

LEANDER — BRISTOL YACHTS



Судостроитель: BRISTOL YACHTS

Год постройки: 1981

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 41' 2" (12.55m)

Ширина: 12' 11" (3.94m)

Мин. осадка: 4' 10" (1.47m)

Макс. осадка: 10' 0" (3.05m)

Купить **Leander — BRISTOL YACHTS** 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 **Leander — BRISTOL YACHTS** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Обзор	3
Основная информация	3
Размеры	3
Скорость, вместимость и масса	4
Размещение	4
Корпус и палуба	4
Информация о двигателе	4
ПОДРОБНОЕ ОПИСАНИЕ	5
Accommodations	5
Galley	6
Electrical Equipment	7
Electronics	8
Hull & Deck Construction	9
Deck Equipment	9
Sails and Rigging	11
Engine & Mechanical	12
Other	13
Исключения	14
Отказ от ответственности	14
ФОТОГРАФИИ	15
КОНТАКТЫ	22
Контактная информация	22
Телефоны	22
Время работы	22
Адрес	22

ХАРАКТЕРИСТИКИ

Обзор

The Bristol 41.1 is a popular Hood/Empacher design noted for its well-mannered sailing performance, roomy and well-appointed accommodations, shoal draft keel/centerboard, abundant storage for long-term cruising, and solid construction to handle the rigors of blue-water sailing.

Leander is a well-equipped 1981 Center Cockpit 41.1 that has just returned from a 9-year circumnavigation, during which she was a safe and comfortable home for her family of four. Over \$100,000 was spent on upgrades and improvements prior to their departure in 2007, and much more was spent during the voyage to maintain, improve, and upgrade where needed. As such, the lucky next owner will step aboard a fully equipped yacht that is ready to go. So, if you have plans to venture afar, or just want a boat that is equipped to do so, *Leander* will save you the months of hard work, aggravation and significant expense needed to outfit a boat for long-range cruising. Additionally you will benefit from the 9 years of accumulated knowledge and experience that the current owners have applied to equipment selection and customizations to make *Leander* a safe and comfortable cruising boat for a couple or family. I encourage you to read through the Full Specs for a complete list of equipment and upgrades, and schedule a visit to see *Leander*.

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Sloop

Модельный год: 1981

Год постройки: 1981

Страна: United States

Размеры

Длина общая: 41' 2" (12.55m)

Длина по ватерлинии: 33' 4" (10.16m)

Ширина: 12' 11" (3.94m)

Мин. осадка: 4' 10" (1.47m)

Макс. осадка: 10' 0" (3.05m)

Скорость, вместимость и масса

Водоизмещение: 26530 Pounds

Размещение

Всего кают: 2

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Fiberglass Sandwich

Комплектация корпуса: Centerboard

Цвет корпуса: white

Отделка корпуса: Stainless Steel

Дизайнер корпуса: Hood

Информация о двигателе

Двигатели: 1

Производитель: Westerbeke

Модель: 58

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Accommodations

Leander features a beautifully appointed Herreshoff style interior with white bulkheads accented with varnished teak trim and cabinetry. The cabin sole is varnished and made of solid teak boards w/ holly splines over marine plywood. There are gel-coated FRP hull pans for the head, white formica counters, and molded headliners. Varnished teak doors separate the cabins, and cabinets have louvered teak doors or, for overhead cabinets, wicker-mesh sliding doors. Beige linen curtains with crimson and tan trim throughout.

Lighting In the main saloon: Alpenglow™, teak trimmed, LED Overhead Light with Dual Power and Night Vision. Majority of original lights replaced (2007-2013) with Sensibulb™ dome fixtures and swivel berth reading lights, using Sensibulb ultra-low voltage soft-yellow LED light fixtures.

Heating Eberspacher D5 Airtronic™ unit with fuel pump, transom exhaust, internal ducting and heating vents in the main saloon and aft state room, with control module mounted at Nav Station (2013).

Cooling Hella™ 12V, Two-Speed, low amp, "Turbo" fans (white) in main cabin, galley, and stateroom.

Ventilation Five overhead deck hatches and eight opening ports let in plenty of light and air.

Sound Kenwood™ AM/FM radio with CD player and cockpit remote, with speakers in stateroom and main saloon, and all-weather speakers in cockpit.

Layout, Starting Forward

Forward Stateroom The forward (guest) stateroom features a large V-berth with a filler piece for the center. Cushions were replaced and reupholstered in 2007. There is a hanging locker, drawer storage and full length cabinets with cane fronts on both port and starboard. Access to the chain locker is forward of the V-berth through a teak louvered door. There is a door from this cabin into the forward head (plus a door from the main salon).

Forward Head Roomy forward head is located aft of the Forward Stateroom to port. Features include a manual head, shower w/ dedicated sump, vanity, H/C pressure water and a Lectrosan waste system (currently bypassed). Across from the head to starboard are storage lockers.

Main Saloon The main salon is located from the base of the companionway ladder forward. It has a full length settee to starboard with an L-shaped settee to port. Both settees convert into sleeping accommodations. Cushions were replaced and reupholstered in 2007 and partially again in 2015. In order to improve utilization of space in the Main Saloon, the original drop leaf table was replaced with a smaller adjustable height table on a swivel that can be either a dining

table or a coffee table, while opening up a lot of space in the cabin. There is excellent storage outboard and beneath of both settees as well as two hanging and one wet locker.

Galley The galley is located to starboard in the passageway between the main salon and the aft cabin.

Nav Station Aft to port is the athwartship facing Nav Station with seat and outboard table. The chart-sized top opens to storage beneath. Ready access to electrical panel, Chartplotter, VHF radio, autopilot, SSB, pactor modem, weather station, heating controls, windlass remote, navigation lighting and more.

Aft Stateroom The master cabin is accessed through a passageway to starboard. It is laid out with a split berth with a filler section that converts the bed into a king. There are his and hers hanging lockers and bureaus. In addition there is storage under and shelving to port and starboard with cane doors. There are custom fitted sheets and bedspread with matching duvet covers and pillow cases, and an oversized teak-framed mirror. To port, forward of the cabin is access to the custom Workroom.

Workroom The original aft head to port was converted to a work room in 2007 complete with butcher block work bench w/ a vice and home for multiple storage lockers and drawers for tools & spare parts. This arrangement was found to be more desirable for liveaboard cruising in which two heads are not necessary. However, this space could be converted back to a head if desired.

Engine Room Multiple access entries to engine room through four separate doors. Substantial overhead space in engine room. Good access through engine room to house battery bank, battery charger, Racor filter, bilge pumps, solar panel smart controller, dripless stuffing box, water pressure tank, and high-output alternator.

Galley

GALLEY EQUIPMENT

The galley is located in the passageway between the main salon and the aft cabin. On the outboard side is a three burner propane stove with an oven and a broiler. Across from the stove and fridge is a double well stainless steel sink with hot/cold pressure water. The galley has excellent counter space and plenty of storage.

Fresh Water System Raritan™ 6-gallon combination engine coolant and AC 1200 watt electric heater. (2007). Water pressure tank with automatically-attending pressure pump for delivery to the sinks and shower. Fresh water system completely re-plumbed 2012. Shurflo Waterguard™ in-line charcoal drinking water filter runs to separate spigot at sink. Salt-water available through floor-mounted foot pump, available for cleaning purposes when away from the dock. Stainless steel dual-basin sink. Separate spigots for drinking water, fresh-water, and sea water.

Watermaker: Spectra Ventura 150 Deluxe™ Watermaker, 6 gallon/hour (2008). Located in the workroom and plumbed to fresh water system. *Water Tanks:* 1 x 50 and 1 x 25 gallons (welded

stainless steel)

Stove/Oven Shipmate™ stainless steel, gimbaled and ballasted 3-burner propane stove with oven. Two Worthington aluminum 20# propane tanks in the sealed, bottom-drained starboard section of the aft-lazarette, with pressure gauge, regulator, and solenoid shutoff in the compartment. Circuit breaker at the DC panel and solenoid switch at the galley with indicator light. Formica and teak protective cover for stove stores in its own bracket behind the stove.

Refrigeration Isotherm™ 2013 Compact Classic Air Cooled Refrigeration Component System, with oversized evaporator plate for freezer (2013). Stainless-lined, double-lid, top-loading ice box. Refrigeration compartment was completely rebuilt in 2010, with separate freezer and refrigeration compartments fabricated, with independent thermostat controls in each compartment, and automatically controlled muffin fans to distribute air.

Electrical Equipment

House Battery Bank: Eight Trojan T-125™ 6 volt batteries wired in series and in parallel to create 12 volt, 950 amp house bank (2010).

Starter Battery: Varta™ Truck Battery 680 cold cranking amps (2015).

Battery Monitor: Xantrex Link 20™ Dual Digital Battery Monitor (2007).

Charging: Charging for the two battery systems is by (1) a KISS™ Wind Generator (2007); (2) two 130 watt Kyocera™ solar panels (2007); (3) a 55-amp engine-mounted alternator; (4) a 125 amp Balmar™ engine mounted, high output alternator (double belted) ; and (5) a Newmar Nautilus™ Automatic AC, multiple bank, trickle charger for use with shore power.

Inverter: Xantrex Prosine 1000w AC/DC Inverter™ (2007).

Transformer: 240/120 AC step down transformer for use of 240 systems outside of the U.S.

Shore power: 125 volt/30 amp NEMA configuration twist-lock cordset to a matching boat inlet in the outboard face of the cockpit's port coaming. Distribution is made through an enclosed, secure panel with analog volt and amp meters. Separate DC and AC systems. The boat's AC system operates directly from shore power or, away from the dock, via the Xantrex inverter.

Polarity Checker: Reverse Polarity Light and Alarm and Reverse Polarity Triple-pole circuit Breaker (Carling Switch Inc., AB3-X0-00-005-2D1-A).

Gas Sensors: Carbon Monoxide and Smoke detectors.

Electrical Bilge Pumps: Two Rule 2000™ submersible bilge pumps, one primary pump, lower, and a secondary pump, above, redundant, both with automatic float switches, the switch for the

secondary pump being wired to an alarm at the electrical panel. Primary pump also operates with a manual switch at the electrical panel. Both pumps were rewired and re-plumbed in 2012. (Manual bilge pump: Whale Gusher™ 10 located in state room lazarette, plumbed to bilge.)

Solar: Two Kyocera™ 130 watt solar panels mounted on aft on aluminum arch, wired to battery bank via a Smart Controller (2007)

Wind Generator: Kiss™ High Output Wind Generator, with shunt switch located at battery bank (2007).

Electronics

Depth/Wind/Speed: Raymarine ST60 Depth/Speed/Wind Package Instrument Package™ (2007), with junction box, mounting kit, through-hull depth sounder, and mast-head wind transducer.

Chartplotters: *Nav Station:* Raymarine E120 HybridTouch Chartplotter™(2011). Navionics Gold Charts™ for North East United States, U.S. East Coast, Caribbean, Europe, and other global locations. *Cockpit:* Raymarine E90 HybridTouch Chartplotter™ (2011). (Cockpit chartplotter and autopilot control units are house in waterproof protective pods that swivel 180 degrees to enable the boat to be controlled from the wheel or, during long passages or in inclement weather, from under the dodger.)

GPS: Raymarine RS125 GPS Sensor™ (2007).

Radar: Raymarine digital radar (“Raydome”)™ interfaces with chartplotters (2011).

Autopilot: Simrad Autopilot Hydraulic Linear Drive 2000 Mk2L™, Edson Tiller Arm, with Simrad AP26™ control units at nav station and in cockpit (2007).

AIS Raymarine AIS 250™ Receiver Model (2007). Interfaces with chartplotter.

VHF (make/model/type): (1) Standard Horizon Matrix GX3000S VHF Radio™ at Nav Station. Shakespeare Model 5215-C-X™ antenna at masthead (2011). (2) West Marine Model 150™ Handheld VHF Radio (2010). (3) RAM Mic: Standard Horizon Full-Function RAM Mic™ in cockpit (2012).

SSB (make/model/type): ICOM M-802 Digital SSB System™, ICOM AT-140 Tuner, GAM Single Band Antenna mounted on back stay with isolators, grounded to keel-mounted Guest™ dynaplates through copper foil, ICOM AT-140 Control Cable, with SCS Pactor II Modem™ for email communications at sea (2007).

Compass: Ritchie Sp-5 on the binnacle; GPS regulated compass integral to Raymarine Chartplotter system.

Nav Lights: ORCA Green Marine LXAA Series™ LED All-Around Navigation Light at Masthead, with anchor light and optional strobe.

Other Electronics and Navigation Equipment:

Standard Horizon 220SW Deck Horn/Hailer/PA Speaker (2014). (Loud hailer not currently installed).

Satellite Phone: GMPCS Iridium 9505A™ satellite phone (2007).

Handheld GPS: Garmin 76 GSX™ handheld GPS (2007).

Media: Wall-mounted, HP™ flat screen monitor for entertainment, with protective water-proof cover.

Weather Station: Wall-mounted Ambient Weather WS-1171 Wireless Advanced Weather Station™ with digital Thermometer, Dew Point, and Humidity, Barometer, including barometric alarm and 24-hour constant-display barometric pressure reading.

Spherical Radar Reflector mounted on spreader halyard.

Hull & Deck Construction

Hull: Solid fiberglass hull with moderate to heavy displacement. Keel configuration is a long centerboard trunk with semi-balanced skeg-hung rudder. The fiberglass centerboard pivots on a glassed-in bronze pin. Operation is controlled by a Merriman winch in the cockpit, utilizing a stainless wire connected to the centerboard via a wire swaged loop and a Spectra™ line (to avoid stress riser). The wire feeds through two bronze sheaves, glassed in below the water line (sheaves replaced, and the elbows restored in 2009). Ballast is internally encapsulated lead that is glassed over in the keel cavity. Hull finish is Oyster White Awlgrip with a black boot stripe at the waterline, and blue anti-fouling.

Deck: Balsa cored deck construction with molded nonskid. Deck to hull joint is internal flange type capped with a substantial teak toerail through-bolted every 6 inches.

Deck Equipment

Ground Tackle:

Shallow locker on foredeck for ground tackle storage, and a stainless stem fitting with twin rollers extending forward of the bow. 60 pound Manson Supreme™ Anchor (2009), attached to 200 feet of Grade 70 Hot dipped galvanized high test chain (2007), spliced to another 200 feet of nylon rode for a total of 400 feet.

Second anchor, located at stern, 45 pound CQR™ with 15 feet of chain and 175 feet of nylon

rode.

Windlass: Lewmar™ V2, low-profile electric windlass (2007) with chain gypsy. Maxwell™ heavy-duty remote for control of anchor at bow (2007). Self-feeding gypsy leads chain into chain locker. Second windlass remote located at Nav Station. Wash-down spigot available, but not currently plumbed.

Deck Hardware:

Stainless double-tube bow and stern pulpits. Double lifelines in side stanchions with boarding gates port and starboard (all fittings, swages, and lifelines replaced 2007).

Solid teak toe rails. Solid teak rub rails with stainless steel protective strip. Teak grab rails on the cabin top.

Aluminum arch (1.5" piping) erected at transom in 2007 for mounting of life raft, EPIRB, dinghy engine, solar panels and wind-generator aft.

Stainless steel dinghy davits on aft deck.

Stainless steel and teak boarding ladder bolted to the transom, swings up for storage when underway.

Six opening deck hatches, eight opening ports.

Cockpit:

Raised rectangular center cockpit, with nonskid sole. Bench seats port, starboard, and a slightly raised helm seat aft. Outboard coamings as seat backs. Custom-fitted cushions (white with beige piping) installed 2007. Seats six.

Edson™ Wheel steering with locking stainless destroyer wheel. Custom-fit leather cover with foam cushion. Wheel is mounted on a white-painted aluminum pedestal with chain and cable linkage to the bronze quadrant that is fitted with oak stop blocks. Foldable, stainless steel, emergency tiller stores in cabin and fits to the rudder shaft head access through the aft deck plate.

Teak cockpit table on pedestal, swings down for storage when under way. Permanent teak drink holders.

Canvas:

Sail Covers: Doyle Stack Pack™ with lazy jacks, Toast color Sunbrella™, installed for main sail.. (2007). Roller furled jib Toast colored Sunbrella™ UV sun cover.

Canvas Covers: Sunbrella™ cover for aft teak ladder, mast deck-fitting, and, when needed, deck-mounted jerry cans.

Dodger: Sunbrella™ dodger with Strata Glass™ windows (2007). Stainless steel safety grabbar on dodger 2010.

Bimini: Sunbrella™ bimini with Strata Glass™ window to view main sail (2007). Removable, custom-fitted mesh shade clothes (toast color).

Sails and Rigging

Sails

Sobstadt ~8.5 oz. Dacron mainsail (1997). Two leech and two top full battens. Originally with two jiffy reefs. Third reefing point installed in sail (and rigged) in 2007. Spare main sail available. Doyle Stack Pack with integral lazy jacks for mainsail storage.

Horizon, Yankee-cut 100% jib

Horizon tri-radial spinnaker with snuffer chute, bridle, and control lines, in bag.

North Sails™ 135 square foot storm Try Sail. White with fluorescent orange head (2008) (Never used, kept in bag, mint condition.) Dedicated trysail track on mast.

Rigging

Mast-head sloop rig with keel stepped mast by Metalmast Marine™ (anodized aluminum, oval-section, sleeved two-piece mast). Mast is stepped on top of the glassed-in ballast casting in the keel, on a phenolic pad to prevent galvanic corrosion.

Standing rigging Stainless steel 1x19 wire with swaged terminals at both ends, open-barrel turnbuckles at the bottom end and stainless strap tangs at their upper end. All-inboard masthead sloop rigging includes a headstay (inside a Harken roller furler), a single-leg back stay (with SSB isolators), a cap shroud through the single aluminum airfoil spreader, and forward and aft lower shrouds to the spreader base. Blue Wave™ swaged terminals. Norseman™ fittings. Stainless bar stock chainplates bolted through the hull skin for the stays and through deep FRP over plywood hanging knees for the shrouds.

All standing rigging wire replaced 2011 (with the exception of backstay and isolated SSB antenna, which dates to 2007). During 2011 re-rigging, stainless steel extensions were fabricated to connect to toggled swaged eyes to the upper shroud fixed mast tangs, permitting the shrouds to articulate both fore and aft and athwartship in heavy weather to minimize repetitive stress.

Boom Vang: manual block & tackle boom vang

Mast-mounted spinnaker pole (spinnaker pole mounting system rebuilt 2010).

Winches: (2) Lewmar #55 S/T 2-speed primary winches on cockpit coamings for jib sheeting (2)

Lewmar #48 S/T 2-speed secondaries aft on the cockpit coamings (1) Lewmar S/T 2-sp. deckhouse winches for halyards and main trimming (3) Lewmar S/T winches on mast for halyards

Engine & Mechanical

Engine: Make/Model: 1981 FWC Westerbeke/W-58, 58hp, naturally aspirated
Hours: 4,300

Updates: New oil cooler (2011), heat exchanger (2013), mixing elbow (2014), exhaust nipple (2012), exhaust hose (2015); thermostat (2011); oil pressure sender (2014); starter (2012); and engine mounts (2010). Valves adjusted 2014. Multiple spare parts including starter and solenoid, oil cooler, mixing elbow, exhaust nipple, alternator, fuel filters (primary and secondary) oil filters, heat exchanger, thermostat, temperature sender, fuel hose, heat exchanger anodes, heat exchanger gaskets, damper plate, raw water pump, impellers, Racor filter bowl, various engine hoses, and others.

Drive Type: Single-piece, straight, inboard 1¼" stainless shaft (2007). Bolt-through "Drive Saver"™ shaft coupling, FRP shaft tube with PSS Dripleless Stuffing Box™ (2007), bronze, single-leg, 6-bolt bronze strut with Cutless bearing (replaced 2007).

Transmission: Hurth™ Model HBW 150-2.0 hydraulically-operated forward and reverse marine gear with a 1.88 reduction ratio. (Reconditioned by Hurth Authorized technician 2011.)

Operation: Key start and solenoid-operated stop switch at the nav station. In cockpit, Westerbeke panel with second key start, tachometer and hour counter (new 2014), and gauges for oil pressure, operating temp, and charging voltage. Edson dual clutch and throttle levers at the steering pedestal.

Fuel: Fuel is carried from one of three welded stainless steel, deck-filled tanks. Supply is taken from each tank via bottom-pickup tubing with a petcock entering at tank top, running then to a selector manifold ahead of a Racor 500 in-line particle filter and water-separator, to the engine fuel filter, and a manual priming pump.

Mechanical Equipment

Fuel Filters: Primary Racor™ fuel/water separator, and secondary, engine mounted (10 micron) filters.

Line Cutters: Prop and strut are fitted for a Spurs™ line cutter, removed 2013. (New cutting blade needed for replacement).

Stuffing Box: PSS Dripleless Stuffing Box™ (2007)

Propeller: 18" diameter, three-blade feathering MaxProp™. Refurbished by MaxProp in 2010. Spare fixed propeller available.

Tanks: Water: 1 x 50 and 1 x 25 gallons (welded stainless steel) Fuel 2 x 50 and 1 x 25 gallons (welded stainless steel) Holding: Lectrosan™ (currently bypassed)

Other

Other Equipment:

Dinghy: Avon™ Model R3.11 RIB 10-feet. Grey Sunbrella™ cover for storage and second toast-colored cover for in-water use.

Dinghy Motor: Two-cycle, "Mercury 15" (15 horsepower). Gas tank and fuel line with in-line pump.

Dinghy and Motor Storage: Stainless dinghy davits bolted to the stern rail and the back rail. Removable motor davit for use at the port side of the aft arch, with lifting winch. Bracket for storage of the outboard on the aft arch. *Spare Parts* Includes comprehensive inventory of spare parts, too numerous to mention.

Safety Equipment:

Man Over Board: Raymarine Lifetag Wireless MOB System™ with base station and two life tags (2007) (base station not currently installed). Integrates with Raymarine Chartplotters and alarm system. Throwable type IV horseshoe buoy on the stern rail. Enhanced (and louder) MOB and Chartplotter alarm installed at cockpit.

Flares: Olin Marine™ High Performance Flare gun with flares in Safety Case. Pistol gun and shotgun shell flares. Three hand-held flares.

PFDs: Two Mustang™ HIT Inflatable Automatic PFDs (2007). Wichard tethers with double action hooks (2007).

EPIRBs: 1) ACR Globalfix™ 406 Cat I EPIRB (automatically deploying) mounted aft (2007) (Recertified, battery replaced, 2015). 2) ACR Globalfix™ 406 Cat II EPIRB (manual deploying) mounted at Nav Station (2007) (recertified, battery replaced, 2015)

Life Raft: Winslow 4Person Ultra-Light Offshore Life Raft™ (2007). Vacuum packed and double floor, in UV-inhibiting canister and cradle assembly (2007). Inspected by certified service center, 2015. New Hammar H20 Life Raft Hydrostatic SOLAS Release™ installed and new gas canister re-arm kit installed (2015). Vacuum packaging inspected by service agent. Because it was determined that the vacuum packaging was in pristine condition, decision was made not to reopen and repack, but as a result no formal Service Certificate was issued.

Fire extinguishers: Two size 1, type BC, dry powder portable canisters.

Other: Cockpit mounted bell and mouth air horn for signaling in fog. Mast-mounted Standard Horizon Loud-Hailer available, but not currently installed.

Survival Suits: Sterns™ Survival Suit Adult Universal (Purchased 2007) and Adult Oversize (in bags, never used).

Jackline: Wichard™ Double Jackline rigged from bow to stern, port and starboard (2007).

Ditchbag: ACR Electronics™ Rapid Ditch Bag, yellow (2007).

Exclusions: Personal items are not included. These include, but are not limited to: artwork, tools, linens, personal electronics etc., some of which may appear in images.

Исключения

При продаже яхты исключаются личные вещи владельца.

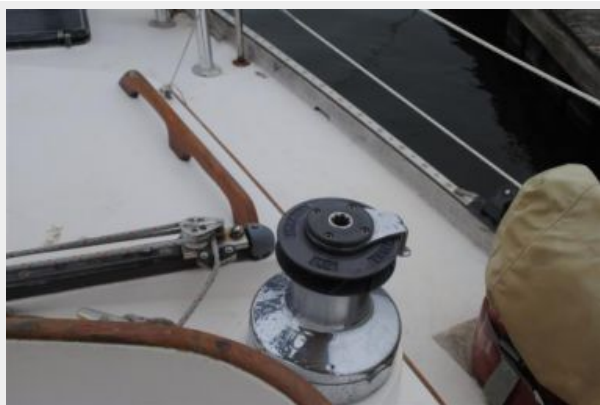
Отказ от ответственности

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



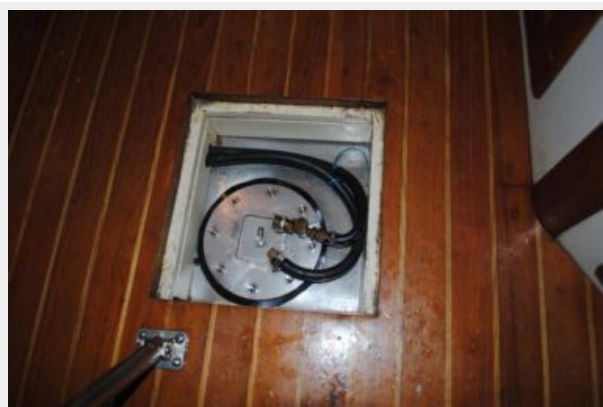












КОНТАКТЫ

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.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

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