

TURQUOISE (NAME RESERVED) - HINCKLEY



Builder: [Hinckley](#)

LOA: 48' 0" (14.88 m)

Year Built: 2022

Beam: 15' 0" (4.70 m)

Model: Talaria 48 MKII

Max Draft: 8' 9" (2.67 m)

Price: \$3,449,000 USD Subject to change.

Cruising Speed: 28 Knots (32.22 MPH)

[See full listing on our website](#)

Location: Portsmouth, United States

Max Speed: 34 Knots (39.13 MPH)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 4

 Hull and Deck Information 5

 Engine Information 5

GALLERY 6

DETAILED DESCRIPTION 12

CONTACTS 26

OVERVIEW

TURQUOISE is a striking Hinckley Talaria 48 MKII downeast yacht, beautifully appointed for extended cruising; she is driven by twin Volvo D13 800 hp diesels, fitted with a SeaKeeper 9 gyro, and equipped with a watermaker, lithium batteries and a washer/dryer to support sustained voyaging. Fastidiously maintained by Hinckley craftsmen and covered until June 2027, she has been tested on passages between Maine and the Bahamas.

SPECIFICATIONS

Basic Information

Model Year:
2022

Country:
United States

Year Built:
2022

Dimensions

LOA:
48' 0" (14.88 m)

Max Draft:
8' 9" (2.67 m)

Beam:
15' 0" (4.70 m)

Speed, Capacities and Weight

Cruise Speed:
28 Knots (32.22 MPH)

Water Capacity:
150 Gallons

Max Speed:
34 Knots (39.13 MPH)

Fuel Capacity:
800 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Hinckley Design Group Michael Peters

Deck Material:

Composite

Interior Designer:

N/A

Hull Configuration:

Semi-Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Volvo

Fuel Type:

Diesel

GALLERY













DETAILED DESCRIPTION

Overview

TURQUOISE (name reserved) presents as a like-new Hinckley Talaria 48 MKII, originally commissioned by a seasoned Hinckley owner and further perfected through Hinckley Yacht Services. From its SeaKeeper stabilization and SeaLift hydraulic swim platform to bespoke joinery and an optional high-output propulsion package, every facet reflects meticulous attention. The MKII's coveted galley-up interior and an array of recent electronics and systems upgrades create the immediate impression of stepping aboard a new Talaria, yet offered at a notable savings and without the customary two-plus year wait for construction.

Purpose-built for comfortable, long-range cruising, this forty-eight is equipped with optional Volvo D13 800 hp engines, a SeaKeeper 9 gyro, and an extended 800-gallon fuel capacity. Onboard systems include a watermaker with enhanced filtration, lithium-ion house batteries, Starlink and a Glomex WiFi solution, the JetStick 3 helm control with the new DockHold function, and the convenience of a washer/dryer plus additional refrigeration. The vessel benefits from an upsized anchor and windlass, dinghy chocks on the hydraulic swim platform for effortless launch and recovery, and the 2026 flagship Garmin 9000 MFD suite; numerous custom carpentry and electrical enhancements were installed in 2025 to further elevate comfort for extended passages.

Having enjoyed only a few summers cruising New England under the stewardship of a dedicated captain, TURQUOISE spends the remainder of the year in heated indoor storage with Hinckley Yachts and is enrolled in their comprehensive winter care program. Routine captain care during the season combined with professional Hinckley maintenance and storage underscores

the yacht's like-new condition and readiness to deliver refined cruising without delay.

Hull and deck

The hull is built of Carbon Kevlar over a Corecell M Foam core, infused and post-cured with epoxy resin using the Seaman Composite Resin Infusion Molding Process (SCRIMP®), while the deck employs E-glass outer and inner skins surrounding a closed-cell foam core, likewise laminated via SCRIMP® to achieve an exceptional strength-to-weight ratio. Forward on the foredeck a molded anchor locker has been shaped to accept extra rode storage and is finished with a gas-spring-assisted hatch, with both fresh and salt water washdown fixtures for ease of maintenance. At the bow a custom Hinckley-designed fixed type 316L stainless steel anchor roller is complemented by a stainless steel bow rail added in 2025, and varnished teak molding provides an elegant finish along the cabin top. Stainless steel handrails are thoughtfully placed on the forward cabin top to port and starboard, with additional handrails running along the sides of the pilothouse beneath its windows for secure passage.

Natural ventilation and daylight are abundant with four oversized 31-inch powered opening hatches on the pilothouse roof, a further four on the cabin house and two oversized 24-inch hatches in the master cabin. The house sides are fitted with six custom Hinckley opening port lights with removable screens, and in total there are ten low-profile stainless steel opening hatches equipped with Skyscreens® privacy and insect screens for comfort and discretion. The SeaLift hydraulic swim platform and dinghy lift feature teak decking with black seams on the platform, removable teak chocks with polished hardware to cradle the dinghy, and pop-up cleats, while a stainless steel handrail on the transom has been painted to match the hull. A telescoping three-step stainless steel ladder stows neatly beneath the swim platform.

A varnished teak staff, five feet in length, is mounted on the stern in a flush socket and is supplied with an ensign; an additional varnished teak staff with flush socket is also provided. The side decks are outfitted with ten fender pad eyes—five to port and five to starboard—for fender hanging, with additional pad eyes added in 2025 to improve placement; each pad eye position is shielded by a stainless steel half round chafe strip on the teak toe rail. Above the pilothouse roof sits a Hinckley aluminum mast, powder coated to harmonize with the deck, and a stainless steel half round on the solid molding provides further protection. For mooring and handling there are two Hinckley open bow chocks and four Hinckley closed chocks located fore and aft, all fabricated in type 316L stainless steel, and ten 316L stainless steel cleats in total—two 12 inch bow cleats, four 10 inch spring cleats, two 12 inch stern cleats and two swim platform cleats—while a fiberglass gasketed transom door to starboard completes this carefully considered deck arrangement.

Cockpit

Experience effortless shade and refined comfort with the powered Sureshade that spans the entire cockpit and smoothly retracts into the pilothouse roof at the touch of a cockpit switch or via iPad control. In 2025 the area was upgraded with custom varnished teak ladder-backed settees, enhancing the lounging experience and harmonizing with the varnished teak cockpit coaming and coaming cap. A molded fiberglass L-settee to port is appointed with cushions upholstered in Pumice Seahorse, while a double seat to starboard balances the social layout. Two gloss-varnished teak tables on polished stainless-steel removable pedestals serve the port settee and effortlessly adjust between dining and cocktail heights; padded covers permit the tables to be used separately or combined, and dedicated storage bags are provided. Entertaining is further simplified by a starboard amenity that conceals a Vitrifrigo drawer-style refrigerator behind a louvered door for chilled wine and

beverages, while the port amenity module houses a stainless icemaker behind its own louvered door and a stainless-steel sink with hot and cold water beneath a hinged lid, with both the icemaker and sink water independently filtered. A hot-and-cold mixing valve with shower wand is mounted in the cockpit for post-swim rinse-offs, complemented by a fresh water wash-down system supplied with a 25-foot self-coiling hose and nozzle. The space is completed with dimmable lighting, opening doors in the cockpit coaming to port and starboard with molded steps beneath fitted with teak treads, and a teak-decked cockpit sole laid with traditional black seams.

Pilothouse

Light and finely finished materials define the pilothouse, where varnished satin cherry unifies the window frames, instrument pod and the port-side shelf, and even the recessed sections of the side window surrounds are finished in the same lustrous satin. The satin cherry dash pod and face panels sit harmoniously against the green pilothouse glass, while three fixed forward windows of laminated safety glass are installed within completely concealed stainless-steel frames. Two side windows with a powered sliding center section continue the concealed stainless framing for a seamless aesthetic. The helm is anchored by a 14-inch varnished wood-rimmed wheel with a stainless-steel hub and spokes, flanked by two powder-coated Stidd pedestal seats; the helm seat itself offers four-way power adjustment and hides generous storage below in a custom pull-out drawer. Comfort is extended to guests by a custom built-in U-shaped settee to starboard and an L-shaped settee to port, both upholstered in Thibaut Vista Sand, with the port settee converting to an additional bunk in 2025. The pilothouse entry is a polished stainless-steel door set within four full-height, curved tinted glass panels, and soft furnishings have been selected with care—Sunbrella Linen Champagne curtains dress the pilothouse door and aft windows while full Roman-style aft shades are in

Sunbrella Chintz Topaz Plus. Practical protection continues aft with an outside-mounted Stamoid windshield cover in Stamoid Sand complete with its dedicated storage bag, and two cabin sole covers—one in Sunbrella Heather Beige and one in cotton duck—provide underfoot care.

To port, the galley up layout is appointed with a Natural Gray Corian countertop above Isotherm dual refrigerators and a Dometic CFX3 75DZ Dual Zone Refrigerator/Freezer installed under the sole for rapid cooling. An extra-deep Scandvik double sink is paired with a Rohl Modern Lux pulldown single-lever stainless-steel faucet, and slide-out drawers replace conventional baskets to deliver superior galley organization. Culinary capability includes a Miele Speed Oven capable of convection, broil and microwave, a hinged cabin sole lift-out granting access to an under-sole auxiliary freezer with interior lighting, and a Kenyon Electric two-burner cooktop with touch controls wired to operate from the inverter. Dining is fully equipped with six custom Hinckley place settings—dinner and salad plates, bowls, coffee cups, glass highball and rocks glasses, stemless wine glasses, dinner and salad forks, dinner knives, and espresso and soup spoons—complemented by Cristel cookware comprising a saucepan, stock pot and a non-stick skillet with removable handles, and a custom fitted coffee maker plumbed to a direct freshwater intake.

The starboard helm station, rated nine out of ten, showcases Hinckley's JetStick 3 featuring the new DockHold capability and G-Lock (Geostationary Lock), merging military-grade GPS hardware with advanced digital processing to refine the driving experience. Now in its third generation, JetStick offers industry-leading precision, reliability and comfort through Dynamic Steering, Heading Hold, DockHold and the G-Lock software platform; the Heading Hold functionality has been significantly enhanced to derive a true linear course across a variety of conditions and speeds for more composed, confident handling. Parker intellinders provide optical linear position feedback for exceptional accuracy and dependable control, while the entirely new hardware and software G-Lock evolution of H-lock uses military-grade inertial GPS

hardware working with the Parker intellinders via digital processing to preserve extreme position accuracy. A remote 'PalmStick' controller permits docking from anywhere on the yacht and is also used for anchor retrieval. The two Stidd seats are upholstered in Curry Ultraleather, with the starboard Stidd offering full-power fore/aft and up/down adjustment, and an additional Garmin VHF full-function RAM mic is mounted between the Stidd seats; a stainless-steel footrest at the helm completes this precisely engineered command center.

Electronics and navigation equipment

TURQUOISE's bridge is appointed with a top-tier electronics suite designed to deliver absolute confidence and effortless control in every passage. Twin Garmin GPSMAP 9000xsv multi function displays, newly installed in July 2026, present 4K imagery on 17 inch edge to edge touchscreens with LED backlighting and ultrafast 5 GHz Wi Fi, while a Garmin GPS19x antenna provides precise positioning. Long-range detection is handled by a 4 kW, 48 inch Garmin GMR Fantom 54 solid state open array radar with MotionScope technology, augmented by a Garmin GRID remote for intuitive operation. Voice and hailing communications are covered by a Garmin VHF 315 marine radio with two RAM microphones, a passive speaker and loud hailer, and an additional Garmin VHF is conveniently located within reach of the inboard Stidd helm seat. Charting is richly detailed thanks to Garmin BlueChart g3 Vision chips covering waters from St Johns to the Bahamas, and a Garmin AIS800 class B transceiver supplies full transmit-and-receive integration with the chartplotters. Starlink was added in 2025 to extend robust internet and onboard Wi Fi throughout the yacht.

Surveillance and situational awareness are elevated by a FLIR Next Gen M 364C stabilized marine thermal camera mounted on the mast, color matched to the deck finish and offering both infrared imaging and a

powerful 30x binocular style optical zoom. A Garmin GC 200 marine IP camera is configured to provide reverse imaging as a dedicated backup camera, while a Glomex Wi-Fi antenna further boosts connectivity. Heading and course control are entrusted to the Garmin Reactor 40 autopilot system with GHC 20 control head and Shadow Drive, and an ultrasonic wind sensor supplies true wind speed and direction even underway, displayed on a dedicated Garmin screen and at the helm; the sensor's antenna is also painted to match the deck. Centralized systems management is handled through C-Zone integration via the Garmin MFDs for streamlined monitoring and control.

Onboard entertainment is delivered with equal refinement. A Hinckley Savant Pro distributed audio-visual system creates four independently configurable zones with Sonance premium speakers in the master stateroom, guest cabin, salon and cockpit, with zone and source selection via Savant Pro remotes located in the master and salon and through an onboard iPad interface. Available sources include two Apple TV units, Bluetooth streaming, internet and radio, and a five-zone configuration routes audio from the salon to both the cockpit and the master stateroom. Visual entertainment is provided by a retractable 32-inch LED HD TV mounted forward of the starboard settee in the salon and a 28-inch LED HD TV recessed in the master cabin.

Accommodations below

The interior is appointed in warm, satin-varnished cherry with polished highlights that lend a refined presence, while the cabin sole combines teak and tulipwood finished in matte for a restrained, elegant underfoot experience. Cherry-paneled locker and cabin doors continue the bespoke theme throughout, and work surfaces are finished in Corian paired with polished stainless-steel undermount sinks: single-bowl fixtures in the heads and a custom-enlarged, double-bowl undermounted sink in the galley. For added privacy and a softer ambiance, vanity curtains were installed on the hallway

and stateroom doors in 2025.

Forward, the master stateroom is fitted with a handcrafted queen-size innerspring 8.5-inch System 3 mattress with hinge, dressed in a summer-weight duvet with a linen duvet cover, a single set of fitted linen sheets and a mattress protector, and complemented by two blackout portlight inserts to ensure uninterrupted sleep. Thoughtful refinements completed in 2025 include a discreet, foldaway laptop workstation concealed behind the closet door with dedicated power and outlets, expanded bedside shelving on both port and starboard, additional device-charging outlets, augmented overhead LED illumination, and extra shelving added to the portside closet. Polished Quick Califfa wall-mounted gooseneck reading lights frame the berth, and for improved access and maintenance the inverter was moved from beneath the mattress into the utility area in 2025.

The master head is entered through a solid cherry-paneled door and is appointed with a full-length mirror plus an above-counter mirror, two towel bars—one in the head and one in the shower—and supplementary stainless-steel hooks added in 2025. A stall shower with a tempered glass door delivers a bright, spa-like environment, while a White Onyx Corian countertop and the additional overhead LED lighting installed in 2025 complete the space with crisp, modern functionality.

The guest stateroom provides a twin cabin bunk arrangement and guest berths dressed in premium Thibaut – Wellfleet Sterling covers, supported by two sets of fitted cotton sheets, mattress pads and two twin-sized blankets. Practical security features include a safe located beneath the guest bunk accessible via the storage lift-out and secured by a biometric fingerprint lock, while a Splendide 2100XC combination washer/dryer is neatly housed within a dedicated locker. Additional overhead LED lighting added in 2025 and blackout portlight inserts allow guests to personalize the cabin's atmosphere.

The guest head mirrors the yacht's elevated detailing with a White Onyx Corian

countertop, a mirror above the counter, two towel bars—one in the head and one in the shower—and stainless-steel hooks added in 2025. A combined head and shower with a folding shower door maximizes space efficiency, and the upgraded overhead LED lighting installed in 2025 enhances visibility and comfort.

Electrical

C-Zone digital switching governs every AC and DC function from an elegant touchscreen positioned next to the galley, with the same comprehensive controls duplicated on the helm displays and a companion iPad, and full operability from both iPhone and iPad. SirenMarine provides remote oversight of bilge status, onboard security, shore power, battery conditions, vessel location and critical engine parameters, while Hinckley technicians can perform remote diagnostics on the engines and control systems. A dedicated companion mobile app delivers timely notifications, allows management of the security system, and enables remote operation of essential systems. Power storage is anchored by a Mastervolt lithium-ion battery bank made up of three 24/5500 units, reducing weight and extending off-grid capability; European Mastervolt charging equipment complements this installation with a 230V, 32A, 50Hz shore inlet, an ELCI enclosure, a start battery bank charger and a house battery charger sized for lithium-ion batteries, plus a 25-meter power cord with its own storage case. Robust battery management includes heavy-duty battery switches for both port and starboard engine starting banks and a manually operated heavy-duty parallel switch to join the port and starboard start batteries or parallel the house and start batteries, with remote actuation of the switches. The electrical architecture uses common wire bonding with #8 AWG conductors in accordance with ABYC E-11, and the shore power inlet is protected by a galvanic isolator. Charging and inversion duties are handled by a Mastervolt 24V/3000W-70A inverter/battery charger for the house bank and

a Mastervolt 60A battery charger dedicated to the starting bank. Interior illumination is refined with dimmer switches on all overhead lights except in the shower, and dual USB A and USB C outlets are thoughtfully distributed for charging phones, tablets and other devices. Convenience is further provided by 110 VAC outlets placed in the galley, each head, each berth, the engine room and the pilothouse. Shore power capability is enhanced with two 125/250 VAC/50 AH white shore power cords that stow and deploy through the transom on a Glendinning cord reel operated by wireless remote control. The engine room is lit by four cage-protected overhead fixtures, the pilothouse roof carries an ACR spotlight finished to match the deck, and visibility in all conditions is assured by three heavy-duty electric self-parking wipers on the pilothouse windows with intermittent settings and freshwater windshield washers.

Plumbing

An impeccably appointed plumbing suite supplies pressurized hot and cold water throughout the yacht — to the galley, showers, heads and cockpit shower — drawn from a 150 gallon polyethylene freshwater tank and polished by 3M/AquaPure filtration for the cockpit icemaker, cockpit sink and the galley's cold-water outlet. A Sea Recovery AquaMatic 450 watermaker delivers 19 gph of production, while a stainless steel 17 gallon water heater provides hot water either electrically or via engine heat transfer. Fresh and salt water deck washes are thoughtfully positioned in the anchor well and include a 25' self coiling hose with nozzle for effortless maintenance. Sanitation is managed by two Sealand VacuFlush® marine toilets, each with independent deck pump out and overboard discharge, and a dedicated sump pump with automatic float switch handles shower and air conditioning condensate. Bilge protection is comprehensive, consisting of three electric Rule® pumps rated at 3700 gph each with float switches, complemented by an

Arid Dry Bilge System 4 Extended (24 VDC, eight zones) with pinch valves and hour meters, plus a Whale® manual emergency bilge pump for redundant safety. Long term durability and easy serviceability are provided by non-metallic composite thru-hull fittings with ball-valve seacocks below the waterline (and above where applicable), while propulsion systems feature bronze ball-valve seacocks, bronze thru-hull fittings and sea strainers. Domestic water pressure is maintained by a Flojet® pump, and a Groco® pump with spigot and hose is conveniently installed inside the bow-located anchor locker.

Engine/mechanical

Twin Volvo D13 common-rail diesels, each rated at 800 HP, provide assured propulsion with a 28-knot cruising speed and a 34-knot top end, driving two Hamilton Model HJ364 waterjets through ZF305-2 transmissions with a 1.22:1 reduction and vibration-dampened Eurocardan 170-180 Series drive shafts. Onboard handling and comfort are elevated by a SeaKeeper 9 gyro stabilizer, a Sidepower proportionally controlled hydraulic bow thruster, responsive hydraulic power steering, and dual-cylinder stainless-steel trim tabs mounted beneath each jet, all with helm-mounted controls and displays. Command is simplified by electronic single-lever controls for each engine and transmission, while routine access and maintenance are eased by an electric lift cylinder on the engine-room hatch and a forced-air exhaust blower. Each main engine is equipped with two alternators—one dedicated to lon battery banks and the other to start batteries—ensuring robust, redundant charging.

The helm integrates critical propulsion and engine parameters into the Garmin displays—oil pressure, coolant temperature, jet nozzle angle, tachometers with engine hours and individual fuel levels—while analog gauges provide parallel readouts. A thorough alarm suite protects systems and crew safety with alerts for low engine oil pressure, high engine water temperature, elevated bilge

levels, water detection at the fuel filters, and hydraulic system pressure anomalies. Ground tackle is managed by an upgraded Muir windlass sized for a larger seventy pound anchor and four hundred feet of chain rode, with an anchor rode counter at the helm and hydraulic windlass controls at both the helm and the foredeck.

Fuel architecture favors range and resilience, centered on a single heavy gauge aluminum tank holding 800 gallons in place of the standard 700 US gallons, with fill points on both the port and starboard side decks. Filtration for each engine and the generator is provided by an individual Racor fuel/water separator complete with vacuum gauges and a water sensing alarm routed to the helm, augmented by Racor LG100 in line fuel/air separators on each fuel tank vent. A Reverso 80 GPH fuel polishing system with digital timer further safeguards fuel quality. Climate control is delivered via a chilled water arrangement with a single chiller and circulation pumps feeding four air handlers across three independently controlled zones: zone one served by a 12,000 BTU unit for the master cabin and head, zone two by a 12,000 BTU unit for the guest cabin and head, and zone three by two 16,000 BTU units in the salon; reverse cycle heat is distributed in the same three zone configuration, and an Espar D5 diesel heater is plumbed to the pilothouse, guest and forward cabins, and the portside head.

Shore connections are handled by two 125/250 VAC, 50 amp white shore cords on Glendinning reel systems with wireless remotes, while onboard generation comes from a 17 kW Onan diesel generator showing 903 hours. Safety and acoustic comfort are integral to the engineering: an automatic fire extinguishing system with automatic engine shut down and high water bilge alarms using Ultra Switch Senior level switches protects critical spaces, and meticulous soundproofing—Mylar faced lined foam at two pounds per square foot within the engine box, double gaskets on engine room access doors, a baffled and insulated engine air intake, custom insulated mufflers in a wet exhaust arrangement, and sound absorbent materials throughout the

pilothouse—ensures a quiet, refined onboard environment.

Additional equipment

The ground tackle is built around four hundred feet of 3/8-inch Grade 43 high-tensile chain, terminated at the bitter end with a six-foot 5/8-inch three-strand line for emergency release and routed into a bespoke anchor chain locker. On-board enhancements designed to enhance comfort and ambiance include Lumishore stern underwater lights, Stamoid weather covers for the cockpit seating and tables, and a full Sunbrella cockpit mooring cover. Shore power is managed with a 50-amp 125/250-volt Powercord Plus and a twenty-five-foot white shore power extension cord for convenient connection at the dock. A well-organized supply of spare filters, belts, and impellers is carried aboard, and all operating manuals have been transferred to a thumb drive for instant access. Safety systems are thoughtfully specified and presented: an ARC GlobalFix v4 Category I EPIRB is affixed to the pilothouse roof and finished to match the deck, navigation and heading reference is provided by a KVH Azimuth 1000 digital fluxgate compass, and an eight-inch brass bell is on hand. Fire protection consists of four 2-1/2 lb dry-chemical fire extinguishers, while signaling equipment includes three hand-held flares and a dual Kahlenberg 12-volt DC air horn operated from a dash-mounted switch. Personal safety is assured with six adult Type I PFDs and one Type IV PFD. Docking is simplified with ten lines—four 3/4-inch Harbormaster double-braid lines and six 5/8-inch lines—augmented by Coast Guard approved running and masthead lights and a collapsible boat hook.

Upgrades

A considered suite of enhancements enhances both the onboard experience and day-to-day functionality, beginning with electrical improvements that

introduce additional light switches belowdecks to offer finer control of the interior lighting. Throughout the yacht, refined carpentry work elevates the aesthetic and comfort with bespoke beds, recontoured cockpit seating, new table pedestals and a range of other custom timber details. Several integrated coffee cup holders have been incorporated for simple, practical convenience, and the accommodation plan comfortably sleeps six persons.

Disclaimer

While the company supplies these particulars in good faith, it cannot guarantee their completeness or accuracy and gives no warranty as to the vessel's condition. Prospective purchasers are advised to engage their own agents or independent surveyors to verify any information they wish to have confirmed. The vessel is offered subject to prior sale, alteration of price, or withdrawal without notice.

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.

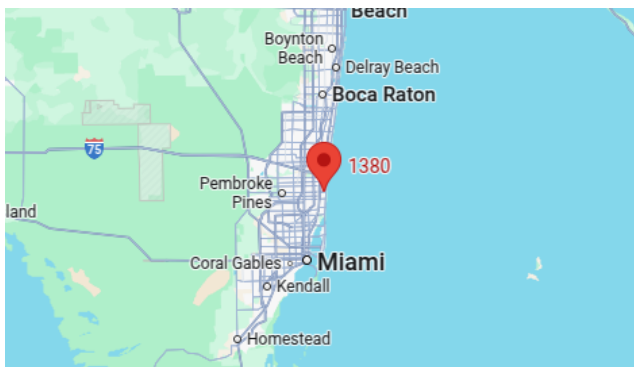
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019