

IO OF COWES — NAUTOR'S SWAN



Судостроитель: NAUTOR'S SWAN

Год постройки: 2001

Модель: Cruising/Racing Sailboat

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United Kingdom

Длина общая: 62' 9" (19.12m)

Ширина: 17' 7" (5.34m)

Мин. осадка: 10' 3" (3.10m)

Макс. осадка: 13' 0" (3.96m)

Купить IO of Cowes — NAUTOR'S SWAN 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 IO of Cowes — NAUTOR'S SWAN 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

IO of Cowes, is a semi-custom Swan 62RS with raised deck-house yacht with numerous variations from the original build specification to improve her further.

The current owner is very experienced and created a very comfortable, well executed and fast cruising yacht.

There are a number of small features that have been added to the build which make this Swan unique

Основная информация

Тип судна: Cruising/Racing Sailboat **Подкатегория:** Cruising/Racing Sailboat **Модельный год:** 2001

Год постройки: 2001 **Страна:** United Kingdom

Размеры

Длина общая: 62' 9" (19.12m) **Длина по ватерлинии:** 52' 2" (15.90m) **Ширина:** 17' 7" (5.34m)

Мин. осадка: 10' 3" (3.10m) **Макс. осадка:** 13' 0" (3.96m)

Скорость, вместимость и масса

Водоизмещение: 62831.74467 Pounds **Вместимость воды:** 290.5892572 Gallons **Объем топливного бака:** 264.172052 Gallons

Размещение

Всего кают: 3

Корпус и палуба

Материал корпуса: Fiberglass Sandwich **Материал палубы:** Fiberglass **Цвет корпуса:** white

Дизайнер экстерьера: German Frers **Дизайнер интерьера:** German Frers

Информация о двигателе

Двигатели: 1 **Производитель:** Volvo Penta

ПОДРОБНОЕ ОПИСАНИЕ

IO of Cowes

IO of Cowes, is a semi-custom Swan 62RS with raised deck-house yacht with numerous variations from the original build specification to improve her further. The current owner is very experienced and created a very comfortable, well executed and fast cruising yacht. There are a number of small features that have been added to the build which make this Swan unique. Examples include;

- 12mm nominal teak deck from new
- Upgraded deck winch package including electric primaries and main sheet winch
- Flush fitting Nautor deck hatches
- Flush deck cleats
- Custom interior with additional stowage in all lockers, removable forward bulkhead providing two or three cabin options.
- Fully equipped galley with additional stowage and separate bar area with bottle and glasses stowage
- The interior was developed with the owner to provide a luxurious but practical space with a very high attention to detail. Lockers are fitted with timber compartments, fiddles and additional storage solutions.
- Safety is of a very high importance and the yacht has additional extinguishers, torches, hatch covers etc to provide high levels of security whilst at sea.

Note: launch date was 2002

HULL & APPENDAGES

Scantlings, materials, and workmanship are consistent with the construction of a light hull without sacrificing strength or stiffness.

Construction

The hull is of a single skin construction using glass/aramid hybrid fibre reinforced polyester laminate. A high proportion of the fibres are unidirectional, giving a stiff laminate with excellent strength and fatigue properties. Structural bulkheads are of a marine plywood and laminated to the hull and deck with foam strips. Stiffener flanges are uni-directional layup over foam core.

Engine beds are of GRP and special care is taken to ensure rigid foundation and proper adhesion to Hull.

The hull has been painted in white Awlgrip in October 2016. The boot top and cavita lines are in green to match the covers and exterior theme of the yacht.

There is uncoloured gelcoat below the waterline and the bottom of the hull is treated with an epoxy primer for improved blister resistance, and then antifouled.

Ballast keel is a lead casting with antimony and carefully finished to an accurate shape

Retractable bow thruster Max Power including separate battery bank

Stripes are painted in Awlgrip

Wide bathing platform hydraulically operated in lieu of standard

Rudder

The rudder is foam filled with GRP and a tubular tapered stock of E glass composite supported by two self-aligning roller bearings

Steering Systems

Dual steering gear, with sheaves provided with guards to prevent jamming the steering quadrant, is bolted to the rudder stock. Two destroyer type wheels with Elk hide covers with anti-slip additional leather with a 1.9 turn hard over to hard over.

Two pedestals with roller bearings fitted with emergency tiller which is stowed in the lazarette.

Steering wheels can be disconnected from the steering system when autopilot is in use, and teak steering wheels with carbon spokes fitted in lieu of standard. There are two autopilots fitted for safety and both operate independently of each other.

Through hull fittings

Sea cocks of bronze for all through hull connections below the waterline. Fittings are located in accessible positions and the inboard side of the seacock is fitted with a spigot long enough to take two hose clamps.

DECK

Deck Equipment

Scantlings, materials and workmanship throughout our consistent with the construction of a light deck.

Decks of sandwich construction using glass/aramid hybrid fibre reinforced polyester laminates, with low-density closed cell foam, which is glued to the hull. High-density core fitted under deck fittings and standard deck surface fitted with a teak deck finish nominally 9 mm. Note "IO" is fitted with a 12mm teak deck.

- 12mm nominal teak deck from new
- Upgraded deck winch package including electric primaries and main sheet winch
- Flush deck cleats

Woodwork on deck

Teak toe rail bolted through hull deck joint, teak in cockpits and on bridge deck glued and vacuum bagged without screws.

On foredeck there is a hinged anchor well hatch.

Hatches to forward heads and to each forward cabin.

One hatch in raised saloon, two in aft cabin, and deck house windows are of tinted glass.

Main companionway with lockable sliding hatch.

In aft cockpit there are hinged GRP hatches to lazarette, cockpit, and on side deck to storage lockers.

Forward guest cockpit has table and four moulded cup holders.

Winches

The winches are of Lewmar ocean series wave spring type.

Power pack size 1.3 kW two function to drive headstay furling and hydraulic fore stay.

Primary winches are to be Lewmar L 77-3 speed AST in lieu of standard.

Secondary winches two of Lewmar 64 AST.

Mainsheet winch Lewmar 66 AST.

Additional mainsheet winching in cockpit coaming outboard of steering wheel Lewmar 64 AST.

Two mainsheet traveller control line winches Lewmar 40 CST two speed.

Two utility winches 99 in lieu of Std 60 CST two speed on mast.

Lewmar Concept 3 partially recessed anchor windlass with handheld remote control.

Stainless steel steam head fitting with headstay attachment and double anchor rollers.

Stainless chain plates for main and lower shrouds bolted to reinforced mast bulkhead.

Backstay chainplates are attached to transom.

Flip down engine control panel set in to cockpit coaming.

Fittings

Harken roller bearing deck blocks for halyards and slab reefing at mast partners.

Harken aluminium Genoa sheet tracks with cars.

Harken screw in after guy blocks amidships one for guy block forward.

Harken spinnaker sheet blocks each side after.

Harken mainsheet track with roller bearing car and taglines.

Stowage positions for runners near main shrouds.

Two leather bespoke winch handle holders at mast to in aft cockpit.

Three pairs of stainless steel roller fairleads recessed into rail.

Pulpit, pushpit and lifeline stanchions 750 mm high of stainless steel with composite bases through deck.

Lifeline gates each side and midships and in pushpit.

Stowage for life raft in aft cockpit lockers.

Aluminium mast collar.

Bow sprit with block on deck

Floating Genoa "A" car system

Mainsheet leading through tube to mainsheet winch

Flush fitting deck dorade vents to provide natural ventilation whilst in harbour.

Nautor-made carbon fibre radar antenna post mounted through transom angled aft, colour to match the hull

Joystick system for gimballed radar scanner on post

Gangway fitting on deck for carbon fibre gangway

Folding cleats one pair forward, one pair midships and one pair aft, in lieu of standard

Pushpit with integrated teak seats both port and stbd side

Oval shaped handrails in stainless steel, above the raised saloon side windows with Tivoli lights

Sunbathing area on top of raised saloon with system for fixing mattresses

Double coaming stripes in lieu of standard

Nautor made fore hatch flush mounted with teak trim

Holder for diving bottles in lazarette locker

Outboard stowage in side deck lockers port and stbd

Additional toilet in forward cabin – currently removed

INTERIOR

General

IO of Cowes accommodates 4 guests in 2 double cabins. There is the possibility of further accommodation for 2 small children. The aft cabin offers 2 large beds and en-suite facilities. The forward cabins has a double bed and shared facilities.

Custom interior with additional stowage in all lockers, removable forward bulkhead providing two or three cabin options. Fully equipped galley with additional china, lead crystal glass stowage and separate bar area with bottle and glasses stowage. The interior was developed with the owner to provide a luxurious but practical space with a very high attention to detail. Lockers are fitted with timber compartments, fiddles and additional storage solutions.

Cabins fitted with foam and latex toppers on mattresses

Owners specified door locks and door handles

Powered Ocean air pleated blinds for deckhouse windows

Removable centreline bulkhead in guest cabin with designated storage starboard side

The saloon table and seating can be extended and the table can be lowered to provide a "crèche" area

Storage area for CDs and DVDs in Stbd side of saloon.

Vertical chart storage under forward end of chart table

Lockable medical locker under sofa seat

Owners safe in aft cabin floor.

Forepeak with general storage and watertight collision bulkhead

Pipe cot stbd side with workbench

Timber bunk to port with stowage area and space for toilet if required.

Mag light stowage and additional hand held VHF

Master Cabin (Aft)

The aft cabin is designed to provide more comfortable bunks whilst at sea and the forward cabin arrangement, which would normally be two guest cabins, has the option of providing a removable centreline bulkhead. This provides guest accommodation for either a couple or four people with the removable bulkhead fitted.

Heads

Equipped with porcelain wash-basin, mirror, telephone type shower heads, towel rail, soap and paper holder with trash bin and lockers.

White GRP lining up to wash-basin level.

Teak grating on floor with separate shower compartment for owner.

Galley

The galley has an insulated and sheathed space for Alpes Inox four burner stove. Stainless steel sink.

Garbage container.

Frontloaded to 40 L refrigerator with 240 L front loaded vegetable locker and top loaded 150 L freezer.

The countertops are of Corian with a crockery locker and cupboards against the topsides.

There is also a chest of drawers for utensils.

Fisher and Paykel dishwasher.

Quooker water boiler.

Separate hand and washing up liquid dispensers.

Microwave oven.

Miele two burner electric hob forward of cooker.

Bar Area

Raritan Ice maker

Miele washer/dryer

Bar equipment including water jugs, cork screw etc.

Custom stowage area for crystal wine glasses and tumblers.

Rechargeable Dyson hand vac.

Stowage for a full set of lifejackets and Spinlock deck vests

Pop up television outboard on stbd side of saloon

Nav Station

Provided with shelves drawers and space for instruments and radios in recessed lockers with slide down panels hiding some instruments.

The main switchboard is on the engine room bulkhead.

Chart stowage below headliner.

Custom sliding stowage for silver knives and forks etc.

Brooks and Gatehouse Hydra 2000 sailing system with FFD at chart table and another in fwd crew cabin with further FFD on port helm

Brooks and Gatehouse Hydra pilot system with control at helm and aft cockpit

Brooks and Gatehouse 20/20 digital displays six off, at mast and aft cockpit

Brooks and Gatehouse halcyon gyro stabiliser compass pack

Brookes and Gatehouse barometric pressure sensor

EchoPilot side scan 3-D with transducer

Simrad RS 87 VHF with DSC with second hand set at helm port side.

2 x Standard Horizon floating hand held VHF's

Icom BC 166 hand held VHF in forward cabin

Mini M system from KVH TracFone 25 with antenna on the radar

Globalstar T5 50 handset and marine adaptation kit.

Thrane and Thrane TT 3022 D Cap sat and TT 3672A hand set

Iridium MOD 955 IRID 0115G sat phone

Leica MX420 GPS

Furuno colour repeater situated in aft cockpit on deck

Furuno monitor at chart table

Newmacom TECNIX 45V screen set into lid of chart table as back up computer and charter plotter

Track vision G for satellite TV antenna with sky HD box installation

ICS Nav 6 Navtex

AIS system integrated with plotter system.

Vasari disc drive and twin port USB computer

Speedtech electronic weather station

James M Cabe" ships chronometer in storage recess at chart table is not for sale with vessel

RD 573099 recording barograph

Backgammon and chess boards set into sideboard aft of nav station

Crestron HDMI HD-MD8X2 music system with Bose speakers

Guest Cabins

Double bed to port with removable centreline bulkhead and convertible single bunk.

Hanging lockers and stowage provided.

Condaria climate organiser and Crestron controllers

ENGINE & SYSTEMS

The engine space is internally sound insulated fire resistance meeting Solas B -15 requirements. Drip tray integral with engine bed Yanmar 4LHA – HTE Marine diesel, output is 110 kW or 150 hp at 3300 rpm with ZF 45 a hydraulic reverse reduction gear. Wet exhaust system with fibreglass silencer discharging through transom.

Cooling system is thermostat controlled fresh water cooler with heat exchanger mounted on engine. A separate heat exchanger for the consumable fresh water is included in the same circuit, making hot water available while engine is running. Sea water intake with strainer. Discharge through exhaust system.

Plumbing Systems

Sea water hoses of reinforced PVC tubing and freshwater hoses of nylon tubing. Fuel and water tanks of welded stainless steel provided with baffles inspection cover sounding plug and vent pipe. Showers and sump tanks of GRP integral with moulded floor liner.

Fresh Water system

Hot and cold pressure water with backup foot pumps in galley.

Water capacity is 1100 litres in four tanks, with one filler line from deck through a valve chest under saloon floor.

Tank vent pipes terminate at galley sink.

Oras type mixing faucets for washbasins and galley sinks.

The consumable water can be heated either with engine cooling water, or with the heating element working on the 220 V AC system.

Sea waterspout in galley with foot pump.

Fuel System

Fuel capacity increased from standard to 1000 L in two tanks of welded stainless steel. Fuel filter water separator with water alarm and shut off valve on feedline to engine and diesel generator. Tanks are vented to deck with one filler line for each tank.

Engine cockpit controls include on/off switch, single lever control of throttle and gearshift control, lights for starting and service battery charging, coolant temperature with alarm oil pressure with alarm volt meter for starting battery and tachometer with hour meter. In custom flip down flap in cockpit coaming.

Stern Gear

Propeller shaft made of high tensile corrosion resistant steel

Shafts are supported by rubber bearing at bracket

Three bladed feathering propeller diameter 590 mm

Drainage System

Sinks and washbasins drain through seacock.

Wash basin and shower trays drain to sump tanks with the capacity of 60 L.

Sump tanks are emptied by either electrical pumps or manual whale back up pumps.

Bilge pumps

Whale Titan 100 L per minute in cockpit and below deck.

One electric bilge pump with automatic control.

Toilets are vacuum/assisted toilet using fresh water for flushing, and they discharge through hull seacock.

There is a holding tank provided for the after head which is emptied by an electric pump or deck suction line.

Remote oil filter for generator

Water maker Seafresh H206A 230 V 2200 L per day with remote panel and standard spares kit.

Freshwater connection to deck wash

Drinking water purifier

Sea water deck wash

Additional stainless steel holding tank with electric pump and deck suction line for one toilet

Hydraulic systems

Hydraulic boom vang with high-pressure return and hydraulic tensioner for backstay and main sail outhaul.

Two single gauge system 50 central control panels with two speed pump in cockpit. Controls for the vang, inner stay, baby stay, outhaul and back stay.

Hydraulic inner forestay with Navtec 17 S cylinder with stainless steel cover

Hydraulic babystay covered by stainless steel tube under deck

The bow thruster is also hydraulic and is powered via a PTO off the generator

ELECTRICAL SYSTEM

24 V DC system with insulated return.
drop.

system.
as the mast are grounded to ballast keel bolts with heavy cable.

230 V AC three wire

Wire size to minimise voltage

Lightning protection system for headstay main shrouds chain plates as well

DC System

One battery set for 50 amp/hr at 5 hour rating.

24 V gel cell type for general service use.

The engine and diesel generator have their own designated starting battery sets.

AC System

The AC system can be fed either by a 6 kVA 50 Hz diesel generator, a 230 V 50 amp/hr shore power inlet, or 24/1500 Volt amp inverter.

Shore power is provided with polarity alarm, main switch and land connection cable.

Outlets provided with earth fault protection.

DC main panel is located near the navigator's space.

Switches are of trip free circuit type with volt and ammeters of digital type.

Switches for interior and navigation lights, fuel tank level gauge, water tank level gauge, main switch, and fuses and test panel.

Galley panel thermometers for refrigerator and freezer, with LPG cut-off valve remote control.

AC main panel switches are of trip free circuit type with voltmeters

Frequency meter is of a digital type

Chargers/Inverters

Shore power inlet 230 V and 115 V options by switching to 6 kVA isolated transformer

Inverter Mass 24/25 Volt amp 230 V including transfer switch

ELECTRONIC SYSTEMS

Navigation Instruments

Communications Systems

Two Suunto 5 inch magnetic compasses on steering pedestals.

Hydraulic autopilot driving on steering quadrant with Control Panel in cockpit

System redundancy was a high priority for the owner so two separate autopilot systems were fitted with controls in the aft cockpit.

One quartz clock at chart table

Owner's manual in English, plus manuals as supplied by equipment manufacturers. The owner's manual contains directions for use, maintenance and winterising, as well as a full set of complete drawings for all the yacht's main systems.

Entertainment Systems

Separate radio bank to 40 amp hour including battery charger

Battery parallel switch for service and radio battery banks

Microwave oven in galley 230 V

Waste disposal unit in galley

Dishwasher in galley

Combined washer dryer in bar area in saloon

Additional ceiling lights

Additional bulkhead lights

Cabin light dimmer

Automatic lights in lockers

Recessed boom light over central cockpit table

Floodlights on radar post one facing forward one facing down onto bathing platform

Electric foghorn Aqua Signal manual and automatic

Diving compressor in lazarette

Bang and Olufsen Beosound 9000 CD player

Sony CD X705 with DVD in saloon Stbd side locker

ANCHORING & MOORING

60 lb CQR anchor on stem head with 160lb Danforth stowed below deck

10 m of 10 mm higher tensile chain splice to 80 m of octoplat anchor line.

Eight mooring lines, four of 15 m and four of 25 m x 20 mm.

Fenders with lines, boathook stowed below and anchor light with plug and cable.

Control at helm to allow 10m increment paying out of

MAST & RIGGING

The mast is oval section with external track for full batten main sail.

halyard sheaves at the masthead.

The mast and the spreaders are of aluminium with the trysail track fitted on the port side.

The standing rigging is of round Navtec road series 800 with rigging screws for main shrouds.

Rig and sail dimensions:

I – 84.32 feet 25.7 m

J – 23.62 feet 7.2 m

P – 75.46 feet 23 m

E – 23.79 feet 7.25 m

Sail areas:

Fore triangle 92.5 m²

Main Sail 83.4 m²

150% Genoa 138.8 m²

Spinnaker 333 m²

One Sails Australia

Main – Carbon laminate sail with low hours use, two reefs use.	Staysail	135% furling genoas in carbon laminate low hours	Trysail
jib		Older	
Yankee		0.3 Oz spinnaker –	
green		0.7 Oz spinnaker – yellow	

The mast is oval section with external track for full batten main sail. Tapered masthead with two spinnaker cranes in three halyard sheaves at the masthead. The mast and the spreaders are of aluminium with the trysail track fitted on the port side. The standing rigging is of round Navtec road series 800 with rigging screws for main shrouds.

The main boom is a Park Avenue section with internal outhaul lead to hydraulic cylinder with slab reefing with three reefing lines and lazy jacks. One Spinnaker pole and jockey pole of aluminium section with appropriate fittings. The mast is stepped through the deck and onto a composite mast step. Folding foot steps on mast, two per side. Hydraulic furling headsail Reckmann RF 93
40 Aramid inner forestay, babystay, and running
backstays Park Avenue boom, white painted instead of
standard Carbon fibre Spinnaker pole from Carbospars in
white Carbon fibre jockey pole

EQUIPMENT

General Equipment

Sailing Gear

Various winch handles some with double grip

Bosuns chair

Tackles with clam cleats for holding runners in stowed position

Teak cleat guards.

Carbon fibre gangway multiplexed 3.2 m

Dive compressor in lazarette

Two outboards, both 2-stroke, one 3.5 hp and the second a 40hp Mercury.

Two dinghies – one Zodiac Futura 2, the second a smaller grey Zodiac with inflatable floor.

Canvas work

Spray hood for main companionway wheel covers, binnacle covers and Nav

Instruments

Spray hood in after cockpit designed in such a way so as to allow the mainsheet and traveller winches to be operated inside the spray hood

Bimini for aft cockpit mounted on rails

Canvas covers for winches

Deck cushions with covers for the pushpit and pulpit seats, saloon top sunbathing area.

Safety Equipment

Additional extinguishers, torches, hatch covers etc to provide high levels of security whilst at sea.

Total flooding at fire extinguisher system for engine and generator spaces with remote control.

Portable extinguishers in the interior with fire blanket in galley.
material
cook

Safety belts for navigator and
Clinometer

Two jack stays of webbing

Spare Parts

This vessel comes with a good supply of spares for the main engine, generator, electrical systems plumbing systems, and the rigging system.

IO of Cowes is built to UK compliance for DOT MSA if the new owners wishes to charter her. Note: not all equipment is in date as vessel currently not in code. It is the buyer's responsibility to update safety equipment and revalidate.

RE-FIT LIST

Full hull respray

Old anti fouling removed by blasting, followed by epoxy coating

New 2 year black anti fouling paint applied

Feathering Max prop removed and serviced; new shaft and prop anodes fitted.

Mast, boom and spinnaker pole were stripped, and painted

New rod rigging fitted by Advanced Rigging of Hamble

Mast head electronics were serviced

New lightning conductor fitted

All navigation bulbs replaced with LED bulbs

All loose gear and equipment removed from the boat and stored in container at Hamble Point Marina

Sails taken to North Sail loft for cleaning, service and storage

New Sleipner battery operated retractable bow thruster fitted (Jan 2016)

Dive compressor removed tested and serviced
bulbs fitted to pulpit

New port and starboard navigation lights with LED

All winches dismantled, cleaned and serviced

All Bimini sprayhood frames and canvas covers removed and stored in container

Main engine has had a full service including all new fuel and oil filters; all engine hoses have also been replaced

Generator has been serviced with new exhaust manifold and exhaust elbow

New service batteries 12x2volt, 2017

New engine start battery, 2017

New generator start battery, 2017

New bunk covers and headboards for guest cabin

New headboards for master cabin

New seawater pumps for the two Refrigeration units, 2016

New bilge pump, 2017

Zodiac inflatable cleaned and stored in container

Yamaha 50hp for inflatable serviced with new parts fitted by main agent, 2016

Price may be changed without notice

Boat is offered subject to still being available

The particulars are believed to be correct but not guaranteed

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

7kFNCwow



Swam 62 (28)



Swam 62 (19)



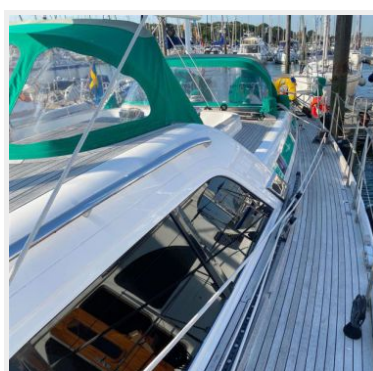
Swam 62 (40)



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Swam 62 (16)



WhatsApp Image 2020-10-06 at 08.26.01 (1)



Swam 62 (5)



WhatsApp Image 2020-10-06 at 08.26.03 (1)



Swam 62 (29)



Swam 62 (23)



Swam 62 (41)



Swam 62 (21)



Swam 62 (2)



Swam 62 (1)



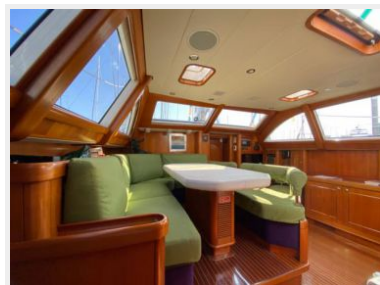
Swam 62 (10)



Swam 62 (25)



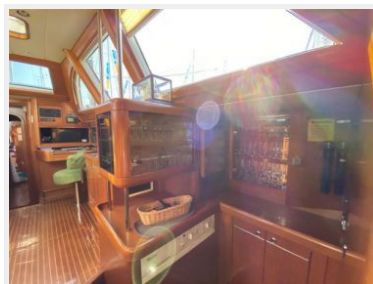
Swam 62 (33)



Swam 62 (6)



Swam 62 (22)



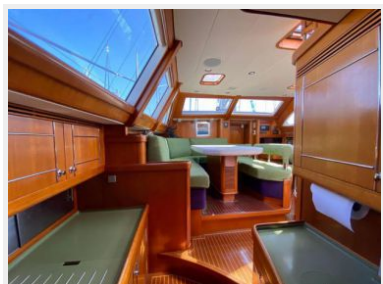
Swam 62 (32)



Swam 62 (37)



Swam 62 (15)



Swam 62 (9)



Swam 62 (39)



Swam 62 (36)



Swam 62 (38)



Swam 62 (34)



Swam 62 (20)



Swam 62 (31)



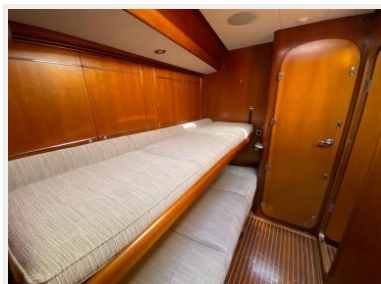
Swam 62 (26)



Swam 62 (4)



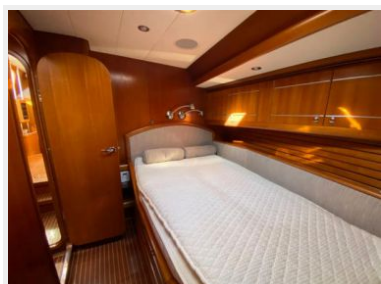
Swam 62 (7)



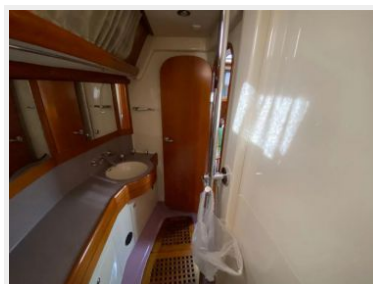
Swam 62 (13)



Swam 62 (8)



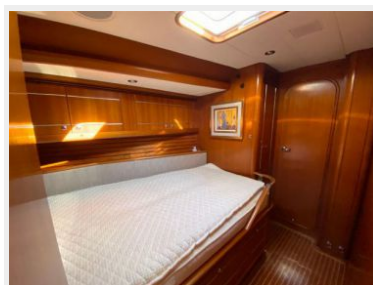
Swam 62 (14)



Swam 62 (24)



Swam 62 (27)



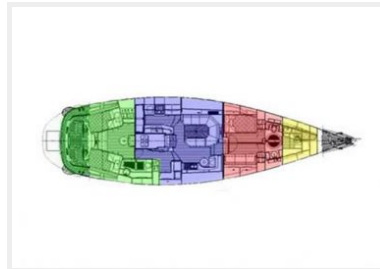
Swam 62 (18)



WhatsApp Image 2020-10-06 at 08.27.21



iocowes_riss



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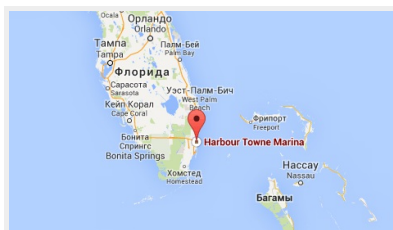
США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрыто**

Адрес



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STE 213, Dania, FL 33004