

PEPITO — LAGUNA YACHTS



Builder: LAGUNA YACHTS

Year Built: 2004

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: Malta

LOA: 78' 7" (23.95m)

Beam: 20' 4" (6.20m)

Min Draft: 6' 2" (1.88m)

Max Draft: 6' 2" (1.88m)

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 12 Kts. (14 MPH)

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SPECIFICATIONS

Overview

Still in her wrappers and combining all the style, grace and engineering of a megayacht in a more manageable 24m package. Steel & alloy construction, with a very stylish interior, she is offered for sale at a fraction of her replacement cost.

Basic Information

Category: Motor Yacht

Sub Category: Semi-Displacement

Model Year: 2004

Year Built: 2004

Country: Malta

Dimensions

LOA: 78' 7" (23.95m)

LWL: 70' 0" (21.34m)

Beam: 20' 4" (6.20m)

Min Draft: 6' 2" (1.88m)

Max Draft: 6' 2" (1.88m)

Speed, Capacities and Weight

Cruise Speed: 11 Kts. (13 MPH)

Cruise Speed RPM: 1700 Kts.

Max Speed: 12 Kts. (14 MPH)

Max Speed RPM: 1900 Kts.

Displacement: 242000 Pounds

Water Capacity: 792.516156 Gallons

Fuel Capacity: 2641.72052 Gallons

Accommodations

Total Cabins: 4

Total Berths: 8

Sleeps: 8

Total Heads: 4

Crew Cabin: 2

Crew Berths: 4

Crew Sleeps: 4

Crew Heads: 1

Hull and Deck Information

Hull Material: Steel

Hull Configuration: Semi-Displacement

Hull Designer: Rossi Engineering

Engine Information

Engines: 2

Manufacturer: MAN

Model: V10

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Construction

Classification & Certificates: The Laguna 24m is built in accordance with the R.I.Na Certification The class notation is Malta Cross 100 A 1.1 Yacht. The Laguna 24m complies with the EC Pleasure Crafts Directive 94/25/EC with the navigation notation Nav A. **Hull Construction:** Hull is entirely built in steel Grade AH36 Fe510. The connections are exclusively welded, with the procedure indicated and approved by the Classification Society. The structure is of the type composed longitudinal/transversal with longitudinal girders and beams with proper spacing in order to guarantee the necessary transversal rigidity and keep within acceptable limits the strength of the panel according to the Classification Society Requirements. Designing the structure, it has been kept in the maximum consideration the necessity to obtain a final weight reduced within acceptable limits with the maximum resistance of the structure either locally or of the whole hull, in every sea condition up to the most critical. In order to optimize the structure, special consideration is paid to local reinforcement such as: Fore and aft sections in order to allow an adequate resistance to the strength due to the pitching and slamming. Shaft, rudders - V bracket. Everywhere it is necessary for the particular conditions of the hull and for the presence of the heavy machinery. The hull is completed with 4 watertight bulkheads, including the collision bulkhead, and are designed to resist to water column pressure above the deck as stated by the Classification Rules. All the passages of piping and electric cables are watertight and shaft passage through bulkhead also. The internal insulation is designed in order to reduce as much as possible the heat and noise transmission through the structures. **Deck Construction:** As with the hull, the deck is built entirely of steel Grade AH36 Fe510. The exterior main decks are planked with first quality Burmese teak laid on marine plywood/filling compound used to fair the surfaces and prevent water infiltration under the planking. The bulwark is teak capped **Superstructure Construction:** The superstructure is constructed in light alloy aluminum type AA 5083. The connection superstructure/deck is a metallic joint type Detacouple. The structure and the connections of the superstructure are entirely welded with MIG process, following the Classification rules. The aft upper deck is planked with Burmese teak as with the main deck level. An aluminum mast is installed above the superstructure and is used as platform for antennas, radar scanners and masthead wind instruments. **Exterior doors & windows:** A substantial hinged door is fitted at the aft end of the saloon on the main deck. A semi-circular sliding door with multiple tinted panels is fitted at the aft end of the skylounge on the upper deck. All external doors are weather tight. An external door to the engine room is fitted on the main deck level and accessed via a ladder from the engine room floor. Hinged aluminium doors are located to port & starboard in the superstructure at the main helm position on the upper deck. Aluminum windows with tempered or stratified reinforced glass and set in fixed frames. 3x heavy-duty electric window wipers are fitted main helm windows with selector switch for intermittent running and fresh washer jet-spray. **Paint/Epoxy systems:** All interior and exterior finishes are mainly AWLGRIP. Specific finishes are as follows: -The main external hull and superstructure is finished with 1x coat of AWLGRIP Hullguard ER, AWLFAIR lightweight fairing compound, 1x layer of Ultra-Build epoxy primer, 1x coat of AWLGRIP 534 Anti-corrosive epoxy

primer and 4 coats of AWLGRIP white surface paint. Underwater external sections are finished with 1x coat of AWLGRIP Hullguard ER and 1x coat of Hullguard WB with antifouling on top. Internal bilge spaces and internal steel surfaces are finished with 1x coat of Delta UC, 1x coat of Polyguard and 1x coat of Enamel Futura 2 for any visible surfaces. Tanks are finished with 4x coats of epoxy paint. Fresh water tanks are finished with 3x coats of non-toxic 80 micron epoxy paint. Fuel tanks are non-coated and treated with oil. All varnished exterior wood is finished with 5-6 coats of 2-comp teak varnish or polyurethane varnish.

Mechanical Data

Engines & Gearboxes: 2x MAN D2840 LE 401 turbocharged after-cooled 4-stroke 18.3 litre V10 marine diesel engines supplying 820hp @ 2,300rpm. Freshwater cooling. Engine equipped with all necessary units such as heat exchangers, seawater pumps, duplex oil and Racor 360gph fuel filters, etc. Standard MAN supply instruments and alarms fitted at main helm position. Rexroth electronic controls installed for the main engines at main helm position and gearboxes control with manual units on each engine. ZF IRM 350 hydraulic gearboxes with 2.636:1 ratios. Instrumentation & transmitters for gearbox remote oil pressure and temperature gauges at main helm position. The main engine exhaust is equipped with flexible connection at the engines and is led through dry silencers under-water with a bypass to hull side just above water line. The system is designed for letting the engine exhaust discharge through the by-pass up to the medium cruising speed and below the water at any higher speed in order to obtain low exhaust noise and no smoke spread out on hull sides during navigation as far as possible.

Maintenance & Performance: Engine hours as of September 2007: approx 490hrs. Displacement cruising speed: 11 knots @ 1,700rpm. Low fuel consumption at cruising speed giving a range of approx 1,100Nm. Maximum speed: approx 12.5 knots @ 1,900rpm. Normal rate fuel consumption giving a range of approx 850Nm.

Propulsion & Steering: The two propellers have four fixed partially skewed blades, designed for highest efficiency and constructed from nickel-aluminum-bronze. Twin spade rudders are of double plating with horizontal web, all welded, ensuring good steering capabilities at low speed. AISI 316L stainless steel is used for rudderstocks. Aquamet 17 stainless steel propeller shafts rotating through steel stern tubes and connected to the gearboxes via mechanical seals. Steel shaft V-brackets are welded to a foundation incorporated in the hull construction. The hydraulic steering system is via a single steering ram connected to the rudder stocks and offering a 35 degree rudder angle with mechanical stoppers on rudder tillers. The hydraulic system has two electric pumps with appropriate valves & filters and level gauges and a tank low level alarm with warning light at the main helm position. An emergency hydraulic pump for the steering system is located in the lazarette. Rudder angle indicator at the main helm position. Hydraulic driven Rodriguez Marine Systems bow thruster with a transversal propeller installed under floor in the crew's quarters and is properly faired to minimize drag with a proper guard in place. The power for the bowthruster is supplied by the two pumps installed on gearboxes power-take-offs and can provide full power at idle engine speeds.

Other Mechanical Equipment: A pair of Rodriguez Marine Systems non-retractable fin stabilizers are fitted with the nominal stabilizing effect and size of the fins calculated for 14 knots. The 24v DC control panel is located at the main helm position with the gyro panel in the engine room. Power for the stabilizers

is via the two hydraulic pumps also used for powering the bowthruster **Noise & Vibration Controls:**Maximum care has been taken to minimize the noise and vibration in any working condition of the vessel.The main requisites of the sound-proofing techniques are the following: Use of marine exhaust silencers for generators. The main engine exhaust lead through the hull bottom below the water level. Efficient silencers are adopted for the main engines.The main engines and reduction gear are elastically mounted on extra rigid foundation.The generators are enclosed in a sound shield, with proper air intakes and exhaust.In the guest cabins area, floors, walls and ceilings are elastically supported.For maximum privacy, all divisional bulkheads have sandwich construction (double wall with rock wool core).Propellers are designed to reduce to minimum, the impulses to the hull.Pillars of lower deck are fitted with elastic connections in order to reduce vibration and sound transmission.All pipes getting through forward engine room bulkhead have resilient flanged connections.

Electrical System

*Voltage Systems:*The air conditioning plant, capstans, galley equipment, fresh water heater and all other major machinery are powered by the 220V 3-phase 50Hz AC-supply.A 220v single phase 50Hz AC-system is installed for domestic appliances, stereo, TV sets etc. plus all lighting (except emergency lighting), and 220V sockets throughout yacht.A 24v DC supply serves navigation aids, radios and emergency lighting. *Battery Banks:*All batteries are of a gel type and are securely located in covered battery traysMomentary and fixed parallel between each engine-starting bank of batteries and service batteries is possible for emergency engine startingService 24v DC section can be connected to one bank of engine starting batteries by means of a selection switch in the main switch board *Engine start batteries:*2x 24v DC engine start batteries *Emergency/Radio battery bank:*1x 24v DC battery with low voltage alarm *Generator start batteries:*2x 24v DC generator start batteries *Battery chargers:*Mastervolt MAS 24/100 24v/220v 100Amp automatic charger for engine/domestic batteriesMastervolt MAS 24/25 24v/220v 25Amp automatic charger for generator batteriesMastervolt MAS 24/15 24v/220v 25Amp automatic charger for emergency/radio battery *Generators:*2x Kohler 27EFOZ diesel generators supplying 27Kva eachGenerator hours: approx 812hrs (port) & 660hrs (starboard) as of September 2007Generators are mounted on flexible mountings and are located in sound insulated and ventilated acoustic boxesFreshwater cooling system with heat exchanger, oil coolers and duplex filters for oil and fuel.24V DC generator startThe generators are controlled by a main switchboard located in the engine room Connection with shore supply is interlocked with generators supplyThe rating of the generators is such that one generator alone is able to provide normal day navigation including:- air conditioning equipment at the minimum capacitygalley appliances in operation at level of 4 kw.1 boiler resistor (thermostat on medium set point)all of the other equipment running with normal load factors and contemporaneous factors.A load shedding system (Mayer system) is installed to switch off some not essential loads in case of overload. *Alternators:*2x 24v engine mounted alternatorsAlternators are fitted to charge batteries in addition to the general 220v supply *Shore power:*European shore power supply (380v 3-phase 50Hz) with connected located in the aft peak.The shore supply is connected through an 35Kva isolating transformer.Additional shore connection for telephone and TV *Other electrical:*The main

switchboard is located in the engine room with further sub panels located at the main helm position with AC & DC circuit breakers for the navigation instruments, domestics and all external lights.

Tankage

Fuel tanks: 12,000 litres (2,640 gallons) of fuel capacity in 4x steel fuel tanks integral to the hull bottom 2x main centrally located (fore & aft) fuel tanks are filled via the fuel supply manifold and are fitted with inspection hatches, vents and gauges at the main helm position 2x steel day tanks supplying fuel to engines and generators. Day tanks are equipped with continuous electric level monitors with high & low level alarms and optical sights. The day tanks have an overflow pipe leading back to main central fuel tanks Fuel manifold system with 24v DC pump and emergency hand pump for transferring fuel between fore & aft main tanks and port & starboard day tanks *Water tanks:* 3,000 litres (660 gallons) of freshwater capacity in 1x steel tank integral to the hull. Freshwater tank fitted with a level gauge. *Holding tank:* Steel holding tank for grey & black water integral to hull. Discharge via electric pump or deck evacuation.

Other Mechanical

General Electric PLC series 90-30 systems monitor connected through a dedicated Quick Panel GP2600 12.1" TFT colour touch screen panel at main helm position. This system allows monitoring and control of:-Generators and shore power Battery System Fuel Tanks Navigation Lights Internal Lights Fire System Bilge System Various Alarms

Accommodation

The stunning interior joinery is principally of high quality satin varnished Tanganika walnut with veneers applied to owner's suite, guest's cabins, saloons, dining room, corridor, lobby, and main helm position. Lacquered panels are fitted in owner's & guest's heads. The interior wooden floor in the accommodation area is carefully separated from the ship's structure by the adoption of floating floors and rubber vibration absorbers for walls and floors, to avoid transmission of noise. Curtain boxes are fitted around the windows with electrically retracting cream fabric roman blinds. The heads sinks and surrounds are contrasting black granite complementing the style of the yacht and adding to the stylish feel. The taps & showers in the en-suites are high quality Italian chromed items. The galley has a white Corian worktop, grey Formica bulkheads and hard-wearing non-slip vinyl flooring to create a hygienic and functional feel. All other surfaces are varnished Tanganika walnut veneer. Saloon furnishings are high quality cream leather. Black leather panelling is used for headboards in the accommodation cabins, dining chairs and for the helm chair at the main helm position. High quality fabrics are used for other furnishings throughout the yacht. High quality neutral oatmeal carpeting is used in most parts of the yacht except for the main deck areas (saloon, dining area and lobby) where grey weave carpeting is fitted for high wear and stain resistance. Headlinings in the skylounge and main helm position

are padded cream Alcantara. The saloon, dining areas and lobby headlinings are lacquered cream panels. Laminated or vinyl upholstered panels are used in the galley, stores, laundry and crew areas.

Domestic Equipment

*Galley:*Miele M625EG stainless steel microwave oven integrated to galley cupboards at eye-level Miele 4-burner 220v electric induction hob integrated to counter top Miele Classic stainless steel fan oven with grill integrated to galley cupboards and lower-level Miele stainless steel dishwasher with front panel complimenting finish of cabinetry. 2x large capacity stainless steel 220v front-opening fridges with additional 24v DC compressors Corian inset sink complete with mixer-tap with pull-out hose head *Crew Galley/Lower Corridor:*Miele 2-burner electric induction hob Sink with mixer tap Frigomar front-opening fridge 2x large capacity stainless steel 220v front-opening freezers with additional 24v DC compressors Miele W404 washing machine Miele Novotronic T250C dryer *Sky lounge:*Frigomar ice-maker Stainless steel 220v front opening refrigerator Sink with hot & cold supply *Heads:*Porcelain Jets vacuum-flush heads in all heads compartments Porcelain bidet in Master Cabin Thermostatic showers in all heads compartments *Air conditioning & Heating:*The reverse-cycle air conditioning/heating system is designed to be effective in temperature conditions from 0C to 38C and up to 70% relative humidity with a maintained internal temperature of 22C to 23C at 55% relative humidity Condaria Top Climate digital thermostat controls are located in all accommodation spaces Air conditioning is via ultra-quiet fan coil units supplied with cold water from a central compressor unit located in the engine room via 2x bronze pumps (one acts as a backup) all installed on flexible mountings for quiet vibration-free running Heating is provided by a dedicated water heater connected to the central compressor unit. *Ventilation:*Heads are fitted with extraction fans Extractors are also fitted to the forward and aft guest compartments which exhaust to engine room extraction ducts The galley is ventilated by a separate extraction fan system. The wheelhouse front windows are fitted with demisters The engine room ventilation is via one supply fan and two extractor fans with fire dampers fitted to allow insulation of the engine room in case of fire and automatic switch-off when CO₂ extinguishing system is activated. *Domestic Lighting:*220v lighting throughout with indirect lighting in all cabins plus deckhead mounted halogen lights with dimmers. All wardrobes have automatic lights activated by door switch The galley features 220v fluorescent lighting The engine room features 220v lighting Low intensity red lights are installed in wheelhouse for safety running of the yacht during night navigation. External watertight foot lights installed to deckheads around superstructure. Underwater lights in way of swimming platform. **Entertainment Equipment:** *Televisions:*Humax satellite TV decoder connected to KVH system in saloon and owner's cabin LG DVD/CD players in saloon, owner's cabin and VIP cabin Samsung LCD TV's including:32" LCD Screen TV in main saloon retracting electronically to side counter.29" LCD Screen TV in owner's cabin 22" LCD Screen TV in VIP cabin *Sound Systems:*Bose HiFi unit (CD player and radio) with:5x Bose speakers in saloon offering Dolby 5.1 surround sound 2x Bose speakers in Sky Lounge 2x Bose waterproof speakers in the aft deck 2x Bose waterproof speakers in the upper deck Touch screen remote controlling all 4 sound zones Sony CD/Radio in owner's cabin and each guest cabin and crew quarters *Aerials/Antennas:*KVH G6 Trac Vision

satellite system with 60cm gyroscopic controlled dish in weather-resistant dome and advanced digital control unit in saloon. Central aerial system for radio broadcast and television, consisting of one omni directional antenna for AM/FM TV, one set amplifiers, cabin connection boxes and connecting leads for radio receiver and TV sets.

Electronics

Navigation Equipment: All principle navigation instrumentation is from Raymarine:-RL80C 10" colour radar/chart plotter Raystar 120 GPS antenna connected to RL80C6' open-array Raymarine radar scanner on antenna mast ST8001+ autopilot incorporating a gyro compass ST60 depth indicator ST60 rudder position indicator ST60 wind speed/direction indicator ST60 speed/log indicator ST60 compass indicator Clock, barometer and thermometer mounted to bulkhead at main helm position **Communications Equipment:** Raymarine Ray VHF with DSC controller and external speaker For yacht's operational maneuvering purposes a complete intercom system is fitted between main helm position (where the control panel is located), lazarette, engine room, foredeck area and aft deck area.

Water Systems

Pressurised fresh water supply. 24v DC and 220v AC freshwater pumps 200 litre hot water tank with 2x 5kw 220v immersion heater elements and hot water circulating pump to maintain constant water temperature Hot water supply to windscreen jets at the main helm position Fresh water supply to galley appliances, sinks, fridge/freezer, heads and showers External freshwater wash-down outlets are located on main deck (x2) and on upper deck (x1) *Watermaker:* Idromar 100lph 220v reverse-osmosis watermaker with dedicated seawater intake. Watermaker hours - approx 9hrs as of September 2007 *Bilge Pumps:* Each underwater bilge compartment has a strum box connected to a bilge manifold system in the engine room which in turn is connected to 2x 220v 3-phase 50Hz self-priming pumps. Pumps are fitted with vacuum, pressure gauges and soft starters. Bilge waters can be discharged in a bilge tank or directly outboard. Emergency 24v DC bilge/fire pump located in lazarette *Grey water system:* Washbasins and showers drain to a vacuum manifold into a grey/black water holding tank. The galley sink drain through a 24v DC macerator directly outboard. Grey water from washing machines and dishwashers are discharged outboard. *Black water system:* Blackwater from the Jets Vacuum-flush W.C's drain to grey/black water holding tank via macerator Blackwater can be discharged overboard at sea or via deck evacuation

Deck

Anchoring. One horizontal Muir HR60003.5Kw 2-speed electro/hydraulic anchor windlass with two wildcat gypsy and one capstan with stainless steel drum. 2x HHP (high holding power) galvanized steel anchors 2x 110 metres 14mm high tensile steel galvanized anchor chains Nylon anchor warps *Mooring.* 2x Muir 2-speed 220v 1.5kw electric capstans winches for mooring lines

fitted on aft deck with motor below deck and foot operated flush mounted push button. 6x stainless steel mooring bollards (4x forward & 2x aft) welded to main deck plating. 6x polished stainless steel fairleads (4x forward & 2x aft) with rollers. Mooring lines and fenders *Tenders & Watersports Equipment*: 600kgs load capacity Sanguineti Chiavari white powder-coated electro-hydraulic tender crane on upper deck. Avon water jet rigid hull tender *Boarding*: Hydraulically operated 3.5m retractable and angle adjustable stainless steel & teak passarelle with rope handrail and remote control

Safety and Fire Protection

Navigation: Chromium plated pneumatic horn completely with automatic fog signal unit 3 tones. Searchlight fitted above main helm position. Navigation Lights powered by two separate 24v DC power sources (service system and emergency batteries) *Emergency Lighting*: 4x emergency lights in engine room which activate automatically should the 220v lighting fail. 24v outlet sockets are located in engine room and main helm positions for emergency power supply *Life-saving*: 2x 10-man Zodiac canister liferafts, 2x liferings with lights, GME 406Mhz EPIRB, flare pack, life jackets **Fire-fighting**: *Fire detection and alarm system*: The yacht features a full fire alarm system with smoke detectors fitted to deckheads in all accommodation cabins and technical spaces. The alarm system is controlled by an Allen Bradley Panelview 600 TFT colour terminal with additional alarm indication panel at the main helm position. *Fire-extinguishers*: CO₂ engine room fire suppression system with manual release handles outside of engine room with alarms and automatic shut-off of engine room fans, day tank fuel valves and any electrical parts able to create sparks. Conventional fire extinguishers are located throughout yacht. Fire blankets installed in galley areas *Salt water fire suppression system*: The salt water fire system is composed by a line running inside the hull with three standard exits on aft, foredeck and engine room. An emergency electric pump is located in the lazarette connected to the main fire line and supplied by a proper sea chest. The fire manifold is connected to the anchor hawse pipes to supply water for chain washing.

Brokers Comments

At slightly under 24m, this genuine 'mini-megayacht' is the brain-child of Victor Bezzina; the owner of the Bezzina Yacht Yard, one of the oldest shipyards in Malta, established in 1842 and now specialising in the build, repair and refit of some of the world's finest superyachts. Having successfully carried out refits on a number of large superyachts, Victor decided to bring together all his extensive knowledge into a yacht for his own personal use. With the help of the Rossi Engineering & Design Services in Viareggio Italy and his own highly skilled and committed workforce, the Laguna 24m project took shape. Using the highest grade steel for her semi-displacement hull and the very best aluminium alloys for her light-weight superstructure, a modern yet extremely graceful yacht was born. Further enhancements in 2007 included a reprofiled bow and a fantastic integral bathing platform accessed by two sweeping staircases from the aft deck. Internally, the Laguna 24m steps up another gear. The Italian design influence

in strong with clean & distinct lines everywhere you look. By using the highest quality walnut veneers, luxurious leather & cloth upholsteries and the finest Italian and German fixtures & fittings available, no corner has been cut to give the Laguna 24m the style and ambience her builder desired. She has an excellent interior layout. Her master suite is on the main deck level, using the full beam of the yacht, a well proportioned VIP suite is on the aft lower deck and two further twin guest cabins on the lower forward decks, all with ensuite heads, so there is more than enough room for guests and family. At the forward end of the lower decks, there is crew accommodation for 4 with separate crew access to the foredeck and in turn to the main helm position. Perhaps one of the most unique features is the fantastic skylounge on the upper deck which opens out via semi-circular sliding doors to a large exterior deck space. The engineering side of things is of the finest quality. The engine-room is large and well proportioned, with the focal point being her twin MAN diesel engines which will power her along at an economic 12.5 knots. Hydraulic stabilisers and integral bilge keels give stability at sea, so the Laguna 24m is a genuine option for those looking to travel further afield. A state-of-the-art touch-screen computer system takes care of the systems monitoring, allowing full control of the yacht and her systems from the excellent viewpoint of the upper deck helm. The Laguna 24m also has one further unique feature. At just under 24m in registered length, she falls into a category that allows her owner the option to take the helm without a plethora of qualifications. Now that the Laguna 24m is completed it's development, the Bezzina Shipyard have taken the decision to extend the Laguna range, therefore PEPITO is offered for sale at a fraction of her original build cost.

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

Transom



Main helm position



Port engine



Starboard engine



Generator



Machinery control panel



Master cabin double berth



Starboard side master cabin



Dressing room forard to port



Lobby area at entrance to master cabin



Master cabin ensuite heads



Master cabin ensuite showing bidet



Main corridor looking forward



Staircase to lower decks



Day heads to starboard of main corridor



Day heads showing WC



Galley looking to port



Galley looking forward



Dining area looking aft



Dining area looking forward



Main saloon aft to port



Starboard side of saloon area



Crew cabin



Crew heads



Crew mess area



Crew galley



Laundry



Ladder from crew quarters



Lowr deck corridor looking aft



Port twin guest cabin looking aft



Port twin guest cabin looking port



Port guest cabin ensuite



Port guest cabin ensuite



Starboard twin guest cabin looking aft



Port twin guest cabin looking starboard



Starboard guest cabin ensuite heads



Port guest cabin ensuite heads



VIP guest suite



VIP guest suite showing LCD TV



VIP ensuite heads



VIP ensuite shower



Systems monitor touch-screen control



Skylounge bar



Skylounge bar looking forward



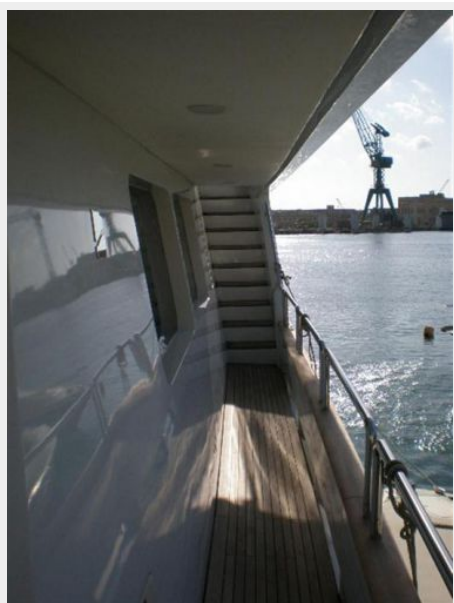
Reprofiled bow



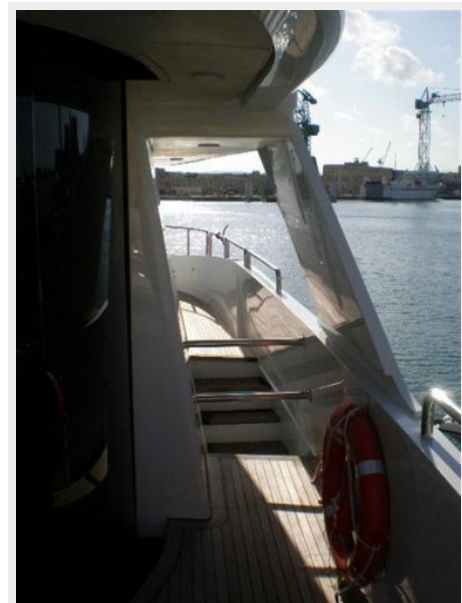
Staircase to upper deck



Starboard main side deck



Starboard side upper deck



Aft main deck



Seating at aft end of aft main deck



Reprofiled transom showing bathing platform



Sliding door access to skylounge



Upper deck level from skylounge



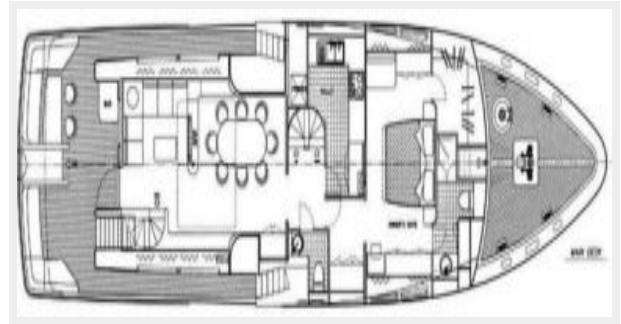
Upper deck showing tender crane



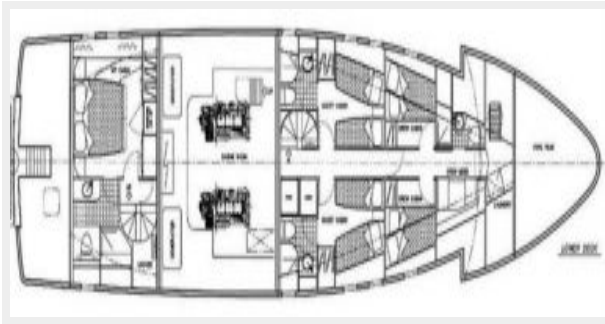
Staircase to main deck level



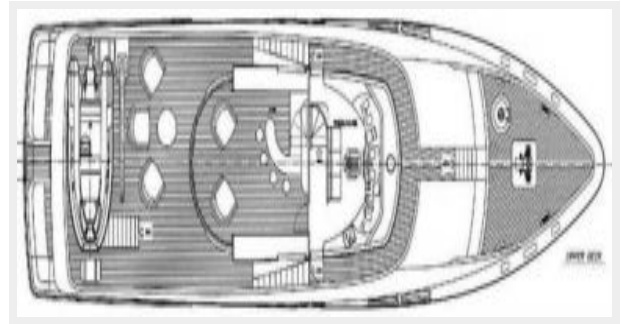
Main deck



Lower deck



Upper deck



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