

L88 - LADENSTEIN YACHT



Builder: [LADENSTEIN YACHT](#)

Beam: 22' 0" (6.71 m)

Year Built: 2025

Min Draft: 16' 5" (5 m)

Model: L88

Max Draft: 19' 8" (6 m)

Price: \$5,250,000 USD Subject to change.

[See full listing on our website](#)

Location: Hollywood, United States

LOA: 89' 0" (27.25 m)

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OVERVIEW

Hull #2 slated for Miami, USA delivery in 2025.

This semi-custom luxury motor yacht invites you to personalize décor and features to perfectly complement your yachting lifestyle.

The Ladenstein 88 is genuinely singular; this new flybridge superyacht captivates with striking design elements and expansive living spaces while remaining true to the athletic, sporty lines of her predecessors.

The design team has crafted four signature exterior zones to elevate every moment on board: a 63 sqm flybridge, among the largest in her class; a 22.5 sqm foredeck lounge with seating, infinity sun loungers, and flexible space for yoga, a treadmill, or even a driving range; a 21 sqm alfresco cockpit featuring a dining table and sun lounger; and a 21 sqm sea-level beach club with an aft rotating platform and two fold-out side balconies.

When the internal beach club is not serving as a multi-stage garage, it transforms into a tranquil retreat, with room for an optional sauna, gym equipment, or additional watersports toys.

SPECIFICATIONS

Basic Information

Model Year:
2025

Country:
United States

Year Built:
2025

Dimensions

LOA:
89' 0" (27.25 m)

Beam:
22' 0" (6.71 m)

Min Draft:
16' 5" (5 m)

Max Draft:
19' 8" (6 m)

Speed, Capacities and Weight

Gross Tonnage:
104 Pounds

Accommodations

Sleeps:
8

Crew Cabin:
2

Total Heads:
5

Crew Berths:
4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

LADENSTEIN

Deck Material:

GRP

Interior Designer:

LADENSTEIN

Hull Configuration:

Monohull

Engine Information

Engines:

2

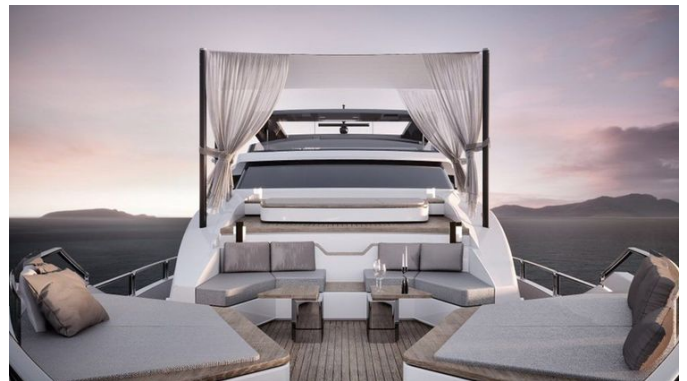
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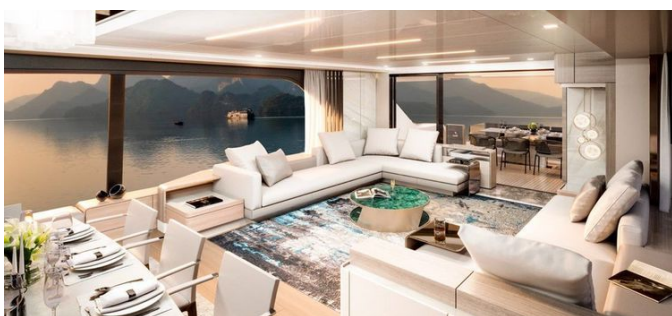
Diesel

Manufacturer:

MTU

GALLERY









DETAILED DESCRIPTION

Ladenstein L88

Built in advanced FRP (fiber reinforced plastic) to an exacting standard, the L88 begins with Scott Bader vinylester resin for the first three coats of both hull and superstructure, a formulation whose chemical and physical characteristics are exceptionally effective in preventing osmosis. Throughout the infusion and hand laid-up lamination process, globally acclaimed vinyl and isophthalic resins by Scott Bader are employed, complemented by high-quality E-glass, extensive carbon fibre reinforcement and PVC sandwich foam by Diab and Gurit. This sophisticated composite matrix—selected for its outstanding mechanical properties—forms the hull, topsides, main deck, superstructure, engine room and collision bulkheads, while all remaining internal bulkheads are likewise engineered in advanced composite materials for strength, stability and weight efficiency.

The propulsion train pairs two MAN V12 engines rated at 1,550 HP at 2,300 rpm with two ZF gearboxes featuring a 2.75:1 reduction ratio on resilient mountings. Power is transmitted via 90 mm AISI 316 shafts supported by Radice Italy brass struts and tubes, with Fluiten shaft seals or equivalent, turning five-blade NiBrAl propellers by Radice for smooth, efficient thrust. Directional control is assured by BCS hydraulic rudders in AISI 316, with rudder holes in brass, rudder poles in Marinox 17, and a carbon steel bar and yoke. For precise attitude control, Humphree Interceptor auto trim and list control is available as an optional item, as is the Seakeeper Gyro Stabilizer SK 40 with two optional remote controls positioned at the wheelhouse and sun deck helm station. Low-speed authority comes from Sleipner hydraulic thrusters delivering 550 kg of thrust at the bow and 420 kg at the stern.

Every exterior mooring element is engineered for reliability, beginning with two

100 kg high holding power galvanized steel anchors by Marson, each served by a 100 m studless chain in galvanized steel with a 13 mm diameter and protected by built-in stainless-steel bow shields. The bow features two 3000 W anchor winches by Maxwell or similar, while the aft cockpit is fitted with two 2000 W, 24 V mooring winches by Maxwell or similar. Cleat and fairlead distribution is comprehensive: the bow carries four cleats and two fairleads; amidships there are two cleats and two fairleads; aft there are four cleats and two fairleads; and the swim platform incorporates two pop-up cleats for convenient tender handling. Forward, the main-deck foredeck invites relaxation with a double sun lounge complete with cushions, U-shaped sofas to port and starboard also with cushions, and two fixed coffee tables, while an additional pair of sun lounges—three and four—benefit from a glass balustrade. An emergency escape hatch provides direct egress from the owner's cabin, teak-laid decking measures 12 mm in thickness, and polished stainless handrails ensure safe passage. Shade can be configured with optional forward and aft foredeck awnings with carbon poles; service points include one optional shore water plug and one optional cold shower via a Glendinning Hosemaster Model M (1/2 – 50 ft.), and the area is illuminated by courtesy lights. The chain locker is self-draining and integrates a forward fender storage area, with cable controls for the anchor winch and chain washer and carefully placed drainage throughout.

Along the main deck sides, Ladenstein branding graces each side of the superstructure, with a stainless-steel handrail integrated along the bulwark. Fuel and water logistics are simplified by two fuel fillers and two fresh water intakes—one per side—housed within dedicated cabinets, complemented by a single black water shore discharge system within its own cabinet. Exterior ceilings are lit by LEDs, with the Ladenstein signature glass-perimeter light available as an optional item, and soft courtesy lighting accentuates the lines at night. Large, high-thickness tempered windows are bonded to the superstructure without metal frames for an uninterrupted aesthetic, while two

water mist separators protect the engine room via the ventilation air grids. A weathertight portside door grants direct access to the galley, discreet drainage keeps decks dry, and throughout the area the teak-laid decking remains at 12 mm. Aft, the cockpit is designed for effortless al fresco living, featuring an integrated staircase to the sun deck, a generous sun lounge, and a dining table for ten with a fine wood tabletop accompanied by four folding chairs.

Operation remains intuitive via a garage door control panel and the option of a third engine-and-thruster control station positioned here for confident docking. A three-wing sliding door in stainless steel and tempered glass operates manually to connect the cockpit and interior, while two stainless gates lead down to the swim platform and Beach Club. LED ceiling lights and courtesy lights create a warm ambiance, ample storage stows robes and gear, and all mooring hardware complements the specification detailed in the mooring section. The stainless-steel handrail and glass balustrade are refined and safe, and the teak-laid decking remains a consistent 12 mm.

The transom and Beach Club transform the waterline into a private resort, with a teak-laid swim platform (12 mm) served by structural staircases and stainless-steel handrails on the outer side of each step. A hydraulic transom door reveals a teak-finished, integrated Beach Club/Garage/Utility Room configured to taste with optional twin 63 Amp Glendinning shore power connections with remote controls, an optional fresh water marina connection (Glendinning Model M, 15 m), and the option to fit a washing machine, a separate dryer, and a freezer. The yacht's name can be rendered in backlit stainless steel as an optional flourish, the bath platform can be optionally extended by 1100 mm to a total of 2100 mm for enhanced tender and water-toy operations, and an optional removable pole shower with hot and cold water adds a refreshing finishing touch.

Ascending to the sun deck, a GRP sliding door tops the staircase to the wheelhouse, opening onto an L-shaped sofa with cushions to port forward and a sun lounge with cushions and storage trays below to starboard forward. A

Japanese Galley, port of center, is thoughtfully equipped with sink and faucet, refrigerator, storage cabinets, and two breakfast benches, with an icemaker available as an optional item. A storage cabinet sits port forward behind the L-shaped sofa, while to starboard an elegant dining table hosts up to eight guests. The aft portion integrates a staircase to the cockpit protected by a GRP hatch and stainless handrails, with dedicated storage lockers both aft port and starboard. Stainless steel handrails and a glass balustrade frame the deck, courtesy lights set the mood after dusk, two freeing ports with an overflow system ensure rapid drainage, teak remains a luxurious 12 mm underfoot, and tailored covers protect sofas, tables and the console when not in use. The sun deck helm station is fronted by a dedicated windscreen and centers on a large GRP instrument hatch that closes fully to protect the console. Here, the helm combines a tactile steering wheel with main engine controls, engine and gearbox gauges, the complete navigational equipment suite as specified for the sun deck helm station, bow and stern thruster controls, anchor winch controls, navigation and horn controls, and the searchlight control. Two manual pilot seats rotate fully for flexible ergonomics. For connoisseurs of fine positioning, the adjustable steering platform by Besenzoni is offered as an optional item, rising 20 cm hydraulically for perfect sightlines in operation mode and settling flush with the floor for entertainment mode. Wing stations to both port and starboard streamline close-quarters maneuvering. Overhead, a GRP sun roof in standard specification is elegantly fixed with no openings; as optional items, forward and aft opening soft tops by Besenzoni can be specified for alfresco command beneath the sky. An aft GRP mast supports an optional KVH 8 satellite TV antenna and an optional empty satellite dome, rounding out a sleek, purposeful profile.

Inside, the wheelhouse is designed for clarity and command, with three window wipers sweeping the forward windscreen and black mesh covers shading both forward and side windows as needed. A mid-aft L-shaped sofa and chart table provide space for planning and observation, and a staircase

climbs directly to the sun deck. Ambient lighting and refined upholstery pair with parquet flooring, while the wheelhouse console integrates main engine controls and engine and gearbox gauges, the full complement of navigational equipment as per the wheelhouse specification, and the bow and stern thruster controls. A comprehensive monitoring system oversees the 110 V AC and 24 V DC networks, including window wipers, engine room fans and hydraulic steering; navigation elements such as navigation lights and horn; tank systems including the fuel transfer pump, levels for daily and storage fuel tanks, fresh water tank, sewage and grey-water pumps and tank levels; the bilge system with pump displays and controls, and the main bilge pump control. It further manages 110 V AC sources with on/off switching and overload alarms for generator one and generator two, on/off switching for shore power, and gauges for tension, amp, kW and frequency for both diesel generators and shore power. On the 24 V DC side, it reads gauges for service battery tension and charging/discharging amperage, main engine starter battery tension, and generator starter battery tension.

The main deck salon and dining area are composed for sophisticated living, with two L-shaped sofas in leather or fabric gathered around a single coffee table, and a refined cabinet that combines shelving, storage and A/V equipment. A retractable TV rises silently from the cabinet via an electric lift mechanism, with flanking storage cabinets to port and starboard and a central storage cabinet set into the forward bulkhead. Twin doors in the forward bulkhead provide direct access to the galley and owner's cabin. The dining table is complemented by eight dining chairs and may be optionally extended to seat twelve, while an optional Liebherr wine cooler for twenty bottles and an optional icemaker further enhance hospitality. Lighting and curtains are exquisitely tailored, and parquet flooring continues the theme of understated elegance. The main deck foyer provides a graceful nexus to the pantry/galley, wheelhouse, lower deck accommodations, owner's cabin and day head, underfoot adorned with parquet.

The pantry and storage area offers an L-shaped dinette with two seats and a table, ample portside storage cabinetry, and carefully curated lighting, curtains and upholstery. In the galley, a weathertight pantograph door on the port side opens directly to the main deck, while lower and hanging cabinets with drawers and shelves maximize utility. A staircase gives direct crew access below, and the workspace gleams with a countertop in granite, Silestone or similar. Appliances by Electrolux or similar include a cooler/freezer, oven, BBQ/microwave, stainless steel sink with matching faucets and a neatly concealed waste bin, with an optional pair of additional refrigerator drawers to expand cold storage. The day head is finished with cabinetry, a mirror, sink and faucet, and tasteful accessories; a Tecma Privilege toilet with bidet function is available as an optional item, and lighting is carefully considered throughout.

The main deck owner's cabin offers a double bed with storage beneath, flanked by two nightstands with drawers and enriched by a TV, bespoke lighting and soft furnishings; a plush carpet underfoot completes the sanctuary. The dedicated walk-in closet to port includes drawers, hanging bars and shelves, a safe, and refined lighting. The owner's bath is indulgent, with a double sink and faucets, a generous shower, dedicated vanity, expansive windows, and thoughtfully composed lighting, curtains and upholstery. A separate owner toilet compartment complements the layout and, as an optional item, may feature a Tecma Privilege toilet with bidet function and elegant accessories.

On the lower deck, the lobby flows to Guest Cabins one and two and VIP Cabins one and two. Practical amenities are integrated with a wash machine by Electrolux or similar and an optional separate dryer by Electrolux or similar. Guest Cabin one to port provides two single beds with drawers and storage below, an optional third bench bed hinged above, a nightstand with drawers, a wardrobe with hanging bar, shelves and drawers, a large window, and a TV; lighting, curtains and upholstery are curated and carpet covers the floor. Its

ensuite bath features a wash dish with sink, faucets and drawers, a mirror, a shower, storage with shelves and fiddles, a large window, lighting and curtains, towel bar and accessories, and the option of a Tecma Privilege toilet with bidet function. Guest Cabin two to starboard mirrors this arrangement with two single beds with drawers and storage beneath, an optional third hinged bench bed, nightstand with drawers, wardrobe with hanging bar, shelves and drawers, a large window, TV, elegant textiles and carpet. Its companion lower deck starboard bath similarly offers a wash dish with sink, faucets and drawers, mirror, shower, storage with shelves and fiddles, a large window, lighting and curtains, towel bar and accessories, and the option of a Tecma Privilege toilet with bidet function.

VIP Cabin one to port provides a double bed with storage below, nightstand with drawers, a wardrobe with hanging bar and shelves, a large window, TV, the option of a safe, tailored lighting and textiles, and carpet underfoot. Its ensuite bath brings together a wash dish with sink, faucets and drawers, mirror, shower, storage with shelves, a large window, lighting and curtains, towel bar and accessories, and the option of a Tecma Privilege toilet with bidet function. VIP Cabin two to starboard matches the specification of its portside counterpart with a double bed and under-bed storage, nightstand with drawers, wardrobe with hanging bar and shelves, a large window, TV, optional safe, refined lighting and soft furnishings, and carpet; its bath mirrors VIP Bath one with the same luxury touches and optional Tecma Privilege toilet with bidet function.

Crew are accommodated on the lower deck with access from the galley corridor staircase at center, leading to a crew corridor that serves Crew Cabins one and two, the Captain's Cabin, crew mess and two crew baths, all laid with carpet. Crew Cabin one aft to port features two single bench-style beds with storage beneath, a nightstand, wardrobe, porthole and refined lighting and upholstery. Crew Bath one to port includes a sink, mirrored cabinet with shelves, a Tecma Nano toilet, shower, porthole and deliberate lighting and

textiles. The Captain's Cabin to starboard features double beds with storage beneath, a nightstand, wardrobe, porthole and the same elevated finish, with carpet throughout. Crew Bath two to starboard echoes the first with sink, mirrored cabinet with shelves, Tecma Nano toilet, shower, porthole and considered lighting and upholstery.

The electrical system is engineered to I.E.C. and C.E.I. rules, with onboard voltages comprising 110 V AC three phase, 60 Hz for power circuits; 110 V AC single phase, 60 Hz for lighting in the engine room and technical areas and for sockets; 24 V DC single phase, 50 Hz for external and internal lights; and 24 V DC with grounded negative for emergency circuits, spotlights, headboards, courtesy lights, small users, navigation lights and navigation electronics. Electrical wiring runs in metal or self-extinguishing closed PVC conduits, constructed from non-flammable materials with cross sections selected to suit their loads. Additional empty conduits with a 40 mm diameter are pre-installed from the starboard roll bar to the salon A/V rack cabinet, from the port roll bar to the technical area beneath the wheelhouse console, and from the salon A/V rack cabinet to lower deck accommodation. The main electrical panel sits within the engine room, with secondary panels distributed throughout the yacht. All equipment is bonded via copper or aluminium braids of appropriate cross section, with the grounding system integrated into cathodic protection by way of a copper strap ring running the yacht's perimeter and connected to two zincs on the transom. Separate grounding rings serve machinery and seawater intakes as well as all electrical circuits and control panel grounds. Power generation is delivered by two 35 kW Kohler generators, 110 V, 60 Hz, mounted on silent blocks in the engine room and supplied with sound shield boxes, control panels and 12 V c.c. starters, along with remote starting. Shore connections are equally robust with two 63 A shore power connectors on the transom feeding an isolation transformer, and the convenience of two optional Glendinning cable masters with 15 m shore power cables each and two optional Glendinning cable master remote controls. Batteries and charging

systems by Mastervolt or similar include a 24 V, 1000 Ah gel service/emergency bank; two groups of 24 V batteries each of two by 240 Ah for engine starting; two groups of 24 V batteries of 240 Ah for engine electronics; and two groups of 12 V batteries each of two by 120 Ah for generator starting. Dedicated chargers comprise one 75 A 24 V DC automatic charger for service batteries; one 75 A 24 V DC automatic charger for emergency batteries; one 50 A 24 V DC automatic charger for engine starter batteries; and one 35 A 12 V DC automatic charger for generator starter batteries. Underway, the main engine alternators charge their own batteries, and the generator alternators do likewise.

Illumination is comprehensive: the engine room is fitted with IP65 lamps and neon lights, while cabins benefit from LED spotlights with controls at both the entrance door and nightstands, paired with LED reading lights controlled at the nightstands, and 110 V outlets. Galley and crew areas echo this with LED ceiling spots and 110 V outlets. Underwater brilliance can be specified with an optional Premium Ocean LED or similar installation comprising fifteen LED E7 white lights.

A state-of-the-art navigational suite reflects the latest updates in marine electronics and may evolve as technology advances. In the wheelhouse, two Raymarine Axiom XL 16 Glass Bridge 16-inch displays are complemented by two Raymarine I40 multifunction instruments for speed and depth, one Raymarine P70Rs autopilot display, one Raymarine I70 multifunction compass display, a Raymarine RAY 90 VHF and a White Star BW3/3-142 compass. At the sun deck helm station, one Raymarine Axiom XL 16 Glass Bridge 16-inch display pairs with two Raymarine I40 multifunction speed and depth units, one Raymarine P70Rs autopilot display, one Raymarine I70 multifunction compass display, a Raymarine RAY 90 VHF repeater, and a White Star BW3/3-142 compass. The roll bar carries a Raymarine Magnum open array HD digital 4 kW antenna, a Raymarine VHF antenna, a Raystar RS130 GPS antenna, navigation lights, antennas, a horn and a Jabsco searchlight or similar.

Entertainment is equally advanced and likewise may be updated to reflect

current best-in-class equipment. In the saloon, a 50-inch LED TV by Samsung, LG or similar pairs with a Fusion SRX400 WW head unit and satellite receiver preparation, with the receiver supplied by the owner. The main deck owner's cabin features a 43-inch LED TV by Samsung, LG or similar, a Fusion MS-RA670, two Fusion MS-CL602 six-inch flush-mount loudspeakers, a Fusion MS-AM806 six-channel amplifier and a Fusion MS-AB206 450 W subwoofer, plus satellite receiver preparation. Guest Cabin one incorporates a 32-inch LED TV by Samsung, LG or similar, a Fusion MS-BB100 Black Box with remote control and two Fusion MS-CL602 six-inch flush-mount speakers, along with satellite receiver preparation; Guest Cabin two mirrors this specification. VIP Cabin one on the lower deck adds a 43-inch LED TV by Samsung, LG or similar with a Fusion MS-BB100 Black Box, remote control and two Fusion MS-CL602 six-inch flush-mount speakers with satellite receiver preparation; VIP Cabin two matches this arrangement. On the sun deck, a Fusion MS-RA770 anchors the soundscape alongside a Fusion MS-DAB100A DAB+ module, a Fusion MS-AM806 six-channel amplifier, four Fusion FM 6.5-inch flush-mount loudspeakers and a Fusion FM10-inch 400 W flush-mount subwoofer. The aft cockpit is tuned with a Fusion SRX400 WW and two Fusion FM 6.5-inch flush-mount loudspeakers, while the bow area enjoys a Fusion SRX400 WW and two Fusion FM 6.5-inch flush-mount loudspeakers. Crew Cabin one and Crew Cabin two are each equipped with a 22-inch LED TV by Samsung, LG or similar, a Fusion MS-BB100 Black Box with remote control, a single Fusion MS-CL602 six-inch flush-mount speaker, and satellite receiver preparation. Underpinning performance and reliability, the sea water system uses four bronze intakes with valves and filters: two for general utilities, one for each main engine and one for each generator. Part of the main engine cooling water is routed to cool the gearboxes and the exhaust risers. The main engines' exhaust system is fabricated in AISI 316 for wet sections and AISI 304 for dry sections, each insulated with appropriate composite materials; risers are AISI 316, and generator exhaust ducts are in rubber, with every diesel generator

benefitting from a muffler and a gas/water separator. Fuel is stored in GRP structural tanks, each with a breather pipe and electric level sensor; levels and alarms are displayed both in the wheelhouse and on the main electrical panel. Fuel filling is arranged via deck fillers on each side of the superstructure. Filtration is robust with two engine double Racor filters for oil-water separation, two engines diesel dual filters on main engines, and two generator single Racor filters for oil-water separation; both engines and generators feature remote diesel shut-off via 24 V solenoid valves.

The bilge system comprises a main centralized network and a secondary array. The main system draws from each compartment through a manifold in the engine room, using a 110 V electrical pump by Jabsco or similar with a maximum capacity of 140 l/min (37 gals/min), and includes an emergency suction in the engine room connected to one of the main engine sea water intakes. The secondary system relies on 24 V electrical pumps serving the engine room and bilges beneath accommodations, each with a maximum capacity of 57 l/min (14.5 gals/min), and high-level sensors in every compartment report alarms to the wheelhouse. Fresh water is delivered by two 24 V electrical pumps by Jabsco or similar at 80 l/min (21 gals/min) from an engine room installation to all consumers—washbasins, sinks, showers, appliances, aft platform shower and deck wash—backed by two water heaters of 80 l (21 gals) each. Toilet flushing is fresh water, tank level is monitored by an electronic indicator in the wheelhouse, and press-fitting piping is utilized in the engine room with multilayer press-fitting lines elsewhere on board. Grey and black waters are collected in one GRP grey tank and one black tank serving showers, sinks, galley, washer/dryer, WCs and fan coil drip trays; four secondary collection tanks service heads and fan coil drip trays, discharging via a 110 V electrical pump with a 42 l/min (11 gals/min) maximum flow rate. Climate control can be elevated with an optional Marine Air tropical air-conditioning system comprising an engine-room-mounted inverter compressor of approximately 180,000 BTU and one sea water pump,

distributing approximately 220,000 BTU throughout: in the saloon three by 12,500 BTU; dining area two by 12,500 BTU; galley two by 12,500 BTU; wheelhouse two by 12,500 BTU; owner's cabin two by 12,500 BTU; owner bath one by 4,500 BTU; guest cabin one one by 9,200 BTU with its bath ducted from the cabin; guest cabin two one by 9,200 BTU with its bath ducted from the cabin; VIP cabin one one by 9,200 BTU with its bath ducted from the cabin; VIP cabin two one by 9,200 BTU with its bath ducted from the cabin; crew cabin one one by 6,200 BTU; and crew cabin two one by 6,200 BTU. Engine room airflow is assured by two 110 V electric fans and two 110 V electric extractors, complemented by an aft technical area extractor, and the galley features its own hood and extractor. Electro-hydraulic systems include one unit in the aft technical area for the rudders operating at both 24 V and 110 V, and a separate unit in the same area for the garage door operating at 24 V.

Safety systems are comprehensive, with fifteen portable extinguishers distributed as follows: three by 2 kg CO₂ extinguishers, one by 2 kg powder extinguisher and ten by 1 kg powder extinguishers. The main engine fire suppression incorporates a manual control station inside a cabinet on the aft portside of the superstructure, automatic shut-off for ventilation and extraction ducts in the engine room, shut-off of fuel valves at the day tanks, and integration with the electrical system for emergency stops of engines and generators and emergency switch-off of engine room fans and extractors and the fuel transfer electrical pump.

Finally, a full suite of safety and miscellaneous equipment underscores readiness at sea. Safety gear includes two auto-inflatable life rafts for ten people on the sun deck, two life rings with emergency lights, twelve life jackets and the portable extinguishers detailed above. Practical deck gear encompasses two mooring hooks, two pieces of 27,5 m (90'2") mooring lines with 30 mm diameter, one piece of 70 m (229'8") towing line with 30 mm diameter, eight fenders with 14 mm lines, one box of emergency rockets, two pieces of 15 m (50') floating lines and two buoys with ten metres of floating

line. English labelling in the engine room and technical areas ensures clarity for crew and service professionals alike, completing a yacht whose engineering pedigree and luxurious appointments are matched only by its effortless poise on the water.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

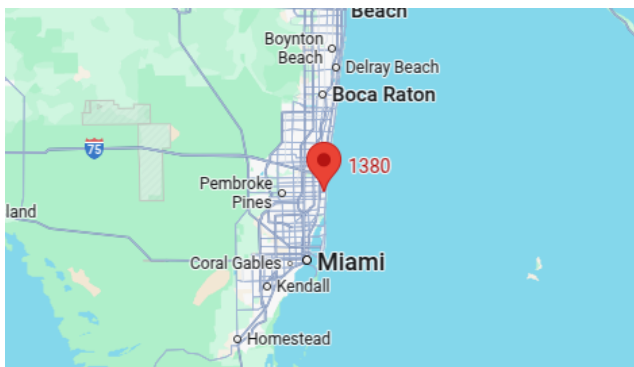
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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