

## AUORA - AZIMUT YACHTS



**Builder:** [Azimut Yachts](#)

**LOA:** 60' 0" (18.29 m)

**Year Built:** 2023

**Beam:** 17' 0" (5.18 m)

**Model:** N/A

**Min Draft:** 16' 5" (5 m)

**Price:** \$1,995,000 USD Subject to change.

**Max Draft:** 23' 0" (7 m)

[See full listing on our website](#)

**Location:** Black Point, The Bahamas

**Cruising Speed:** 30 Knots (34.52 MPH)

**Max Speed:** 38 Knots (43.73 MPH)

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## OVERVIEW

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Impeccably maintained Azimut 60 Flybridge presents a rare opportunity to own a later-generation Italian-built luxury motoryacht without the wait associated with a new build. With just 285 verified engine hours and benefiting from extensive recent service, she is truly turnkey and ready to depart on immediate voyages.

The hallmark Azimut lines reveal themselves the moment you step aboard: a graceful profile complemented by sweeping hull glazing that floods the interior with natural light, lending a contemporary, airy atmosphere to the salon and formal dining. The layout is thoughtfully configured for both lively entertaining and comfortable long-range cruising, offering generous social spaces on the flybridge, aft cockpit, and foredeck, while below decks peaceful, private staterooms provide restful retreats—an ideal flybridge motor yacht, refined luxury cruiser, and superb family cruising vessel.

# SPECIFICATIONS

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## Basic Information

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**Category:**  
Motor yachts

**Year Built:**  
2023

**Sub category:**  
Motor Yacht

**Country:**  
The Bahamas

**Model Year:**  
2023

## Dimensions

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**LOA:**  
60' 0" (18.29 m)

**Beam:**  
17' 0" (5.18 m)

**Min Draft:**  
16' 5" (5 m)

**Max Draft:**  
23' 0" (7 m)

## Speed, Capacities and Weight

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**Cruise Speed:**

30 Knots (34.52 MPH)

**Water Capacity:**

200 Gallons

**Max Speed:**

38 Knots (43.73 MPH)

**Fuel Capacity:**

800 Gallons

**Gross Tonnage:**

45 Pounds

## Accommodations

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**Sleeps:**

6

**Crew Cabin:**

1

**Total Heads:**

3

**Crew Berths:**

2

## Hull and Deck Information

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**Hull Material:**

Fiberglass and Plastic Yachts

**Hull Designer:**

Stefano Righini

**Deck Material:**

Fiberglass

**Interior Designer:**

Francesco Guida

**Hull Configuration:**

Monohull

## Engine Information

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**Engines:**

2

**Engine Type:**

Inboard

**Manufacturer:**

Volvo

**Fuel Type:**

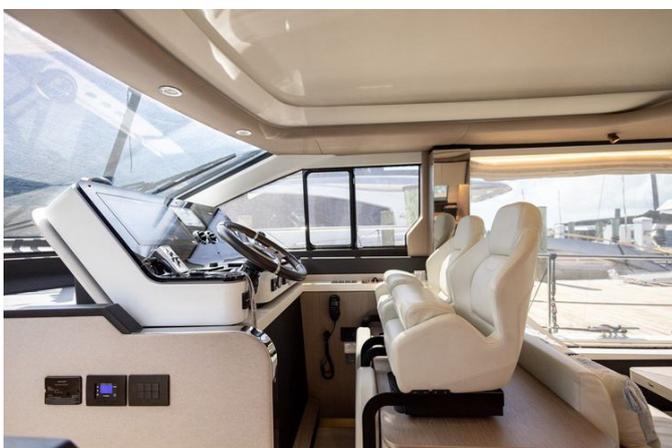
Diesel

# GALLERY



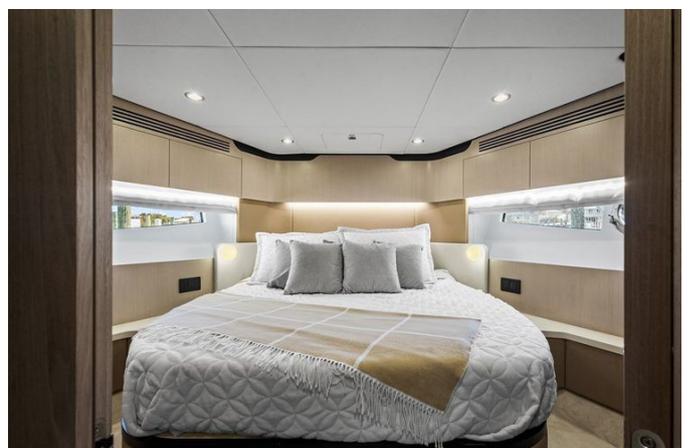
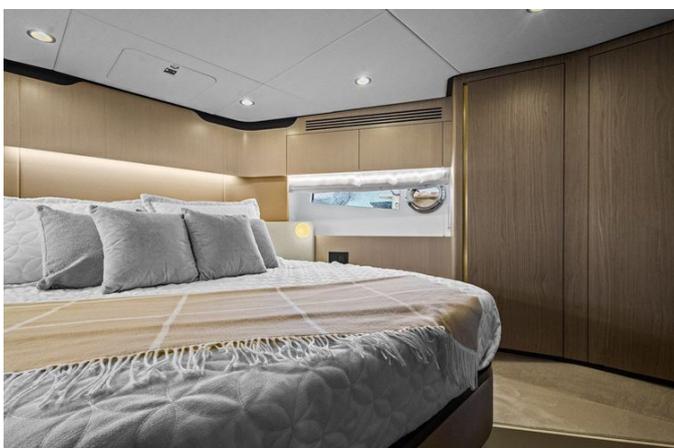


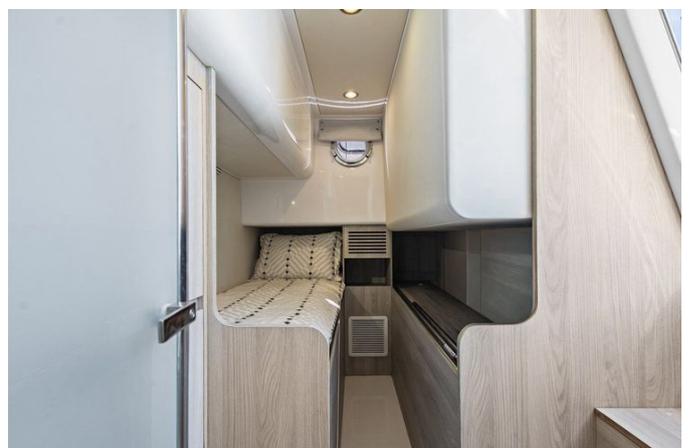
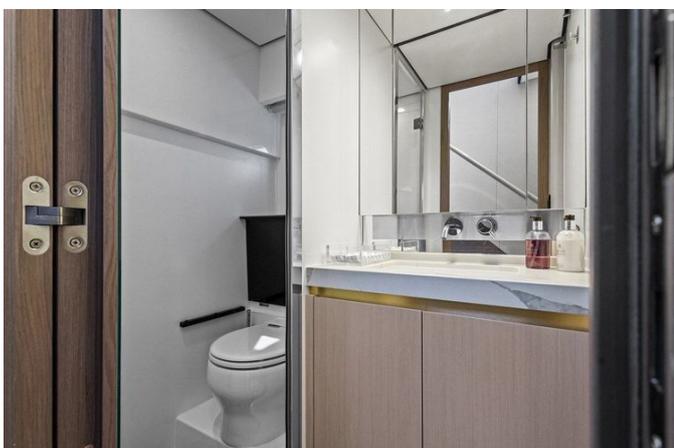




















# DETAILED DESCRIPTION

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## Auora

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This beautifully maintained 2023 Azimut 60 Fly represents a rare opportunity to step aboard a late model Italian motor yacht that is truly turnkey and ready to cruise today. With just 285 original engine hours and a program of recent, comprehensive servicing, she presents with the sleek, athletic profile and expansive hull side glazing that define Azimut's signature aesthetic, flooding the salon and dining areas with natural light and creating a bright, contemporary ambiance. The layout is engineered for effortless entertaining and comfortable extended passages, offering generous social zones on the flybridge, aft deck and foredeck while below decks tranquil, private staterooms ensure restorative nights at anchor. The flybridge is arranged for convivial gatherings and hands on operation alike, with abundant seating, dedicated sun lounging space and an upper helm that provides excellent visibility for owner operators or those cruising with a captain. Inside, refined finishes, modern styling and panoramic windows impart an open, luxurious feel to the main deck, and the accommodations deck delivers the comfort and sophistication expected in this class. Importantly, this yacht has received meaningful upgrades and proactive maintenance: in October 2025 fifteen new AGM batteries were fitted to deliver robust and reliable power across the vessel; the engines underwent their annual service in January 2026, at which time upgraded sump pumps were installed; an air conditioning continuous top off device was added to automatically compensate for evaporation and preserve optimal HVAC performance; the bottom was painted and Prop Speed applied in June 2025; and in January 2026 the teak received a professional two part sand and seal refinishing followed by a full compound, wax and polish, leaving the exterior presenting beautifully and evidencing pride of

ownership. The specification is thoughtfully curated with highly desirable options, including the Advance package, a Seakeeper 9 stabilizer with an additional control station on the fly for fingertip stabilization control, Starlink connectivity for reliable online access, and a deployable life raft with hydrostatic release for enhanced safety. Handling and dockside convenience are improved by a 6.5 hp stern thruster and a motorized shore power cord reel, while comfort and shade are provided by electric awnings in the cockpit and on the flybridge; forward, a foredeck lounge in Batyline fabric converts from a bench to a sunbed, and a hard top crowns the flybridge where aft seating is configured for relaxation with L shaped sofas and a love seat, illuminated by spreader lights. Thoughtful touches include a painted boot stripe, underwater lights, teak on the flybridge and side decks, a telescopic gangway for seamless boarding, an extendable dinette, a deluxe lighting package throughout and a crew cabin with one bed for professional support when desired. With low hours, extensive recent servicing and meaningful upgrades already completed, this 2023 Azimut 60 Fly stands out on the brokerage market by marrying the style, performance and comfort Azimut is known for with the confidence of up to date maintenance, true turnkey readiness and a Passport Premier warranty in place until 2/28/2029.

## Features and included options

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The flybridge is accessed via a GRP ladder with teak steps set upon a non slip flybridge deck and protected by stainless steel handrails, while an aluminum hatch with a hinged Plexiglas panel leads to a space framed by a front flybridge screen of smoked Plexiglas and stainless steel. To port a C shaped sofa for six surrounds a teak table and at the bow on the starboard side a dedicated sunbed area invites relaxation; to starboard an L shaped cabinet integrates a refrigerator beneath a GRP roll bar with blind side windows. The upper helm is appointed with a pedestal seat offering both height and horizontal adjustment,

a height adjustable steering system and a white painted stainless steel wheel, and is comprehensively equipped with the Raymarine Bronze Package together with engine display, thruster control, rudder angle indicator, chain meter counter, engine levers, a main control switch panel and VHF. Forward, the bow and walk arounds are engineered for secure operations and comfortable lounging, with an anchor chain housing and bow roller carrying a 32 kg (7.5 lb) anchor and a 75 m (246' 3/4") length of Ø 10 mm (0.39 in) chain handled by a 2000 W, 24 V windlass with a 10 mm (0.39 in) gipsy; a pulpit, two bow cleats and two midship cleats simplify line handling, while navigation lights, side wording and a PVC rub rail with a knurled stainless steel section complete the detailing. GRP side decks receive a non slip treatment and are bordered by flat toughened glass windows set flush within the GRP with a mirror finish; a forward seating area features full cushions and practical elements include an anchor locker, bow lockers, side hatches, two refueling plugs with protective covers, a fresh water fill on the starboard side in the anchor locker area and a black water outlet on the port side. Aft the cockpit and platform combine elegance with purpose: integrated stainless steel aft chocks and two stern cleats manage mooring loads, the saloon is entered through a three panel black painted stainless steel and tempered glass door and an optional crew cabin access door is set into the transom; at the water a stainless steel and teak swim ladder deploys from beneath a hatch, and shore power sockets, a freshwater shower, teak decking in the cockpit, a full teak platform, bench lockers, dimmable cockpit lighting and a capacious locker accessible via a hatch in the platform complete the arrangement. Within the wheelhouse the adjustable single helm seat pairs with an electrically opening side window for natural ventilation while the console carries the Raymarine Bronze Package alongside a compass, engine display, engine start buttons, thruster control, rudder angle indicator, engine levers, a panel with the main control switches and VHF. The main deck living spaces are inviting and functional: in the saloon a port side sofa for six faces a two seater sofa to

starboard, both set on soft carpet beneath warm, energy efficient LED lighting, with fabric and Roman type curtains for privacy and entertainment pre wired for radio CD, remote control, two loudspeakers and TV provision; the adjacent dinette provides a true dining zone with two opposed sofas, carpet, LED lighting and, starting from Serial No. 426, a table with a fixed top. The galley is equipped for serious cruising with a ceramic glass four hob range (50/60 Hz), a 20 l (0.71 cu.ft) microwave oven with grill, a wooden worktop and dedicated hood, a 185 l (6.53 cu.ft) refrigerator with a 44 l (1.55 cu.ft) freezer and a wood essence floor. Below decks the owner's cabin is midships and features a double bed with a locker accessed from above supplied with mattress, pillows and bedspread, abundant storage including a chest of drawers and fitted cabinetry, carpet underfoot, wooden Venetian blinds, warm wood essence doors and frames, large hull windows with built in portlight and direct access to the owner's head, which includes a separate shower with panel and shower column with mixer taps, washbasin with countertop, synthetic teak flooring, TECMA toilet, round portlight, mirrored wall unit and a large storage area behind the toilet together with full head accessories and an air extractor. The guest cabin to starboard provides two fixed single beds, a central bedside table, a wardrobe set into the bulwark, carpet, wooden Venetian blinds, a fixed window with an openable round portlight, a reading light and a wardrobe mirror; the guest/daily head accessed from the corridor offers a shower with panel and shower column with mixer taps, washbasin with countertop, round portlight, synthetic teak floor, TECMA toilet, roller type curtains, head accessories and a mirrored wall unit above the washbasin. At the bow the VIP cabin entered from the central corridor features an openable double bed with mattress, pillows and bedspread, wall units, one wardrobe per side, TV ready infrastructure, panoramic windows with openable portlights, wooden Venetian blinds, a hatchway, reading lights and direct access to the VIP head, which mirrors the guest head specification. The corridor itself is finished in fabric wall upholstery, a carpeted floor and LED lighting. For professional support the

crew cabin is accessed from the transom via a manually operated door and is fitted with one single bed (a version with two beds instead of aft storage is available), mattresses, pillows and bedspreads, a cabinet with the electric panel, wooden Venetian blinds, LED spotlights and laminated furniture; the crew head comprises a TECMA toilet, sink, mixer tap with pull out showerhead, shower with curtain, mirror and head accessories. Shipwide electrical architecture is robust and clearly organized with voltage levels including 220 V AC at 50 Hz, 24 V DC for house and motor loads, 24 V DC from battery sets and 12 V DC via a voltage reducer, plus a dedicated power feed for the VHF and galvanic protection by zinc anodes; a 7 kW, 50 Hz generator supplies onboard AC power and shore power connectivity is via a single 220 V, 50 A inlet. Battery capacity is distributed across six service utility batteries rated 90 Ah – 24 V – 270 Ah, six engine start batteries rated 90 Ah – 24 V – 270 Ah and one 70 Ah – 12 V generator battery, all controlled through battery cut out switches, with charging managed by an electronic 24 V – 80 A charger for the start and service sets plus a 12 V – 10 A charger for the generator. Electrical distribution is handled by two main DC boards (one in the engine room and one in the saloon), two AC boards (one in the saloon and another in the crew cabin), an emergency panel in the cockpit with boat cut off controls and properly fused circuit breakers, and lighting throughout is by LED spotlights. Safety critical systems include a bilge arrangement of three automatic 24 V electric pumps with a flow rate of 224 l/min (59.17 US.liq.gal./min) each with manual override located in the crew cabin, engine room and owner's cabin and each fitted with dual high level switches linked to an optical/acoustic alarm in the wheelhouse; two manual pumps with a flow rate of 49 l/min (12.94 US.liq.gal./min) draw from all three watertight compartments via a selector—with one pump located in the cockpit serving the crew cabin and engine room and one located in the crew cabin—an emergency engine room bilge drain system derives from the engine cooling pump with a capacity of 334 l/min (88.23 US.liq.gal./min), and the

fire extinguishing system is controlled from the cockpit emergency panel featuring engine battery cut out, closure of the fuel delivery solenoid valves, extractor stop and a dry chemical cylinder in the engine room. Fuel capacity totals 2800 l (739.68 US.liq.gal.) in two 1400 l (369.84 US.liq.gal.) aluminum tanks with refueling plugs protected by covers, two deck walk around refueling plugs and two vents on the bulwark; tanks are linked by a 1" coupling with manual check valves, with an optical level gauge on the starboard tank and a status level gauge on the port tank, and fuel delivery can be shut off via 1" 24 V solenoid valves with remote control or by local manual valves, while filtration is provided by single type water/diesel separators for the engines and a single type diesel filter for the generator. The freshwater system comprises a single 750 l (198.1 US.liq.gal.) polypropylene tank, a water fill cap on the starboard walk around and a vent on the port bulwark, a pressure pump and a 60 l (15.84 US.liq.gal.) water heater with 220 V (or 110 V) electric heating; branches can be isolated by ACORN manifolds and hot and cold water are supplied to the galley and all heads via single control mixer taps with cold water outlets in the engine room, on the flybridge and on the stern platform. The black water system uses TECMA toilets with freshwater flushing, black water outlets, a macerator pump, discharge to a 175 l (46.2 US.liq.gal.) polyethylene tank and deck suction provisions for tank drainage, while the gray water system features a separate 175 l (46.2 US.liq.gal.) polyethylene tank with galley and head discharges routed to it and a 24 V membrane type loading pump controlled from the wheelhouse. Engine gas exhaust is routed through two underwater outlets via GRP structural ducts with a minimal bypass on the bulwark and insulated stainless steel manifolds; seawater service is provided by two 3" engine intakes with shut off valves and metal mesh strainers and two 1" intakes for auxiliary services (generator and air conditioning) with similar shut offs and strainers. Ventilation and extraction are by two air intakes with separator filters and two 24 V extractors; steering is electric and attitude is managed by two 24 V automatic trim

controllers (intruder). Air conditioning (optional) is by CONDARIA, 220 V, 50 Hz, and the world version package provides 72,000 BTU for the accommodation deck plus 6200 BTU for the crew cabin (optional), driven by a single 72,000 BTU compressor with inverter technology.

# CONTACTS

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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

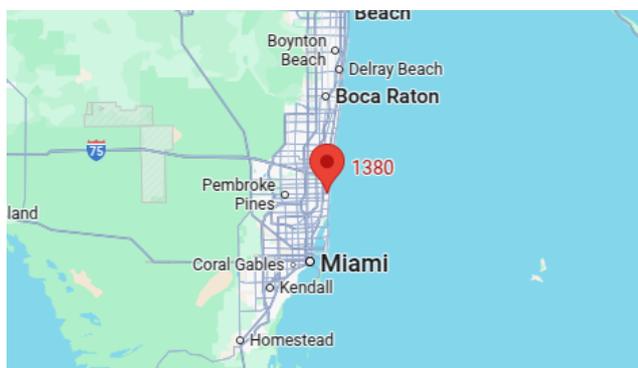
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## Address

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