

JUST ENOUGH - ARES CUSTOM YACHTS



Builder: [ARES CUSTOM YACHTS](#)

LOA: 141' 0" (42.98 m)

Year Built: 2012

Beam: 23' 0" (7.01 m)

Model: Tri Deck

Min Draft: 23' 0" (7 m)

Price: \$4,795,000 USD Subject to change.

Max Draft: 23' 0" (7 m)

[See full listing on our website](#)

Location: N/A, Sint Maarten

Cruising Speed: 12 Knots (13.81 MPH)

Max Speed: 18 Knots (20.71 MPH)

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OVERVIEW

Poised in Sint Maarten, this 2012 motor yacht extends to 141 feet with a 23-foot beam, embodying the expansive volume and poised silhouette associated with a true superyacht. Built with hull and decks in aluminum, her semi-displacement form delivers an appealing fusion of economical cruising and long-range capability, while a deeper draft provides offshore composure and reassuring stability for bluewater passages. Interiors by Ares Marine favor contemporary refinement, where luminous salons flow naturally toward open-air terraces for relaxed alfresco living; thoughtful amenities include six full heads and generous guest accommodations that make prolonged voyages feel as effortless as a short weekend getaway.

Propulsion comes from twin CAT inboard diesel engines that provide dependable, refined power, allowing comfortable cruising at 12 knots and a top end near 18 knots when desired. Significant fuel and water reserves—approximately 12,200 gallons of diesel and 2,500 gallons of fresh water—support ambitious island-hopping itineraries, while the efficiency and seakeeping of the aluminum semi-displacement hull enhance every nautical mile. Five crew cabins ensure discreet, professional service behind the scenes, enabling owners and guests to surrender to the rhythms of life at sea. Equally at home hosting elegant evenings at anchor or making passage to the next secluded cove, this 141-foot aluminum motor yacht unites performance, grace, and enduring style for luxurious cruising in the Caribbean and beyond.

SPECIFICATIONS

Basic Information

Model Year:
2012

Country:
Sint Maarten

Year Built:
2012

Dimensions

LOA:
141' 0" (42.98 m)

Beam:
23' 0" (7.01 m)

Min Draft:
23' 0" (7 m)

Max Draft:
23' 0" (7 m)

Speed, Capacities and Weight

Cruise Speed:
12 Knots (13.81 MPH)

Water Capacity:
2500 Gallons

Max Speed:
18 Knots (20.71 MPH)

Fuel Capacity:
12200 Gallons

Gross Tonnage:
278 Pounds

Accommodations

Total Heads:

6

Crew Cabin:

5

Hull and Deck Information

Hull Material:

Aluminum Yachts

Hull Designer:

N/A

Deck Material:

Aluminum

Interior Designer:

Ares Marine

Hull Configuration:

Semi-Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

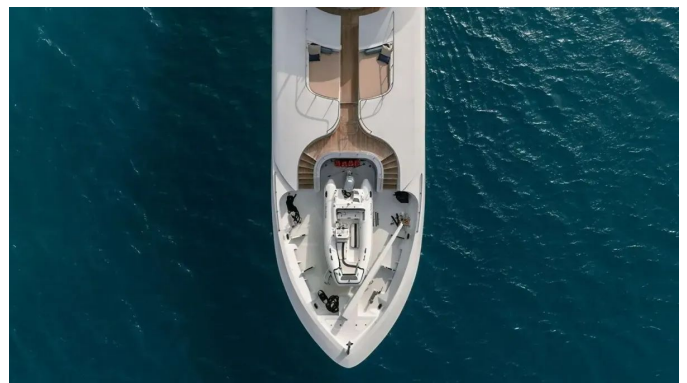
CAT

Fuel Type:

Diesel

GALLERY



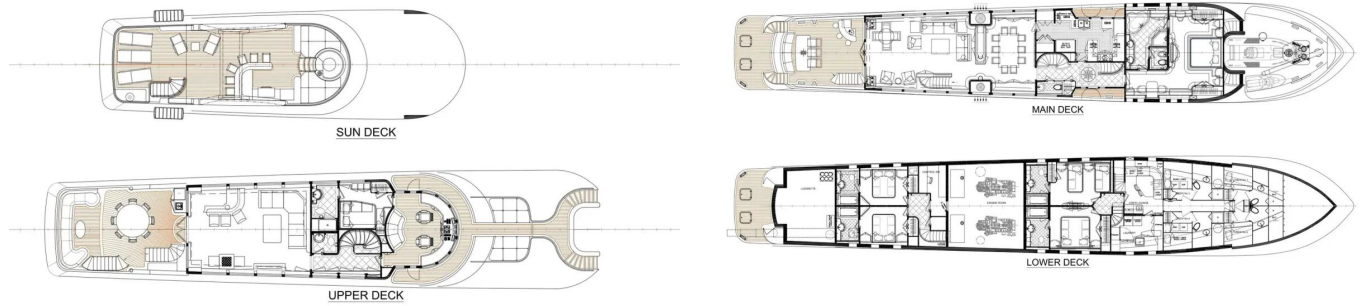












DETAILED DESCRIPTION

Accommodation

Boarding from the aft deck, guests are greeted by warm teak underfoot that flows uninterrupted through the exterior entertaining areas, where a generous dining settee comfortably seats ten beside an inviting walk-up bar and stairways descend to the swim platform and climb to the flybridge. Sliding glass doors reveal the main salon, a refined composition of polished mahogany, soft neutral palettes, and carefully chosen accents. To port, a card table sits alongside a gracious sofa for relaxed conversation, while forward the formal dining salon presents a mahogany table with plush leather chairs seating twelve in refined comfort. A discreet pocket door to port provides direct access to the stew pantry, galley and crew quarters, and a starboard companionway leads guests deeper into the yacht's private living areas.

JUST ENOUGH sleeps eleven guests in five exquisitely finished staterooms. The full-beam master on the main deck enjoys expansive views through large portholes and an en suite finished in marble with floors and countertops, featuring a Jacuzzi tub, separate walk-in shower, his-and-hers sinks and a private toilet with bidet. Below, four guest cabins complete the layout: amidships a king and a twin (the latter fitted with a Pullman bunk) accessed from the stairway just forward of the dining area, and two queen staterooms aft reached via the stair from the main salon. Each guest stateroom is ensuite with marble floors and counters, its own Jacuzzi tub with integrated shower, and flat-screen televisions supplied with Apple TV and satellite service.

The bridge deck places the pilothouse and captain's cabin forward, flowing aft into a large skylounge appointed with a full-service bar, an L-shaped corner sofa, a game table and comprehensive entertainment systems, all illuminated by broad picture windows that frame the horizon. Glass doors open to alfresco

dining on the bridge deck where a large teak table seats ten and a relaxed lounge area awaits; teak staircases connect this deck both to the aft deck and the expansive sundeck above. The sundeck itself is an all-day sanctuary, with a forward Jacuzzi surrounded by sunpads, a BBQ grill and a fully equipped wet bar, along with chaise lounges and generous sunbeds for total relaxation. Forward on the foredeck, two sunbeds create a private oasis set apart from the working area that houses the anchors and the launch zone for the tender and jet skis.

Crew accommodations are arranged for efficiency and comfort with berths for nine; the captain's cabin is located on the bridge deck, while the remaining crew quarters are forward below, supported by a dedicated crew lounge, laundry facilities and additional refrigeration to ensure seamless service. For on-water fun, the yacht carries an enticing assortment of toys, including a custom slide from the sundeck, brand-new waverunners and more. Having recently completed a yard period along with class and flag state surveys, the yacht is turnkey and ready for immediate adventure.

A proven charter performer continually refined by returning guests, JUST ENOUGH has established a reputation for seaworthiness and comfort with countless serene nights at anchor. She offers one of the strongest ROIs in her class and is particularly well suited for bonus depreciation; the owners will consider airplane or real estate in trade. A new owner may simply continue the successful charter program to take full advantage of bonus depreciation and, depending on taxable income, could potentially recover all or part of the purchase price in less than a year.

Machinery

Twin Caterpillar C32 main engines, each producing 1,652 hp, are expertly matched to ZF transmissions to deliver refined, dependable propulsion and effortless, intuitive control under way.

Generators & auxiliary systems

The yacht's electrical plant is founded on twin John Deere 92 kW generators, each providing three phase, 60 Hz output to a refined distribution network that pairs a 120 V AC system with a complementary 24 V DC bus. A dedicated 24 V DC emergency lighting circuit enhances onboard safety, while an Atlas Shore Power Converter streamlines and stabilizes dockside connections. MasterVolt battery charging equipment manages and preserves optimal charge levels whether underway or berthed, ensuring dependable power at all times.

Tenders & toys

At the forefront of the toy locker is a sixteen-foot (4.88m) Walker Bay Generation 450 tender from 2018, accompanied by two Yamaha Waverunner EX SPORTS35 personal watercraft from 2022 and two 2019 Sea Bobs that have been recently serviced and repainted to coordinate with the yacht. Enhancing the onboard fun are two SUP paddleboards and a tri-deck water slide from 2021, while fishing gear, a variety of towable inflatables and a fully equipped beach setup ensure effortless, stylish enjoyment from deck to shore.

Brief history of Just Enough

Crafting a bespoke yacht often means translating an owner's evolving vision into a single coherent vessel; by contrast, a speculative build requires the yard to anticipate a future owner's tastes and deliver a nearly finished product. JUST ENOUGH began life as a refit but, through a decisive program of transformation and the elevation to RINA class, emerged as a yacht that is ninety five percent newly constructed. The project was entrusted to Ares Custom Yachts, a shipyard with an impressive portfolio and a finalist in the

International Superyacht Society's Best Refit of the Year competition.

Designed as the ARES 141, she presents a contemporary, restrained profile with a slender, efficient hull tuned for long passages and a trim, low silhouette that lowers windage and enhances stability. At 141 feet overall, her layout accommodates up to twenty guests and provides generous, lavish entertainment areas; a 23 foot beam allows conventional stern to berthing while a 6 foot 9 inch draft grants access to the shallower harbors of the Caribbean and the US East Coast. After the owner's experience losing a previous fiberglass yacht to fire, metal construction was specified from the outset to provide added resilience.

Construction and engineering were executed to exacting standards. JUST ENOUGH sits on a specially prepared existing hard chine semi displacement hull, reinforced with transverse and longitudinal framing, and fitted with lightweight, high performance propulsion to preserve speed while maximizing interior volume. All mechanical systems—shafting, piping, electrical, HVAC and steering—utilize premium components and are certified to RINA Yacht Class standards. Safety equipment and stability arrangements meet MCA requirements, and deck machinery is specified for Mediterranean usage and the demanding cycles of charter service.

Practical, well appointed service spaces reflect the yacht's dual role as private yacht and charter platform: the lazarette houses a laundry station, workbench, freezer and ample storage, while the foredeck stowage for the tender and jet skis allows effortless launch and recovery when docked stern to. When her initial buyer did not complete the project at roughly ninety percent, the build passed to a second owner who finished the construction and enjoyed the yacht before moving on to a larger vessel.

The current owner, an experienced yachtsman with prior Choy Lee and Christensen charter vessels in his portfolio, brought a meticulous, aviation influenced approach to an aluminum yacht he had not previously

owned. He personally inspected the entire hull interior—removing the non-metallic tanks to examine the bilge—and instituted aircraft-grade maintenance procedures. To broaden charter appeal he added a tow-behind tender, waterslide, VSAT communications, SEABOBs and other guest-centric equipment. JUST ENOUGH completed four winter and summer charter seasons in the Virgin Islands before returning to the United States for scheduled maintenance and surveys for RINA 10-year classification and Jamaican flag registration.

From 2018 through the end of 2022, gross charter revenue totaled \$7.9 million, including \$3 million in the shortened January–August 2022 season, making her an exceptional income generator for a yacht based in the Virgin Islands (with the potential for favorable tax treatment depending on depreciation). The owner is offering JUST ENOUGH for sale as he contemplates a period with a smaller yacht to revisit cruising grounds such as New England; trades for smaller yachts or aircraft will be considered. Qualified buyers will receive a full dossier of charter revenue records and documentation of nearly \$2,000,000 in recent repairs and upgrades, including dry-dock work completed well in advance of schedule.

Overview

Delivered by American yacht builder Ares Marine, JUST ENOUGH is an arresting tri-deck motor yacht whose appointments and scale deliver the feel of a much larger vessel. She accommodates eleven guests across five beautifully finished staterooms, highlighted by a full-beam, on-deck master suite complete with a marble ensuite, and offers sumptuous interior spaces designed for both privacy and sociable living. The sundeck is a haven for leisure, featuring a Jacuzzi, an elegant bar and extensive sunbathing areas laid out with plush loungers, while those craving activity will find an array of water toys—from a waterslide and jet skis to Seabobs and more—ready to fuel every kind of sea

thrill. Guests may also glide over warm, crystal clear Caribbean waters with snorkel gear to discover vibrant reefs and schools of colorful fish.

Her pedigree and condition are equally impressive: both the ten year and annual RINA Class and Jamaica Flag surveys were completed in January 2023, she operates as a turnkey, highly successful charter yacht, and underwent a comprehensive exterior and interior refit—including the galley—with eighty percent new paint finished in March 2024. Designed for effortless enjoyment, JUST ENOUGH features expansive exterior decks, the on deck full beam master suite, a flexible interior layout and zero speed stabilizers to ensure exceptional comfort at anchor.

Refit summary

As of February 2024, all paint blisters have been carefully repaired and approximately eighty percent of JUST ENOUGH has been faired and repainted, restoring a fresh and luminous exterior finish. The vessel's three air conditioning chillers were serviced and rebuilt together with the computerized control system managing them, guaranteeing refined climate control throughout. The stabilizers received full servicing, the bottom was repainted, and in alignment with RINA survey recommendations all through hulls and sea valves located aft were replaced, with the starboard sea chest renewed prior to survey. The galley is undergoing a tasteful refurbishment featuring new white countertops and walls, new sinks and faucets, and freshly repainted cabinets to present a near new appearance, while furniture, artwork, pillows and outdoor cushions both inside and on deck have been replaced or refinished to complement the aesthetic upgrades. Since 2018 the yacht has generated nearly \$8 million in charter revenue; these enhancements preserve a \$149,000 per week charter rate supported by a strong calendar.

Work completed in October 2023 included replacement of all underwater

lights with new fixtures, renewal of both Delta T fire dampers along with their actuators and thermostats, and replacement of the hot water circulation pumps. The Alfa Laval MIB303 unit was overhauled and fitted with a new pressure switch, level switch, frequency drive and electric motor. The garage door was renovated with new hydraulic pistons and hoses and its hydraulic pump and system were serviced. Air handler units were serviced and their ducting disinfected; the main seawater manifold was rebuilt; the anchor chain locker was cleaned and reconditioned; and sea chest grills were refurbished. The hull bottom received pressure washing and paint, the bow inboard area was repainted, both port and starboard rub rails were renewed with fresh paint, and the starboard name board was repaired. On the RIB tender the steering wire was replaced and the outboard received a full service including oil change, oil filter, fuel filter and fuel water separator filter.

Both diesel generators were extensively overhauled with new risers, raw water pumps, belts and replacement of a faulty idler pulley; thermostats were serviced and tested, first and second stage fuel filters were renewed, valve lash was set, injectors were serviced, heat exchangers were removed and serviced, and rocker arms were replaced on both units. Major works on the main engines included full aftercooler overhauls with cleaning, descaling and solvent treatment on the air side; replacement of port and starboard raw seawater and freshwater pumps; inspection and cleaning of fuel lines; turbocharger overhauls with new housings; valve lash adjustments and injector servicing; replacement and pressure testing of engine and generator coolant; renewal of clamps and associated hardware; and rebuilding of the main engine heat exchangers.

To satisfy the five year RINA survey the hull was pressure washed and subjected to targeted attention, with the entire shell plating scraped, cleaned and painted to permit full inspection. Sea chest interiors and gratings were similarly stripped, cleaned and painted for internal examination, the anchor chain was fully laid out, scraped and cleaned while the anchor locker was

cleaned and painted, and both port and starboard windlasses were serviced. All skin valves above and below the waterline were properly installed, pressure tested and certified. The rudders—including pintles, stocks, couplings and the stern frame—were examined, rudder bearing clearances were measured and a rudder bump test was completed satisfactorily. Clearances of the water lubricated tail shaft bearings were recorded and the bow thruster was inspected and found in good condition. Hull and onboard tank thicknesses were measured and confirmed to be in sound condition; the freshwater tank was reconditioned and inspected; black water tanks were pressure washed and inspected; the treated black water tank in the engine room was sand blasted, reconditioned and surveyed. Black water piping was replaced with new piping and pressure tested. The port forward fuel oil tank, the forward grey water tank and the aft engine room grey water tank were each opened, cleaned and thickness inspected.

All fixed and portable fire fighting systems together with every smoke detector received full maintenance and inspection, and a comprehensive electrical insulation (Megger) test was performed covering bilge and fire pumps, the fuel oil transfer pump, the main hydraulic pump, port and starboard engine room fans, steering pumps one and two, port and starboard capstans, the galley, AHU and bridge switchboards. Two issues identified by Megger testing were rectified: the main hydraulic pump electric motor, which showed low resistance, was replaced, and a main cable to the port engine room fan that displayed low resistance was renewed, both actions approved by the RINA surveyor. During the second stage of in water Megger testing the main cables from the starboard alternator to the main switchboard were likewise replaced and accepted by the surveyor. Both propellers were removed for NDT examination of the after end of the cylindrical shaft and one third of the shaft cone and then were precision balanced; stern tube bearings were replaced and aligned correctly, port and starboard shaft mechanical seals were renewed, and propellers passed crack and deformation testing with

satisfactory results. Water tail shaft clearances were verified after the new bearings were installed and found within tolerance, port and starboard engine mounts were replaced to ensure accurate engine to shaft alignment, and borescope inspections of both main engines—covering pistons, piston rings, cylinder heads, cylinders and intake and exhaust valve tops—were conducted by an authorized Caterpillar dealer for surveyor review. Load tests were performed on the bridge, emergency, house, generator and main engine battery banks, resulting in replacement of the emergency bank. The life raft was serviced, the crane successfully load tested and all sidetracks replaced and certified. Life saving equipment received full service; bilge sensors were serviced and tested; the hull received antifouling paint and new zinc anodes; and PropSpeed was applied in two coats to both shafts and propellers. Following the yard period, sea trial vibration testing after completion of alignment, propeller and tail shaft work produced fully satisfactory results. In parallel, the crew completed an extensive program of practical upgrades and preventative maintenance. Engine room and lazarette bilge pumps were replaced and cabling adjacent to the Atlas shore power unit in the lazarette was reorganized; the Atlas shore power system was serviced by a qualified technician and electronic cards P14, P15 and P16 were renewed. The lazarette received new lighting, walls and floors were rebuilt, and a new UV lamp and freshwater filtration were installed. A freshwater leak near the Matrix watermaker was repaired, legacy hoses on the Matrix unit were upgraded to PVC Schedule 80 and both watermaker units one and two were fitted with new filters; lazarette bilges were scraped, cleaned and painted. A hydraulic oil leak at the transom door hose was remedied with a new hose, steering pump fitting leaks were corrected, and the aft ice maker was serviced. The JE sign was refitted with new illumination, all exterior and interior lighting was renewed, and the port side name board was repaired and properly caulked. Steering arms were serviced and grey and black water tank manhole gaskets were replaced while black and grey water piping in the engine room was upgraded

to PVC Schedule 80. Dirty and clean oil tanks were opened and cleaned, the chlorine dosing pump was overhauled, and a new main hydraulic electric motor was installed; port and starboard PTOs were overhauled and pressure tested with a hydraulic specialist.

Chiller plants were serviced, including coil back flushing with Barnacle Buster, and Tank Sentry sensors for grey water, black water and the forward grey pump were replaced. A bilge pump was added in the bow thruster room and a new ignition switch fitted on the RIB. Both generators were serviced with oil and filter changes, CCV and AirSep filters, Racor primary fuel filters and second stage fuel filters; both main engines received equivalent service and port and starboard gearboxes had oil and filters renewed. Main engine exhausts were resealed with new gaskets and hardware, generator sea strainers were replaced and generator cooling pipes renewed. Air handling units across the yacht were serviced and new electric motors fitted for the galley AHU and the port side main salon AHU. Practical habitability improvements included installation of a P trap in the chief officer's cabin to prevent odors, replacement of the main salon TV elevator, and laundry equipment serviced by a Miele technician. Port and starboard raw water pumps were inspected and confirmed in good order, gearbox oil coolers were cleaned and inspected, and hydraulic oil in the main hydraulic system was replaced. Finally, the captain's toilet was repaired, the jet ski serviced, and the AVIT rack organized to improve reliability and simplify future servicing.

Tank capacities

The Matrix Series A reverse osmosis water maker produces an impressive 1,500 GPD, delivering a dependable onboard supply of fresh water. This capacity allows for swift replenishment of freshwater stores and noticeably extends the interval between shore-side refills, enhancing comfort and autonomy while cruising.

Communication equipment

A dedicated VSAT antenna system provides reliable, uninterrupted satellite connectivity, allowing captain, crew and guests to remain seamlessly connected and fully informed no matter where the voyage carries them.

Ancillary equipment

Serene stability both at anchor and underway is achieved through ABT Trac Zero Speed stabilization, while the American Hydraulic Bow Thruster delivers precise, effortless maneuvering. Machinery spaces are protected by a Delta T Engine Room Ventilation System, and interior comfort is maintained by an Aqua Air three-stage A/C system with reverse cycle and heat.

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.

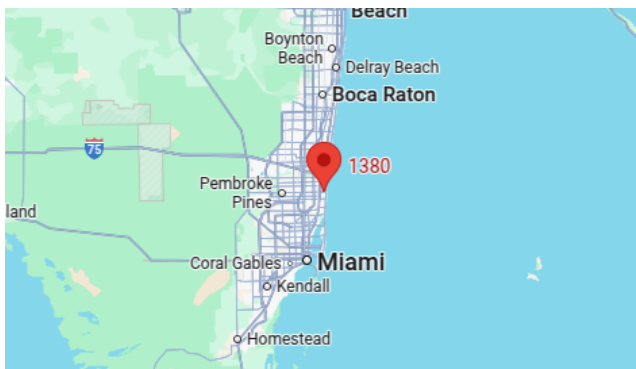
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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