

WAYFARER — CAPE HORN



Судостроитель: CAPE HORN

Год постройки: 1999

Модель: Траулер

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 65' 0" (19.81m)

Ширина: 18' 2" (5.54m)

Макс. осадка: 6' 0" (1.83m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Купить **WAYFARER — CAPE HORN** 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 **WAYFARER — CAPE HORN** 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

Ice-classed and designed for high-latitude voyaging, WAYFARER is an extremely quiet and sea kindly vessel. Open and spacious salon and galley with excellent visibility throughout. With four main deck entrances, this layout has great flow.

Основная информация

Тип судна: Траулер	Подкатегория: Long Range Cruiser
Модельный год: 1999	Год постройки: 1999
Страна: United States	Верх: Hardtop
Кубрик: Да	

Размеры

Длина общая: 65' 0" (19.81m)	Длина по ватерлинии: 54' 10" (16.71m)
Ширина: 18' 2" (5.54m)	Макс. осадка: 6' 0" (1.83m)

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)	Дальность на крейсерской скорости: 5000
Макс. скорость: 9 Kts. (10 MPH)	Водоизмещение: 200000 Pounds
Вместимость воды: 525 Gallons	Вместимость сточного бака: 500 Gallons
Объем топливного бака: 5000 Gallons	

Размещение

Всего кают: 3

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Steel

Комплектация корпуса: Full
Displacement

Дизайнер корпуса: Bob Johnston

Информация о двигателе

Двигатели: 1

Производитель: Volvo

Модель: TAMD 122A

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Layout

At the foredeck the bow is a remote activated windlass and bow sprit with dual rollers that keep anchors ready for use and deploys anchor chain from a watertight locker below decks. Safe for use in all weather, the foredeck is effectively enclosed by a stainless steel handrail and a full beam Portuguese bridge with a port offset door that allows access to the foredeck. Even in sea conditions that would place the foredeck awash, the waist-high Portuguese bridge that extends around the front of the pilothouse to the side decks keeps the rest of the deck spaces relatively dry. Extending aft around the deckhouse are high bulwarks topped with heavy duty stainless steel hand rails that keep the covered side deck and aft deck walkways safe to traverse. Port and starboard bulwark gates provide for dockside entry to the side decks, and at the stern a transom door and a sturdy swim platform with fold-up stainless steel swim ladder provide easy boarding access from the water or a tender.

At the aft deck a built-in stairway with handrail allows safe ascent to an upper boat deck. The boat deck is fitted with stainless steel hand rails, an electric lifting davit for the yacht's tender, tender storage cradles, a removable / portable electric hot tub, canister life raft mounted to port, and access to the pilothouse roof. The pilothouse roof is forward of the boat deck and up one step, it is fitted with an easily accessed antenna mast and antenna mountings.

Entry to the deckhouse is from four heavy-weather doors: A main salon entry door (Dutch style) at the aft deck, a starboard side deck entry door to the galley / salon area (adjacent to a stairway to the staterooms on the lower deck, and an entry door to the pilothouse from the port & starboard side of the Portuguese bridge.

The aft deck entry door opens to an expansive main salon with large built-in seating and dining areas and enough open floor space to make the salon well suited for dockside entertaining. At the forward end of the main salon a Corian countertop dining bar with fixed stool seating separates the semi-enclosed galley from the salon. Forward of the galley and up two steps is a huge, ship-style pilothouse with helm chair, a long observation settee, and a comfortable pilot's berth.

At the galley a stairway leads down and forward to a lower deck foyer with access to four cabins, these are: A cabin fitted out for use as a private office, a guest stateroom with twin berths and guest head, a VIP guest stateroom with walkaround queen size bed forward, and aft and down three steps a full beam master stateroom positioned below the galley and salon. All staterooms and companionways are attractively appointed with Canadian Maple paneling and built-in furnishings, and plush carpeting.

Another stairway is at the aft end of the main salon that leads down to the aft portion

of the lower deck. This stairway provides access to a maintenance and utility room with laundry, and entry to a full beam engine room with standing headroom.

Salon

The main salon presents a spacious and inviting living space that is tastefully decorated, comfortable and abundant with natural light. To starboard of the aft deck salon entry is a large built-in settee and dining table. The dining table is custom built with sliding mechanisms that allow for the table to glide inward/outward as well as up and down. Across from the dining settee is an enclosed entertainment center that includes Sony audio and video equipment with a Bose surround sound system and a large pullout liquor/wine cabinet. Opposite is a built-in settee (and cocktail table portside - presently not installed) and three built-in stools at the galley counter for simple dining, buffet or owners breakfast/lunch, and more cocktail seating.

Galley

The galley is separated from the main salon area by a breakfast bar fitted with three fixed bar stools. Presenting attractive work spaces, the galley features Corian countertops with Italian tile backsplashes, and Italian tile for the galley sole. This is a gourmet galley with ample work space, lots of appliances and gadgets, and plenty of places to store them. Abundant storage space is available in nicely finished drawers, cabinets, pantry lockers, and under the dinette seats. Excellent food refrigeration and freezer space is provided by two SubZero appliances, a two drawer freezer positioned at the starboard entry to the galley, and an upper/lower refrigerator/freezer combination positioned in the galley.

A domestic water system is equipped with a drinking water filtration system and a U-Line Ice Maker.

- Thermador ceramic 4-element electric stove top
- Kitchen Aid trash compactor
- Corian countertops
- Italian tile galley sole
- U-Line Ice Maker
- SubZero model 700TCI upper/lower refrigerator/freezer combination
- GE Sensor convection/microwave model JVM1090
- Kitchen Aid garbage disposal
- Italian tile countertop backsplashes
- Drinking water filtration system
- SubZero two drawer freezer

Master Stateroom

Luxurious, tastefully appointed and safe. The master stateroom has two watertight doors, one aft for entry into the utility/engine room and one forward for entry at the companionway. This spacious stateroom is larger than seems possible to fit on this size yacht. A walk-around king size bed is on centerline, and the abundant stowage includes four sets of double hanging lockers, two full sized built-in dressers (five oversized drawers each), and two nightstands with three drawers each. Additional lockers and plentiful bookshelves. Attached to this cabin is a full size ensuite head with shower and Jacuzzi tub. Note: The main bank of 8D batteries is accessed beneath the berth in the master stateroom, replaced in 2012.

VIP Stateroom

The forward guest stateroom could easily be mistaken for the master suite. Fitted with a double size walk-around berth, numerous full size hanging lockers, abundant stowage, drawers, and bookshelves, the cabin will make guests quite comfortable. Could serve very nicely for the couple that is most at home with separate his and hers master accommodations.

Guest Stateroom

The guest cabin has two twin size Pullman berths, hanging lockers and stowage drawers. This cabin serves as a very comfortable guest or crew cabin. It's versatility also allows for use as an exercise room or for additional office space.

Guest Head

Located at the lower deck foyer to starboard, this head serves the guest and the VIP staterooms, and it is well positioned for convenient service as the common day head. It is equipped with a full size stall shower, vanity with Corian countertop, and ample storage space.

Office Cabin

The office is fully equipped for tending to business from distant waters. It has a built-in desk and also contains the Tank Level Monitoring System for the five fuel tanks, and the fresh water and black water tanks.

Electrical

AC 110/240 V 60 cycle single phase and DC 12 volt power with power distribution and circuit breaker panels, and voltage and current meters located throughout the vessel and labeled clearly.

- AC 110/240 V 60 cycle single phase:
- 16 kW Northern Lights generator located in the engine room (2380 hrs.)
- 12.5 kW Northern Lights generator located in the utility/laundry foyer (276 hrs.)
- Shore power isolation transformer
- Shore power is supplied through a 50 amp 240/120 volt 85 foot shore power cable located on the aft deck
- Glendinning Cablemaster manages shore power cable
- DC 12 volt power: two Trace 2500 watt 110 volt inverter/charger units (The inverters provide battery charging when Genset or shore power is not available)
- Trace Auto start system (Can start a Genset when the house batteries fall below 11 volts)
- 200-amp 12 volt alternator. (Belt driven on the main engine)
- Dedicated get home engine start batteries
- 8 x 8D size AGM batteries in two banks for house service give a total 1800 amp hours capacity (replaced 2012)
- Dedicated main engine 24 volt start battery for Main Engine

Pilothouse

Positioned a few steps up and forward of the main deck salon and galley area, the raised pilothouse can be accessed from the interior or from port and starboard sliding doors to the Portuguese bridge. Roomy and with good visibility, the large state of the art pilothouse is nicely furnished throughout and well equipped for transoceanic voyages. Extensive built-in cabinets counter tops and drawers provide ample storage for stowing the navigation charts (computer not included), hand held equipment, ship's logs, full ships manuals and records readily at hand and well organized. Comfortable accommodations for helmsman and guests include a long settee with a raised pilots berth above and a commercial grade helm chair with armrests.

Portuguese Bridge

To address encountering heavy weather while underway a Portuguese bridge provides safe access to the foredeck and gives the pilothouse added structural protection from any seas that manage to break over the bow. Additionally the five forward facing windows are made of 1/2" thick tempered glass fitted with internal electric heating elements, and the three front facing windows are mounted at a downward facing angle that deflects glare, allows maximum visibility, and minimizes potential of impact from a rouge sea. In short, at the helm of the 'Dream Chaser' one is secure and well prepared to follow their dreams throughout the oceans of the world.

Electronics & Navigation

As illustrated by the inventory of high quality equipment listed below, as a redundant safety feature essential electronics have been duplicated. (Laptop computer not included)

- Furuno 72-mile 25kW radar
- SEA 235 SSB radio
- Robertson R135 autopilot
- Rudder position indicator
- KVH Fluxgate electronic compass with rotating card display
- Datamarine wind speed and direction indicator
- Weatherfax
- EPIRB ACR Global Fix 406 Cat 2 (RLB-35)
- Volvo engine instrumentation and controls
- Thrustmaster instrumentation and controls
- Signal horn
- Vetus electronic barometer
- Hydraulic steering with destroyer type stainless helm wheel
- Chart table with 8 chart drawers
- Furuno 35 GPS
- SEA Hailer
- Robertson/Simrad Autopilot
- Furuno 667 color depth/speed/temperature
- FLS-2 EchoPilot sonar 600' range
- Inmarsat C
- Northern Lights generator instrumentation and controls
- Guest remote control searchlight mounted on pilothouse roof
- Ship's clock
- Custom Stidd 1200-C helm seat
- Long settee with raised pilot berth (in pilothouse)

Deck & Hull

This yacht is hull #4 that was built by the Cape Horn Trawler Corporation's Theriault Yard located in Nova Scotia, Canada. Constructed of welded schedule A36 steel plate, the trawler style hull design features a V-shaped bottom with hard chines and twin stabilizing keels (fitted port and starboard), a bulbous bow below the waterline that is fitted with a bow thruster, a modified semi-canoe shaped stern section, and a massive box-beam keel on centerline that provides a very substantial stem to stern backbone and solid protection in the event of grounding. Other unique features of the hull structure are as follows:

- Directional propulsion drive and propeller system that exits the hull between the aft end of the keel and a large rudder. This (cruise ship style) 'Thrustmaster' drive system is protected by a 3" thick steel plate that extends under the drive from the aft end of the keel to the bottom of the rudder bearing.
- Large rudder to supplement the directional thrust steering provided by the 'Thrustmaster' drive system.
- On the lower deck of the hull are four watertight doors that effectively isolate various sections of the hull to create five separate watertight compartments in use as: 1) Engine room, 2) Utility room, 3) Master stateroom, 4) amidships foyer, 5) forward VIP stateroom.
- Integral tankage filling most of the hull space below the soles of the lower deck compartments and cabins add a doubling to the bottom of the hull.
- Bulbous bow tube 3' in diameter made of schedule 40 steel. (Wave breaking action increases hull stability and fuel efficiency, and provides an added degree of collision protection). Built into the hull bottom are a pair of bilge keels that minimize directional side-drift while under way, stabilize the hull from rolling motions, and provide substantial supports when the craft is sitting on the hard.
- Near the waterline at the forward exterior of the hull the steel plating is strengthened by the addition of an abrasion resistant 'ice belt', which also adds ballast weight for increased stability.
- A solid bulkhead also exists between the VIP stateroom and the chain locker, and the chain locker is accessed through a watertight deck hatch on the main deck forward of the Portuguese bridge.

Superstructure Construction & Features

Unified with the similarly constructed hull, the superstructure is of welded marine grade steel plate. This achieves a superior level of structural integrity for the entire yacht, and assures the ample strength required for successful encounters with the most foreboding sea conditions. The solid steel exterior also serves as an ideal unified substrate for the extremely durable primers and paints required to ensure ease of long-term maintenance.

- All side windows and portlights open for ventilation and are made with ½" tempered glass.
- There are five ½" tempered glass windows at the pilothouse house electrically heated by integral grids for defogging and deicing.
- Storm panels are provided for all side windows (sturdy aluminum covers with small viewing ports).
- A Portuguese bridge extends forward of the pilothouse to give safe access to the foredeck.
- The aft deck is fully covered by the boat deck which provides excellent weather protection for outdoor lounging and alfresco dining from the aft deck BBQ.

- Main deck and bow have stainless steel safety rail system for traversing the decks in rough weather, and for boarding convenience.
- Full walk around decks encompass the deckhouse and are covered aft of the pilothouse by the boat deck.
- The pilothouse has port and starboard sliding doors at the Portuguese bridge, and a Freeman Dutch door at the aft deck provides entry and ventilation for the main salon.
- The side decks and aft deck are covered with “Marine Deck” by Marquipt.
- The upper Boat Deck is accessed from the aft deck by a built-in stairway to port. Suitable for open-air lounging, the expansive boat deck area is fitted with a Hot Tub, tiedown chocks for the yacht’s tender, a tender davit, canister life raft, antenna masts, and a well designed stainless steel and cable hand rail system.

Deck Equipment

- Switlik 8 man life raft in fiberglass canister mounted on boat deck
- High-pressure freshwater wash down system.
- Maxwell 6000 hydraulic vertical anchor windlass with ½“ high tensile
- QuickLift 110 VAC electric/hydraulic dingy davit mounted on boat deck.
- Swim platform at transom with transom door.
- Boarding gates amidships, port and starboard.
- 500’ Hi-test Acco ½“ anchor chain.
- Backup anchor-Fortress 125 gypsy and capstan, and handheld remote.
- Primary anchor- CQR 180lb., stows and secured on bow roller.
- Paratech sea anchor, 34’ with 300’ 7/16”. stainless steel wire.
- Sea anchor retrieval windlass 2 hp, 110VAC mounted inside Portuguese bridge.
- Hot Tub positioned on the boat deck, portable/removable not built in, electric.
- (8) Storage lockers in Portuguese.
- Duramax commercial rub rails on hull sides.
- Loud Hailer

Engine & Mechanical

- The main propulsion drive system is a single full azimuth variable speed hydraulic drive manufactured by Thrustmaster Inc. of Houston, Texas. This drive unit is predominantly used in commercial tugs and power barges where ultimate maneuvering is required. Thrustmaster system serviced completely 2012.
- The main engine is a commercial marine series Volvo TAMD 122A diesel rated at 380 HP continuous at 1800 RPM. The main engine drive output is connected to the Thrustmaster hydraulic pump which provides the ultimate in efficiency and quiet operations in a marine installation, and with outstanding maneuvering ability and control of speed. The engine speed and Thrustmaster speeds are controlled

independently for very fine tuning to obtain the most efficient power control. In addition to providing propulsion, the main engine has a clutch controlled hydraulic power takeoff drive and hydraulic pump for powering the bow thruster and anchor windlass.

- The main engine is cooled with a closed loop glycol system which is installed on the sides of the box keel, and is very well protected from any type of abrasions, ice, logs or otherwise. Exhaust from the main engine is dry stacked through the transom below the swim/boarding platform.
- A 57 HP Volvo diesel "Saildrive" is installed as a secondary 'come-home' propulsion system. This system is mounted forward of the engine room in the foyer/laundry area. The system features a self-feathering "Autoprop" and provides "Get Home" capability in the unlikely event of a main drive failure. The 'Saildrive' system may also be used for very slow cruising or trolling, and can operate a clutch controlled high volume bilge pump.
- The overall fuel capacity is 5,000 gallons which are stored in four main tanks and two Day tanks. All tanks are baffled to reduce free surface effects. A main fuel manifold with valves and pumping system provide a very flexible arrangement for fuel management, which includes a multi-stage fuel filtration and polishing process before transfer to the daily operations fuel tank, and then (after filtration processes) is delivery to the engine, generators, or auxiliary get-home engine in operation. The intertank fuel filtration and transfer system can be operated to supply the daily operations tanks or for moving fuel to maximize the trim of the vessel. This system can be operated electrically or manually and have lowest point sumps and drains to draw off water as needed.
- Note: A Wesmar hydraulic stabilizer system is present but has been disabled and fins removed by the former owners. After extensive cruising and a trans-Atlantic round trip, the first owners determined it was not necessary or useful, actually ineffective on the vessel at the speed and weight of this vessel, and reduced cruising speed by 1 kt.
- Air conditioning and heating are supplied by circulating glycol/water system, chilled by two Marineair reverse cycle units (2 ton & 3 ton).
- Fuel polishing system
- 60 HP Wesmar hydraulic bow thruster located forward in the bulbous bow tube.
- Kidde FW 950 fire control system with automatic engine shutdown (56.3 lbs. of FM 200)
- Delta T air induction system for engine and utility rooms.
- Electric lube oil transfer pump
- (6) Electric 12 volt centrifugal bilge pumps, each rated nominal 4,000 gph.
- Air intake shutters can be sealed in severe conditions.
- Asko full size stainless steel clothes washer and dryer (located in the utility room).
- Heating for extreme conditions is supplied by an Espar 110,000 BTU Hydronic 30 hot water circulation boiler-fired heat system. (needs service)
- (6) Air handlers throughout the vessel.
- 400g. per day Sea Recovery Aqua Compact watermaker.

- 180 gallon stainless steel holding tank for blackwater discharge.
- Smoke and fire alarm
- Workbench and stainless steel sink (in utility room).
- Hand held fire extinguishers throughout the vessel.
- Spare parts including Statpower inverter, spare main engine starter motor, spare 200amp alternator, spare starter motor for generators, filters, hoses, belts, etc.
- 6.5 knots cruise burns 5 gallons/hour

Remarks

While one expects the abundant all-business safety features that the Cape Horn Trawlers are renowned for, this particular Cape Horn also qualifies as an exquisite luxury yacht. Professionally decorated, the ambiance is one of refined elegance. Throughout the interior light Canadian maple paneling with inlaid banding reflects a warm golden glow; large panoramic windows present the changing views as though fine art, and customized lighting enhances the overall interior warmth with halos of brightness. Luxury refinements and function are coordinated with one another in all areas of the yacht, from the sound-proofing lead underlay beneath all of the plush carpeting to watertight doors encased in solid maple with the finish of fine furniture.

Throughout the interior joiner work is the highest quality, built in furnishings are tastefully inlaid with dark filigree accent lines, and the Canadian maple paneling has been given a furniture grade finish. Upholstery in the main salon is a butter soft tan leather, the main interior deck flooring is "Marine Deck" by Marquipt, and the galley sole is finished with Italian tiles.

Ice-classed and designed for high-latitude voyaging, WAYFARER is an extremely quiet and sea kindly vessel. Open and spacious salon and galley with excellent visibility throughout. With four main deck entrances, this layout has great flow.

Exclusions

All personal gear; loose items; galley gear; CD's; charts; fishing equipment; tools; spare parts; supplies & items not specifically listed on equipment list specifications sheet.

Исключения

При продаже яхты исключаются личные вещи владельца.

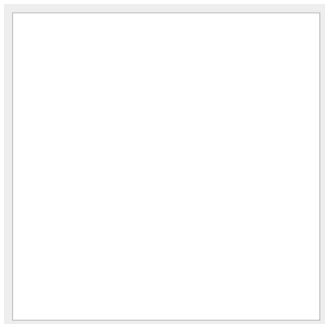
Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может

гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

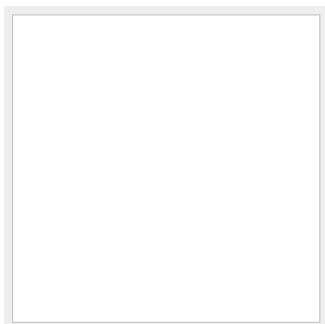
Pilothouse



Pilothouse



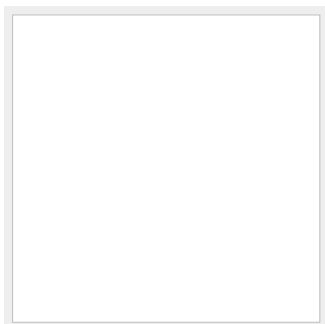
Pilothouse



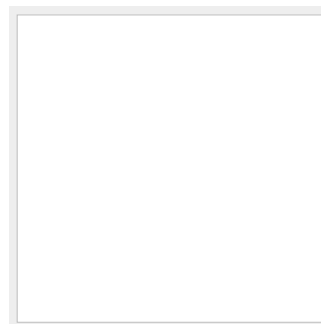
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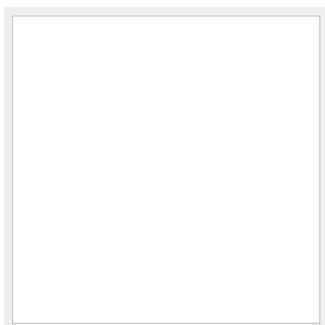
Salon Looking Forward



Salon Looking Aft Starboard



Salon Looking Aft Portside



Galley



Galley



Entrance to Master Stateroom



Master Stateroom



Master Stateroom



Master Stateroom Head



Master Stateroom Head & Tub



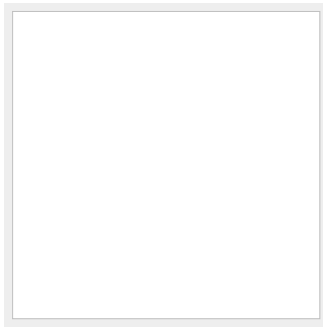
VIP Stateroom



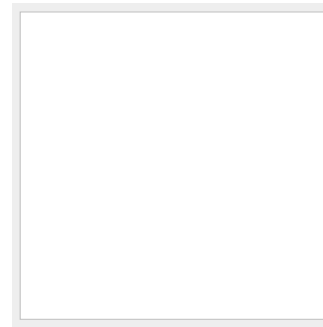
Guest Stateroom



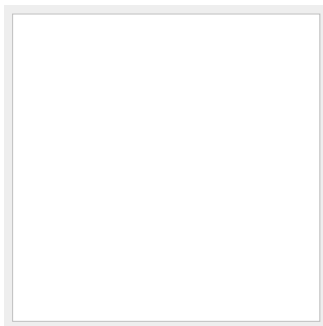
Office Cabin



Laundry/Auxillary Sail Drive/Small Generator



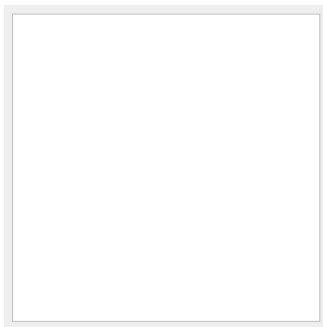
Engine Room



Engine Room



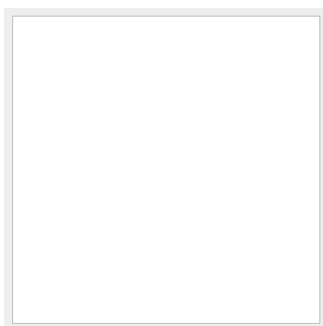
Thrustmaster



Utility Room / Watermaker



Utility Room



Foredeck



Portuguese Bridge



Pilothouse



Side Deck Looking Forward



Boat Deck - Portable Hot Tub



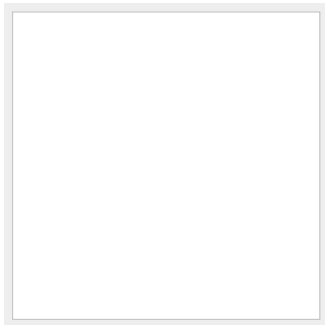
Boat Deck Looking Aft



Dinghy Davit



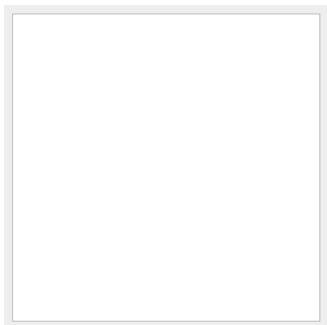
Hauled - Prior to new paint systems



Hull Bow



Hull Stern - Sail Drive



Thrustmaster Drive / Rudder



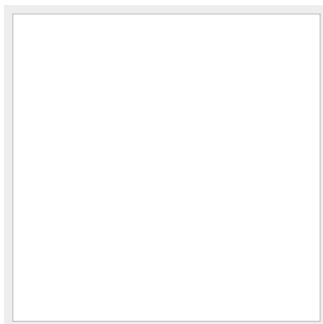
Bow



Bow



Swim Step



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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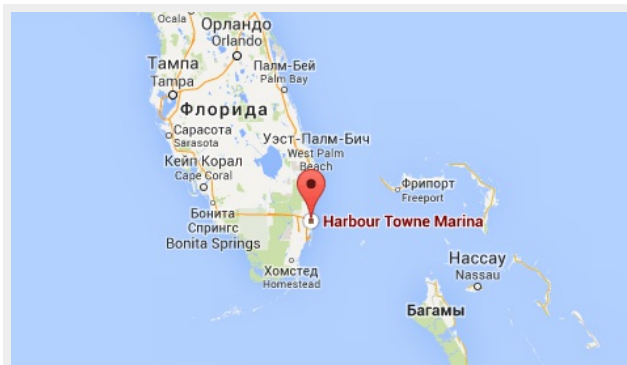
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Время работы

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

Воскресенье: **Закрето**

Адрес



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