SHESTAKOV
Yacht Sales

NURJA - ABEKING & RASMUSSEN

Builder: ABEKING & RASMUSSEN

Year Built: 2008

Model: N/A

Price: $44,189,129.47 USD Subject to change.
See full listing on our website

Location: Palma, Spain

Max Speed: 15 Knots (17.26 MPH)

LOA: 132' 0" (40.50 m)

Beam: 58' 0" (17.78 m)

Min Draft: 13' 5" (4.10 m)

Max Draft: 13' 5" (4.10 m)

Cruising Speed: 13 Knots (14.96 MPH)

If you would like to buy a yacht **NURJA - ABEKING & RASMUSSEN** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on **https://shestakovyachtsales.com**

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OVERVIEW

NURJA stands among the few luxury superyachts afloat that employ the SWATH (Small Waterplane Area Twin Hull) concept. This advanced SWATH platform delivers markedly superior steadiness and onboard comfort compared with conventional monohull or catamaran motor yachts of similar dimensions.

SPECIFICATIONS

Basic Information

Model Year:
2024

Country:
Spain

Year Built:
2008

Dimensions

LOA:
132' 0" (40.50 m)

Beam:
58' 0" (17.78 m)

Min Draft:
13' 5" (4.10 m)

Max Draft:
13' 5" (4.10 m)

Speed, Capacities and Weight

Cruise Speed:
13 Knots (14.96 MPH)

Water Capacity:
18756.22 Gallons

Max Speed:
15 Knots (17.26 MPH)

Fuel Capacity:
21397.94 Gallons

Gross Tonnage:
926 Pounds

Accommodations

Crew Cabin:
9

Hull and Deck Information

Hull Material:
Steel Yachts

Hull Designer:
N/A

Deck Material:
Steel

Interior Designer:
Focus Yacht Design GmbH

Hull Configuration:
N/A

Engine Information

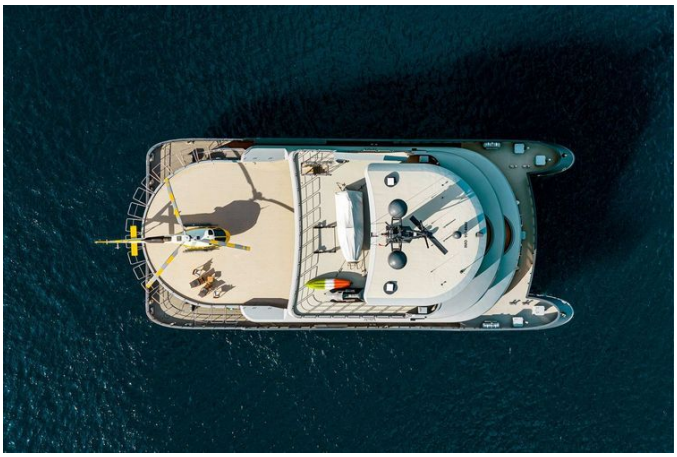
Engines:
2

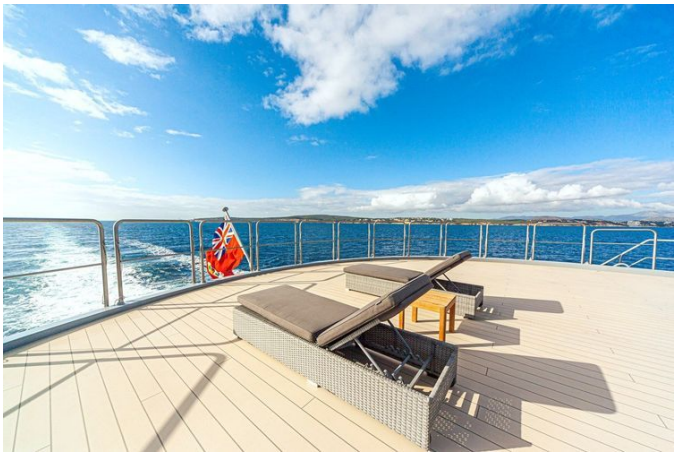
Engine Type:
Inboard

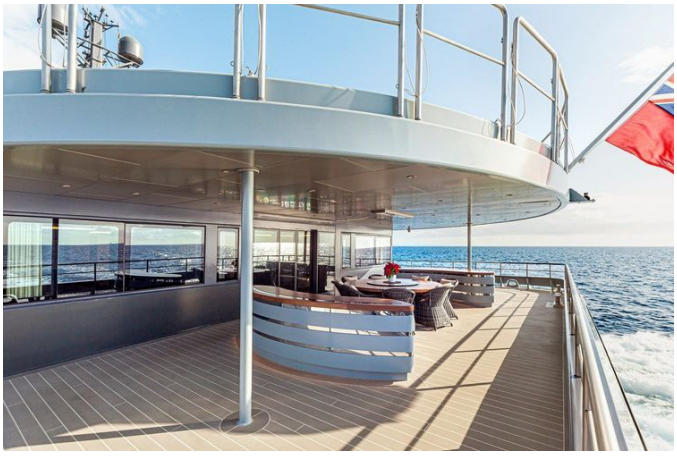
Manufacturer:
Caterpillar

Fuel Type:
Diesel

GALLERY







DETAILED DESCRIPTION

SWATH technology

NURJA stands among a rare handful of superyachts designed on the Small Waterplane Area Twin Hull (SWATH) concept, her sculpted geometry delivering unrivalled stability and seakeeping compared with monohulls or conventional catamarans of the same scale. The twin strut arrangement gives disturbed water an escape path beneath the platform, substantially reducing the wave slap noise between the hulls and offering a distinct acoustic advantage over traditional catamaran forms. In practical terms operability is not constrained by wave height; sea state and the period between wave peaks affect onboard comfort rather than the vessel's safety. Unlike catamarans, the SWATH configuration avoids the "hull spreading" phenomenon in heavy seas because the hulls act principally in displacement, and the yacht's damage stability is certified to tolerate two flooded compartments, allowing the vessel to remain afloat and stable even with water at main deck level. An active control system from Marine Dynamics Inc. is integrated with the Böning AMCS (see Ship Automation section) to deliver roll control on a par with pitch trimming, and this system was recommissioned as part of the refit. Four fin stabilizers provide dynamic stabilization both at anchor and underway, while a dedicated array of pressure sensors continuously monitors hull pressure differentials—essential for precise SWATH trim—and is fully interfaced with the Böning distributed processing network. Trim tabs incorporated on the rudders enhance rudder efficiency and mitigate turbulence effects, a feature tailored to the SWATH platform. The result underway is a hushed, composed passage: the SWATH architecture fulfils its promise of an exceptionally quiet, stable ride.

Propulsion & steering

Drive is provided by a pair of Caterpillar C32 ACERT diesel engines, each rated at 820 kW (1,100 hp) at 2,100 RPM. Between 2021 and 2024 the mains received a thorough, depot grade overhaul that encompassed a crankshaft overhaul, installation of new turbochargers, replacement of injectors, and a detailed cylinder head inspection, with factory acceptance testing (FAT) carried out in December 2022 to confirm performance. Propulsive thrust is delivered via a twin screw arrangement on two shafts turning G NiAlBz (nickel aluminium bronze) propellers of 1,750 mm diameter and a 1.32 m pitch, and propeller shaft spare parts were procured during the refit to secure long term serviceability. Transmitting that power are two ZF 3310 gearboxes that were fully serviced during the refit with complete disassembly, reconditioning and reassembly; the Vulkan couplings fitted with Vulkardan E elements underwent a complete overhaul with new disc flanges, diaphragms and all associated fasteners, while new Vulkan engine couplings and vibration dampers were fitted to the main engines to further refine smoothness and suppress drivetrain vibration.

Directional control and maneuverability received equal attention, with rudder blades and shafts removed during the refit for inspection, polishing and precision reinstallation, and trim tabs on the rudders providing an efficiency advantage as a SWATH specific feature referenced under SWATH hull technology. The hydraulic steering system was comprehensively overhauled, including full pump and valve service, and low speed handling is assured by an Aburas 13 bow thruster, model STT 102033, rated at 104 kW.

Safety & security

At the heart of the vessel’s surveillance infrastructure sits a Böning AHD VDCU video control system, with PTZ and fixed dome cameras, an underwater

thru hull camera and industrial grade units, all routed to the bridge workstation displays and with optional FLIR thermal imaging available; further technical particulars can be found in the Ship Automation section. Fixed fire protection comprises a CO2 galley installation and a dedicated fire station on the lower deck, while fire detection is provided by an automatic fire alarm loop integrated into the Böning AMCS via Modbus protocol and the vessel's CAN bus network — additional details are listed in the Ship Automation section. Portable handheld extinguishers are strategically located throughout the yacht, supported by a network of fire hoses, thirteen fire hydrants and prescribed fire suits. Life saving apparatus comprises two liferafts with a combined capacity for fifty persons, three breathing apparatus units with a total of nine bottles, twenty immersion suits and an assortment of lifesaving equipment including seven lifebuoys and twenty two lifejackets; all weathertight and fire doors are fully operational. Safety electronics include one float free ACR GlobalFix V4 EPIRB operating on 406 MHz, two Jotron Tron AIS SART units and an installed Ship Security Alert System. There is no dedicated pilot ladder aboard; pilot boarding is conducted via the portside passerelle. Medical provisions are limited to class approved medical kits and do not include advanced medical equipment. All principal certificates were renewed in October 2024 and remain valid until October 2029, with the IOPP survey completed on 20 October 2024 (valid until 19 October 2029) and a DNV class survey finalised in October 2024.

Paint job

A complete repaint of both hull and superstructure was carried out using Jotun Mega, Intershield ENA and Interthane 990, producing a seamless, uniform high-gloss finish while providing durable, long lasting protection.

Communication & navigation

The yacht's bridge is equipped for uninterrupted connectivity and assured command, beginning with satellite communications centered on an Intellian v100NX 16W VSAT system (installed 2023) operating with OmniAccess, supported by two Thrane & Thrane LT-3100S INMARSAT Ship Earth Stations. Voice and short-range data are handled by two Sailor 7224 VHF/DSC units, each fitted with its own antenna and independent power feed, while extended-range voice and data capability is provided by a Sailor 6000 MF/HF set. Full GMDSS preparedness for Sea Area A1, A2 and A3 is achieved through an ACR GlobalFix V4 EPIRB (406 MHz, float-free), two Jotron Tron AIS SART units, a Furuno NX 700 NAVTEX receiver and three Jotron Tron TR30 SAR transceivers. Onboard telephony and radio systems streamline internal communications; although handheld loudhailers are not carried, the phone system includes a public address function for emergency announcements.

Navigation and situational awareness are delivered via a Böning AMCS integrated bridge platform, with further technical detail available in the Ship Automation section above. An ECDIS is fitted and surveillance is reinforced by a pair of 9 GHz radars offering ARPA, automatic tracking aids and electronic plotting assistance. Heading and steering are underpinned by a gyro compass and an Anschütz Autopilot NP2035, while Böning AHD 1200 PC wheelhouse workstations present consolidated bridge displays that unify alarm handling, vessel monitoring and navigational data; refer to the Ship Automation section for complete specifications. Wind is reported through an apparent wind indicator for speed and direction, as there is no separate weather station. The bridge also features dedicated indicators for rudder position, propeller status, thrust, pitch and operational modes, with AIS installed and speed/distance information sourced from both through water and over ground instruments and depth monitoring provided by an echo sounder. A Bridge Navigational Watch Alarm System is fitted, and Long Range Identification & Tracking (LRIT)

capability is included for compliant offshore operations.

Electrical

Built around a 400 VAC, three phase, 50 Hz electrical backbone, the yacht's power management has been configured for consistent, dependable operation. Emergency power conforms to the same 400 VAC, three phase, 50 Hz standard and delivers 96 kW with a guaranteed endurance of at least 18 hours; during the refit the emergency diesel room fan was renewed and the emergency generator ventilation now employs Action Air Mode 6 actuators with thermal release functionality to ensure reliable performance under load. The battery installation combines redundancy and capacity, featuring a dedicated lead acid GMDSS reserve of 220 Ah charged by a Sailor 6081 automatic charger rated up to 20 A, alongside a 24 V main lead acid bank arranged as two blocks of twelve cells each (Type A412/100 F10 EXIDE, 100 Ah) sustained by a charging rectifier with 3 x 400 VAC input and 60 A DC output. Shore connection is provided by a 3 x 400 V / N / PE / 50 Hz, 125 A shore inlet using a Schneider 400 V 125 A plug, while the 400 V distribution network—substantially rewired during the refit—delivers clean, robust power throughout the vessel. Lighting has been comprehensively upgraded to LED across interior, exterior and technical spaces, with the interior LED scheme renewed ship wide and navigation lights controlled by the Böning AHD DPS02 module (fourteen light basic configuration with automatic service monitoring), further described in the Ship automation and integrated bridge section. The fire alarm system is integrated into the Böning AMCS via Modbus as noted elsewhere, new alternators were fitted during the refit to optimise charging, and convenience has been enhanced with switchable sockets in the skylounge (four) and main salon (two) together with Gira socket and switch covers throughout the main, upper and bridge decks.

Ship automation and integrated bridge

NURJA is managed by the Böning AMCS (Alarm Management & Control System), a DNV certified, fully integrated automation suite that consolidates bridge displays, engine monitoring, navigation lighting, fire detection, CCTV and full systems oversight into a single, networked platform, successfully FAT tested by DNV in December 2022. The wheelhouse uses multiple AHD 1200 PC wheelhouse display systems (software v1.5.164) as the principal operator interface, unifying alarm handling, status monitoring and navigation instrumentation into seamless multifunction workstations; supplementary AHD 1215 G PC/Display units are installed in the Chief Engineer's cabin and AHD 1219 G PC/Display stations are positioned port and starboard in the engine room for immediate access to critical parameters. Seven distributed processing units (AHD DPU 9, IDs 10–70) are deployed around the yacht to monitor power management, engine metrics, fuel oil, fresh water and bilge valve systems, feeding real time data into the bridge workstations. The network employs a dual CAN bus backbone (CANLine 3 and CANLine 4) with automatic failover and a Modbus RS485/422 interface for legacy equipment, architected to eliminate any single point of failure. Navigation lighting is administered by the Böning AHD DPS02 controller—supplied as a fourteen light basic module expandable to forty two lights—with CAN bus integration and automatic service monitoring that logs operating hours and switching cycles per lamp. Fire detection sensors are integrated into the AMCS via Modbus with alerts propagated across the CAN bus for rapid response, while CCTV is handled by the Böning AHD VDCU video control system (16/16 version, supporting up to 16 cameras) and presented on the bridge through the AHD VCP control panel; the camera complement includes PTZ units, fixed dome and vari focal dome cameras, an IP68 rated underwater thru hull camera, an industrial heated lens camera and optional FLIR thermal imaging. Overall system resilience and precise switching are further supported by

AHD SAS 15 switching systems, AHD PS 30 and AHD PS 47 power supply units, and AHD R 101 2 resolver systems.

Stabilizers

Four fin stabilizer units from Hydro Control Maschinenbau GmbH (A&R Nb 6480) form the backbone of the yacht's motion-control system; working in tandem with a Marine Dynamics Inc. roll/pitch control system and fully integrated into the Böning AMCS, they deliver uncompromising stability both underway and at zero speed, ensuring a serene and comfortable onboard experience.

Mechanical

Every mechanical system aboard has been executed with meticulous care to ensure dependable, yacht-grade performance, beginning with a pair of Caterpillar C9 generator sets, each rated at 189 kW and recording 25,971 hours to port and 35,102 hours to starboard. Fuel integrity is preserved by a pre-transfer pump filter and a dedicated fuel oil separator in each engine room, while a MARPOL-compliant oily water separator—serviced as part of the refit—maintains environmentally responsible discharges. The bilge installation was inspected and overhauled during the refit, and bilge valve circuits are monitored through Böning AMCS distributed processing units for accurate, continuous supervision. Potable water needs are met by an HEM 30 DUPLEX 4000 desalination plant, configured as two streams of 15,000 litres per day for a combined capacity of 30,000 litres per day, with fresh water generator connections added during the refit; domestic hot water is provided by a single 600-litre, 15-bar stainless steel boiler paired with a 50-litre expansion tank, also installed during the refit. Wastewater treatment is handled by a Hamann AG HL-Cont sewage treatment system, and the grey water network was

completely renewed during the refit to ensure efficient handling. Climate comfort is delivered by two primary AC units, AC1 and AC2, feeding Dometic Condaria fan coil units throughout the vessel—two fan coils in the main salon, two AP8 Standard units on the bridge, one AP3 Standard in the captain's cabin, one Twin 18 Standard in the sky lounge and one Twin 18 Standard in the laundry—all of which were replaced during the refit and are managed by five operating element controllers. The hydraulic architecture was comprehensively refreshed during the refit, including a ram overhaul for the steering system, a dual-ram arrangement for the accommodation ladder, a dedicated pump driving four stabilizer fins, the side boarding ladder, and the tender crane which now benefits from a reinforced foundation, as well as the sea terrace with swivel drives; directional control valves were renewed and supplemental outboard valves fitted to improve redundancy and control.

Deck

NURJA's aft deck flows seamlessly onto a foldable sea terrace and a 3.2-metre swimming platform finished in synthetic teak, where a Swiss Carbon carbon-fibre swim ladder affords direct access to the water. A self-levelling passarelle with hydraulic 180-degree rotation and wireless remote operation ensures effortless tender boarding and shore access, supplemented by a full-replacement side-boarding ladder to port. Aft on the bridge deck a newly installed tender crane, rated to a 2,500 kg safe working load, handles the Buster Magnum Cabin as well as the RIB Wahoo SP190, while forward on the upper deck the heli-deck, laid in synthetic teak, features an integrated awning system and full CCTV coverage. Deck handling is provided by twin Harken 4000 CLR TopCustom electric mooring winches, a dual-motor anchor windlass system and additional cleats and bollards, and throughout the vessel all original teak decking has been replaced with premium synthetic teak (Bolidt/Flexiteek).

Galley & laundry

The yacht's full commercial galley has been crafted for true professional service, appointed with bespoke stainless-steel cabinetry, a combi steamer with its own dedicated hood, 8.3 m² of stainless-steel ceiling cassettes and PU-moulded anti-slip flooring to combine durability with refined finish. Daily service flow is supported by a Miele Professional G.7856 dishwasher, a pre-wash shower system and an integrated waste collector system, ensuring rapid, hygienic transitions from preparation to plating. Cold storage is abundant, featuring a walk-in fridge and a 2.0 m² walk-in freezer, a dry store and multiple fridge/freezer units arranged port and starboard of the galley, while a wine cooler in the pantry keeps vintages at their ideal serving temperature. The crew galley and mess are equally well appointed, with a Bosch refrigerator in the crew mess room and a dedicated wine cooler in the crew pantry to mirror the service standards of the main pantry.

Laundry operations are concentrated in a purpose-designed room aft on the lower deck, fitted with two Miele PWG045 plus LP washers and two Miele Professional PT7135 plus dryers, providing the capacity and reliability required for continuous onboard service.

Audiovisual

A bespoke AV/IT backbone underpins life aboard, centred on a redundant switching core of two 48 port Cisco switches housed in the bridge rack and linked by 10G fibre optic, with an additional 24 port switch located in the technical space rack to ensure resilient distribution throughout the vessel. Wireless connectivity is delivered via a Wi Fi 6 network using Cisco access points with multi user MIMO, offering fast, reliable coverage, while a thoughtfully segmented VLAN architecture separates Guest, Owner, Crew, Security, Business and Management networks for both performance and

privacy, and remote administration is available via VSAT so the entire network can be managed from anywhere in the world. Video is handled with cinematic fidelity by a Crestron DM NVX streaming platform capable of 4K60 4:4:4 with HDR, supported by network encoders and decoders that provide advanced HDCP handling, EDID resolution management, CEC control and USB signal routing to keep every source and display perfectly coordinated. Control is intuitive thanks to a Crestron automation system with tactile hard button remotes and optional iPad/iPhone integration for those who favour a touchscreen interface. A curated entertainment package centres on a Kaleidescape ecosystem, with a single 24TB central media server supplying six Strato C players via six NVX encoders, complete with movie library preloading and passcode protected parental controls for secure, private viewing. Core computing is provided by two 19 inch rack mount servers, each powered by an AMD CPU, equipped with 128GB of RAM, two 10G network interfaces and redundant power supplies, while central storage comprises twelve 1.92TB SSDs and a backup NAS fitted with eight 8TB HDDs to protect the yacht's digital assets. Acoustic design is discreet and refined, with in ceiling speakers and multi channel amplifiers delineating audio zones across the accommodation and selected soundbar integration delivering enhanced clarity where it matters most. Every guest cabin is appointed with a flat panel display paired with a Crestron DM NVX receiver and soundbar: the Master cabin features a Sony 165 cm (~65") screen, the Main Deck guest cabins each boast a Samsung 109 cm (~43") display, and the Sky Lounge is similarly equipped with a Samsung 109 cm (~43") unit, ensuring a consistently immersive experience throughout.

Tenders and toys

The yacht is appointed with two capable tenders—a Brigg Eagle 6 and a Highfield Patrol—providing swift, comfortable transfers and easy access to secluded anchorages. On the water, the leisure inventory includes a Yamaha

jetski, two e-foils and one jet surfboard, complemented by two kayaks, three BCDs and a full complement of snorkeling equipment, delivering both high-octane fun and peaceful exploration. Please note that the equipment list may be adjusted or negotiated during the purchase process.

Other facilities

A DNV-certified elevator provides discreet access to every deck, its five-year survey having been completed in October 2024. The upper deck is home to a private owner's gym located adjacent to the master suite, which also benefits from its own private owner's balcony. Heated floors in all bathrooms and full air conditioning supplied by Dometic Condaria ensure onboard comfort (see Mechanical section). Seamless connectivity is achieved through Intellian v100NX VSAT satellite communications with Wi Fi 6 distributed throughout via Cisco Access Points (see Entertainment section). Legionella testing was completed in December 2023, and a sea trial report is available on request.

Interior description

Occupying the full beam of the Upper Deck, the master suite features a king bed (210 cm x 200 cm) set upon a raised platform and is easily reached by the DNV-certified elevator. From this elevated position the bed enjoys uninterrupted 180-degree panoramic vistas, and a private balcony opens directly from the suite to extend the view. Both His and Her bathrooms are fitted with dedicated showers and heated floors, while His also includes a bathtub. An adjoining owner's office provides a secluded workspace, and a private gym, reached directly through Her bathroom, guarantees exclusive privacy on the owner's deck.

Four guest staterooms are arranged on the Main Deck, each with an ensuite bathroom complete with WC and bidet. The two aft cabins, to port and

starboard, each contain king beds (210 cm x 200 cm), while the forward port and starboard cabins are laid out as twins (196 cm x 140 cm and 196 cm x 104 cm); one of these cabins also incorporates a pullman berth, allowing the accommodation of up to twelve guests across all staterooms. A guest day head is positioned on the Main Deck for convenience. The Upper Deck gym, adjacent to the master, is comprehensively equipped with a water rowing machine, yoga mats, kettlebells, dumbbells, an exercise stepper, a fitness ball, a medicine ball and skipping ropes. A DNV-certified elevator links every deck and its five-year survey was completed in October 2024.

Refit

Originally launched in 2008 by Abeking & Rasmussen in Lemwerder, Germany and formerly traded as Silver Cloud, the yacht underwent a meticulous and far reaching refit at Abeking & Rasmussen SE in Lemwerder, with an intensive programme carried out from October 2021 to November 2024 following an earlier refit in 2018. The hull and superstructure were completely renewed with a high performance paint specification using Jotun Mega, Intershield ENA and Interthane 990, while the bridge deck was reconfigured to accept a new tender crane rated with a safe working load of 2,000 kg. Major structural enhancements included an upper deck extension and the addition of a foldable sea terrace in the form of a swimming platform measuring 3.2 m by 2.4 m, together with a new swivel accommodation ladder offering 180° rotation and a full replacement side boarding ladder to port. The exterior aesthetic and functionality were refreshed with full synthetic teak decking replacing the original timber, a heli deck extension fitted with an awning system, and all new bollards, cleats and mooring equipment, with ultrasonic thickness measurements completed in January 2024 to confirm hull integrity.

The propulsion and machinery systems received a comprehensive modernisation. Both CAT C32 main engines were extensively

overhauled—work encompassed crankshafts, turbochargers, injectors and cylinder heads—and were FAT tested by Zeppelin Power Systems in December 2022. The two CAT C9 generators were similarly rebuilt with new crankshafts, engine mounts, coupling elements, aftercoolers and heat exchangers. Powertrain reliability was assured by full servicing of the two ZF 3310 gearboxes by Otto Piening GmbH, complete overhaul of the Vulkan Vulkardan E couplings, and the fitting of new vibration dampers on the main engines. The rudder assembly was removed, inspected, polished and reinstalled; all four fin stabilizers were removed for inspection, refinishing and reinstallation; the bow thruster propeller was serviced; new alternators were installed; the generator exhaust gas system renewed; and the oily water separator was serviced.

The yacht's electrical, electronics and automation packages were brought to a class leading standard. A Böning AMCS ship automation system, FAT tested by DNV, now centralises alarm management, dynamic positioning, engine monitoring, navigation lighting, fire alarm and CCTV onto a dual CAN bus network with automatic failover. Interior, exterior and technical zones benefit from a complete LED lighting refit, while the AV/IT backbone comprises Cisco networking, Crestron DM NVX 4K video distribution, dedicated servers and Wi Fi 6 connectivity. Situational awareness and security were enhanced with a Böning AHD VDCU CCTV suite incorporating PTZ, dome, underwater and industrial cameras, and navigation lighting is controlled via a Böning AHD DPS02 LED system. Global communications are provided by an Intellian v100NX 16W VSAT installation, helm ergonomics improved through a wing station conversion, deck handling is supported by two Harken 4000 CLR TopCustom electric mooring winches, and switchable sockets with Gira covers have been installed throughout.

The interior was completely reimagined by Focus Yacht Design, delivering a refined and cohesive ambience. The main salon now features new flooring, veneered wood wall finishes, a bespoke bar and custom blackout blinds and curtains; the sky lounge has been thoughtfully upgraded; and the bridge and

wheelhouse were entirely renewed, including new automatic doors and an updated bridge console. Guest accommodation has been refitted to comprise four cabins on the main deck while companionways on every deck were refreshed. A dedicated gym was installed on the upper deck, crew areas were comprehensively renovated and the galley was refitted with custom stainless steel cabinetry to the highest standards.

Mechanical and hydraulic services were systematically overhauled for improved efficiency and reliability. Dometic Condaria fan coil units were replaced throughout the air conditioning system, a 600 L stainless steel hot water boiler rated to 15 bar was installed, fresh water generator connections were added, grey water pipework was completely renewed and the black water system serviced. Hydraulic works included servicing of the steering system pump and valves, installation of a new hydraulic system for the accommodation ladder, hydraulic actuation for the side boarding ladder, an upgraded hydraulic system for the tender crane and hydraulic swivel drives for the sea terrace, together with replacement of directional control valves and the addition of outboard valves.

All statutory and class requirements have been addressed and are fully current. Principal certificates were renewed in October 2024 and remain valid until October 2029, including IOPP, and a DNV class survey was completed in October 2024 culminating in a full classification renewal to 100 A5 Motor yacht, MC AUT. Legionella testing was completed in December 2023 and the elevator five year survey was finalised in October 2024. Planned underwater maintenance is scheduled for January–February 2026 in Cartagena, Spain.

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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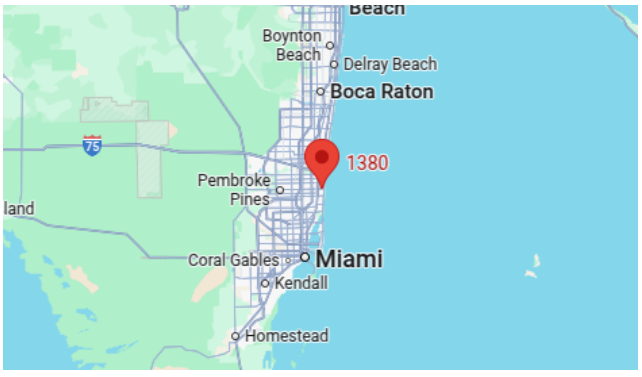

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