

ALL OCEAN YACHTS 90' FIBERGLASS - ALL OCEAN 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: \$10,000,000 USD Subject to change.

Max Draft: 26' 3" (8 m)

[See full listing on our website](#)

Location: N/A, China

Cruising Speed: 10 Knots (11.51 MPH)

Max Speed: 13 Knots (14.96 MPH)

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OVERVIEW

Boldly conceived as a 90-foot full-displacement expedition motor yacht, this new-build 2027 offers the rare fusion of go-anywhere capability and refined superyacht comfort. With a generous 24-foot beam and interiors styled by Luiz deBasto, she maximizes volume, flow, and natural light to create a calm, contemporary sanctuary at sea. Twin Caterpillar inboard diesels deliver dependable, low-vibration propulsion with an easy 10-knot cruise and 13-knot sprint, while the substantial 9,800-gallon fuel capacity and 3,000-gallon freshwater stores underscore her long-range, ocean-crossing pedigree. Purpose-built as an expedition yacht, her full-displacement hull is engineered for efficient passagemaking and reassuring seakeeping, letting you explore far horizons in unhurried, quiet confidence.

On board, up to eight guests are welcomed in serene, ensuite staterooms finished with elegant textures and tailored lighting, complemented by a bright main salon crafted for panoramic views and effortless entertaining. Thoughtful deck spaces invite every mood, from an open-air sun deck perfect for sunrise yoga and stargazing, to a shaded aft terrace designed for leisurely alfresco dining under way or at anchor. A spacious working aft area readily accommodates tenders and exploration gear, while discreet crew quarters for four, set in two cabins with private access, preserve absolute privacy and hotel-level service. With a remarkable total of eight heads, convenience is never more than a few steps away, enhancing both guest comfort and operational ease.

Offered as new construction with a 24-month build schedule, the yacht can also be built in fiberglass to suit client preferences, leveraging advanced composite craftsmanship for strength, efficiency, and a supremely quiet ride. Customization is welcomed across layout and finish, guided by an acclaimed interior designer whose aesthetic elevates every detail, from the tactile luxury

of materials to the intuitive ergonomics of life on board. For those seeking a luxury motor yacht with the soul of a true expedition yacht—a sophisticated, reliable passagemaker that turns distant archipelagos into your private playground—this is an invitation to define your own world of blue-water adventure.

SPECIFICATIONS

Basic Information

Model Year:
2027

Country:
China

Year Built:
2027

Dimensions

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

Cruise Speed:
10 Knots (11.51 MPH)

Water Capacity:
3000 Gallons

Max Speed:
13 Knots (14.96 MPH)

Fuel Capacity:
9800 Gallons

Accommodations

Sleeps:

8

Crew Cabin:

2

Total Heads:

8

Crew Berths:

4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

Luiz deBasto

Hull Configuration:

Full Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

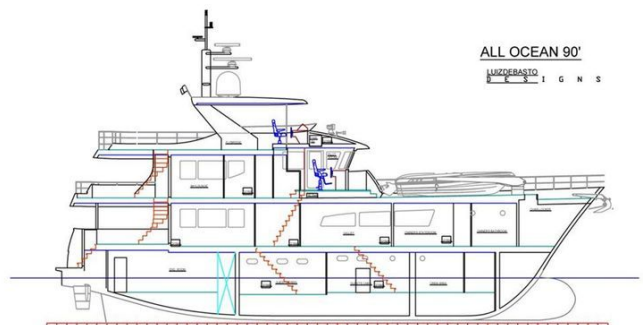
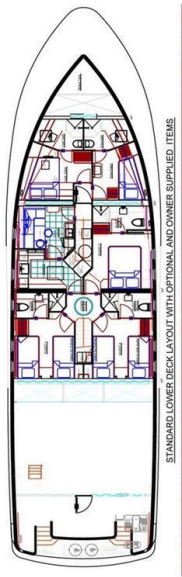
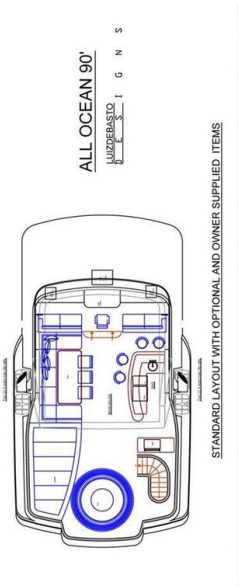
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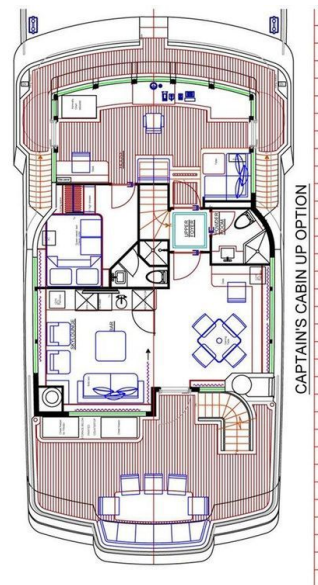
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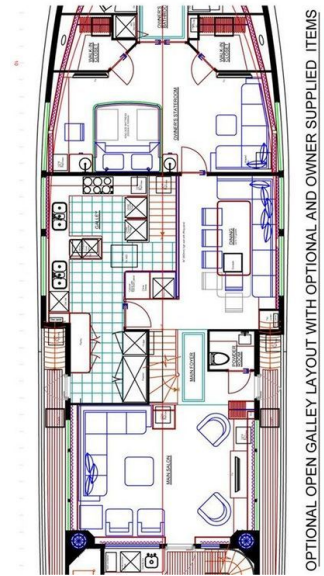
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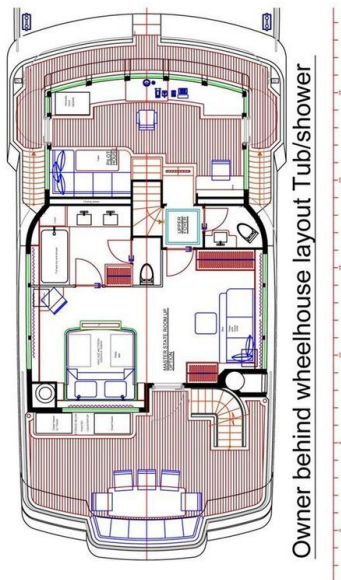
Diesel

GALLERY











DETAILED DESCRIPTION

Accommodations

The enthusiastic response from the yachting public, owners, and professionals inspired a thoughtful approach: a definitive standard layout complemented by several optional arrangements designed to meet the full spectrum of preferences we received.

Across all configurations, the lower deck remains consistent, with optional Pullman berths and sliding single bunks that combine to form doubles. On the main deck, the standard plan places the master cabin forward with an enclosed galley. An alternative preserves this arrangement while introducing a sliding panel between the galley and dining area to create an open-galley format on demand; to achieve a fully open configuration, we rework one of the refrigerators, the oven layouts, and the china cabinet.

Either of these main-deck layouts can be paired with the Captain's cabin up option, allowing you to carry up to six crew or to dedicate a cabin for fishing guides, scuba guides, or other extra personnel. With this selection, you still enjoy a comfortable skylounge featuring a convertible settee and a full head with shower, creating a fifth stateroom.

Further possibilities unfold with the master cabin up option, which positions the master suite behind the wheelhouse while preserving nearly all the features of the main-deck master, including equivalent storage and hanging locker space. Here, you may also specify a tub/shower combination and a private toilet room. This master-up arrangement then opens several main-deck alternatives: a large TV lounge with a fold-out queen settee and a full head, maintaining the fifth-guest accommodation and enabling a bar/game room in place of the aft saloon—or keep the saloon and enjoy two lounging areas—together with a generous office area. Another path is a full country

kitchen with an extra-large additional pantry and an informal dining/breakfast table, all while retaining a separate formal dining area and again providing excellent office space.

Accommodations walkthrough

Beginning forward on the lower deck, the crew's quarters set the tone for thoughtful design and seamless operations. To port, the captain's cabin offers 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 the ensuite with shower, toilet, and sink, and there is provision for a second bunk in this cabin. To starboard, a crew cabin provides upper and lower bunks, two hanging lockers, a chest of drawers, and additional drawers under the lower bunk; forward is a head identical to the captain's, and both heads incorporate escape hatches while both cabins feature TVs.

A watertight door aft opens to a corridor and the stairway to the galley, with a portside door to the crew lounge leading into a separate laundry room. The lounge centers on a large settee with a table that folds down to create a generous additional berth—ideal for occasional extra crew, a fishing guide, or a diving guide—allowing them to utilize the crew head by day and the main deck head by night. Storage is built in beneath the settee. Amenities here include an under-counter refrigerator, sink, microwave oven, and TV/monitor. Aft, the full-size laundry delivers 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, and a hatch in the overhead to allow straightforward removal of the washers and dryers. A discreet service door connects the laundry to the guest areas so crew can attend to cabins and housekeeping without disturbing guests.

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, and the inside bunk can slide outboard to form a queen bed against the wall. Each cabin offers a large hanging locker with drawers, additional drawers beneath each bed, and further storage integrated beneath the stairs; both staterooms include escape hatches. Forward to starboard, a full walkaround queen guest cabin features a large hanging locker with drawers and more drawers under the bed, plus an ensuite head with shower. The bulkhead between the laundry/queen stateroom and the twin staterooms is watertight, and each of the queen cabin and laundry has two sets of 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 artfully separates the aft main saloon and the formal dining area, with a side-deck door, dayhead, and wet locker close at hand. Forward on this deck in the standard arrangement lies the full-beam master stateroom, bathed in natural light from two expansive windows that amplify the volume afforded by the 24'2" beam. Upon entry, a seven-foot L-shaped settee to starboard sits against the windows to heighten the connection to the sea, while the king-size bed lies just off centerline to port with a built-in pop-up TV at its foot, drawers beneath, and a large desk positioned before the portside windows. Matching walk-in closets to port and starboard provide generous hanging areas and drawers. The centerline master head is expansive, with his-and-her sinks, an oversized shower, a separate toilet room with bidet, a third stacked washer-dryer, and a linen closet. For safety and serenity, the bulkhead between the master and the galley/dining area is steel with comprehensive sound insulation, and an escape hatch provides direct access from the master to the boat deck.

Aft of the master to starboard, the separate dining room seats eight to ten guests and enjoys direct service from the large commercial-style galley, with two broad windows ensuring an airy, open ambiance. The professional galley is laid out to maximize efficiency for gourmet cooking and refined service: the chef's dedicated zone includes expansive counters, a six-burner cooktop with

vent, a full-size refrigerator, two ovens, a standard dishwasher, a double sink with disposal, and a microwave oven; the stewardess enjoys her own zone with a full-size refrigerator, double freezer, trash compactor, double sink with disposal, and a three-minute dishwasher. Granite countertops run throughout. A large pantry in the stewardess area complements a china cabinet/pantry near the doorway between galley and saloon; this cabinet houses the wine cooler and features dual-access doors for loading from the galley side and presentation to the dining saloon, and there is a direct door from the galley to the side deck. Crew stairs land discreetly in the galley, permitting movement to all exterior areas and the pilothouse without crossing guest spaces, while steps to the pilothouse near the saloon-side galley door allow near-invisible transitions during service. Every detail supports smooth operation without guest disruption, enhancing both professional crewed cruising and owner operation with a limited team of friends or family.

Aft of the main foyer, the main saloon invites relaxation with a large L-shaped settee, comfortable chairs, and a pop-up TV, easily accommodating ten guests, while abundant glazing infuses the space with light for an elegant social setting. Further aft lies the first of three outdoor dining and lounging areas, with a table for eight to ten, a wet bar with sink, refrigerator, and trash bin, and stairs down to the swim platform with access to the lazarette and engine room. There is also a direct door from the aft deck to the engine room and stairs to the aft bridge deck. Side walkways lead forward to steps up to the pilothouse and boat deck. On the aft corners, port and starboard, two cleats and a warping windlass sit on raised shelves to ease line handling; their elevated placement reduces bending, improves sightlines to dock and cleats, and enhances safety and efficiency. For the same reasons, the cleats on the lower main deck are likewise raised.

Forward on the pilothouse and boat deck, the anchor-handling well brings practical innovation: cleats and ground-tackle gear are elevated for easier operation, windlasses and chain sit in a stainless-steel tray with dedicated

drains, and the well confines any mess to its working zone. Its shape also traps any sea shipped over the bow, protecting the tenders and ensuring the chain-locker hatch remains safely above deck level. Aft of this, the boat deck—remarkable for a ninety-foot vessel—can carry two twenty-two-foot (6.6 m) tenders, or one large tender plus a smaller one and additional watercraft. Three steps up, the Portuguese bridge offers wing stations to port and starboard, set outward for superior visibility and ease of handling. Entry to the large pilothouse is available from either side. Elevated above the boat deck, the pilothouse and Portuguese bridge assure commanding views over the tenders and the bow. The console provides abundant space for electronics and controls; two chart tables, port and starboard, are sized to accept a full-size standard Admiralty chart. A large raised settee to port, with a granite-top table, is proportioned to serve as a pilot berth when needed, while a generous desk and radio area sit aft to starboard. Beneath the raised pilothouse floor, space is efficiently utilized for radio and navigation batteries and chargers, wire raceways, air ducts, and other equipment, freeing volume under the console. Aft and down two steps, the upper foyer connects operations and hospitality with quiet grace: to port are the stairs from the dining saloon, to starboard a second dayhead with shower. Doors separate the foyer from both wheelhouse and skylounge, ensuring night passages proceed without impinging on guest comfort. The skylounge is truly expansive—nearly full beam, with perimeter clearance for proper window service—and its three-sided panorama is breathtaking. To port, a full stand-behind bar with bar stools, granite top, wine cooler, icemaker, refrigerator, and sink sets the scene for refined entertaining; aft sit a settee and chairs, with the settee folding out to a queen bed. Combined with the full head, this creates a compelling option for a fifth guest stateroom. To starboard, an area awaits a gaming table and a built-in desk, and on the forward bulkhead—between door and bar—there is space for a 47-inch TV. Aft of the skylounge unfolds the second outdoor lounging and dining area, arranged on a balcony with a table for eight to ten and a settee

sized for both dining and sun-lounging, with ample room for additional lounge chairs. Forward to port, a large cabinet holds extra chest freezers—one dedicated to food and the other to trash—an indispensable feature for long-range cruising. Biodegradable waste can be responsibly disposed of en route, while non-biodegradable items exposed to food are compacted in the galley's trash compactor and frozen to await proper shoreside disposal; the cabinet also provides storage for deck necessities.

Ascending from the aft pilothouse deck, the flybridge reveals an extravagantly large third zone for outdoor dining and lounging. Aft, the Jacuzzi enjoys the balcony's vantage, flanked to port by an oversized raised sun pad that elevates the view, fosters easy conversation between those relaxing on the pad and in the Jacuzzi, and conceals a vast storage volume. To starboard, a BBQ sits within a cabinet, flanked by generous working counter space, while forward a full bar with refrigerator, a second icemaker, sink, and storage stands ready for effortless service. Opposite, a large dining table comfortably accommodates ten to twelve guests. Two steps farther forward, a raised helm and seating area features port and starboard settees sized to double as daybeds for shaded reading or sightseeing, and a centerline helm with ample space for controls and instrumentation; this entire zone rests beneath a protective hardtop.

Optional layouts broaden the yacht's versatility. The captain's cabin up option fits neatly behind the wheelhouse with only minor rearrangements: in the wheelhouse, the large settee is split into a starboard corner settee and a raised seat behind the helm, while the desk moves to port and grows in size. The captain's cabin itself offers a queen-size bed, a large hanging locker with drawers in front, and a full head with shower. In the skylounge, the stand-behind bar is replaced by a full wet bar with equivalent equipment, and the fold-out queen berth still fits comfortably.

For those selecting the master on the main deck, the open galley option transforms the wall between 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 latter is preferred, enabling the galley to be closed off during cleanup or whenever it is prudent to control aromas. Here, the full-height refrigerator and stacked ovens become an under-counter refrigerator and under-counter ovens; the china cabinet is trimmed to counter height and topped by a second cabinet hiding a fold-down panel that fully closes the galley on demand.

Alternatively, the owner's cabin behind the wheelhouse option fits elegantly within the skylounge footprint without altering the wheelhouse layout. While there are no walk-in closets, the total hanging and drawer space is virtually identical, the king-size bed remains, and a large raised settee graces the starboard side. The master head features his-and-her sinks, a separate toilet room, and either an extra-large shower or a full-size tub (Jacuzzi) with shower. The aft pilothouse deck becomes the owner's private terrace, and, depending on the main deck arrangement, relocating the two freezers below yields added room for comfortable chairs or loungers. With the owner cabin up, the main deck invites three compelling alternatives.

The country kitchen option creates three distinct dining venues: the standard formal dining table to starboard of the galley, a large informal dining table able to seat all guests and all crew, and a breakfast bar. A full wet bar spans the equipment suite formerly on the flybridge bar, while a large desk and office area enhances utility. Forward, a very large pantry now houses the two freezers from the pilothouse deck and the full-size refrigerator. The trade-off is the galley loses one oven, but the microwave doubles as a full-size convection oven, and additional refrigeration is gained with an under-counter fridge for the chef alongside the full-size refrigerator in the pantry. With this layout, the option of a fifth stateroom via fold-out settee is not available, and the main saloon remains as in the standard configuration.

The TV and lounge forward option pairs equally well with the standard closed

galley or the open galley. It forms an expansive TV and reading retreat with a large U-shaped settee incorporating a pull-out queen bed; forward are a full head with shower and a large closet, and the forward bulkhead can mount a 62-inch TV. To starboard, a very large desk and office area joins a raised settee set into the window for maximum views. To port, select either a full wet bar or a drinks refrigerator, and aft either retain the standard saloon arrangement or adopt the third alternative.

Finally, the bar and game room in the aft saloon option reshapes this space into a sophisticated entertainment hub, installing a large sit-down bar with direct service from the galley, fully equipped to skylounge standards, alongside a generous game table and plush seating.

Built to

Built to the under-24-meter Category 1 registered length standard and currently located at the shipyard, this Tri-deck Explorer yacht model—classified as an Explorer Yacht type—blends purposeful capability with refined design. Conceived by designer Luiz deBasto, with both exterior and interior by Luiz deBasto Design, she features a fiberglass hull in a full-displacement configuration carrying a displacement of 484,000 (220,000 kg). Accommodation is versatile, offering four or five staterooms and four or five berths, complemented by a dedicated captain's cabin and two or three crew quarters. A flybridge crowned with a hardtop enhances her tri-deck presence, while underway she delivers a confident speed range of 9.5 to 10 knots.

Hull characteristics

The hull is constructed in marine grade fiberglass, delivering enduring strength and a refined finish. At full stores—one hundred percent fuel and one hundred percent water—the yacht displaces approximately 220 metric tons, while light

ship displacement is approximately 179 metric tons. She achieves a design cruise speed at half load of 10 knots, and at one hundred percent engine load on a continuous rating at half load reaches 10.5 knots, with a range of 4000 nm at 9.5 knots. Fuel oil tankage is approximately 9800 gal, complemented by portable water tankage of approximately 3000 gal (11.3799 metric tons). Lube oil tankage is 120 gal (.51 metric tons), matched by contaminated oil tankage of 120 gal (.51 metric tons), while the black water tank holds 427 gal (2.5 metric tons) and the grey water tank holds 427 gal (2.47 metric tons).

Hull subdivision

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 robust arrangement of essential spaces that enhance safety, balance, and serviceability. This thoughtful configuration comprises the forepeak, fresh water tanks, the crew's quarters, guest stateroom three with the crew lounge and laundry compartment, the guest staterooms one and two compartment, fuel oil tanks, the engine room, and the steering gear compartment with lazarette.

Hull structure

Designed and engineered by High Modulus, the hull embodies meticulous structural integrity and refined naval architecture, delivering confident performance, enduring reliability, and a smooth, stable ride in all conditions.

Major equipment list and systems

Power comes from two Caterpillar C18 Electronic main engines, A rated at 450 BHP at 1800 RPM, each with deep sump oil pans and 24 volt electric start,

turning through two Twin Disc 3.50.1 reduction gears with Velvet Drive. Electrical generation is provided by two Kilopak or Northern Lights 35 kW units at 1800 rpm, 120/240 three phase, with 12 volt electric start. The driveline features two 4 inch diameter Aqualoy 17 stainless steel shafts spinning a matched pair of bronze five blade propellers—one right hand and one left hand—while two wing shaped semi balanced rudders deliver precise control. All reciprocating machinery is mounted on resilient vibration damping mounts, and Centek water wash exhaust systems serve both the mains and the generators. Safety is assured with Kidde Fenwal CO2 or Optec International water mist fire extinguishing.

Command and steering are via Kobelt engine controls with SPA 10590 remote and a Kobelt hydraulic steering system with pumps, assisted by an American Bow Thruster 65 HP unit for confident close quarters handling. Ground tackle is managed by two Maxwell VWC6000 windlasses with foot controls and remote control, working twin 200 kg CQR type anchors and two 137 meter lengths of 5/8 inch stud link chain, protected by a stainless chain guard at the bow and monitored by chain counters in the wheelhouse. Comfort on every passage is ensured by one Aqua Air Series Model A12 2 2 HC air conditioning plant with soft starts totaling 12 tons, governed by Tempwise 2000 fan controls and supplied by two raw water pumps, while Quantum Marine Zero Speed stabilizers keep the yacht composed at rest and underway. Engine room airflow is optimized by two fans with variable speed and reversing controls. Fluid management is comprehensive: tank levels are monitored by self closing sight glasses or dip sticks on all tanks, supplemented by a Tank Tender or similar electronic system. The black water system is by Head Hunter, and the interlinked black and gray water arrangement uses two diaphragm pumps with dedicated holding tanks. Bilge protection includes both AC and DC systems, with the AC bilge system backed up by the fire main. Raw water supply is organized through two sea chests with a crossover pipe to feed all seawater systems; all seawater piping is CuNi, with individual sea strainers on every

circuit.

Fuel oil is carried in four tanks including a day tank, totaling approximately 9,160 US gallons (34,800 liters), and polished by an Alfa Laval MiB 303 fuel cleaning system. Filtration includes two Racor Mod 75 1000MA filters for the main engines and two Racor Mod 1000 singles for the generators. Transfer is handled by a Blackmer Series model 414 414A electric transfer pump with an additional manual pump. Lube and dirty oil service is centralized by one 120 US gallon (456 liters) clean oil tank and one 120 US gallon (456 liters) dirty oil tank, with two Oberdorfer AC pumps hard plumbed into the system. Potable water capability comprises two 800 gpd desalination units with auto back flush and a sand filter; two pressure sets by Water Maker Inc., each three quarter horsepower AC, feed a 36 gallon pressure tank. Hot water is circulated by pump to two 50 US gallon (190 liter) heaters. Drinking water is refined through two Aqua Pure filters plus one UV filter and a pressure reduction valve, with four fresh water deck outlets and two fresh water showers. Compressed air is supplied by a 1 1/3 hp Model 3 C 2425252D unit with a 2.5 gallon reserve tank and outlets in the engine room and on the foredeck.

Shore power is managed by an Atlas 45 kVA power converter feeding two 100 amp Glendinning cable systems and two 150' lengths of 100 amp cord. The main switchboard features an Atlas panel with seamless transfer and a Trace inverter with Link 4000. Ship's lighting is predominantly LED, with Aqua Signal 55 Series LED navigation lights and five LED underwater lights, while corrosion protection is overseen by an Engelhard monitor. Low voltage systems include 24 volt main engine starting with two banks of 8D batteries and a paralleling system; generators on 12 volts with two banks of 8D batteries and paralleling; electronics powered by four 12 volt 8D batteries configured for two banks of 24 volts; and a house bank of two 8D batteries for 24 volts, supported by one 60 amp charger and two 40 amp chargers.

On deck and in the pilothouse, details elevate the experience: a Steelhead or Aritex marine crane is rated at two tons; boarding is effortless via an Aritex or similar fully retracting hydraulic passerelle; and signaling is assured by a Buell quad pneumatic air horn with automatic fog system. Visibility and navigation aids include five electric Exalto/Vetus 295M pantograph windshield wipers with integral washers and stainless steel arms—one serving each of the five center windows—and two Danforth five inch Constellation compasses or similar. Pilothouse seating comprises one bench settee per designer drawings with a granite top table and one centerline helm seat as specified.

Allowances for All Ocean Yachts Explorer

A meticulously curated suite of allowances ensures the All Ocean Yachts Explorer is finished to an exceptional standard throughout. Carpet and pad are budgeted at \$44 per yard, while granite flooring and countertops are allotted at \$110 per square meter. Interior settee fabric and/or Brazilian leather are provided at \$40 per square yard, with wall panels and overhead materials, including Marjilite, allowed at \$40 per square yard, and window treatments specified at \$12,000. The electronics allowance stands at \$180,000, with a list of equipment to be provided, and yard installation of electronics is budgeted at \$6,000. Entertainment is provisioned with a \$25,000 allowance, a list of equipment to be provided, purchased in Brazil. Light fixtures are specified as follows: interior light fixtures for the lower accommodations at \$30, for the main deck except the galley at \$40, for the galley at \$30, for the upper deck at \$30, and for crew areas at \$30, with exterior light fixtures at \$42. A crew tender built in Brazil is budgeted at \$25,000, and an owner tender built in Brazil at \$55,000. All white goods on board are allowed at \$35,000, including washers, dryers, galley equipment, and exterior equipment. Hardware allowances include \$36,000 for all plumbing and bath fixtures and \$15,000 for all interior hardware. 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

The following items and prices are provided as an indication of the equipment that can be purchased within the allowance; the allowance for all “white goods” as stated in the “Allowance sheet” is USD\$35,000. All prices are shown in US dollars, and any additional equipment not listed below would incur installation costs.

The galley is specified with one GE dishwasher, model GSD2350R CS in stainless steel, at \$300, complemented by one ENODIS dishwasher, three minute model Avenger HT, at \$3,550; a double convection self cleaning oven, GE model PT960SPSS, at \$3,600; and a 36 inch induction cooktop, Miele model KM5773, at \$3,000. Ventilation is delivered by a 36 inch stainless vent, Zephyr Power Series AK7536ASX, providing 1100 CFM dual internal performance with two blowers (PBI1100A), complete with heat lamp kit, heat lamp bulbs, and a telescopic back splash with warming shelves (AK0716), priced at \$2,130. Waste management is addressed by two Insinkerator garbage disposals, 1 hp, model EXCEL, at \$320 each, and a GE Profile trash compactor in stainless steel, model GCG1500RSS, at \$640.

Refrigeration and beverage service include two True fridges, model T23, at \$2,000 each; one Avanti counter high refrigerator, 4.5 CU., model BCA4562SS2, at US\$250; and three GE GVS04BDWSS stainless steel beverage centers, 4.10 Cu., positioned on the aft deck, skylounge, and flybridge, at US\$320 each. Cellaring is enhanced by two GE PCR06WATSS under counter wine coolers—one in the skylounge and one in the dining area—at \$1,100 each, while ice production is ensured by two Hoshizaki ice makers, 50 ppd, model AM50BAEAD, in the skylounge and flybridge, at \$1,500 each. For coffee service, there is one Miele CVA2000 Series built in Nespresso coffee system

(models CVA2650/2660) at \$2,400.

Cold storage on deck features one Frigidaire 8.8 cubic ft chest freezer, model FFN09M5HW, at US\$339 on the aft pilothouse deck, with a second identical Frigidaire 8.8 cubic ft chest freezer, model FFN09M5HW, at US\$339 on the aft pilothouse deck designated as a "TRASH FREEZER."

Laundry amenities comprise one GE stacked washer/dryer, model WSM2700HWW, located in the master stateroom at \$1,200; two LG ventless dryers in the laundry, model DLE2050W, at \$750 each; and two LG washers in the laundry, model WM2050CW, at \$700 each.

Dining

Crafted for lingering meals and effortless conversation, the dining experience unfolds with a graceful flow between the main salon and the open decks, inviting you to move seamlessly from candlelit courses indoors to breezy alfresco moments beneath the sky. Panoramic glazing bathes the interior table in natural light by day, while refined ambient illumination sets an intimate tone at night, creating a setting equally suited to quiet suppers and celebratory feasts.

Thoughtful layout keeps service discreet and swift, with curated storage for fine tableware and crystal ensuring every detail is to hand. Whether you choose the shelter of the climate-controlled salon or the relaxed elegance of the aft deck and elevated outdoor spaces, the ambiance remains calm and composed, letting flavors shine and conversation take center stage.

Introduction

Conceived from more than thirty-eight years of experience as a world-cruising captain and broker, this line evolved through a transparent, iterative process that invited public comment from yacht professionals and owners at every

stage. By embracing their feedback, the result is a sophisticated design of extraordinary detail that fulfills every criterion expected of a World Cruising Explorer Yacht.

The mission profile is clear: deliver extended and remote world cruising in uncompromising safety and comfort, with the capability to venture into exotic regions where shoreside support is limited, all while demanding minimal operational upkeep.

A wide range of layouts allows the yacht to be tailored precisely to your requirements without the need for a full custom design. With more than 3,000 square feet of indoor and outdoor living space, she offers generous, comfortable areas for everyday life aboard. Guest and crew zones are purposefully separated, supported by dedicated service areas that enable the crew to move seamlessly throughout the vessel and deliver top notch service while preserving distinct, private spaces for everyone.

Ready to carry you wherever you wish to go, this explorer yacht promises true peace of mind in both safety and comfort.

Master stateroom

The master stateroom is conceived as a tranquil haven, pairing a generously sized berth with beautifully crafted joinery, abundant wardrobe and drawer storage, and softly layered lighting that shapes a calm, intimate atmosphere. Premium textiles and refined detailing elevate comfort, while thoughtful spatial planning maximizes floor area and keeps essentials neatly organized, creating a private retreat that balances timeless elegance with practical liveaboard ease.

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.

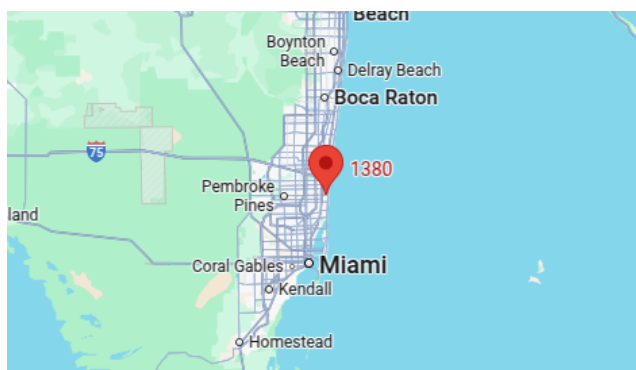
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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