

CARAVEL — CARA MARINE



Судостроитель: CARA MARINE

Год постройки: 2002

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United Kingdom

Длина общая: 61' 2" (18.64m)

Ширина: 16' 1" (4.90m)

Мин. осадка: 2' 7" (0.79m)

Крейс. скорость: 20 Kts. (23 MPH)

Макс. скорость: 27 Kts. (31 MPH)

Купить **CARAVEL — CARA MARINE** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **CARAVEL — CARA MARINE** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

One owner from new - superbly built Cara Marine 18m, with three great cabins (all ensuite), twin Hamilton jets via Cat 660s, completely ready to cruise and exceptionally versatile. Viewings completely vital and amazing value.

Основная информация

Тип судна: Моторная яхта

Подкатегория: Flybridge

Модельный год: 2002

Год постройки: 2002

Страна: United Kingdom

Размеры

Длина общая: 61' 2" (18.64m)

Длина по ватерлинии: 50' 0" (15.24m)

Длина палубы: 59' 1" (18.01m)

Ширина: 16' 1" (4.90m)

Мин. осадка: 2' 7" (0.79m)

Скорость, вместимость и масса

Крейс. скорость: 20 Kts. (23 MPH)

Макс. скорость: 27 Kts. (31 MPH)

Водоизмещение: 56215.67218738
Pounds

Вместимость воды: 317.0064624 Gallons

Объем топливного бака: 861.20088952
Gallons

Размещение

Всего кают: 3

Всего коек: 6

Всего ком. состава: 3

Корпус и палуба

Материал корпуса: GRP

Материал палубы: Teak

Комплектация корпуса: Planing

Отделка корпуса: Stainless Steel

Дизайнер корпуса: Cara Marine

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: 3169

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

Commissioned and launched for her current owner, CARAVEL displays an ultra-reliable technological 'tour-de-force', class-leading build-quality and impeccable seakeeping, all expected from any Cara Marine pilot vessel, combined with the attention to detail, luxury and comfort expected from the most exclusive of custom motor yachts. In short the Cara Marine 18m luxury motor yacht has it all, and CARAVEL is unquestionably the showcase for the marque.

Only used during the summer months (her owners spend their winters overseas where they keep another yacht), CARAVEL is always winterised properly and serviced on the button. Pressed into action in a wide variety of environment from lump Solent charging, to blasting across mid-Channel swell and then on to the more serene gentle cruising up the European canals, CARAVEL has never missed a beat. With no risk of fouling fishing lines, lobster pots or other all-too-common floating obstructions, CARAVEL is an extremely relaxing vessel in which to cover ground quickly. The ability to take the ground and peerless close quarter & slow speed manoeuvring only serve to add more feathers to an already-full cap.

Now reluctantly offered for sale due to the lack of time to fully enjoy her, CARAVEL represents a unique and unrepeatable opportunity to acquire the only motor yacht you would ever need!

Manufacturers Comments

Professional standards of seakeeping and manoeuvrability are now available to the discerning private owner with the introduction of Cara Marine's 18m luxury motor yacht.

Characteristics that prompted a leading UK harbour authority to comment "Cara (build)... one of the finest, if not THE finest pilot launch in the world", are now incorporated into a new design that offers the proven Safety, Ease-of-Handling, and Operational Integrity of a commercial craft, with the Luxury of a 'Quality Build' Motor Yacht.

Waterjet propulsion provides outstanding berthing capabilities, good low speed handling, safety, fuel efficiency and ease of maintenance, whilst the vessel's design offers the peace of mind which puts enjoyment and pride back in to boat ownership.

Relaxing Environment – from the large social aft platform with barbecue, fridge and wet bar, to the luxurious high quality interior, all beautifully appointed with the best quality woods and fabrics. The whole vessel is air conditioned throughout, all areas are spacious enough to allow comfortable, uncramped use with plentiful storage.

The whole concept of the vessel is one designed for use – either for ocean cruising or gentle trips up canals or rivers. The design is practical, timeless, easily maintained and durable, which along with the excellent seakeeping, will help to maintain the residual value of the craft.

Independent Reviews

1. “Now here’s a very interesting development. Coupling jet-drives to big diesels is normally the preserve of military or commercial boat operators. So it take a lot of nerve to couple a pair of 660hp Cats to Hamilton waterjets and fit them in an 18m patrol boat hull”.... “They provide unmatched manoeuvrability – once you have experienced a jet-drive boat, nothing else comes close”.... “And two of the boat owner’s greatest fears evaporate: running aground and ripping off your sterngear, and inadvertently macerating your friends swimming around the boat. With only 700mm below the water, there’s a whole world of shallow water and waterway cruising to be discovered.”

Motor Boat & Yachting – September 2001

2. “The Cara Marine launch is one of the finest, if not THE finest, pilot launch currently in the world. Our particular operation demands much from a launch in structural strength, reliability, low maintenance and manoeuvrability. I believe it achieves the highest scores in all these areas.”

Captain David Shennan, Harbour Master, Harwich Haven Authority

3. “The Cara Marine (pilot boat) was probably the finest boat of her type that I have handled in heavy weather and from the point of manoeuvrability in confined areas.”

Captain John Williams, Extra Master

4. “The Cara Marine pilot launch has operated in all weather conditions and has proved to be very well designed and durable, with excellent seakeeping qualities – in particular while running ahead of Atlantic sea and swell conditions.”

Captain M McCarthy, Deputy Harbour Master, Port of Cork

5. “At all times, the boat has proven to have excellent seakeeping, handles very well, is stable, responsive and surprisingly dry on deck.”

Captain Alan Coghlan, Harbour Master, Shannon Estuary Ports

Construction

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – “Ocean”

The hull and superstructure is constructed in accordance with Lloyds approved drawings.

Hull, Deck & Superstructure Construction:

- The 18m hull (designed by Cara Marine for its range of pilot launches) has fine lines forward to give a soft entry into head seas, moving into a round bilge with chine flats that offer low and high speed stability. Combined with the full length keel, the design provides excellent sea-keeping in all conditions.
- All GRP work is hand laid.
- Isophthalic gelcoats are used for increased resilience to moisture ingress and are backed up with three layers of isophthalic resin followed by the main laminate of specially designed combination mats and unidirectional wovings.
- The hull topsides are solid laminate for long term durability.
- All frames, bulkheads and floors are individually bonded-in for added strength.
- The hull has a full-length keel, which is protected by an ultra-high molecular keel band. In

combination with the waterjet propulsion system, this allows the vessel to safely take the ground or be safely backed up to a beach into 0.83m (if using beaching legs).

- The hull is protected by two levels of black fendering, one at sheer level, the second at marina height, approximately 500mm above the waterline, which helps protect the yachts' topsides from marina berthing damage or fender abrasion.
- The topsides and superstructure are finished in off-white gelcoat.
- The hull is epoxy treated to protect against moisture ingress and osmosis.
- Teak laid decking is applied to the foredeck, side-decks, aft deck and bathing platform with additional teak laid planking to the bathing platform steps and sunpad on foredeck superstructure.
- The bulwark is further protective by solid teak capping.

Machinery

Engine & Gearboxes:

- 2x Caterpillar 3196 12 litre 4-stroke 6-cylinder inline turbo-charged aftercooled diesel engines producing approx 660hp @ 2,300rpm.
- Freshwater engine cooling via heat exchanger with raw water cooling water taken from the jet output, passing through a 660hp 'liquidizer' that reduces the risk of blocked sea intakes.
- Engine cooling can be converted back to conventional skin-fitting and impellers, although there is no reason to do so with the aforementioned method via the waterjets.
- Dual Racor Model 75/900FGX fuel/water separators for each engine with pressure gauges
- Halyard Marine stainless steel 'wet' exhaust system fully lagged to water injection elbow. GRP underwater exhaust discharger lined with stainless steel and 2" pressure equaliser.
- Additional engine monitoring gauges mounted to engine blocks with emergency engine stops in engine bay.

Maintenance & Performance:

- Engine hours as at July 2014: approx 1000 hours.
- Engines and waterjets serviced annually.
- Cruising speed: approx 20 knots @ 1,950rpm.

- Max design speed @ 40% fuel, 40% water & 4 persons – 27knots @ 2,150rpm.

Propulsion & Steering:

- Dual level throttle and gear controls for controlled manoeuvring
- Slow-vessel mode for close-quarters manoeuvring.
- Engine control gauges at both helm stations with analogue gauges, alarm indicators and engine start/stops.
- Twin Hamilton 362 waterjets are used for improved close quarter handling and removal of underwater appendages for safety. This system gives much better control than a propeller powered craft, enabling controlled and proportional movement in any direction, even from a stationary position (bow & stern thrusters are therefore rendered unnecessary). Both drive trains are independent. Each drive train can be used on its own for indefinite periods of time, which produces economic slow speed steaming or safe steaming on one engine. Full directional manoeuvrability is retained with one drive train being used. The drive shaft is continuously rated to operate with up to 1.5 degrees misalignment.
- Hydraulic steering system connected to rake-adjustable mahogany helm wheels at both helm positions
- Hypro Marine 24vDC hydraulic system allowing hydraulics for waterjets and passarelle to be powered via battery banks via two separate pumps with switch over to select between (only one pump is used at any time, so the other is kept as a spare).
- The original conventional hydraulic take-off from the engines could be reinstated if required.
- Electro-hydraulic trimtabs with Bennett controls at upper helm.

Other Mechanical Equipment:

- HMI exhaust alarm system with indicator at upper helm position.

Electrical Systems

Voltage Systems:

- 24vDC domestic system with 220vAC ring main from shorepower, generator or inverters.

Battery Banks:

- Battery power to service, engine, and windlass is via 6x Varta 170Ah 12vDC batteries joined in series and parallel in three banks of two batteries to supply approx 510Ah @ 24vDC total.
- Batteries replaced with maintenance-free items in 2007.
- 12vDC generator starting via connection to single battery.
- Generator battery monitor and AC/DC panel.
- Mastervolt Battery-Mate battery isolating systems for main battery banks.

Battery Chargers:

- Newmar Phase Three PT-24-95F 3-stage 24vDC/220vAC/95Amp smart battery charger for charging engine and service battery banks.
- Mastervolt MAS Sine 24/500 24vDC/220vAC 500w inverter for powering entertainment system from 24vDC battery bank.

Alternators:

- High output 24vDC 60Amp engine-mounted alternators for each engines.

Generator:

- HFL 13.5kw 12vDC/220vAC generator.
- Genset hours as of July 2014 – approx 800hrs.
- HMI water separator /silencer system for generator.
- Racor R20P fuel/water separator for generator.

Shore Power:

- 220vAC shore supply complete with waterproof stainless steel external socket.
- Shorepower cable.

- Union Supplies 4kva isolation transformer providing steady AC supply from shorepower.

Other Electrical:

- 220vAC ring main with sockets throughout interior.
- Main AC/DC control panel at dinette cabin with solenoid battery switches and battery bank parallel switch.

Plumbing Systems

Fresh Water & Water Heating System:

- Fresh water is supplied via 2x Jabsco 24vDC pressure pumps.
- Hot water supply via 70 litre insulated hot water cylinder with 220vAC immersion heater element.
- Expansion tank.

Bilge Pumps:

- The yacht is divided into four watertight compartments (Forward bilge, tank bay bilge, aft bilge and engine bay bilge). Each compartment is serviced by a manual bilge pump (controlled from upper helm), 24vDC electric bilge/flood pump with automatic/manual control.
- Bilge alarms in all bilge sections.
- Additionally, the engine room is further protected by a second flood pump and a small auto bilge pump.

Tankage

Fuel:

- 4 x 815 litre (179 gallons) painted aluminium fuel tanks (totalling 3,260 litres / 717 gallons) located in tank bay in two banks of two tanks (port & starboard), sized for easy removal (with no structural work) with top inspection covers and sight gauges.
- Tanks connected via manifold system with shut-offs at base of tank.

- Emergency fuel shut-off at aft deck level.
- Analogue tank gauges (port & starboard banks) at both helm positions.
- Stainless steel deck fillers.

Fresh water:

- 2 x 600 litre (132 gallon) stainless steel water tanks (totalling 1,200 litres / 264 gallons) located in tank bay to port & starboard.
- Analogue tank gauge at AC/DC panel.
- Stainless steel deck filler.

Grey/Blackwater holding tanks:

- All heads discharge directly to black water tank via Sealand vacuum-flush systems.
- Blackwater can be discharged to sea via 24vDC pump or via deck.
- All showers and sinks discharge directly overboard via 24vDC sump pumps.
- Stainless steel black water holding tank located above centreline in tank bay.

Navigation Equipment

Lower Helm:

- Simrad CR50 14" multi-function colour radar/chart plotter display with closed array scanner on radar arch.
- Raymarine RC531 colour secondary chart plotter.
- Simrad IS15 digital multi-repeater showing depth/speed/log etc.
- Simrad Robertson AP20 autopilot.
- Magellan Nav6000 backup GPS with mounting/charging bracket.
- Simrad IS15 wind display.
- ICS Nav6 digital navtex display.
- Sea-Me active radar reflector with antenna on radar arch.

- Plastimo Offshore 135 steering compass.
- Brass clock & barometer.

Communication Equipment:

- Shipmate RS8400 VHF with external speaker
- Shipmate RS8400 DSC controller for VHF

Upper Helm:

- Simrad DS42 'Sunview' radar/chart plotter display.
- Raymarine RL70C secondary colour chart plotter.
- Simrad Robertson AP20 autopilot.
- Simrad IS15 multi-repeater.
- Plastimo Offshore 135 steering compass.

Communication Equipment:

- Shipmate RS8400 VHF with external speaker.

Domestic Equipment

Galley:

- Ceran 3-burner 220vAC ceramic hob.
- 220vAC extraction fan above hob.
- Panasonic 1000w combination microwave with inbuilt inverter for powering via 24vDC.
- Bosch 220vAC integrated dishwasher.
- Miele 230vAC induction hob with 4-burners attached to gimball frame.
- Norcold front-opening fridge & freezer with dual voltage (24vDC & 220vAC) supply.
- Twin stainless steel round sinks with thermostatic mixer tap.

Aft Deck Galley:

- Single stainless steel sink with mixer tap.
- De Dietrich 220vAC BBQ with stainless steel splashback.
- Wiring for 24vDC fridge (fridge not fitted or supplied).

Laundry:

- Bosch 220vAC compact washer/dryer located in third twin cabin.

Heads/Showers:

- Sealand 24vDC vacuum-flush marine heads discharging directly to blackwater tank.
- Stainless steel thermostatic and mixer tap shower fittings throughout with showers in all heads compartments.

Heating & Ventilation:

- 24vDC engine room blowers to port & starboard.
- Altair 3-stage salt-removing ventilation/air filtration system above each engine.
- All compartments have means of natural ventilation.
- Heating and cooling provided by three self-contained reverse-cycle air conditioning units with Coolmax digital thermostat controls/programmers.
- The individual units are rated so one 16amp shore supply ensures all the sleeping cabins, or the main saloon, can be heated and cooled, thereby allowing the generator to be turned off.

Entertainment:

- Sony flat-screen TV.
- Sony surround sound cinema system with DVD/CD, sub and 5x satellite speakers.
- Sky digibox.

- Kelvin Hughes 'Tracvision 4' gyroscopic satellite TV antenna mounted to radar arch.
- Blaupunkt waterproof speakers inset to radar arch.

Lighting:

- Brass surround 24vDC halogen deckhead lights throughout.
- 230vAC lighting in engine space and tank bay.
- 24vDC low-level decklighting.

Accommodation

Summary of Accommodation:

- Stainless steel framed main deck windows with triple windscreen and opening side-windows.
- Stainless steel pantograph wipers for windscreens with washers and demisters.
- Bomar aluminium opening deckhead hatches.
- Stainless steel opening sideports throughout.
- 6 permanent berths in two double cabins and one twin cabin, all with ensuite heads/showers.
- Luxurious American red cherry joinery throughout with ebony decorative inlay and burr maple inserts.
- White vinyl padded headlinings with cherry battening throughout with further vinyl linings used for exposed hull sides where no joinery is present.
- Maple decorative ceiling panel in saloon with inset halogen lights.
- Beige carpeting in saloon and accommodation cabins.
- Marine laminate flooring with holly inlay used in galley, dinette and heads compartments.
- Blue Alcantara upholstery in saloon & lower helm areas with Green Alcantara in dinette.
- Grey or blue speckled-finish Vellstone countertops throughout.
- Laminate splashbacks in galley and shower cubicles in green speckled finish.

- Fitted retractable Oceanair-style blinds in saloon and in all heads cabins.
- Cloth curtains in all sleeping cabins.
- Brass effect light fittings and power sockets throughout.

Description of layout from forwards:

Forward Cabin:

- Large double centreline berth with cream Alcantara headboard and trim panels.
- Stowage beneath berth and in cupboards above sideport level surrounding berth.
- Twin hanging lockers to port with integral shelving with further single hanging locker to starboard.
- Side-counters to port & starboard of double berth with dressing table area to port.
- Full length mirror.
- Access to ensuite heads.
- Ventilation via opening sideports and deckhead hatch.

Forward Cabin En-Suite Heads:

- Aft of forward cabin to starboard.
- Moulded counter with inset sink, mirror and cabinets.
- Vacuum-flush heads.
- Towel rail.
- Ventilation via opening sideport.
- Dedicated shower cubicle with glazed door and individual light & ventilator.

Dining Area:

- Opposite galley to port.

- U-shaped settee seating with stowage beneath.
- Two further upholstered stools affording ample seating for 6+ persons.
- Large cherry & maple dining table on height-adjustable stainless steel legs.
- Access to AC/DC panel.
- Ventilation via opening sideport and deckhead hatch.

Galley:

- Positioned to starboard opposite dinette on lower deck level.
- U-shaped configuration with extensive stowage in lockers, drawers and cupboards both above and below the counter level.
- 3-ring ceramic hob with extractor fan, combination microwave oven, fridge/freezer, dishwasher and twin stainless steel sinks.
- Further ventilation via opening side-port or deckhead hatch.

Lower Helm Station:

- Positioned to port at the forward end of the main saloon.
- Twin upholstered helm and navigators seats adjustable for reach.
- Full bank of engine instrumentation and navigation aids.
- Stowage for manuals etc in cabinet beneath seating.

Saloon:

- On upper deck level accessed via maple-veneered steps (with non-slip inlay) from forward lower deck area, aft lower deck areas or from main deck companionway (c/w stainless steel banister).
- U-shaped seating set to starboard offering relaxed seating for 8+ guests.
- Free-standing cherry & maple coffee table.
- Stowage beneath settees and forward in shelving unit.

- Cabinet/chart table area opposite to port (aft of lower helm seats) containing TV/entertainment suite cabinet, drinks cabinet and glasses cabinet.
- Side opening windows for added ventilation.

Tank Bay:

- Beneath saloon and accessed via hatch in saloon sole.
- Chequer-plate walkway over centreline with tanks and pumps positioned outboard and forward.

Port Aft Cabin (used by owner as Master Cabin):

- Double berth positioned athwartships with Alcantara headboard and trim panels.
- Counters to port & starboard of berth.
- Dressing table with mirror opposite to starboard with double-width hanging locker and additional single-width hanging locker.
- Full length mirrors.
- Ventilation via two opening sideports.

Port Cabin En-suite Heads:

- Forward of Port Aft Cabin.
- Moulded counter with inset sink, mirror and cabinets.
- Vacuum-flush heads.
- Towel rail.
- Ventilation via opening sideport.
- Dedicated shower cubicle with glazed door and individual light & ventilator.

Starboard Aft Cabin:

- 'Over and under' single berths running longitudinally and athwartships.

- Hanging locker and further stowage in cupboards.
- Mirror.
- Cupboard with washer/dryer.
- Ventilation via opening side-port.
- Door access to ensuite heads.

Starboard Aft Cabin En-suite Heads:

- Aft of Starboard Aft Cabin.
- Moulded counter with inset sink, mirror and cabinets.
- Vacuum-flush heads.
- Towel rail.
- Ventilation via opening sideport.
- Shower cubicle with shower curtain.

Engine Bay:

- Accessed via hidden hatch beneath aft deck seating via aluminium ladder.
- Full standing headroom (6'6"+).
- Access around engines, generator and to waterjet units.
- Small workbench with vice.
- Battery boxes, stowage for spares etc.
- Portlights to port & starboard with stainless steel deadlights.
- Ventilation via blower fans and air-filtration units.

Deck Equipment

General:

- Wide teak-laid sidedecks for safe passage around the yacht.

- Stainless steel framed windscreen protecting helm position.
- Full bank of engine controls and navigation aids.
- Protected by high stainless steel guardrails.
- Small galley area at forward end of aft deck immediately aft of helm position.
- Lift-up cover exposing counter with sink, BBQ.
- Lockers beneath with emergency fuel shut-off, fire-extinguisher, extensive stowage and access to manual bilge/fire pumps.
- Steps from aft deck level via boarding gate.
- Twin hatch access through bathing platform to jet drive machinery allowing easy inspection.
- Stainless steel pushpit & pulpit with guardrails along full length of sidedecks.
- Side-boarding gates with further boarding gate aft to bathing platform.
- Stainless steel bathing ladder stowed in pushpit bracket.
- Stainless steel grabrails where appropriate.
- Opacmare stainless steel electro-hydraulic passarelle at transom, also used as tender crane with 210kgs lifting capacity with radio control unit and fixed control at bathing platform steps. Upgraded hydraulics.

Anchoring & Mooring Equipment:

- Locker immediately aft of anchor windlass with anchor-washdown hose, stowage for fenders & warps and access to chain locker.
- Simpson Lawrence Spirit 3000 3kw 24vDC electric anchor windlass.
- Anchor chain stopper.
- Lewmar digital chain counter at upper helm position.
- 30kgs polished stainless steel Bruce anchor with chain.
- Stainless steel bow fitting with single anchor roller, mounting plate for windlass and bow mooring cleats with starboard cleat doubling up as a sampson post.
- Washdown locker aft of windlass with access to chain locker and pressurised water supply.

- Stainless steel mooring cleats forward, fore & aft quarters and two sets of aft cleats.
- Stainless steel fairleads where appropriate.
- Pop-up cleats for securing tender on bathing platform.
- Warps & fenders.

Covers, Canvas & Cushions:

- Teak-laid sunpad at forward end of coachroof.
- Single adjustable seat to port and triple helm/navigators seats, adjustable for reach to starboard.
- Bench seating to port and starboard, with starboard seating configured in U-shaped with two folding-leaf tables combining to create a large external dining table.
- Upper helm tonneau cover.
- Bimini cover (with stainless steel frame).
- Aft deck seat covers.
- Tender cover.
- Cream 'leatherette' upholstered cushions for all external fixed seating.
- 4x folding directors chairs for additional seating on aft deck.

Tender & Outboard:

- Stowage for tender.
- Ribeye RIB mounted on chocks on bathing platform.
- Yamaha 15hp 4-stroke outboard engine.

Safety Equipment:

- RFD 8-person canister liferaft – next service due ****.
- Stainless steel mounting bracket within pushpit for liferaft.

- Lifering buoy mounted to pushpit.
- Horseshoe buoy with light located at companionway.
- ACR 406Mhz floating EPIRB mounted in saloon.
- Viewtek TFT LCD monitor connected to cameras in the engine bay.
- Navigation lights.
- Jabsco remote control searchlight with control at upper helm.
- Emergency torches/strobes in all accommodation cabins.
- Horn.

Fire-fighting equipment:

- Fire-extinguishers and smoke alarms throughout interior.
- Sea-Fire FD1000M automatic/manual FM-200 fire extinguishing system in engine space.
- Fire blanket in galley.

Исключения

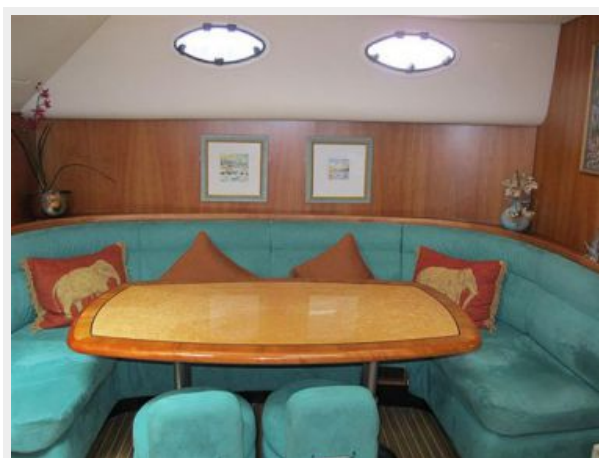
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ФОТОГРАФИИ













КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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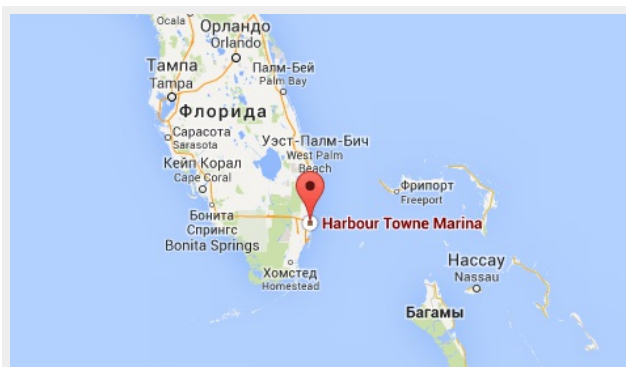
США, Майами, Флорида: **+1(954)274-4435**

Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрето**

Адрес



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004