

SHOW ME THE MONEY - DYNA



Builder: [DYNA](#)

LOA: 68' 0" (20.73 m)

Year Built: 1997

Beam: 18' 0" (5.51 m)

Model: 68 Laguna

Max Draft: 16' 5" (5 m)

Price: \$1,295,000 USD Subject to change.

Cruising Speed: 25 Knots (28.77 MPH)

[See full listing on our website](#)

Location: Seattle, United States

Max Speed: 30 Knots (34.52 MPH)

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OVERVIEW

The Laguna is an Italian-styled luxury motor yacht built by Dyna Craft Ltd., offered with the seller's personal support through the operational handover and accompanied by a comprehensive roster of trusted service providers. All onboard inventory transfers with the sale, and the vessel has been designed with redundancy built into most primary systems to inspire confidence on extended cruises.

At 68 feet overall with an 18-foot beam and a 5-foot draft, this low-profile flybridge motor yacht combines sleek aesthetics with surprising agility, delivering exceptional close-quarters and docking manners that make handling straightforward. Interior accommodations comprise four staterooms including a dedicated captain's cabin, while safe walkaround side decks and a generous aft deck provide comfortable circulation and abundant space for entertaining. The yacht features dual helm stations—lower and flybridge—augmented by an aft-deck remote and a wireless portable yacht controller that manage the main engines and the oversized Lewmar electric stern thrusters, which are backed by substantial battery banks. Tender operations are simplified by a 1,500 lb hydraulic Nautical Structures crane with handheld remote.

Connectivity and onboard entertainment are first-rate, with Starlink internet paired to four streaming smart TVs and a Bose audio system with its own dedicated receiver. A spa-style hot tub is fitted with 220V electric heat and the vessel's hot water is served by a Webasto boiler, while premium SCM Italian hardware and windows highlight the quality of construction. Six exterior speakers, fed by a dedicated music receiver, create distinct sound zones across the aft deck, flybridge and hot tub area. A whisper-quiet, sound-shielded Panda 25 kW generator provides reliable power with two control locations, and the Glendinning 110V 50-amp cable system includes two remotes with shore-power leads supplied, including a 50-amp AC cord. Climate comfort is

provided by 100,000 BTU air conditioning and heat pump systems with thermostats distributed throughout the yacht.

Kept primarily in Washington fresh waters, this cruising yacht shows very low total hours and has received significant updates, repairs and scheduled servicing. Finished in durable Imron paint in a custom color with coordinated accent stripes, she was custom-specified by her original owner and purpose-built for Northwest cruising. As a one-owner vessel she offers favorable excise considerations, low hours and very economical licensing.

SPECIFICATIONS

Basic Information

Model Year:
1997

Country:
United States

Year Built:
1997

Dimensions

LOA:
68' 0" (20.73 m)

Max Draft:
16' 5" (5 m)

Beam:
18' 0" (5.51 m)

Speed, Capacities and Weight

Cruise Speed:
25 Knots (28.77 MPH)

Water Capacity:
250 Gallons

Max Speed:
30 Knots (34.52 MPH)

Fuel Capacity:
1360 Gallons

Accommodations

Crew Cabin:
1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

Deep Vee

Engine Information

Engines:

2

Engine Type:

Inboard

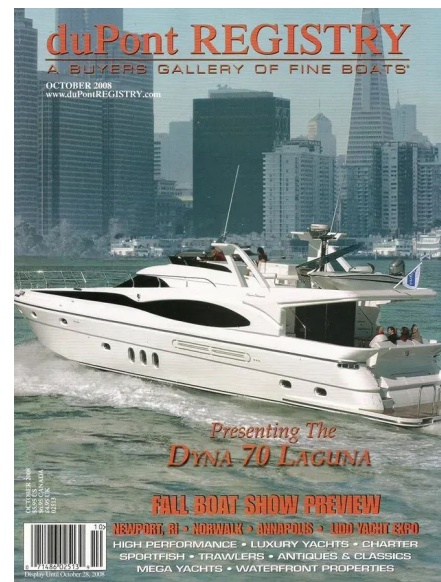
Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY



Dynalac

Quality at a better price

Smart. Compelling... Uncompromised in Quality!

D77 Skylooner

Dynalac Craft has a long history of building extremely well constructed motor yachts. The latest style, each with 15 to 20 years of yacht building experience, includes experienced naval architects and designers working directly with the high quality craftsmen. Dynalac Craft properly uses exacting and revolutionary construction methods such as vacuum bagging, etc to please the most demanding owner.

Our engineers build with the owner's input to accommodate his vision of a very personal yacht. Yet with all this quality, Dynalac's introductory prices to the American yachting market are unsurprisingly affordable, and all of Dynalac boats are built to ABYC standards. For detailed information on our different models please visit our website or contact our dealers in your areas.

www.dynalacraftyacht.com

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US 910 321 7272 Fax: 910 323 0371 E-mail: info@dynalac.com
US 360 729 1460 Fax: 360 728 2779 E-mail: info@dynalac.us
US 517 748 5750 Fax: 517 748 7815 E-mail: sales@dynalac.com
US 361 627 4646 Fax: 361 627 4506 E-mail: crn@dynalacfranchise.com

Nova 48 ft 12

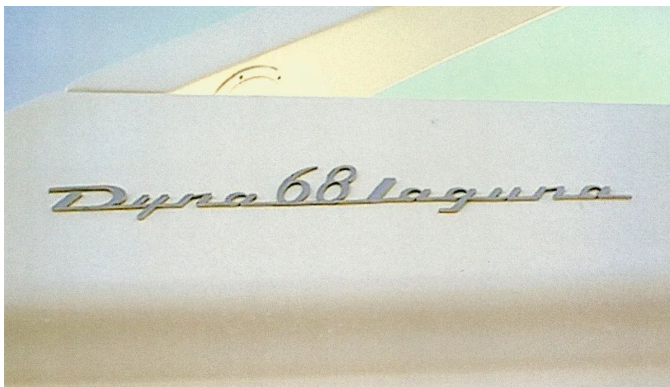
Dura 50 ft 8

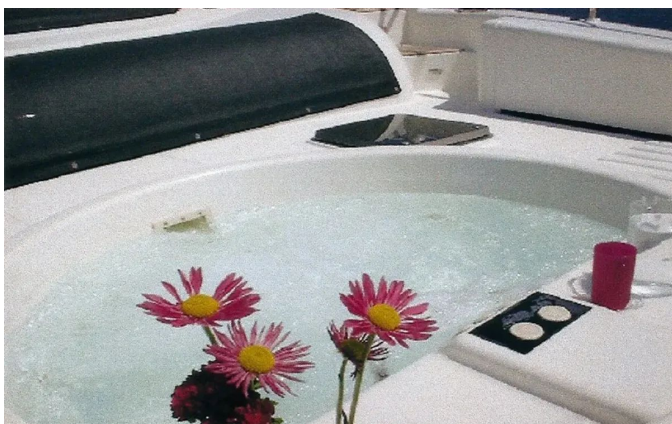
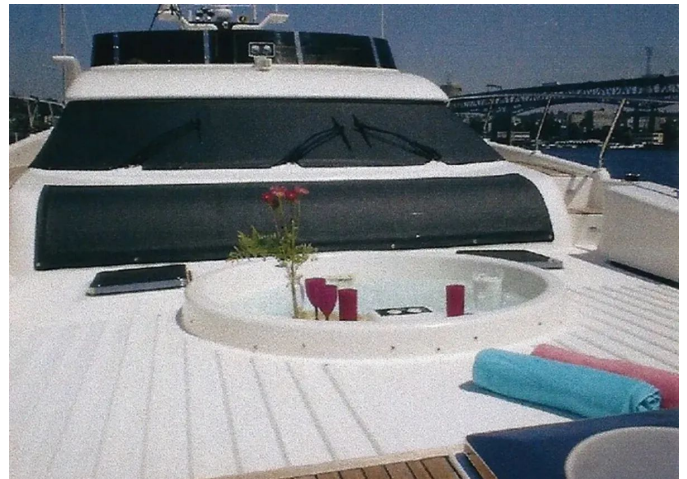
Dura 66 ft, 70, 8 ft

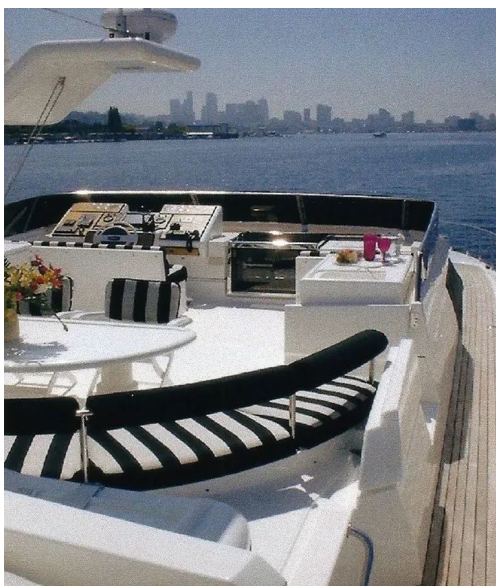
Guster Dura 83 ft 10

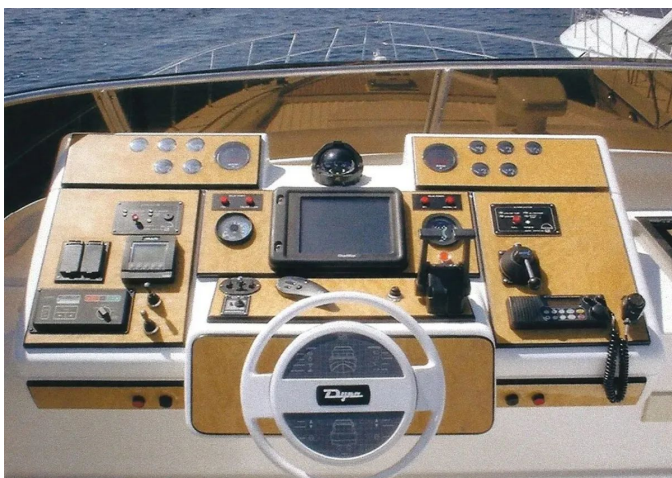
Dynalac Craft Thailand - Ph. +886 93066770 Fax. +886 6687307 Email: dynalac@jims15.com

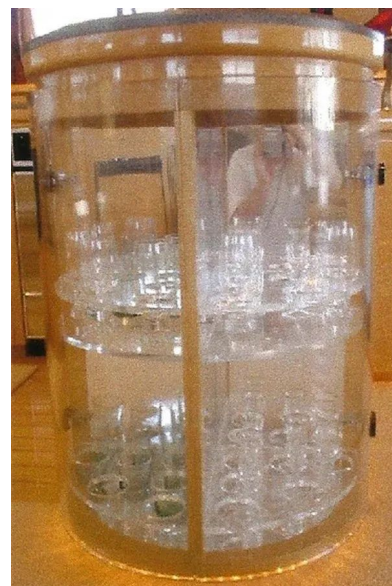
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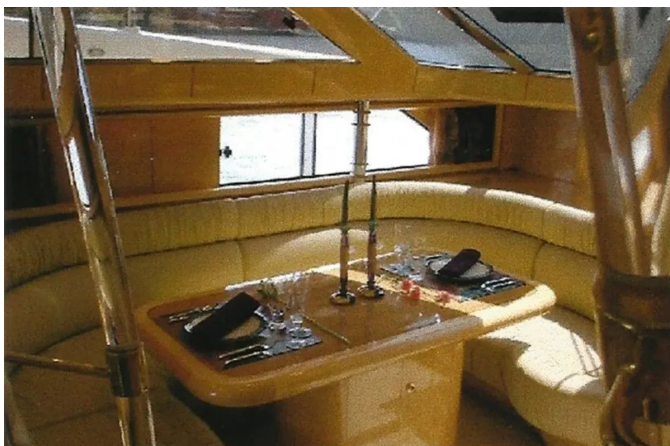


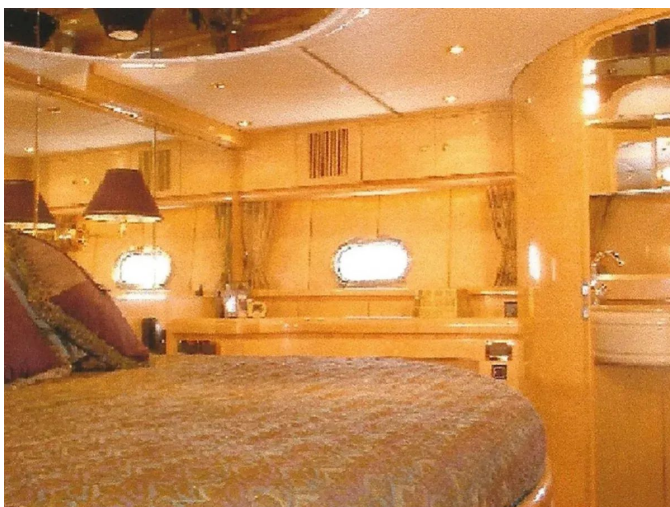


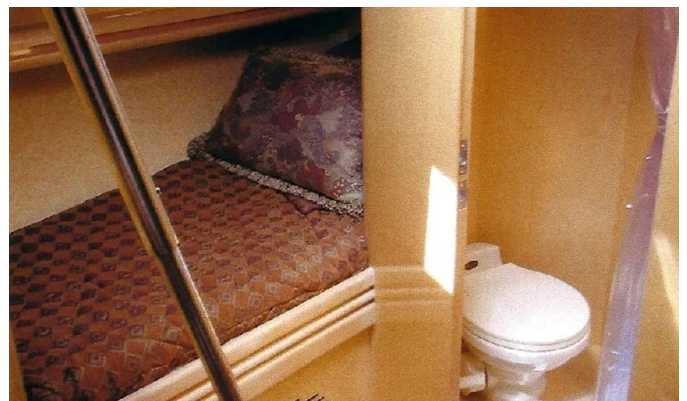


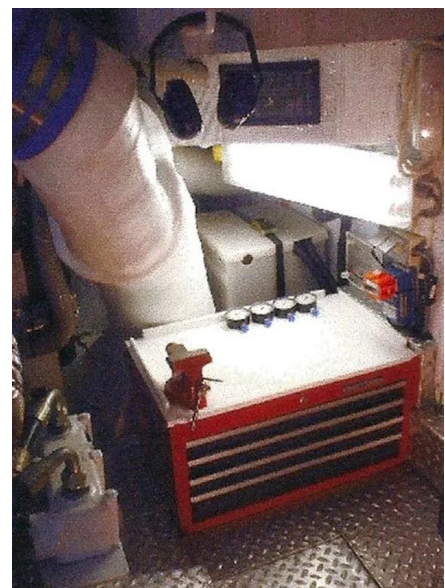
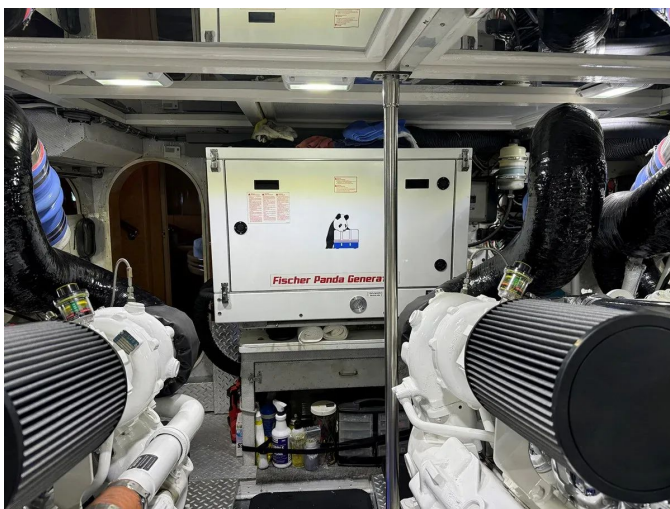


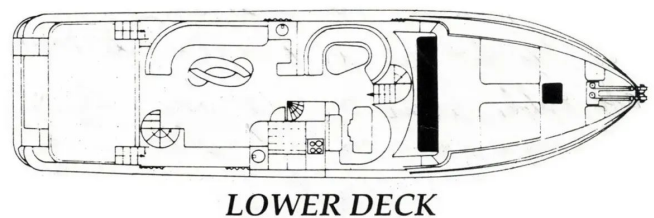
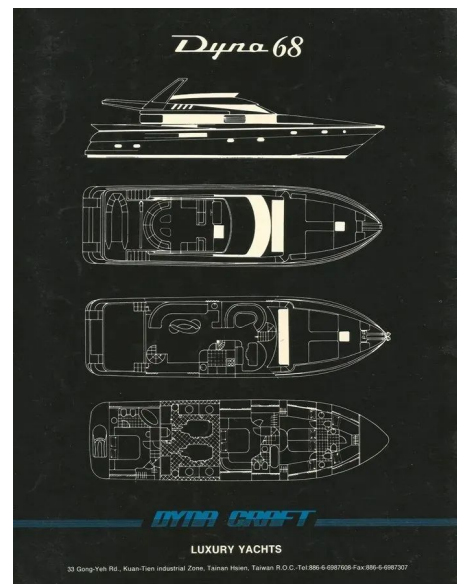
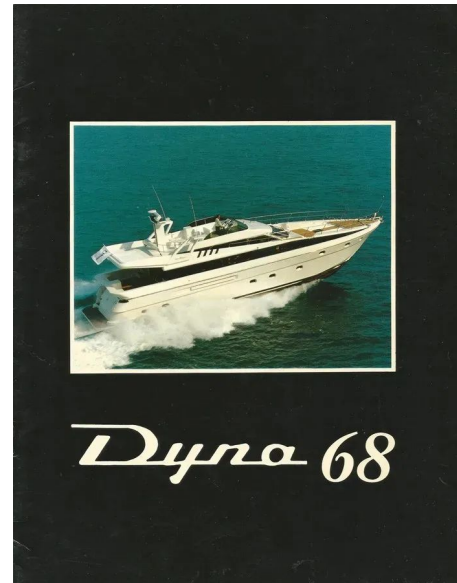


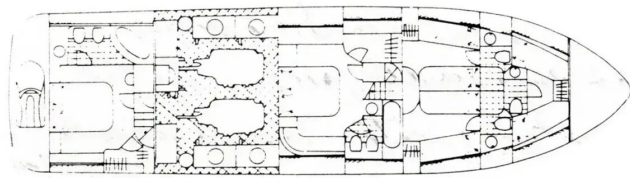




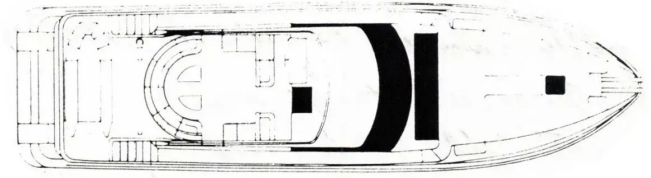








MAIN DECK



UPPER DECK

DETAILED DESCRIPTION

Upgrades & repairs

The yacht has received a meticulous program of recent electrical and safety upgrades, beginning with the installation on February 20, 2026 of two new 4,000 W Outback charger/inverters and a dedicated remote control panel at the lower helm. In October 2025 the flybridge received a replaced and upgraded Ritchie compass certified by sea trial, while all life preservers, flares and foul weather gear were fully refreshed at the same time. September 2025 brought two new Denon salon Bluetooth receivers to enhance audio/video capability, and July 2025 saw the addition of a Starlink Gen III satellite antenna for streaming and TV/music/computer connectivity coincident with a professional sanding of all teak decks. The vessel was polished and waxed in June 2025 when both MAN main engines and the generator underwent an oil service with replacement fuel filters. In October 2025 the house bank was renewed with fourteen new Victron 12V batteries, providing a combined capacity of 1,400 Ah at 12V (700 Ah usable at 24V when configured accordingly).

Work in 2024 further fortified power and safety systems: in June 2024 new stern thruster batteries consisting of four 12V Victron units were fitted, alongside four additional 12V Victron batteries for the bow thruster to support the 24V bow and stern thruster circuits. That month also introduced new windshield wipers with spare blades, a 130' wash hose with sprayers, and a polished stainless steel heavy duty plow anchor with 300' of chain, while the anchor chain received a fresh coat of paint in 2024. An aft deck magnetic bug screen was installed in 2024, and in May 2024 the yacht was equipped with a rebuilt and certified eight man life raft, a new distress locator on the flybridge, and three lightweight fenders fitted with new fender lines; additional dock lines

and lightweight fenders were added in June 2024. A new EPIRB GPS locator beacon and a complete service of the E-TECH tender outboard motor were also completed in 2024.

Entertainment and communications systems are comprehensively modernized and may be retained at the buyer's preference. A KVH TracVision system with DTV service and receivers is installed in all cabins, supported by H-24 mod HD DTV receivers from 2016 and a bank of six HD satellite antennas added in 2015/16. Smart televisions from Samsung were installed in the salon, master and VIP staterooms in 2023/24. The flybridge benefits from stamoid storage and bridge covers added in 2019, a new ice maker installed in 2022, and a salon under-counter refrigerator and ice maker fitted during 2021/22. The galley is comprehensively equipped with a 2014 Wolf microwave, a 2014 Miele dishwasher, a 2020 Kenyon 220V/110V three-burner ceramic cooktop and a 2014 Miele coffee center whose seals were renewed in 2016-17; the 2007 refit upgraded the galley with new granite countertops. Interior appointments have been carefully refreshed over time, with new décor items in 2020, full replacement of bedding, pillows, towels and bath mats in 2022, earlier additions of designer bedding and winter shades in 2014/15, black mesh shading for the forward window in 2021 and a panoramic master stateroom window installed in 2017/18. Four SCM window screens were added in 2019, the aft deck hosts a teak table from 2010 and four Italian foldable high-back chairs added in 2018, the aft cockpit gained a 120V electric heater in 2023, and in 2025 twelve boat winter heaters plus a 100 W dryer were fitted. A dedicated 220V electric hot tub heater with its own pump provides reliable temperature maintenance.

Heating and domestic hot water services are robustly engineered around a Webasto diesel-fired system first installed in 2008 (Webasto 2020 boiler model), which includes a circulation pump, hot water tank with mixing control, expansion tank, four stateroom air handlers, a salon heater, lower-helm defroster heat, three large flybridge helm/passenger air handlers with

automatic air leaders, hot tub hot water integration and two MAN engine block heat exchangers. This Webasto system was rebuilt in 2023 with new antifreeze, a new circulation pump and a hot water tank fitted with flow control. The yacht also benefits from two MAN electric block heaters.

The propulsion package and auxiliary systems have been the subject of extensive mechanical investment. Both MAN V 12 1,200 hp main engines were rebuilt by RDI in 2017, with new hour meters installed; the vessel records 1,951 hours on the original meters and a further 369 hours on the replacements. Engine mounts were upgraded in 2017 to M130 units at the front and 75/65 at the rear. Charging capacity was enhanced by two new 275 amp high output alternators added to the main engines in 2019/22 and two new digital MAN smart engine voltage regulators installed in 2019. The main exhaust was repiped with fiberglass wrap in 2017, three inch raw water hoses were renewed in 2014/18, and the engines were repainted in 2020/21. Both transmissions were serviced in 2015, transcoolers were serviced in 2010, shaft seals and bearings were renewed with a full shaft alignment in 2015, new blue exhaust bellows for the MAN engines were fitted in 2019 and the MAN fuel magnets were cleaned in 2018. A larger capacity stainless steel hot water tank with electric quick recovery capability was installed in 2009. Propulsion is driven through two Nibral S class propellers installed in 2012/13, and fuel delivery is protected by comprehensive filtration including dedicated fuel filters for the MAN V 12 engines and two high capacity Separ fuel filter cartridges. Electrical generation and onboard energy management are modern and resilient. A Panda 25 kW diesel generator in a sound attenuating enclosure was installed in 2016; a heavy duty 12V generator start battery was fitted in 2023 and generator capacitors were renewed in 2022. The lower helm is equipped with an E meter for the generator and an E meter for the house bank, and a 12V battery is located beneath the generator within the engine room. The principal 24V house bank consists of fourteen 200 amp Victron gel high performance batteries arranged to provide 24V and is monitored at the

lower helm. A Pathmaker 24V charging system intelligently prioritizes charging to the MAN start batteries first, then thruster batteries and finally the house bank. Shore power is supplied by a 110' Glendinning electric reel 50 amp shore cord with an additional 50 amp, 50' air conditioning cord.

Navigation, control and signaling systems have been refined over successive upgrades to ensure dependable command capability. The Mathers engine controls were updated in 2016/17 with new control cables and software, and a Yacht Controller handheld remote was added in 2013/14. GPS was upgraded in 2017 and new Nauticomp 12" and 15" sunlight readable touchscreen navigation displays were installed in 2014 and 2021. A powerful Fitch 12 million candlepower Xenon searchlight with two station remote controls and pan/tilt capability was installed in 2012/13. Additional safety and signaling upgrades include a new fog horn in 2020, upgraded flybridge air horns in 2018, conversion of electrical panel indicator lights to LEDs and new LED navigation lights added in 2008.

The hull, deck, glazing and protective canvas have been conscientiously renewed to preserve aesthetic and functional standards. New teak decking was laid on the bow, side decks and all deck steps in 2018 and was sanded on July 5, 2025. The flybridge windscreen was upgraded to thicker bronze plexiglass in 2012; two forward deck hatches were replaced and upgraded in 2019; all main deck side windows were replaced in 2010; and the rubber bedding on six forward windows was renewed in 2018. The yacht received a full repaint in 2016 in Imron Aston Martin metallic, and new canvas was fitted in 2016/17 with additional flybridge and aft deck covers plus an S 3 sun screen added in June 2023. A new STIDD flybridge bench seat cover was installed in 2022. Exterior monitoring and illumination are enhanced by Elbex cameras in the engine room, flybridge and aft cockpit and by underwater lighting supplemented with two garage LED lights that illuminate the transom area.

Ground tackle and maneuvering systems remain turnkey. In addition to the 2024 anchor and chain work and the 2010 installation of a new electric windlass, bow and stern thrusters were replaced in 2010 with 24V Lewmax units and 20 hp electric bow and stern thrusters (Maxwells) with appropriate fusing were installed; mooring gear includes two long 1" lock lines, several new lines with sheepskin (sheep fur) chafe protection and additional lines and lightweight fenders delivered in 2024.

Significant structural and engineering refinements have been completed to enhance performance, utility and serviceability. A four foot hull extension was carried out in 2010/11, larger stainless steel trim tabs were fitted in 2012, underwater exhaust shrouds were added in 2015 and a generator lift muffler with an underwater shroud was installed. The engine room layout was improved with modified flooring, storage tables forward of the MAN engines, a fitted tool drawer and a stainless steel five drawer toolbox stocked with tools included in the sale. Interior joinery includes a custom built in chest of drawers in the master stateroom and heavy duty gas shocks on both the master and VIP beds to facilitate effortless access to storage. Acoustic comfort has been addressed with a lead sound dampening carpet pad, extensive lead lined sound deadening insulation retrofitted throughout the living spaces and isolation rubber mounts for pumps, motors and inverters where accessible. A robust flybridge bimini with heavy duty support poles, storage bag and high wind storm tie downs completes the exterior amenities.

Plumbing, filtration and domestic water systems were upgraded to deliver high quality fresh water and reliable operation. A large capacity fresh water filtration system incorporating one sediment and one charcoal filter was installed, complemented by a Seagull fresh water filter and dedicated filler at the galley sink. Three circulation pumps with timers service the galley sink, master stateroom sink and bow stateroom sink. Dometic toilets were upgraded in 2013, 24V Headhunter fresh water pumps were replaced during 2019/21, the steering pump was renewed between 2009 and 2012 and the

bow garage door pump was upgraded to a higher speed unit in 2010.

Tendering, handling and crew convenience equipment are comprehensively maintained. The yacht carries a 2018 Novurania tender powered by a 50 hp Evinrude 360 E TECH outboard which received a full service in 2024; a new 12V tender outboard battery was installed in 2023 and a portable electric air pump for dinghy and fenders was added in 2022. The boat crane was serviced in 2013 and the flybridge benefits from a STIDD double seat with power up/down and fore and aft adjustment added in 2012/13. Two wireless communication headphones were added in 2023.

Lighting and safety systems were comprehensively modernized with all halogen overhead fixtures replaced by LEDs in 2014 and high output LED illumination added to the engine room that same year. A new EPIRB GPS locator beacon was installed in 2024 and the Fireboy automatic fire suppression system was serviced in 2023; new windshield wipers with spares were fitted in 2024. The yacht was surveyed by Chubb Insurance Co approximately twelve years ago.

Additional notable upgrades include a Splendide washer/dryer combo installed in 2017, full replacement of all onboard carpets with Fabrica in 2015, installation of oversized super yacht stainless steel fuel fills in 2009, a new salon TV lift in 2007, an underwater exhaust shrouds package added in 2015, and a suite of electronics refreshed between 2009 and 2012 covering computer systems, VHF radios, radar and autopilot. The vessel is conveyed with an extensive complement of spare parts, mechanical consumables, tools, power equipment, a stainless steel tool box, extra finished wood panels, hardware and a complete inventory of glassware, dishes, silverware, kitchen supplies and appliances.

Walkthrough

Accessed through the foredeck hatch, the foremost compartment on the lower

deck houses a climate-controlled crew area fitted with two single berths and an adjoining head with shower. Descending the forward stair, you enter two mirror-image guest cabins to port and starboard, each offering twin single berths, private head and shower, an AM/FM/CD sound system, intercom, closet space and drawers. From that same stairway the full beam owner's suite unfolds, centered around a queen-sized berth, a spacious walk-in closet and a luxurious ensuite appointed with a jacuzzi tub featuring six jets and a separate shower. Further aft, a circular staircase and passage access the machinery space, and beyond lies the VIP stateroom, laid out to closely mirror the owner's accommodations.

The flying bridge is generous in scale, with the helm seat positioned forward to port and a stairway down to the main salon to starboard; cabinetry on either side functions as a wet bar and barbecue. A large half round table aft on this level comfortably seats six, and mounted on the hardtop is a 13' Novurania DX 400 RIB powered by a 50 hp Evinrude E TEC outboard, launched by a Nautical Structures electric davit. The aft deck lounge accommodates five with ease and connects to the salon through double sliding glass doors. The teak-covered swim platform, more than 3' in width, provides a convenient boarding point and conceals a built-in swim ladder.

Safety is assured by bulwarks or waist high rails encircling the weather decks. When lit at night with a combination of direct and indirect illumination the interior becomes truly striking, while the open foredeck and extensive deck spaces invite leisurely observation and make the yacht superb for entertaining either alongside the dock or underway. The entire interior is finished in very light blonde burl veneers and the vessel is fully climate controlled for guest comfort. With a bow thruster and twin screws she maneuvers like a 50 footer, and even at speeds above 20 knots the MTU main engines run so quietly they are virtually inaudible.

Hull

Designed by Yankee Delta of Monza, Italy and built by Dyna Yachts, the hull marries a deep-V entry forward with a progressively shallower-V aft section to deliver a refined balance of seakeeping, performance and steadiness. All fiberglass is hand-laid, with Divinycell foam core above the waterline and solid laminate below; decks and deck sides likewise use foam-core construction. Structural integrity is reinforced by transverse and longitudinal stringers throughout, the interior of the hull bottom is finished in gelcoat, and the hull-to-deck union is secured with bolts and FRP bonding for a watertight, durable connection. Underfoot reassurance comes from a moulded non-slip deck surface, while a 42-inch extension expands usable deck area and antifouling paint protects the underwater hull.

Deck equipment is

comprehensively specified: twin bow rollers flank a single-chain, single-anchor roller under the control of a recessed, reversible Maxwell 3500 2000 W electric windlass with three-station operation, paying out 300 feet of 5/16-inch galvanized chain and backed up by two additional 50 m chains. Storage and service are generous, with two chain-locker hatches, a deck-wash faucet inside the chain locker, two bow fender lockers and a stainless-steel hatch providing access to the crew cabin. The ground tackle package comprises two primary anchors—an 80 lb stainless-steel and a 77 lb—together with a spare CQR anchor. Mooring and handling are simplified by twin pairs of stainless-steel bow and stern bitts, twin pairs of stainless-steel spring cleats with chafing plates, supplementary stainless mooring cleats with chafing protection, a bow pulpit and rails, stainless-steel side-deck rails and robust rubber with stainless-steel flat-type rub rails. Navigation and deck illumination are fully catered for with a complete suite of navigation lights, dedicated deck lighting, an F/B floor light and an additional centre radar arch fitted with two lights, while frameless windows are bonded directly to the FRP structure using Sika

adhesive for a clean, sealed installation. Practical refinements include two stairways with handrails to the flybridge, chrome water and fuel fillers, a stainless-steel window frame with tempered glass, stainless-steel opening portholes and a porthole in every cabin, stainless-steel entrance doors to the saloon and stainless-steel salon doors. Leisure and boarding conveniences feature a moulded opening swimming-platform stair leading to a teak-laid swim platform, a stern jet-ski locker with a hydraulically opening cover that converts into a generous bathing platform, and a hydraulic telescopic 3-metre gangway for flexible boarding; assorted black fenders and lines are supplied. Protection and drainage have been carefully engineered with a stainless-steel bow protection plate, a concealed swimming stair, 4-inch drains for the forward deck routed inside the fender lockers, and two hatches serving the port and starboard guest cabins.

Boat deck

Designed with both safety and effortless tender handling in mind, the boat deck is equipped with an eight-person DBC Dunlop/Beaufort liferaft, an EPIRB 2025 for immediate distress signalling, and a Nautical Structures EZ 1500 crane davit with power rotation to guarantee smooth, controlled launch and recovery. A Life Sling man overboard throwable ring is stored for instantaneous deployment, reflecting an uncompromising commitment to preparedness and the assurance of peace of mind while at sea.

Tender

The Novurania DX 400 Deluxe tender, at 13 feet two inches LOA, is driven by an Evinrude two-stroke E-TEC engine that provides spirited yet dependable performance. A lightbar equipped with a remotely operated searchlight enables confident night operations, while an Icom VHF marine transceiver

IC-M59 ensures clear, reliable communication. A Humminbird fish finder assists in locating structure and game, and onboard entertainment is supplied by an AM/FM cassette system paired with six-inch marine speakers. When not in use, a gray Stamoid cover protects the tender's finish.

Flybridge and second helm

The generous flybridge has been conceived for both leisure and seafaring performance, anchored by a Nautical Structures 1500 lb davit that cradles a 13' Novurania RIB tender. Two graceful half arches flank a central radar mast fitted with navigation lights and a pair of speakers integrated into the salon stereo, while a KVH TracVision II TV dish, Northstar DGPS antenna and WaveTalk satellite telephone antenna sustain uninterrupted connectivity. Presence and protection are heightened by a Beull air horn cluster and a Silent Witness color CCD surveillance camera, and movement about the deck is secured by a 316 stainless steel handrail paired with an acrylic windscreen. Access is effortless through a sliding hatch with a curved ladder down to the lower helm, accompanied by an additional access hatch and a newly added storage hatch. Entertaining is effortless at the U Line combo 29A wet bar, complete with ice maker and dedicated sink, alongside a 240V AC BBQ, while guests recline on large oval seating arranged around two tables and the helmsman commands from seats for four. An FRP instrument console with protective cover preserves delicate electronics, and the entire area is sheltered beneath full Stamoid gray/white covers.

The secondary helm delivers intuitive control and redundancy, offering start/stop engine control at dual stations together with Micro Commander engine control systems and Hynautic hydraulic power steering available at both locations. Essential engine instrumentation is duplicated at dual stations and includes RPM gauges, engine cooling water temperature gauges and oil pressure gauges, complemented by a speed meter, Plastimo compasses at

both stations, an Eelecompass and VDO rudder indicators at dual stations. Precision handling is provided by trim tab controls and an ITIM (Australia) trim tab indicator at both stations, while remote windlass and bow thruster controls simplify docking and anchoring. Nighttime maneuvering is assisted by a searchlight with control at dual stations, and signaling is covered by a marine horn with dedicated control at both stations. Safety is reinforced with audible and visual engine alarms at dual stations. Navigation and communications are comprehensive, with a depth sounder and Tridata ST50 speed log at dual stations, Autohelm autopilot at dual stations, GME VHF radios at dual stations, a watertight intercom and a Sony telephone/intercom/PBX handset.

Aft deck

The aft deck is designed for effortless relaxation, featuring a moulded FRP seat dressed with plush cushions while stern rope rollers and a secure boarding door to the swimming platform speak to thoughtful seamanship and safe access to the water. An escape hatch from the aft cabin provides an extra safety route, and moulded FRP steps give access to the side deck, flanked by handrails on both sides to ensure confident, steady movement around the yacht. Evening mood is curated with dedicated cockpit seating illumination complemented by carefully located step and deck lights, and outdoor entertainment is provided by two speakers integrated with the salon stereo. Ample cockpit lockers offer organised stowage—specific compartments house the manual bilge pump with its valve chest and the shore power inlet, with a small transom locker available for inspection access—and a transom shower with hot and cold water delivers a refreshing rinse after a swim.

Interior

Solid wood trim on the berth platforms imparts a warm, handcrafted

ambiance, while imported designer door hardware adds a refined accent to every entry and cabinet. Sumptuous carpet extends throughout the interior, contrasted by heads and galley decks laid in traditional teak-and-holly to marry classic nautical character with enduring durability. Corian countertops in every head offer a seamless, easy-care surface, and year-round comfort is assured by fully digital climate-control systems providing both air conditioning and heating.

Salon

A stainless-steel framed door from the aft deck opens into a salon that balances refined materials with thoughtful functionality: the ceiling is fitted with built-in halogen lighting and upholstered in supple synthetic leather, while a centrally placed round mirror broadens the sense of space and light. Expansive opening windows, edged in stainless steel, welcome sea breezes and are dressed with tailored curtains or drapes at every window and door for discreet privacy. Plush carpeting underfoot conceals a subtle floor access hatch to the engine room, and circulation is effortless via a sweeping circular staircase with 28-inch access down to the aft cabin and illuminated steps leading to the lower deck. Climate is precisely managed by three CruiseAir SMX II cabin air controls together with a Webasto cabin heat control, and an integrated intercom keeps onboard communication seamless. Seating is generous and elegant: an L-shaped leather sofa and a second L-shaped settee each enjoy their own coffee table, with concealed lighting beneath the sofa and around the overhead mirror providing a soft, ambient glow. Entertainment is installed in a prewired cabinet anchored by a Samsung 40-inch color television, supported by a Bose stereo CD player with surround-sound speakers and two Denon audio/video switcher/amps. The salon and dinette tables display intricate inlaid woodwork that underscores artisanal attention to detail. An L-shaped wet bar outfitted with a U-Line ice maker and refrigerator,

and accented by acrylic mirrors inside the liquor cabinet, makes entertaining effortless, while a Niles Intelepads audio control extends sound to both the aft deck and the flybridge and conveniently placed electrical sockets provide practical, modern connectivity throughout.

Galley

Designed for effortless entertaining and refined meal preparation while underway, the galley is illuminated by recessed ceiling lights and fitted with conveniently placed electrical outlets, the warm, classic character of teak and holly underfoot reinforcing the nautical ambiance. A stainless-steel refrigerator/freezer combination forms the heart of the workspace, complemented by a custom granite countertop and a generous stainless-steel sink with hot-and-cold mixer faucet supported by an instant hot water circulation system. For seamless blending tasks a Nutone counter-flush blender is discreetly integrated into the surface, while a Kenyon Eurostyle three-burner cooktop is paired with a Miele exhaust fan and filter to keep the air clear; a Wolf convection oven and a Wolf microwave oven expand cooking options for every cuisine. Post-service efficiency is assured by a Miele dishwasher, a Broan trash compactor and a Whirlaway disposal, and abundant lockers and drawers provide organized stowage for provisions and cookware. Precise water monitoring is provided by a Wema fresh water level gauge with an additional gauge mounted at the overhead cabinet, and everyday convenience is extended beyond the galley by a washer/dryer combo in the VIP hallway and an on-hand U-Line ice maker at the wet bar.

Lower helm

The lower helm is a refined command salon where craftsmanship and command capability meet. Entry is eased by a convenient stair to the flybridge

and a broad forward windscreen cleared by Vetus windshield wipers with water spray, all softly lit by ceiling lights with integrated sockets. An FRP instrument console finished with wood burl trim complements a dashboard sheathed in rich burl wood, while a leather-upholstered helm seat and a rectangular leather dinette with dining table provide both comfort and a purposeful place to chart a course or unwind between watches. Practical storage for navigation is built in, with a dedicated chart locker and chart drawers within easy reach.

Controls and propulsion systems are arranged for instant, confident handling. Engine start/stop keys, full engine controls and navigation instruments reflecting the upper helm are at hand, supported by MMC engine controls, hydraulic power steering, and Mathers engine synchronization and trolling valve for refined engine management. Bow and stern thruster control joysticks and Jergens jog lever steering place close-quarters authority at the fingertips, while trim tabs are governed by a responsive control with an analog angle indicator. Shipwide electrical and system management is centralized through AC/DC control panels, an intercom and a Sony telephone/intercom/PBX handset to keep operations seamless.

Navigation, situational awareness and systems monitoring are exceptionally comprehensive. Speed measurement and Autohelm SeaTalk speed/depth/log interfaces pair with Datamarine Link multi-display readouts for speed, depth and wind direction/speed, alongside separate Datamarine speed and distance logs with depth and wind and a dedicated wind speed indicator. Heading and steering feedback come from a Plastimo 135 wet ball compass, an Elecompass and a ComNav rudder angle indicator. Long-range radar and charting are provided by a Raytheon R40XX RasterScan radar with 36 NM range, a Raytheon RC520 chart plotter/GPS, a Furuno thirty-six mile radar with ten-inch color display and a Furuno fish finder with color display. Autopilot capability includes an Autohelm ST 6000 autopilot with two stations and a ComNav 1001 autopilot, with guidance and charts presented on two Nauticomp

bright-sunlight monitors in fifteen-inch and twelve-inch sizes, a Brite Screen LCD chart plotter display and an Ocean PC navigation computer; Northstar DGPS provides precise positioning while a KVH TracVision satellite TV receiver adds entertainment and information.

Critical machinery and safety systems are monitored and managed from the helm. Two RDI main engine alarm panels sit alongside VDO analog engine status gauges, three Wema analog fuel level gauges, four Ispro exhaust temperature gauges, dedicated water contents gauges and a Wema holding tank level indicator gauge. Battery and electrical condition are shown via E-Meter twelve-volt bank and twenty-four-volt battery bank monitor systems, with an Outback inverter remote panel and a Panda 25 kW gen set remote panel for power control. Fire protection for the engine room is provided by a Fire Boy Halon manual discharge and status alarm. Deck and exterior control stations include a Maxwell windlass remote control station, a Fitch searchlight control station and a hailer for deck operations. Communications and surveillance are comprehensive: a suite of four radio transceivers in total, including one Icom 126 VHF primary and one Icom 126 VHF secondary marine radio transceiver, an eight-station PBX and a Sony telephone/intercom/PBX handset, together with three CCD video cameras routed through an Elbex CCD video camera switcher for visual oversight.

Finally, the helm functions as an efficient onboard office with practical conveniences that keep charts, logs and communications immediately available: a PC color printer, a Panasonic copier/fax and the Ocean PC integrate with the Nauticomp displays and the Brite Screen LCD chart plotter display. From the classic burl wood appointments to the advanced radar, autopilot and monitoring suites, every detail of this lower helm has been composed to enable assured passagemaking and refined day-to-day cruising.

Master stateroom

A private sanctuary designed for comfort and refinement, the master stateroom is anchored by a king-size walk-around berth fitted with a six-inch mattress and finished with a leather-upholstered headboard. The layout is enhanced by an L-shaped seating area, a leather sofa and a dressing table with a single vanity swing-out seat, while mirrors line the aft cabin wall to broaden the sense of space. A substantial hanging locker functions as a genuine walk-in closet and conceals a secure safe for valuables. Lighting and convenience are thoughtfully provided: ceiling fixtures are controlled by two independent switches, individual reading lights are installed for bedside use, four opening portholes allow natural air flow, numerous power outlets are available throughout, and a Vimar emergency lighting system adds reassurance. Comfort is precisely managed by the CruiseAir SM II cabin air control together with Webasto cabin heat control, ensuring ideal temperatures in every season. Entertainment and shipboard communications are equally sophisticated, with a Samsung forty-inch color television, a radio and CD player with integrated speakers, a Datamarine Link multi display and a Sony telephone/intercom/pbx handset. The ensuite master head continues the level of finish with a Corian countertop and basin, an instant hot water circulation system, and a Jacuzzi six-jet bathtub complete with faucet and shower; rich wood veneer graces the ceiling above the tub and classic teak and holly flooring underfoot completes the elegant nautical ambience.

VIP stateroom (aft)

Bathed in the warm glow of overhead and reading lights, the aft VIP stateroom is a refined retreat centered on a king-size walk-around berth appointed with a plush mattress and a leather-upholstered headboard. Four opening portholes welcome fresh sea air and daylight, while cabin comfort is precisely controlled

by a CruiseAir SMX II cabin air control and Webasto cabin heat control. Every detail has been considered, from conveniently located sockets to generous storage and dedicated grooming areas including a walk-in closet, a lighted vanity table with a swing-out seat, a dressing table and a mirror on the mid-cabin wall. Entertainment and connectivity are comprehensively specified with a Samsung 40-inch color television set housed in a TV cabinet with a door and pre-wired for television, accompanied by a Sony radio and CD player with speakers, a Pioneer AM/FM/Cassette, and a Sony telephone/intercom/PBX handset. Practical systems are discreetly integrated: a concealed washer/dryer sits beneath the TV cabinet and is accessed through an opening door in the corridor, an engine room access door in the corridor is fitted with sound insulation, and an escape hatch provides direct egress to the aft deck for added security. The en-suite VIP head marries yacht craftsmanship with residential comfort, featuring teak and holly flooring under a Corian countertop with basin, a Sealand Dometic VacuFlush toilet, and a luxurious Jacuzzi bathtub with faucet and shower to create a serene private sanctuary just steps from the stateroom.

Port and starboard cabins and heads

Each port and starboard cabin has been luxuriously finished with ceiling lights, individual reading lamps, opening portholes and abundant electrical sockets, while interior climate is precisely controlled by the CruiseAir SMX II cabin air control and Webasto cabin heat control. Guests rest on twin single berths fitted with comfortable mattresses and storage drawers beneath, complemented by illuminated hanging lockers and elegant vanity swing-out seats for added practicality. Communications and onboard entertainment are provided by a Sony telephone/intercom/PBX handset, a Sony radio and CD player with speakers and a Pioneer AM/FM/Cassette system. The adjacent heads feature teak-and-holly flooring and Corian countertops with basins in

both compartments, each guest stateroom offering a separate shower stall, and every head equipped with a shower, a Sealand VacuFlush toilet and an efficient exhaust blower. Two escape hatches with sliding curtains admit natural light and fresh air, enhancing both comfort and safety throughout.

Ship's Office

The ship's office is a refined and highly functional workspace where efficiency is matched by comfort; climate is precisely managed year-round with a CruiseAir SMX II cabin air control paired to a Webasto cabin heat control to ensure the ideal onboard environment in any season. A single bunk offers a tranquil retreat for off-watch rest, while a photo color printer supports all documentation and presentation requirements; internal communications are handled through a Sony telephone/intercom/PBX handset and entertainment or news is provided by a Pioneer AM/FM/Cassette system, with a VacuFlush toilet completing this well-appointed space.

Crew

The crew cabin is luxuriously arranged and reached by a private entrance via a stainless-steel hatch, descending on stainless-steel stairs and served also by a stainless-steel ladder, ensuring discreet and secure access. An opening hatch to the foredeck together with two opening portholes bathes the space in natural light and fresh ventilation, while an array of ceiling lights, individual reading lamps and an exhaust blower maintain comfort at any hour. Practical appointments include power sockets, twin single berths fitted with mattresses and a hanging locker for neat stowage. Onboard entertainment and communications comprise a Sony radio and CD player with speakers, a Pioneer AM/FM cassette unit and a Sony telephone/intercom/PBX handset. The en suite head is finished with elegant teak and holly soleboards and features a

VacuFlush toilet, a basin and a shower faucet supplying both hot and cold water.

Fuel system

Meticulously designed to maximize range and dependability, the fuel installation is built around twin 730 gallon marine aluminum alloy tanks, each fitted with its own filler and vent. A sturdy changeover valve arrangement enables either engine to draw from and return fuel to either tank, delivering genuine redundancy and precise trim while underway. Fuel transfers are managed by a Groco transfer pump, with robust copper supply lines throughout to safeguard long term integrity. High capacity water separators and refined fuel filters condition every gallon before it reaches the engines, and a dedicated fuel shut off valve affords immediate, positive control whenever required.

Engines & mechanical

Designed for effortless handling and long-term dependability, the machinery spaces feature watertight engine-room bulkheads and a watertight door with convenient access via saloon floor hatches, while thermal and acoustic performance is achieved through two-layer leaded foam insulation secured with aluminum plates and complemented by dedicated engine-room lighting, power outlets and an intercom. Ventilation is comprehensive, with a high-volume air intake served by blowers, an extractor fan, dynamic air outlets with blowers and exhaust blowers routed through ducting to ensure optimal airflow. Propulsion is provided by twin MTU 12V 183TE 92 diesel engines producing 1,200 hp each (2,400 hp total) mated to ZF Marine Gear transmissions at 2.03:1, and control is intuitive from multiple locations — cabin, cockpit and bridge — with single-lever engine and gearshift controls,

MMC two-station engine synchronizers for trolling and sync (with remote capability) and an MMC engines control system featuring two stations plus a remote third station on the aft deck. The helms are appointed with Italian contemporary steering wheels at each station with fingertip control buttons, backed by Hynautic wheel steering and a hydraulic steering system, and monitoring is provided by two engine gauges and an engine temperature alarm. Exhaust noise and heat are managed with water-cooled engine exhausts fitted with silencers and mufflers, wrapped engine exhaust piping for additional acoustic insulation, underwater exhaust outlets with bypass outlets above the transom, and a fully silenced exhaust layout. The running gear is built for strength and redundancy: Armco Aquamet stainless steel shafts with an additional Armco Aquamet spare shaft, dripless shafts by Strong, a bronze stuffing box on the propeller shafts and an extra spare shaft; bronze V brackets and bronze V struts carry four-blade nickel aluminum bronze propellers with spare four-blade S class propellers ready as replacements. Steering integrity is ensured by high-speed balanced stainless steel rudders on stainless posts together with bronze rudders, an emergency tiller and sizeable custom trim tabs measuring 54 x 16 inches, while low-speed maneuvering and close-quarters control come from Nobel 24V bow and stern thrusters rated at 16 hp each. Corrosion protection and electrical safety are covered by cathodic protection for the sterngear and comprehensive bonding of the sterngear, engines, fuel tanks, fillers and associated components. Bilge and safety systems are extensive, including a bronze mechanical bilge pump, four automatic bilge pumps, a high-capacity engine-driven emergency manual bilge pump with changeover valves, an additional manual bilge pump and four high-capacity electric bilge pumps with automatic float switches, supported by four bilge blowers; all thru-hulls are fitted with seacocks, and seacocks are provided on every inlet and outlet below the waterline, while engine-room fire protection is handled by a Fireboy automatic extinguishing system. Climate control and hotel systems are similarly robust, combining a Cruisair SMX air

conditioner and an Ocean Marine air conditioning system for a total of 88,000 BTU with digital controls, a Spectra watermaker producing 360 gallons per day and a Webasto 20-20 diesel boiler with Everhot, alongside a fresh water cooling system, a lube oil transfer system, raw water sea strainers and seawater strainers, a color-coded plumbing network, a stainless steel water tank with filtration and shore-water connection, and an automatic pressure pump supplying hot and cold water; shore water inlets facilitate dockside service and a 20-gallon water heater is installed under the VIP head with generous storage beneath. Fuel arrangements include aluminum fuel tanks with separate filters and vents, tank side gauges plus electric gauges, and a USCG-approved fuel vent and fill hose, while electrical independence underway is provided by a 20 kW Northern Lights generator. Together, this carefully integrated ensemble of systems ensures the yacht operates quietly, remains cool and runs efficiently, delivering composed performance with reassuring redundancy wherever you cruise.

Fresh water system

Designed to provide a generous and reliable supply, the fresh water installation is built around a 260-gallon stainless-steel tank fitted with a dedicated filler and a shore-water connection. An automatic water-pressure pump guarantees smooth delivery of both hot and cold water throughout the vessel, augmented by two Headhunter 24V pumps for added redundancy and performance. An electric water heater ensures consistent, dependable hot water at every tap for complete onboard comfort.

Electrical systems

Every 24V and 240V circuit aboard is protected by dedicated circuit breakers, while a meticulously color-coded wiring scheme ensures intuitive

identification and straightforward servicing. The DC architecture combines 12V and 24V networks centered on a substantial 1,400 APH house bank replenished by high output engine alternators, supported by two 200 A.H. starter batteries — each charged by alternators on both engines — and a separate 120 A.H. battery reserved for generator starting. An automatic battery charger preserves ideal charge levels, DC lighting graces every living area, and the 24V system can link to the Victron stern thruster batteries to contribute an additional 400 amps to the house bank when required. A Pathfinder charging manager intelligently sequences power distribution, topping up the start bank first, then the thrusters, and finally the house bank. Cruising and dockside AC needs are met with 110V and 220V service provided primarily by a Panda 25 kW generator with 696 hours, supported by a 12 kW gen set and an additional auxiliary generator, with shore power available at the dock. Two OutBack inverters deliver seamless DC-to-AC conversion, a robust battery reserve comprised of fourteen Victron 12V units offers extended autonomy, and a 100 A.H. regulated charger maintains that bank. Conveniently positioned AC sockets are found throughout the yacht, and a heavy duty bonding system with zinc plates ensures dependable corrosion protection.

Electrical appliances

Designed for effortless power distribution and refined onboard comfort, the vessel's electrical architecture is anchored by a hinged AC breaker panel that safeguards all 24 V and 240/120 V circuits with individual breakers, while both 12 V and 24 V DC supplies are run to the upper helm to power navigation electronics. Energy storage is thoughtfully arranged: a dedicated 100 Ah battery is reserved for generator starting, two 200 Ah Victron starting batteries are assigned to the engines and may be charged either by the engines or via the battery charger, a bank of four 200 Ah service batteries provides house power, and two 100 Ah batteries are devoted to the windlass and thruster.

Entertainment and illumination are addressed with care, featuring a Samsung 40-inch color television in the salon, DC lighting throughout the interior, and AC outlets positioned throughout the yacht. Shore connectivity is achieved through one shore power inlet on the aft deck that feeds two 50-amp circuits and is paired with two 50-amp disconnects, while master DC and AC circuit breaker panels in the salon centralize system control and include spare breakers for optional equipment. Charging of the banks is handled by regulated chargers delivering 50 Ah at 24 V and 25 Ah at 12 V, and serviceability is enhanced by a color-coded wiring scheme and a bonding system with zinc plates. Precise maneuvering is assisted by a 16 hp, 24 V bow thruster, and an LED anchor light provides clear, reliable illumination when at rest.

Other features

Designed for independent operation and straightforward servicing, the yacht is equipped with a raw water pump, a grey water tank with its own dedicated pump and a holding tank fitted with a macerator pump and deck discharge, all routed through a clearly color-coded plumbing system. Comfort and navigational awareness are provided by an efficient air conditioner and a high-precision echosounder, while a polished bell, engraved with the yacht's name and launching date, lends a timeless maritime accent. Long-range communications are assured by an SSB single-sideband radio.

Other safety features

Safety aboard has been engineered to the highest standards: a full Coast Guard Safety Package is fitted and a Fitch Super Yacht searchlight projects a powerful, far-reaching beam for clear night navigation. Fire suppression is provided by a Halon system with both automatic and manual controls

integrated with an emergency engine shut-down, and two life rings are stowed on board for immediate deployment.

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.

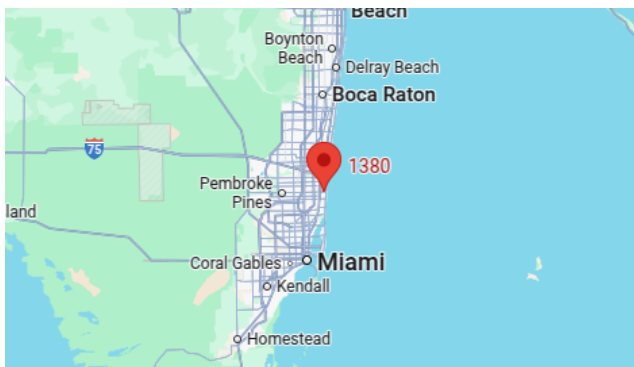
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019