

# ALL OCEAN YACHTS 90' STEEL - ALL OCEAN YACHTS YACHTS



**Builder:** [ALL OCEAN YACHTS](#)

**LOA:** 90' 0" (27.43 m)

**Year Built:** 2027

**Beam:** 24' 0" (7.52 m)

**Model:** Tri - Deck Explorer Yacht

**Min Draft:** 24' 1" (7.33 m)

**Price:** \$9,500,000 USD Subject to change.

**Max Draft:** 26' 3" (8 m)

[See full listing on our website](#)

**Location:** Fortaleza, Brazil

**Cruising Speed:** 10 Knots (11.51 MPH)

**Max Speed:** 13 Knots (14.96 MPH)

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## OVERVIEW

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Introducing a new-construction, 90-foot expedition motor yacht envisioned for discerning voyagers who demand capability without compromising elegance. With a full-displacement steel hull and steel decks—and the option to build in fiberglass—this 2027 model blends rugged, bluewater confidence with a quietly opulent aesthetic. The generous 24-foot beam gifts sweeping interior volume and commanding outdoor vantage points, while the design invites far horizons with the calm assurance expected of leading Expedition Yachts. Commissioned from Brazil and available to build at select yards worldwide, she follows a streamlined, approximately 24-month delivery schedule that places customization and craftsmanship at the forefront.

Beneath her purposeful profile, twin Caterpillar inboard diesels provide steadfast propulsion, delivering an efficient 10-knot cruise and up to 13 knots when the moment calls. A remarkable 9,800-gallon fuel capacity and 3,000 gallons of fresh water afford true autonomy for extended passages, supported by the comfort and poise that only a full-displacement platform can offer. The result is an ocean-going rhythm that feels effortlessly composed—quiet, confident, and refined—qualities prized among serious motor yachts and seasoned explorers alike.

Inside, acclaimed designer Luiz deBasto crafts a serene, modern sanctuary where natural light, fine materials, and impeccable detailing elevate every moment at sea. Accommodations for six guests are arranged with hotel-like discretion, enhanced by eight heads that ensure seamless privacy in both guest and public areas. Dedicated crew quarters for four across two cabins enable attentive, unobtrusive service on every voyage. From the generous social volumes made possible by her beam to abundant storage for provisions and gear, this yacht has been thoughtfully composed for extended cruising, sophisticated entertaining, and life lived beautifully at the water's edge—an

expedition-ready statement of intent, tailored to your vision and built to roam.

# SPECIFICATIONS

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## Basic Information

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**Model Year:**  
2027

**Country:**  
Brazil

**Year Built:**  
2027

## Dimensions

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**LOA:**  
90' 0" (27.43 m)

**Beam:**  
24' 0" (7.52 m)

**Min Draft:**  
24' 1" (7.33 m)

**Max Draft:**  
26' 3" (8 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
10 Knots (11.51 MPH)

**Water Capacity:**  
3000 Gallons

**Max Speed:**  
13 Knots (14.96 MPH)

**Fuel Capacity:**  
9800 Gallons

## Accommodations

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**Sleeps:**

6

**Crew Cabin:**

2

**Total Heads:**

8

**Crew Berths:**

4

## Hull and Deck Information

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**Hull Material:**

Steel Yachts

**Hull Designer:**

N/A

**Deck Material:**

Steel

**Interior Designer:**

Luiz deBasto

**Hull Configuration:**

Full Displacement

## Engine Information

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**Engines:**

2

**Engine Type:**

Inboard

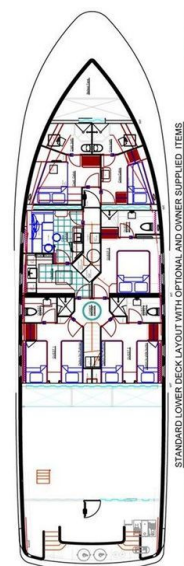
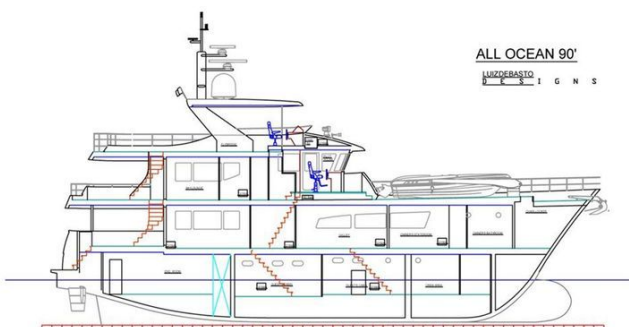
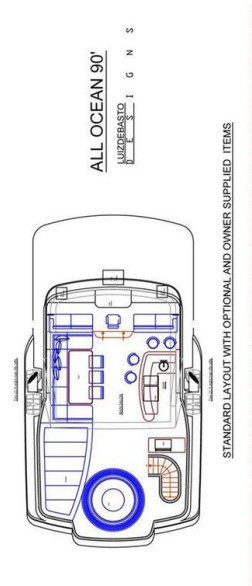
**Manufacturer:**

Caterpillar

**Fuel Type:**

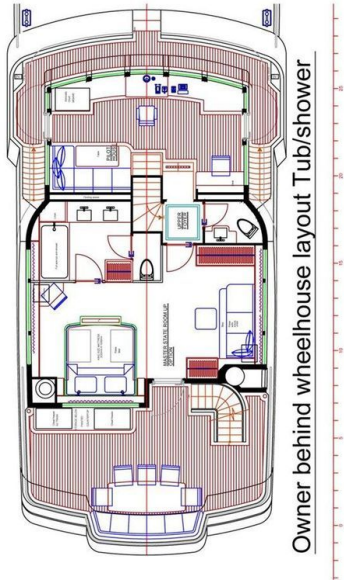
Diesel

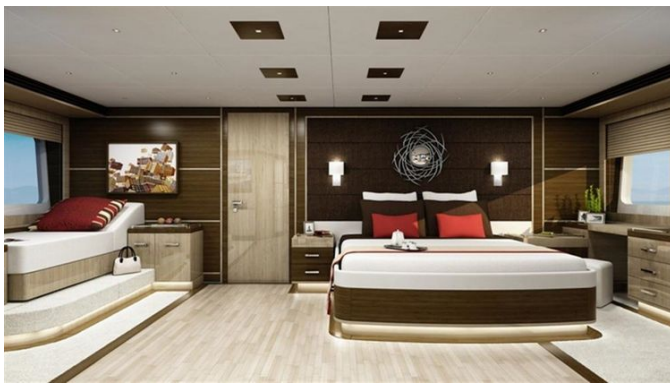
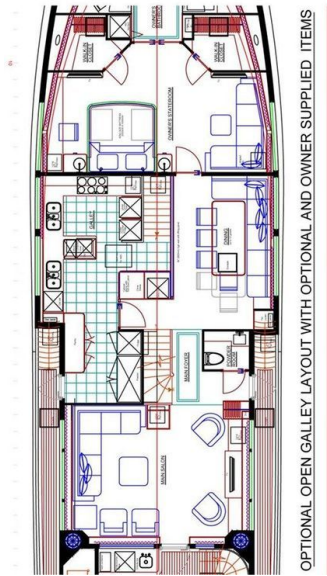
# GALLERY











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# DETAILED DESCRIPTION

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## Introduction

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The All Ocean Yachts line was created with over 38 years of experience as a world-cruising captain and broker guiding it, and its design was refined through open review by yacht professionals and owners at every stage of development. By embracing their feedback, we crafted a sophisticated explorer with extraordinary attention to detail that embodies every criterion a true world-cruising explorer yacht should incorporate.

The mission profile of the All Ocean Yachts Explorer is to be a vessel capable of extended, remote world cruising in safety and comfort, able to venture into exotic regions with little shoreside support while requiring a minimum of operational upkeep.

A diverse selection of layouts allows the All Ocean Yachts Explorer to be tailored precisely to your requirements without necessitating a custom design. With over 3,000 square feet of indoor and outdoor living space, she provides expansive areas for effortless, comfortable living. Guest and crew zones are purposefully separated, and dedicated service routes enable the crew to move seamlessly throughout the yacht, delivering top-notch service while preserving privacy and distinct spaces for all.

The All Ocean Explorer is ready to take you wherever you desire in safety and comfort.

## Accommodations

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The enthusiastic response from the yachting public, owners, and professionals inspired a refined approach: a beautifully resolved standard layout complemented by several optional arrangements designed to satisfy every

request we received.

The lower deck remains consistent across all configurations, with thoughtful options that include Pullman berths and sliding single bunks that form doubles. On the main deck, the standard arrangement features a master cabin on the main deck and an enclosed galley. An alternative preserves this plan while introducing a sliding panel between the galley and dining area to create an open-galley atmosphere; a change in one of the refrigerators, the oven layouts, and the china cabinet completes a fully open format.

Either of these layouts can be specified with the "Captain's Cabin Up" option, enabling you to carry up to six crew or to dedicate a cabin for fishing guides, scuba guides, or other extra personnel. You still enjoy a comfortable skylounge; the convertible settee and full head and shower provide the fifth stateroom without compromise.

Further possibilities unfold with the "Master Cabin Up" option, which places the master suite just behind the wheelhouse. Impressively, this configuration preserves nearly all the features of the main-deck cabin, including equivalent storage and hanging locker space, and offers the option of a tub/shower combination and a private toilet room.

With the master up, the main deck becomes a canvas for additional choices. One vision creates a generous TV lounge with a fold-out queen settee and a full head, maintaining your fifth guest option; this in turn allows you to transform the aft saloon into a bar/game room, or keep the saloon and enjoy two distinct lounging areas, all complemented by a large office area. Another direction embraces a full country kitchen with an extra-large additional pantry and an informal dining/breakfast table, while still preserving the separate formal dining area and again providing an excellent office space.

## Accommodations walkthrough

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Starting on the lower deck forward, the crew's quarters set a thoughtful tone for comfort and function. To port, the captain's cabin features a double bunk with drawers beneath, a full-height hanging locker with drawers below, a side table with drawers, storage shelves, and a TV. Forward lies an ensuite head with shower, toilet, and sink, and there is provision for a second bunk in this cabin. To starboard, the crew cabin offers upper and lower bunks, two hanging lockers, a chest of drawers, and additional drawers under the lower bunk. A forward head mirrors the captain's, with escape hatches in both heads and TVs in both cabins. A watertight door aft opens to a corridor with stairs to the galley; to port, a door leads to the crew lounge and on to the separate laundry room.

The crew lounge presents a large settee with a table that folds down to create a generous bunk, ideal for accommodating extra crew, a fishing guide, or a diving guide. They can use the crew head by day and the main deck head at night, and the settee includes under-seat storage. The lounge is equipped with an under-counter refrigerator, sink, microwave oven, and TV/monitor. Aft, the full-size laundry provides extensive storage, two full-size LG washers, and two full-size LG ventless dryers, with ample counter space for pressing machines and an ironing board. A hatch in the overhead allows for removal of the washers and dryers. A discreet service door from the laundry into the guest areas lets the crew maintain cabins and common spaces without disturbing guests.

The lower guest accommodations comprise two double staterooms, each with two lower full-size single bunks and ensuite heads with showers. Optional Pullman berths can be fitted in both staterooms, and the inside bunk can slide outboard to form a queen bed against the wall. Each cabin includes a large hanging locker with drawers and additional drawers beneath each bed, with more storage built under the stairs. Both staterooms have escape hatches.

Forward to starboard is a full walkaround queen guest cabin with a large hanging locker with drawers and further drawers under the bed, plus an ensuite head with shower. The bulkhead between the laundry/queen stateroom and the twin staterooms is watertight. The queen cabin and the laundry each have two doors: a standard door and a watertight door that nests in a pocket. Centerline stairs rise from the lower foyer aft to the main deck foyer.

The main deck foyer separates the aft main saloon from the formal dining area and includes a side-deck door, dayhead, and wet locker. Forward on the main deck, the full-beam master stateroom is illuminated by two expansive windows that flood the space with natural light, further amplifying the openness created by the 24'2" beam. Upon entry, a 7' L-shaped settee to starboard nestles under the windows, creating an intimate connection to the sea. The king-size bed sits just off centerline to port with a built-in pop-up TV at the foot, taking full advantage of the sweeping views through the port and starboard windows. Drawers are located under the bed, and a large desk fronts the portside windows. Forward to port and starboard are matching walk-in closets with hanging sections and drawers. The generous head lies on centerline, offering his-and-her sinks, an oversized shower, a separate toilet room with bidet, a linen closet, and a third stacked washer and dryer. The bulkhead between the master stateroom and the galley/dining area is steel with sound insulation for fire protection and privacy, and an escape hatch leads from the master to the boat deck.

Aft of the master to starboard, the separate dining room seats eight to ten guests, taking full advantage of two large windows for an airy, open ambiance. The professional galley is designed for gourmet efficiency and seamless service. The chef's working zone includes generous counter space, a six-burner cooktop with vent, full-size refrigerator, two ovens, a standard dishwasher, a double sink with disposal, and a microwave oven. The stewardess's zone provides a full-size refrigerator, double freezer, trash compactor, double sink

with disposal, and a three-minute dishwasher. Granite countertops run throughout. A large pantry anchors the stewardess area, while a china cabinet/pantry near the galley-saloon door houses the wine cooler and features dual-access doors so china can be stocked from the galley side and retrieved from the dining saloon side. A door opens directly from the galley to the side deck. Stairs from the crew quarters land in the galley, enabling the crew to reach exterior areas and the pilothouse without crossing guest spaces. Steps to the pilothouse sit near the galley-saloon door, allowing direct crew movement with minimal intrusion. Every detail reinforces a workflow that supports discrete service and efficient operation, equally beneficial when the yacht is owner-operated with a limited crew or family and friends.

Aft of the main foyer, the main saloon welcomes with a large L-shaped settee, comfortable chairs, and a pop-up TV, easily accommodating ten guests. Generous window glazing bathes the space in light, creating a refined environment for socializing and relaxation. Aft again, one of three outdoor dining and lounging areas offers a table for eight to ten and a wet bar with sink, refrigerator, and trash bin. Stairs descend to the swim platform with access to the lazarette and engine room. There is a direct door from the aft deck to the engine room and stairs leading up to the aft bridge deck. Side walkways lead forward to steps up to the pilothouse and boat deck. Two cleats and a warping windlass to port and starboard at the aft corners sit on raised shelves for easy line handling; the elevated position reduces the need to bend and improves sightlines to docks and cleats, enhancing safety and efficiency. Cleats on the lower main deck are similarly raised.

Forward on the pilothouse/boat deck, the anchor-handling well places cleats and ground tackle in a raised position for safe, efficient operation. The windlasses and chain sit in a stainless-steel tray with dedicated drains, and the well confines any mess to the working area. Its form traps any sea that comes over the bow, safeguarding the tenders and ensuring the chain-locker hatch remains well above deck level. Aft lies the expansive boat deck which,

remarkably for a 90' vessel, can carry two 22' (6.6m) tenders or one large tender and a smaller one, plus additional watercraft. Three steps up bring you to the Portuguese bridge, where port and starboard wing stations are set outboard for superior visibility and ease of handling. The elevated pilothouse is entered from either side, raised above the boat deck for clear sightlines over the tenders and bow. The large console accommodates all electronics and controls, while twin chart tables—port and starboard—accept full-size standard Admiralty charts. A raised settee to port with a granite-topped table doubles as a pilot berth when required, and a large desk and radio area sit aft to starboard. Space beneath the raised pilothouse floor houses radio and navigation batteries and chargers, wire raceways, air ducts, and other equipment, freeing up room under the console.

Aft and down two steps is the upper foyer, with stairs from the dining saloon to port and a second dayhead with shower to starboard. Doors separate the foyer from the wheelhouse and skylounge so night operations can proceed without impinging on guest comfort. The skylounge is notably large—nearly full beam—its broad windows on three sides delivering panoramic views. To port, a full stand-behind bar with bar stools, granite top, wine cooler, icemaker, refrigerator, and sink anchors the space. Aft, a settee and chairs invite conversation; the settee folds out to a queen bed which, paired with the full head, creates an optional fifth guest stateroom. To starboard, an area is reserved for a gaming table and a built-in desk, while the forward bulkhead between the door and bar offers space for a 47" TV. Aft of the skylounge, the second outdoor dining and lounging area presents a balcony-like vantage with a table for eight to ten. The settee is sized for both dining and sun lounging, and there is ample room for lounge chairs. Forward to port, a large cabinet holds additional chest freezers—one for food and one for trash. On long passages, biodegradable waste may be disposed of en route, while other items exposed to it can be compacted in the galley and frozen to store cleanly until a proper disposal point is reached. There is also dedicated storage for deck gear.

Ascending from the aft pilothouse deck, the flybridge unfolds as a generously proportioned third outdoor dining and lounge zone found more commonly on larger yachts. Aft, the Jacuzzi enjoys a balcony-like outlook; next to it, to port, an oversized raised sun pad elevates the view and enables easy conversation with those in the Jacuzzi while creating a vast storage space beneath. To starboard, the BBQ sits within a cabinet flanked by generous working counter space. Forward of this, a full bar includes a refrigerator, another ice maker, sink, and storage, while across from the bar a large dining table comfortably accommodates ten to twelve guests. Two steps farther forward, the raised helm and seating area provide two settees—port and starboard—sized to serve as daybeds for shaded relaxation and elevated viewing. The centerline helm offers space for all controls and instrumentation, and the entire area is sheltered by a hardtop.

Optional layouts expand versatility. A captain's cabin up option fits neatly behind the wheelhouse with minor adjustments to the wheelhouse and skylounge. In the wheelhouse, the large settee becomes a corner settee to starboard and a raised seat behind the helm, while the desk moves to port and grows in size. The captain's cabin offers a queen-size bed, a large hanging locker with drawers in front, and a full head with shower. The skylounge trades the stand-behind bar for a full wet bar with the same equipment, and the fold-out queen berth remains.

With the master on the main deck, galley options include an open-galley arrangement that transforms the wall between the dining saloon and galley into either a permanent opening with a railing along the crew access stair or a half-height wall concealing a sliding panel. The preferred configuration allows the galley to be closed when cleaning or when it is desirable to contain cooking aromas. The full-height refrigerator and stacked ovens are reconfigured as under-counter appliances. The china cabinet stops at counter height, with a second cabinet above concealing a fold-down panel that fully closes off the galley.

An owner's cabin behind the wheelhouse option fits remarkably well within the skylounge footprint without altering the wheelhouse. While it forgoes walk-in closets, the total hanging locker and drawer volume is nearly identical. The king-size bed remains, complemented by a large raised settee to starboard. The master head includes his-and-her sinks, a separate toilet room, and either an extra-large shower or a full-size tub (Jacuzzi)/shower. The aft pilothouse deck becomes the owner's private terrace. Depending on the chosen main deck layout, the two freezers can be relocated downward, creating more space for comfortable chairs or loungers. This owner-cabin-up plan opens the door to three optional main deck arrangements.

With the master cabin up, a country kitchen option creates three distinct dining venues: the standard formal dining table to starboard of the galley, a large informal dining table that can seat all guests and crew, and a breakfast bar. A full wet bar consolidates the equipment typically found in the flybridge bar, and a large desk/office area enhances usability. A very large forward pantry now holds the two freezers relocated from the pilothouse deck along with the full-size refrigerator. The trade-off is that the galley loses one oven; however, the microwave doubles as a full-size convection oven. Additional refrigeration is gained by adding an under-counter fridge for the chef while retaining the full-size refrigerator in the pantry. With this layout, the option of a fifth stateroom via a fold-out settee is relinquished. The main saloon remains as in the standard arrangement.

Alternatively, a TV/lounge forward option can be paired with either the closed or open galley. This arrangement creates a very large TV and reading lounge with a U-shaped settee that pulls out to a queen bed, a full head with shower forward, and a large closet. A 62" TV mounts on the forward bulkhead. To starboard, a very large desk/office area and a raised settee are set into the window to maximize the view. To port, choose a full wet bar or a drinks refrigerator. Aft, retain the standard saloon or adopt a third option: convert

the aft saloon into a bar/game room with a large sit-down bar served directly from the galley, fully equipped to skylounge bar standards, and ample space for a large game table and comfortable chairs.

## Built to

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At the shipyard, this Tri-deck Explorer Yacht model is taking shape as a true blue-water voyager, conceived by designer Luiz deBasto, with both the interior and exterior realized by Luiz deBasto Design. As an Explorer Yacht with a full-displacement steel hull, it carries an impressive displacement of 484,000 lb (220,000 kg), delivering steadfast stability and range. The accommodation plan offers four to five staterooms and four to five berths, complemented by crew quarters for two to three and a dedicated captain's cabin. Above, a flybridge with a hardtop crowns the profile, while performance sits comfortably between 9.5 and 10 knots.

## Hull characteristics

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The hull is constructed in marine-grade steel with a superstructure in marine-grade aluminum. With 100% fuel and 100% water aboard, displacement is approximately 220 metric tons, while light-ship displacement is approximately 179 metric tons. At cruise with half load, the design speed is 10 knots, and at 100% engine load, continuous rating, at half load, the yacht achieves 10.5 knots. Fuel oil tankage totals approximately 9,800 gallons, while portable water tankage is approximately 3,000 gallons (11.3799 metric tons). Lube oil tankage is 120 gallons (0.51 metric tons), matched by contaminated oil tankage of 120 gallons (0.51 metric tons). Black water capacity is 427 gallons (2.5 metric tons), and grey water capacity is 427 gallons (2.47 metric tons). At 9.5 knots, range is 4,000 nm.

## Hull subdivision

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The vessel's hull is meticulously subdivided by transverse and longitudinal watertight and/or oil-tight bulkheads as shown on the contract drawings, creating a secure arrangement of dedicated compartments that include the forepeak, fresh water tanks, crew's quarters, Guest Stateroom Three together with the crew lounge and laundry compartment, the compartment housing Guest Staterooms One and Two, fuel oil tanks, the engine room, and the steering gear compartment and lazarette.

## Hull structure

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Engineered for unwavering strength, the hull is anchored by a 3/4" x 10" full-length keel paired with a 3/4" x 10" stem, with 1/4" plate floors tying the structure together. A skeg with a depth of six inches features 5/16" sides and cross section with a 1/2" bottom, delivering steadfast tracking and protection. The bottom plating is 5/16" carried up to the chines, complemented by 1/4" side and transom plating. On deck, 1/4" main deck plating and a 1/4" tank top ensure uncompromising rigidity, while bulkhead plating is 1/4" with 3/16" where corrugated to balance strength and weight. The chain locker is plated in 5/16" for enduring durability.

A disciplined internal framework underpins this integrity: transverse frames at the deck and sides are 3" x 3" x 5/16", with transverse floor frames in 1/4". Longitudinal floors are 5/16", bottom longitudinals are executed in 5/16" plate, side longitudinals are 3" x 3" x 5/16" or plate as required, and deck longitudinals measure 5" x 3" x 5/16". Deck girders are robust 3" x 3" x 5/16" beams, and the engine foundation is a solid 8" x 3/4" member designed to absorb torque and vibration. Bulwark architecture is equally substantial, with 4" x 1/4" plate frames, 3" x 1/4" longitudinals, and a 2 1/2" stainless steel oval cap plate, while both vertical and horizontal bulkhead stiffeners are corrugated

for added rigidity.

Finishing details elevate both protection and presentation: the anchor sprit and guards are crafted in 316 stainless steel, and the rub rails measure 9" x 3" x 9" in 1/4", crowned by a 316 stainless steel cap.

## Major equipment list and systems

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Power is delivered by two Caterpillar C18 Electronic main engines, A-rated at 450 BHP at 1800 RPM, each with a deep-sump oil pan and 24V electric start, turning through two Twin Disc 3.50.1 reduction gears with Velvet Drive. The generating plant comprises two Kilopak or Northern Lights 35 kW units at 1800 rpm, 120/240 three-phase with 12V electric start. Propulsion integrity is ensured by two 4-inch-diameter Aqualoy 17 stainless-steel shafts driving one pair of bronze five-blade propellers, one right-hand and one left-hand, with steering via two wing-shaped semi-balanced rudders. All reciprocating machinery is mounted on resilient vibration-damping mounts, while Centek water-wash exhausts serve both mains and generators. Fire protection is provided by a Kidde-Fenwal CO2 or Optec International water mist system. Engine controls are by Kobelt with SPA 10590 remote, and the hydraulic steering system and pumps are also by Kobelt. Maneuvering agility comes from an American Bow Thruster 65 HP unit.

The ground tackle is comprehensive, with two 200 kg CQR-type anchors on two 137-meter lengths of 5/8 stud-link chain, handled by two Maxwell VWC6000 windlasses with foot controls and remote control. A stainless chain guard protects the bow, and chain counters are fitted in the wheelhouse. Climate control is assured by one Aqua Air Series Model A12-2-2 HC system with soft starts, delivering a total of 12 tons of cooling, managed by Tempwise 2000 fan controls and supported by two raw-water pumps. At anchor and underway stability is enhanced by Quantum Marine Zero Speed stabilizers. The engine room benefits from two fans with variable-speed and reversing controls. Tank

monitoring includes self-closing sight glasses or dipsticks on all tanks, supplemented by a Tank Tender or similar electronic system. The black water system is by Head Hunter. On-deck handling is supported by a Steel head or Aritex marine crane rated at two tons, and boarding is facilitated by an Aritex or similar fully retracting hydraulic passarelle. An authoritative Buell quad pneumatic air horn with auto fog system underscores the yacht's presence. Raw-water service is delivered through two sea chests with a crossover pipe feeding all seawater systems. All seawater piping is CuNi with individual sea strainers throughout. Bilge management comprises both AC and DC systems, with the AC system backed up by the fire main. The combined black and gray water arrangement features a Head Hunter toilet system, two interlinked diaphragm pumps for black and gray, and dedicated holding tanks for each. The fuel oil system offers four tanks including a day tank, with total capacity of approximately 9,160 US gallons (34,800 liters), polished by an Alfa Laval MiB 303 fuel cleaning system. Filtration includes two Racor fuel filters, model 75-1000MA, for the main engines and two Racor fuel filters, model 1000 single, for the generators. Transfer is managed by a Blackmer series model 414-414A electric pump with one manual pump as backup. The lube and dirty oil system comprises one 120 US gallon (456 liters) clean oil tank, one 120 US gallon (456 liters) dirty oil tank, and two Oberdorfer AC pumps hard-plumbed into the circuit. Potable water autonomy is assured by two 800 gpd desalination units with auto back-flush system and sand filter, two pressure sets, a Watermaker Inc. three-quarter HP AC unit with a 36-gallon pressure tank, a hot-water circulating pump, two 50 US gallon (190 liter) hot-water heaters, two Aqua-Pure drinking-water filters, one UV filter, one pressure reduction valve, four fresh-water deck outlets, and two fresh-water showers. Compressed air is supplied by one 1 1/3 hp model 3 C-2425252D with a 2.5-gallon reserve tank, with outlets in the engine room and on the foredeck. Shore power is handled by an Atlas 45 kVA power converter feeding two

100-amp Glendinning cable systems and two 150-foot lengths of 100-amp cord. The main switchboard features an Atlas panel with seamless transfer and a Trace inverter with Link 4000. As much as practical, all ship's lighting is LED. The low-voltage system includes 24-volt main engine starts on two banks of 8D batteries with a paralleling system; 12-volt generator starts on two banks of 8D with paralleling; electronics powered by four 12-volt 8D batteries configured as two banks of 24 volts; and a house bank of two 8D batteries for 24 volts, supported by chargers comprising one 60-amp and two 40-amp units. Navigation lights are Aqua Signal 55 Series LED, corrosion protection includes an Engelhard Monitor, and there are five LED underwater lights to illuminate the sea below.

Visibility and navigation are refined with five electric windshield wipers, one for each of five center windows, specified as Exalto/Vetus 295M pantograph units with integral washers or equal, fitted with stainless-steel arms. Direction finding is supported by two Danforth five-inch Constellation compasses or similar. In the pilothouse, seating includes one bench settee per designer's drawings with a granite-top table, complemented by one centerline helm seat as specified.

## **Allowances for All Ocean Yachts Explorer**

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Elevating comfort and capability begins with thoughtfully curated interior finish allowances, with carpet and pad at \$44 per yard, granite flooring and countertops at \$110 per square meter, interior settee fabric and/or Brazilian leather at \$40 per square yard, window treatments at \$12,000, and wall panels and overhead materials and/or Marjilite at \$40 per square yard. Technology is equally well considered, with an electronics allowance of \$180,000 with a list of equipment to be provided, complemented by an entertainment allowance of \$25,000 with a list of equipment to be provided and purchased in Brazil, while yard installation of electronics and related systems is budgeted at \$6000. Light

fixture costs are precisely defined to enhance ambiance throughout the vessel, with interior light fixtures for lower accommodations at \$30, interior light fixtures for the Main Deck except the galley at \$40, interior light fixtures for the galley at \$30, interior light fixtures for the Upper Deck at \$30, interior light fixtures for crew areas at \$30, and exterior light fixtures at \$42. On-the-water versatility is supported by a tender built in Brazil for the crew at \$25,000 and an owner tender built in Brazil at \$55,000, and all “white goods” on the vessel are set at \$35,000, including washers, dryers, galley equipment, and exterior equipment. Hardware allowances further underscore quality, with all plumbing and bath fixtures at \$36,000 and all interior hardware at \$15,000.

Owner supplied items, to be purchased in the country of the builder, include loose furniture, chinaware, galley loose equipment, artwork, and bed covers and linens.

## Appliances

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The following items and prices are provided as an indication of the equipment that may be selected under the allowance; the allowance for all white goods as stated in the Allowance Sheet is USD\$35,000. Prices shown are in US dollars, and any additional equipment not listed would incur installation costs.

The galley is envisioned with a GE dishwasher, model GSD2350R CS in stainless steel at US\$300, complemented by an ENODIS dishwasher, three minute Avenger HT at US\$3550, and a GE double convection self cleaning oven, model PT960SPSS, at US\$3600. Cooking is elevated by a thirty six inch Miele induction cooktop, model KM5773, at US\$3000, paired with a thirty six inch stainless Zephyr Power Series vent, model AK7536ASX, delivering 1100 CFM via dual internal configuration with two blowers (PBI1100A), complete with heat lamp kit, heat lamp bulbs, and a telescopic back splash with warming shelves (AK0716), at US\$2130. Waste management is handled by two Insinkerator one horsepower garbage disposals, model EXCEL, at US\$320 each, while cold

storage is ensured by two True fridges, model T23, at US\$2000 each, and two Frigidaire 8.8 cubic foot chest freezers, model FFN09M5HW, at US\$339 each on the aft pilothouse deck, with one designated as a “trash freezer.”

Laundry needs are met by a GE stacked washer/dryer, model # WSM2700HWW, located in the master stateroom at US\$1200, supported by two LG vent less dryers, model DLE2050W, in the laundry at US\$750 each, and two LG washers, model WM2050CW, in the laundry at US\$700 each. Additional conveniences include a GE Profile stainless steel trash compactor, model GCG1500RSS, at US\$640, and an Avanti counter high refrigerator, 4.5 cu. ft., model BCA4562SS2, at US\$250.

Entertaining is refined with three GE stainless steel beverage centers, model GVS04BDWSS, 4.10 cu. ft., positioned on the aft deck, skylounge, and flybridge at US\$320 each, joined by two GE under counter wine coolers, model PCR06WATSS, with one in the skylounge and one in the dining area at US\$1100 each. Ice service is ensured by two Hoshizaki ice makers, fifty ppd, model AM50BAEAD, in the skylounge and flybridge at US\$1500 each, while the coffee program is anchored by one Miele CVA2000 Series built in Nespresso coffee system (models CVA2650/2660) at US\$2400.

## Dining

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Meals aboard are an occasion to savor, unfolding at a relaxed pace in settings that transition effortlessly from sunlit ease to evening elegance. Whether you prefer an intimate indoor atmosphere or the romance of open air service beneath the sky, each course is presented with care and complemented by comfortable seating, thoughtful lighting, and captivating views. From unhurried breakfasts and leisurely lunches to candlelit dinners, the dining experience harmonizes refined presentation with a warm, welcoming ambiance, ensuring every gathering feels both memorable and beautifully unforced.

## Master stateroom

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The master stateroom is conceived as a serene private retreat, where refined joinery, a soothing palette, and impeccable craftsmanship create an atmosphere of quiet luxury. A generously proportioned berth anchors the space, complemented by thoughtfully arranged cabinetry and spacious wardrobes that keep personal effects elegantly organized. Soft, layered lighting sets a tranquil mood, with natural illumination by day and discreet ambient glow by night to ensure effortless comfort around the clock. Premium textiles and hand-finished surfaces invite relaxation, while effective sound attenuation and precise climate control foster restful nights whether underway or at anchor. Every detail, from the graceful contours of the furnishings to the seamless integration of storage and amenities, has been considered to elevate daily rituals into moments of pure ease.

## Salon

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Bathed in natural light from expansive windows, the salon is an inviting sanctuary where refined craftsmanship meets effortless comfort. Rich, satin-finished joinery frames a spacious seating arrangement upholstered in supple fabrics, while a low-profile table anchors the conversation area and doubles as an elegant surface for casual dining or cocktails. Discreet ambient lighting washes across the ceiling and cabinetry to create a warm evening glow, complemented by tasteful accents that underscore the yacht's timeless aesthetic. An integrated entertainment system is seamlessly concealed to preserve clean sightlines, and thoughtfully designed storage keeps essentials out of view yet always close at hand. Climate control maintains perfect comfort in every season, and the open flow to the adjacent spaces enhances the sense of volume, making the salon as ideal for intimate relaxation as it is for sophisticated entertaining underway or at anchor.

# 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

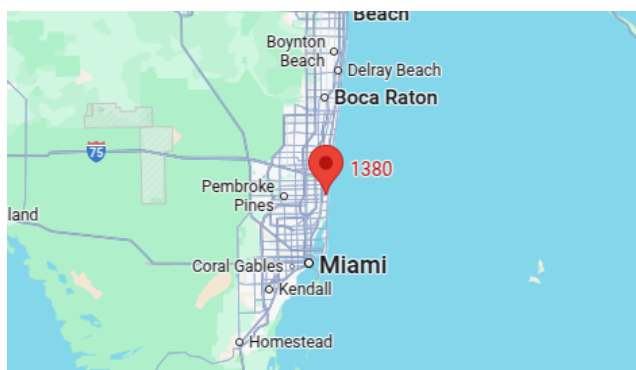
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