

## SERENITY - WESTPORT



**Builder:** [WESTPORT](#)

**LOA:** 125' 0" (38.10 m)

**Year Built:** 2018

**Beam:** 26' 0" (7.92 m)

**Model:** Raised Pilothouse

**Max Draft:** 21' 4" (6.50 m)

**Price:** \$19,900,000 USD Subject to change.

**Cruising Speed:** 20 Knots (23.02 MPH)

[See full listing on our website](#)

**Location:** Palm Beach, United States

**Max Speed:** 25 Knots (28.77 MPH)

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## OVERVIEW

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SERENITY presents a modern interior by Holly Hunt. The concept champions a focused vision where relaxed sophistication effortlessly blends with plush luxury, yielding a harmonious narrative across textures and finishes. With glazing rising to the headliners, the scheme sustains a seamless passage from bow to stern, placing the dining salon at the core of the motor yacht. That uninterrupted circulation underpins superyacht cohesion and stands as the defining element of the project.

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# SPECIFICATIONS

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## Basic Information

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**Model Year:**  
2018

**Country:**  
United States

**Year Built:**  
2018

## Dimensions

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**LOA:**  
125' 0" (38.10 m)

**Max Draft:**  
21' 4" (6.50 m)

**Beam:**  
26' 0" (7.92 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
20 Knots (23.02 MPH)

**Water Capacity:**  
1000 Gallons

**Max Speed:**  
25 Knots (28.77 MPH)

**Fuel Capacity:**  
6940 Gallons

**Gross Tonnage:**  
329 Pounds

## Accommodations

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**Crew Cabin:**

3

## Hull and Deck Information

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**Hull Material:**

Fiberglass and Plastic Yachts

**Hull Designer:**

N/A

**Deck Material:**

Fiberglass

**Interior Designer:**

Holly Hunt

**Hull Configuration:**

Semi-Displacement

## Engine Information

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**Engines:**

2

**Engine Type:**

Inboard

**Manufacturer:**

MTU

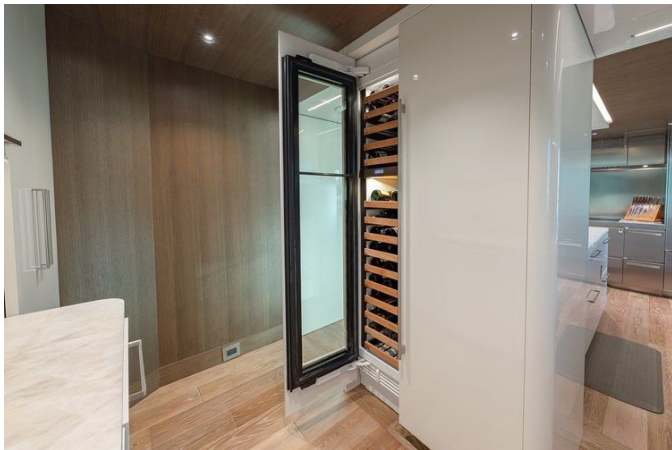
**Fuel Type:**

Diesel

# GALLERY

























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# DETAILED DESCRIPTION

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## Overview

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Serenity presents an exceptional opportunity to acquire an extremely well kept and lightly used 125-foot Westport. Delivered as PEPPER XIII in 2017, this U.S.-built, U.S.-flagged yacht carries a generous 329 gross tonnage and is widely hailed as the most beautiful Westport ever constructed, thanks to a multi-million-dollar custom interior by Holly Hunt. Floor-to-ceiling windows bathe the contemporary spaces in natural light, creating a seamless flow from bow to stern that orbits a central dining area serving as the social heart of the yacht.

The main deck hosts a full-beam primary stateroom with a king-sized bed, his-and-hers ensuite bathrooms, his-and-hers walk-in closets, and abundant storage. Below, three ensuite double guest staterooms are complemented by a gym that can be easily converted into a fifth ensuite stateroom, ultimately sleeping ten guests in five staterooms. Lifestyle luxuries abound, including a sundeck with a Jacuzzi and guest bathroom, as well as a beach club featuring a guest bathroom and a hydraulic sliding platform for effortless access to the water. Everyday living is enhanced by an automatic salon door, three sets of washer/dryers, and Starlink for modern connectivity.

Underway and at anchor, comfort is elevated by two gyro stabilizers plus 19 sq ft Naiad fins. Practical deck solutions include a forward crane for stowing jet skis. With low hours of 1,975 as of January 2026 and its refined Holly Hunt contemporary aesthetic, Serenity stands as a rare offering that marries casual elegance with luxurious comfort across a meticulously considered design.

## Mechanical systems and engine room

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Located off the port side of the utility room, the dedicated equipment room is purpose-built for serious cruising, featuring a workbench with sink and vise, a Moduline toolbox with comprehensive tool set, upper storage cabinets, watermakers, and a bilge pump, while a watertight hatch opens to the port lazarette storage.

Propulsion is delivered by twin MTU 16V2000 M96L main engines, each rated at 2,600HP at 2450 rpm. As of April 2026, engine hours read Port 1,992 and Starboard 2,000. Command comes via Marine Technologies RCS engine controls at four stations, with power transmitted through ZF 5050A reduction gears featuring a 2.962:1 ratio and an 8 degree down angle to 4½-inch diameter Aquamet 22HS shafts.

Handling is assured by digital hydraulic power steering, energized by engine-driven hydraulic pumps on both main engines.

Stability at sea is delivered by two Seakeeper Model 35 gyros complemented by Naiad Model 425 actuators and 19 square feet fins, all governed by the Naiad Datum control system.

Climate comfort is equally robust, with an HVAC system delivering 30-ton cooling capacity.

## Water systems

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Engineered for seamless reliability, the freshwater system features three AC supply pumps plumbed to suction and distribution manifolds, allowing service isolation of tanks and pumps while the system remains fully operational. The pumping array comprises three centrifugal pumps plumbed in parallel for high flow capacity, supported by two Dometic SeaXchange XTC2200 watermakers and two Spot Zero ZTC3000 units interfaced with the water

system. Potable water quality is safeguarded by a UV filter and dual particle filters that remove sediment, dissolved solids, and contaminants down to 5 microns. Hot water is delivered by one dual element heater with 120 US gallons of capacity, while a pressure tank of FRP construction is strategically located at the remote ends of the piping system to stabilize delivery. Total fresh water capacity is 1,000 US gallons, with tank construction in welded stainless steel.

The waste water system is equally robust, with a black water tank capacity of approximately 1,050 US gallons and a convenient dockside pump out connection located in the port bustle. Gray water from sinks and showers is sent directly overboard or, when required, can be routed to the black water tank. All tank levels are monitored on the vessel monitoring system for confident oversight.

For safety underway, five watertight compartments are fitted with water presence alarms and are monitored on the vessel, while the monitoring system and primary pump are housed in the engine room. Through a common manifold, an auxiliary pump outside the engine room provides backup bilge pumping capability. The primary pump is centrifugal with flooded suction, and each watertight compartment is equipped with foot valves and strainers.

The compressed air system powers the ship's whistle and air tools, with quick connect fittings on the bow, boat deck, and in the utility room to operate power tools and to inflate tenders, fenders, and more. A retractable hose reel in the engine room streamlines use, and compression is provided by one 2.0 HP unit with a 10 gallon tank.

Fire protection is comprehensive, with four fire stations, each fitted with a hose, angle valve, and hi/lo volume nozzle. Auxiliary pump one is located in the utility room and auxiliary pump two in the engine room, and, through a common manifold, these aux pumps deliver redundant firefighting capability.

The installation includes four 1½" x 50' FM listed flat hoses with NST thread fittings, a fiberglass hose rack with rolled hose storage at each fire station, and one FM approved fire nozzle at each of the four hydrant stations. Auxiliary pumps are rated at 5 HP, 208/60/3, centrifugal, with flooded suction, and the system incorporates a sea suction basket strainer. An FM200 fire suppression system is provided for the engine room.

## Deck equipment

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The anchoring system is engineered for total confidence, beginning with two 440 lb stainless-steel anchors serviced by two Maxwell VWC6000 windlasses, each delivering 6,000 lb of pull. The ground tackle runs on 5/8-inch galvanized steel chain, with 350 ft to port and 350 ft to starboard, led over polished stainless-steel plates with welded pockets and a protective stem guard. Each chain is controlled by Maxwell combination stopper/roller/tensioners for secure stowage and precise deployment.

Mooring operations are streamlined by integrated capstans on the foredeck windlasses and electrically powered capstans on the aft deck. Twelve double horn bitts and hawse rings are provided—two on each side of the foredeck, two on each side of the deck, on each side of the aft deck, and one on each side of the swim step—while dedicated capstans include two Maxwell VC3500 units rated for 3,500 lb line pull. The arrangement is complemented by ten 19-inch and two 11½-inch polished stainless-steel bitts, together with ten closed-type polished stainless-steel hawse rings. For versatile dockside handling, the yacht carries eight black mega braid mooring lines measuring 1¼ inch by 75 ft with ballistic nylon chafe gear, eight PF-8 ProStock inflatables at 24 inches by 66 inches and two PF-14 ProStock inflatables at 48 inches by 72 inches, six fender hangers, and four heaving lines at 3/8 inch by 100 ft with removable monkey fists.

## Electrical systems

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Power on board is delivered by two Northern Lights M80A13 generators, each rated at 80 kW at 1800 RPM, supplying 208 volt, three phase, sixty cycle AC power. As of April 2026, the port unit shows 5,279 hours and the starboard 5,055 hours. Generator exhausts discharge cleanly at the transom corners, while sound enclosures and compound resilient mounts isolate noise and vibration for refined comfort underway or at anchor. Control is effortless, with start and stop functions available at the main distribution panel and via a remote panel in the pilothouse.

Versatile shore power capability is accessed through two shore cords at the stern. The system accepts single or three phase input from 180 to 520 volts and 47 to 64 hertz, with cords deployed and retracted by a powered handling system. An 80 kVA shore power converter ensures seamless adaptation, and the vessel carries two 100 ft, 100 amp, three wire with ground cords, managed and stowed by two Glendenning Cablemaster units.

AC service from shore and generators feeds a main distribution electrical panel in the control room before being routed to sub panels throughout the yacht. The wiring architecture is four wire, three phase at 208 volts, with 120 volt single phase branch circuits where required. Precision engineered for reliability, the main distribution panel is fabricated from extruded aluminum with a powder coated finish, built to IP20 protection level, and cooled by forced draft. It presents a comprehensive gauge package for all sources, including volts and amps of each line, phase, power, power factor, and frequency. The distribution system is designed for parallel operation between generators and features seamless transfer for uninterrupted power output during switch over between generator and shore sources.

Robust DC power is provided by four banks of absorbed glass mat batteries at 24 VDC: the house bank, the port and starboard main engine start banks, and

the generator start bank. House bank power is distributed through the main electrical panel to sub panels and supports emergency lighting and navigation electronics, with each battery bank served by an independent charger. The house bank comprises two 8 D, 245 amp hour batteries in series parallel; the main engine start system consists of two banks of two 8 D, 245 amp hour batteries in series; and the generator start bank uses two Group 31, 105 amp hour batteries in series. Charging equipment includes a Newmar 95 amp/24 VDC unit for the house bank, Newmar 45 amp/24 VDC chargers for the main engine start banks, and a Newmar 20 amp/24 VDC charger for the generator start bank.

For confidence at sea, the VIC2 proprietary Westport Monitoring and Alarm System consolidates critical vessel function and safety information onto a single screen in the pilothouse. Built on a 24 volt redundant architecture for exceptional resilience, the hardware integrates a dedicated network of human machine interface touch screens strategically located throughout the yacht to speed crew recognition and response, with a single point alarm management screen in the pilothouse and four remote touchscreen HMIs. The system delivers instant trending for tank levels and electrical loads; comprehensive monitoring and alarms for on board and shore power conditions; and detailed tank monitoring, alarming, or trending for fresh water, fuel, hydraulics, and black water. Flood condition monitoring includes alarms for all bilge pumps and sump pumps, complemented by a security system with vessel specific monitored points, carbon monoxide monitoring and alarms in spaces with combustion machinery or engine exhaust piping, and full navigation light monitoring and alarms.

## Navigation and communication electronics

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Designed for unwavering confidence at sea, the yacht's navigation suite is anchored by redundant position and charting hardware with multiple power

sources to maximize reliability and availability. Dual, heading stabilized radars deliver full ARPA functionality, while the Nobeltec TZ professional chart plotting system with radar overlay offers refined coastal navigation tools, an excellent chart database, and bathymetric detail for coastal cruising. The array comprises a Furuno FAR-2117 X-Band radar with an 8' open array and 96 NM range, complemented by a second Furuno FAR-2117 X-Band radar with a 6.5' open array and the same 96 NM reach. Night operations are enhanced by a Carlisle Finch 200-watt Xenon searchlight and a Flir M Series night vision camera, with an authoritative Kahlenburg T-2 three trumpet air horn featuring an automated signal timer. Precision wind, depth, and speed data stream through an Airmar/Maritron DSM410/NMEA 2000 network, backed by a fluxgate rate compass for TRUE heading redundancy, and a CCTV system surveils the vessel with nine color cameras.

External communications off the vessel are equally comprehensive, blending radio, cellular, hard wired, and satellite technologies. Region specific cellular telephone service provides 4G voice and data, while a KVH V11IP delivers high speed satellite voice and data and Inmarsat FLEET One ensures worldwide satellite voice and data coverage. Shoreside integration is seamless via a shore phone connection and a Wi-Fi marina hotspot amplifier, with safety and situational awareness reinforced by an AIS Class B transponder and VHF radio telephones.

On board, IP phones and an intercom form the backbone of internal communications, supported by a twenty station digital phone system. Internet connectivity runs through the Westport Integrated network system, and robust wireless access blankets the vessel throughout.

In the pilothouse, command is consolidated across five 26" LCD monitors, with intuitive throttle and gear controls, main engine start/stop controls, and main engine control system display panels. The main steering helm wheel pairs with a backup jog lever, guided by a rudder angle indicator. Navigation is centered

on MT ECDIS, with MT ECDIS charts covering the voyage from Seattle, WA to Ft. Lauderdale, FL, and Nobeltec TZ operated via a dedicated wireless keyboard and mouse. Cartography includes all NOAA US charts. Precision tracking and course keeping are assured by a Marine Technologies autopilot, thruster controls, and GPS via a Furuno DGPS receiver with WAAS. Communications and awareness are elevated by an Icom IC M424 VHF radio and a closed circuit television display and control with a quad split screen color display, alongside fingertip searchlight and horn controls.

On the flybridge, two 15" high bright monitors present MT IBS, complemented by throttle and gear controls, main engine start/stop controls, the primary helm wheel with a backup jog lever, a rudder angle indicator, and horn controls. Radar is managed with a precise trackball control, while an Icom IC M424 VHF radio, a Maritron DSM410 display for weather, depth, and speed, dedicated searchlight controls, and a Ritchie F600 G 5 magnetic compass complete the open air command suite.

At the wing stations, precise maneuvering is facilitated by throttle and gear controls, main engine start/stop controls, a rudder angle indicator, thruster controls, a jog steering lever, and horn controls.

In the crew mess, a dedicated monitor displays MT IBS, including CCTV cameras, while a Maritron DSM410 provides weather, depth, and speed data, and an Icom IC M424 VHF radio keeps the team connected.

## Audio / visual electronics

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A comprehensive Digital Media Distribution System delivers a rich array of entertainment sources throughout the vessel. Each public area and every guest accommodation features an LED LCD TV paired with a dedicated sound system, while the crew staterooms and crew mess are fitted with LED LCD TVs with integrated speakers. Vessel-wide sources include DIRECTV US and Dish Network, satellite radio, Blu-ray/DVD/CD, Apple TV (AirPlay/local content only),

FM radio, Apple AirPlay, navigation chart display integration, and Starlink. In the master and salon, the curated selection comprises DIRECTV US and Dish Network, Apple TV (AirPlay/local content only), and Blu-ray/DVD/CD.

The salon showcases a 65-inch OLED display, the galley features a 49-inch screen, and the pilothouse is equipped with a 49-inch unit on a pop-up lift. The master stateroom mirrors the salon with a 65-inch OLED, while the guest staterooms are appointed with 49-inch sets. The captain's stateroom carries a 32-inch screen, the crew mess provides a 40-inch display, and the crew staterooms feature 24-inch sets. Outdoors, the aft deck offers a 46-inch screen, the flybridge is fitted with a 46-inch display on a pop-up lift, and the beach club is served by a 40-inch screen.

## Interior

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The salon and formal dining area create an inviting centerpiece with a Vladimir Kagan custom settee and comfortable seating arranged around a custom angular dining table crowned by a bespoke light fixture. A 65-inch OLED TV anchors the entertainment experience, while oak-planked flooring and large windows amplify the sense of space and light. In the pilothouse, a starboard-side pop-up TV complements another Vladimir Kagan custom settee, and heavy cerused Douglas fir joinery provides ample storage alongside two helm chairs for confident command and comfort. Throughout the yacht, natural stone elevates the lower foyer as well as the guest and master heads, wood floors are specified for the salon, galley, and master foyer, and custom carpet enriches the salon, master, and guest spaces. The crew staterooms and crew lounge are fitted with Fabrica carpet, while the crew heads are finished in durable Amtico vinyl. Illumination is refined and effortless, with LED overhead lighting used throughout the vessel, and both lighting and power-operated blinds seamlessly controlled by the Crestron System.

## Galley

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Thoughtfully custom-designed, the galley features a dedicated secondary prepping area for the chef and crew, all-stainless appliances, and refined soft-touch drawers. Culinary performance centers on a Wolf induction oven and a 36-inch Wolf cooktop with Fiddle Rail System working beneath a Wolf vent hood, while dishwashing is streamlined by dual units from Asko and Miele. Cold storage is comprehensive, with a 42-inch Sub-Zero refrigerator/freezer complemented by 36-inch Sub-Zero freezer drawers, an oversized wine cooler, and an additional Sub-Zero wine cooler. A KitchenAid trash compactor discreetly manages refuse to keep the workspace pristine. Adjacent, the crew mess enhances operational efficiency with washers and dryers comprising two Miele stacked sets. In the aft utility room, an upright 42-inch Sub-Zero refrigerator/freezer pairs with a Perlick refrigerator/freezer and a GE microwave, supported by a Miele stacked washer and dryer. The space is fully outfitted with a Spring USA professional cookware set, a Henkel cutlery set, a KitchenAid mixer, a food processor, a toaster, a blender, and a coffee maker, ensuring every culinary task is executed with ease.

## Exterior finishes and equipment

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Teak decking graces the flybridge, boat deck, aft deck, side decks, and swim step, while a Snow white non-skid finish ensures confident footing across the foredeck. Exterior bar tops are crafted in natural stone for enduring elegance. The superstructure side and pilothouse front windows are frameless, tempered glass, direct bonded to the vessel structure with a structural adhesive system, and the portlights and hull windows are toughened, laminated glass, direct bonded to recesses integrally molded into the hull. For protection and comfort, Snow White Stamoid covers are custom-made for exterior settees, tables, bars, the flybridge console, the tender, the sun

pad/hot tub, and loose furniture, with Snow White Stamoid bags provided for loose handrails for the passerelle and the boarding ladder, as well as for items such as folding chairs. A black mesh windshield cover shades the pilothouse forward windows. Cushions and sun pads are custom-fit and upholstered in the customer-selected color and pattern, and the flybridge helm chairs are upholstered in white vinyl.

Polished stainless steel railings include handrails on the main and upper decks, featuring 1.5-inch round top rails with 1.25-inch stanchions, complemented by removable 2-inch diameter polished stainless steel staple rails on the swim step. A Nautical Structures custom, double telescoping, hydraulic passerelle deploys from the aft deck at the top of the port swim step stair, and a hydraulically actuated sliding platform extends five feet aft from the center of the swim step when deployed, incorporating fold-down swim ladders to port and starboard. One eight-step carbon side stair with handrails is supplied, with mounting brackets at both port and starboard boarding gates and stowage in a recess on the side deck. Upper and lower hull guards are molded integrally with the hull and capped with 1.5-inch stainless steel rub rails. Side name boards and the transom are custom-made, with the hailing port displayed on the transom in stainless steel lettering. A flag staff, bow jack staff, and courtesy flag halyards are provided, and four pop-up cleats are fitted on the swim step. Heavy-duty handling is assured by a 2,500 lb capacity, hydraulically operated tender-launch davit on the boat deck and an HMC 1700 lb three-function bow crane with a 144-inch extension for forward jet ski lifting.

Nighttime passages and dockside moments are beautifully lit with LED overhead lighting on the aft deck, side decks, and flybridge, while LED courtesy lighting recessed into the bulwarks and house sides illuminates the foredeck, boat deck, and swim step. Floodlights cast broad beams across the boat deck from the mast and brighten the swim step from the aft end of the boat deck, and four LED underwater lights are installed across the transom for a dramatic waterside glow.

Entertaining is effortless with an aft deck bar fitted with Sub-Zero refrigerator under-counter drawers and a flybridge deck bar featuring Sub-Zero under-counter refrigerator drawers, all complemented by an electric grill housed within a custom stainless steel enclosure with a Wells Charbroiler insert.

## Safety equipment

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Prepared for every passage, the yacht carries two sixteen-man life rafts secured in custom racks, one on each side of the boat deck. Complementing them are sixteen adult and six child U.S.C.G.-approved life preservers fitted with water lights, while man overboard readiness includes one 30-inch-diameter ring buoy on the aft deck and one inflatable throw cushion on the boat deck. Signaling capability is assured by a flare kit, and a ship's bell is installed in accordance with U.S.C.G. regulations. Fire protection is robust, with dry chemical extinguishers comprising two 10-lb and four 5-lb units, and carbon dioxide extinguishers totaling eight 10-lb units. For emergency location and care, a GPIRB and a medical kit are also on board.

## Broker comments

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SERENITY is the finest and most meticulously appointed Westport 125' to reach the market, its Holly Hunt interior imparting an inviting, effortlessly comfortable ambiance. Maintained in like-new condition with low hours and upheld to the highest yacht standards by a full-time professional captain and crew, SERENITY presents a rare opportunity to acquire an American pedigree vessel with superb interior décor, excellent overall condition, and the readiness to cruise on a minute's notice. Equally compelling for charter or private use, her 6'6" draft grants easy access throughout the Bahamas.

# CONTACTS

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Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

## Contact details

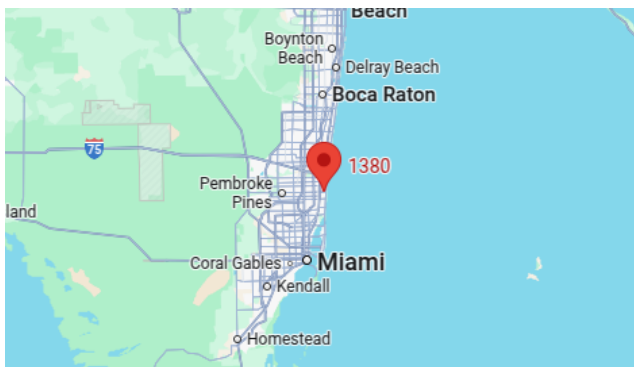
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