is fitted with vacuum gauges and a water sensor for ongoing surveillance. Bunkering is precisely managed with a single counter that delivers accurate fuel measurement during filling.

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.

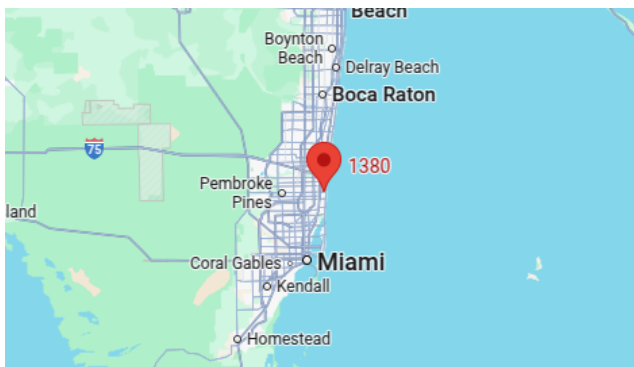
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019