

SARAH JANE - AZIMUT YACHTS



Builder: [Azimut Yachts](#)

LOA: 53' 0" (16.18 m)

Year Built: 2024

Beam: 16' 0" (4.95 m)

Model: N/A

Min Draft: 15' 4" (4.67 m)

Price: \$1,899,000 USD Subject to change.

Max Draft: 16' 5" (5 m)

[See full listing on our website](#)

Location: Naples, United States

Cruising Speed: 26 Knots (29.92 MPH)

Max Speed: 31 Knots (35.67 MPH)

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OVERVIEW

The Azimut 53 Fly combines modern Italian styling with assured performance and an intelligently arranged interior, where graceful exterior lines lead into a bright salon with an aft galley and broad glazing that floods the living spaces with daylight. Below decks, three beautifully appointed staterooms provide comfortable accommodation for six guests, highlighted by a full beam owner's suite, a forward VIP and a twin guest cabin. Outdoor entertaining and relaxation are effortless aboard, with an expansive flybridge, an inviting aft cockpit and a versatile foredeck lounge ideal for both social gatherings and easy cruising. This particular example replaces the crew quarters with the optional air conditioned toy storage room, offering dedicated, climate controlled space for gear and water toys. Propulsion comes from twin Volvo Penta IPS 950 pod drives, delivering smooth, efficient passage and joystick precision for confident handling. Notable upgrades include a Seakeeper gyro, Skyhook Volvo Dynamic Positioning, a water purification system, bow thruster, a cockpit docking/maneuvering station, a removable bow sunshade with carbon fiber poles, Batyline exterior upholstery, a hardtop, teak decking throughout and transom underwater lights. The yacht is powered by twin Volvo Penta IPS 950s rated at 725 hp, showing 95 engine hours, and is located in Naples, FL.

SPECIFICATIONS

Basic Information

Model Year:
2024

Country:
United States

Year Built:
2024

Dimensions

LOA:
53' 0" (16.18 m)

Beam:
16' 0" (4.95 m)

Min Draft:
15' 4" (4.67 m)

Max Draft:
16' 5" (5 m)

Speed, Capacities and Weight

Cruise Speed:
26 Knots (29.92 MPH)

Water Capacity:
155 Gallons

Max Speed:
31 Knots (35.67 MPH)

Fuel Capacity:
634 Gallons

Accommodations

Total Heads:

2

Crew Berths:

1

Crew Cabin:

1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Azimut R&D in collaboration with MICAD

Deck Material:

Fiberglass

Interior Designer:

Style Dept. Azimut MC

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Volvo Penta

Fuel Type:

Diesel

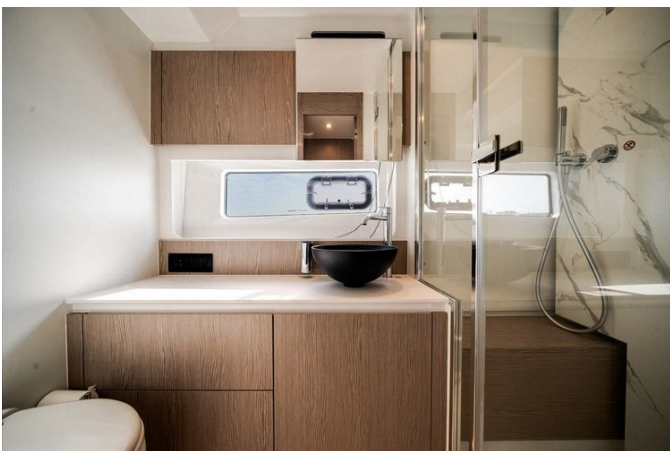
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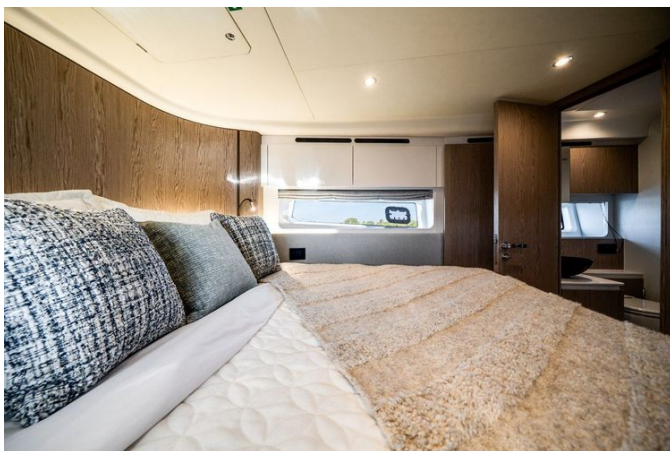
















DETAILED DESCRIPTION

Options

Specified with an extensive suite of options, this yacht's appointments combine impeccable materials, thoughtful conveniences and advanced systems to deliver an effortlessly luxurious experience. The salon dinette and helm are laid with a whitened oak HPL floor, while Chablis Corn White carpet graces the main and lower decks; cabins are dressed with Roman shade curtains and the master's Roman shade benefits from an integrated blackout roll. A luxury interior lighting package creates a refined atmosphere throughout, and practical household comforts include a washer/dryer combo unit, a wine cooler in the galley, premium Miele appliances, a sofa bed in the dinette and a safe in the master cabin. The yacht is supplied ready for immediate use with a curated accessory set—towels for one person embroidered with the Azimut logo, linens for the cabins, complete sets of cutlery, crockery and glasses, and a cookware assortment—alongside a decor upgrade and the reassurance of a warranty.

Navigation, connectivity and onboard surveillance are comprehensively covered by an audio/video package, Garmin video cameras, the Garmin platinum package and Garmin AIS 800, with an additional remote for the electric searchlight enhancing visibility. Helm ergonomics are refined with a co-pilot seat at the main helm and a matching co-pilot seat on the flybridge, while precise station-keeping is provided by the Volvo dynamic positioning system – Skyhook and a cockpit docking-maneuvering station. Comfort under way and at anchor is improved by the SeaKeeper stabilizer 9 and a proportional bow thruster, supported by robust ship systems including a Clearline A/C raw water purification system, a motorized shore power cord reel, electric mooring winches in the cockpit, a double Racor filter, additional

conduits and predisposition for a water maker.

Exterior living areas have been enhanced with upgraded cushions in Batyline fabric, bow sunbathing cushions in Batyline and a foredeck lounge that converts to a beach/sunbed upholstered in Batyline fabric. Shade and protection are thoughtfully resolved by a sunshade sail on the bow with removable carbon fiber poles, mesh window covers, full exterior covers and a dedicated cover for the flybridge sunbathing cushions on the bow. Decks are finished in teak across the side decks, swim platform and cockpit, complemented by a painted boot stripe and a stainless steel anchor. Evening ambiance and safety are amplified by underwater lights on the transom, spreader lights on the aft flybridge and dimmer lighting on the flybridge, while a classic flagpole completes the aesthetic. A hard top over the flybridge expands all-weather usability, and an air-conditioned toy storage room accessed from the transom keeps watersports equipment organized and guest-ready.

The yacht's entertaining specification is equally thoughtful, with flybridge furniture that includes a fridge and BBQ and an additional waterproof socket at the flybridge bar. Dining flexibility is enhanced by an openable hi-lo flybridge table with a synthetic travertine insert top and a Corian frame in lieu of the standard teak, matched by a cockpit table sharing the synthetic travertine insert and Corian framing. The cockpit also benefits from built-in furniture with sink and storage, refrigerated bottle coolers and an icemaker, with seating completed by a cockpit chair, model Oskar. Rounding out the build are the Advance package and the suite of motorized convenience and control features previously noted, creating a specification that balances elegance, reliability and turnkey readiness.

Standard equipment

Access to the flybridge is via a starboard GRP stair with teak treads and a

non slip finish, secured by stainless steel handrails and an access door, and shielded by a plexiglass and painted steel windscreen bearing the boat logo set into the side GRP. This elevated social space is arranged with a C shaped dining sofa complete with backrest and removable outdoor cushions around a table supported on a fixed central stainless steel leg, while a forward sunbed invites open air relaxation. An optional flybridge bar cabinet can be specified, incorporating a built in sink with retractable tap, a fridge/icemaker, a barbecue protected by a stainless steel cover with a safety off switch, and an integrated waste bin. The flybridge helm is appointed for a single helmsman with an adjustable steering wheel and a comprehensive dashboard featuring the BRONZE package of electronic navigation instruments, engine throttles, an automatic interceptor system, anchor winch control with a chain meter counter integrated into the electronics, audible alarm controls, adjustable spotlight command, VHF communications, horn, bilge and mute activation keys. Practical fittings such as scuppers, a light mast with navigation lights, a flag pole, and an adjustable electric spotlight complete the upper deck specification.

Forward, the chain locker is reached through a drained hatch with dedicated fender stowage in the fore peak and stainless steel anti rubbing protection for the anchor line. The bow lounging area is dressed with plush fabric cushions and includes a four seat forward facing sofa with removable cushions; a bow hatch provides the emergency exit from the VIP cabin. Safe footing is ensured by non slip decking with scuppers, while the sidedecks incorporate two "Diesel" refuelling plugs with covers, a single "Water" filling plug and one "Waste" outlet water plug. The hull is protected by a robust rub rail combining stainless steel and high resistance PVC, and walkaround security is reinforced by a non slip deck and a pulpit with handrail.

The cockpit is entered from starboard and benefits from mooring stations on both sides. An integrated GRP L shaped bench comfortably seats six around a teak cockpit table with bespoke cushions, and the saloon is accessed through

an aluminium door with tempered glass made up of three flat panels that open toward port. A service hatch in the cockpit sole provides direct access to the engine room. The area is finished with a non slip deck, a secure handrail for the flybridge stairs and recessed overhead spotlights in the cockpit ceiling. The hydraulic bathing platform aft is fitted with a swimming ladder, a hot and cold shower head and non slip decking, and it provides direct access to the crew cabin via an aft deck door. A tender can be installed on the platform, with the recommended Pirelli J29 and a maximum platform loading of 380 kg (837.75 lb), this figure allowing for 180 kg (396.83 lb) of water toys plus 200 kg (440.92 lb) for crew and additional equipment.

Inside the wheelhouse the single helm seat faces a leather trimmed adjustable steering wheel with stainless steel spokes and a fully equipped dashboard featuring the BRONZE electronic navigation package, anchor winch control with chain meter counter integrated into the instrumentation, engine throttles, automatic interceptor system, adjustable spotlight command, VHF, a magnetic compass, a USB socket, adjustable air conditioning outlets and activation keys for horn, windscreen wipers, windshield washers, engine battery parallel, bilge and mute.

The saloon and dining area are appointed in warm modern tones with oak cabinetry, carpeted flooring and a GRP and lacquered wood ceiling. Seating comprises a two seat starboard sofa and a port C shaped sofa for four gathered around a saloon table on a stainless steel leg. Provisions for entertainment and privacy include preparation for a TV system with aerial, sliding curtains, a saloon door blind and two loudspeakers. The galley, located aft on the main deck to port, is equipped with a laminated floor, a ceramic glass hob with two burners under an extractor hood, a stainless steel sink, a 220 l (7.76 cu.ft) fridge/freezer, a microwave oven with grill and a waste bin for efficient service.

Below decks a carpeted corridor illuminated by spotlights, with wood and

leatherette bulwark cladding and sturdy grabrails, links the private quarters. The full beam owner's stateroom features a central double bed with a foldaway base and locker, a wooden headboard and two fixed bedside tables with openable tops. Storage is generous with a starboard cabinet of panels and shelves and a port walk in wardrobe with hanger bar, plus a port side sofa. Comfort is enhanced by spotlights, two openable portlights and hull windows fitted with Venetian blinds, while finishes include leatherette bulwark cladding, fabric wall upholstery and a mix of leatherette and GRP ceilings; the cabin is prewired for a TV system, sockets and an air conditioning control panel if A/C is installed. The owner's en suite to port features a lacquered vanity top with a round Vetro Freddo washbasin, a TECMA toilet and a mixer tap, with a separate shower enclosure fitted with a flat door, chromed shower rail, a wall unit with a two panel mirror above the basin and an underbasin cabinet with shelves. Spotlights, one openable portlight, Venetian blinds, non slip GRP shower flooring, sockets and curated head accessories complete the owner's bathroom.

At the bow the VIP cabin, accessed from the central corridor, presents a centrally placed double bed with a locker beneath and a wooden headboard, flanked by two openable wall cabinets above the windows and two wardrobes with hanger bars and mirrors. The ceiling finished in leatherette and gelcoat is highlighted by spot lighting and includes a concealed rectangular hatch serving as the emergency exit to the fore sunbed. The VIP cabin has direct access to the VIP/guest head, two openable portlights, Venetian blinds, fabric upholstered bulwarks, a carpeted floor, sockets and provision for an air conditioning control panel if A/C is installed. The starboard guest cabin offers two single beds with lockers, a wardrobe with hanger bar and shelves, a central bedside table, and a starboard wall unit, finished with painted ceilings, spotlights, a leatherette headboard, one openable portlight, carpeted flooring and mixed bulwark finishes in fabric, wood and lacquer with a Venetian blind for privacy. The shared VIP/guest head, located abaft the VIP cabin to

starboard with direct access from both cabin and corridor, is fitted with a lacquered vanity top, round Vetro Freddo washbasin, mixer tap, TECMA toilet and a separate shower enclosure with flat door and chromed shower rail, together with spotlights, an underbasin cabinet with shelving, a mirrored wall unit, one openable portlight, Venetian blind, non slip GRP shower floor, sockets and full head accessories.

For extended cruising an optional crew cabin aft is accessible from the platform and offers a single berth, a starboard wardrobe, a GRP ceiling panel and bulkhead shelves at the foot of the bed, together with an openable portlight, GRP non slip flooring and spotlights. The adjacent crew head includes a TECMA toilet, washbasin, chrome mixer with extractable shower head, a shower area with waterproof curtain, mirrored wall unit, under sink cupboard, a socket and essential head fittings.

The electrical architecture features shore power input and a distribution network comprising three DC electric panels—one mounted on the fore bulkhead of the engine room—and two AC electric panels—one likewise located on the engine room fore bulkhead—supported by an auxiliary electric panel in the saloon entrance cabinet, an emergency control panel, a cockpit mounted battery cut out control panel and a galvanic isolator. Onboard electrical systems operate at 240 V - 60 Hz AC, 24 V DC from the battery set, and 12 V DC from the battery set and an AC/DC voltage reducer. Continuous power is provided by one 18 kW single phase generator with remote start, and shore connection is via a US 50 A socket; all AC sources feed the main electric panel in the engine room for the 240 V network, protected by appropriately sized circuit breakers and introduced via remote control switches. Battery capacity and charging include six service batteries of 95 Ah - 12 V DC, four engine batteries of 95 Ah - 12 V DC, and one generator battery of 70 Ah - 12 V, together with one service/engine starter battery charger rated 60 Ah - 24 V and one generator starter battery charger rated 12 Ah - 12 V. Guest and utility conveniences include 240 V AC US type sockets, USB sockets and

comprehensive 24 V LED lighting both internally and externally. Electronic navigation equipment corresponds to the standard fit described for the flybridge and internal dashboard, with an extended list of alternatives and additions available in the Optionals price list.

Bilge systems are engineered for redundancy and safety: a primary arrangement of three automatic, independent pumps serves individual watertight compartments—two in the engine room (fore and aft) and one centrally beneath the owner's cabin floor—backed by a secondary set of two manual pumps drawing from three suction points (two in the engine room fore and aft and one central beneath the owner's cabin floor). Fire protection comprises a gas fire extinguisher in the engine room with manual system activation from the cockpit and an indicator/reset on the instrument board.

The fuel installation consists of two plastic tanks mounted transversely in the fore part of the engine room with a combined capacity of 2400 l (634 US.liq.gal.), monitored by two electronic fuel level sensors reporting to the wheelhouse and complemented by a port tank optical gauge. Filtration includes one settling filter for the generator and two single RACOR settling filters for the engines, with venting provided by two bulwark mounted tank vents (one per side). Remote diesel shut offs are fitted as 24 V solenoids for the engines and 12 V for the generator, with two refuelling plugs on the walkarounds (one per side). Diesel can be levelled between tanks via a communicating pipe, and both tanks can be refuelled from a single plug using the same pipe.

The fresh water system is built around a single 590 l (155.86 US.liq.gal.) plastic tank positioned beneath the accommodation tray under the stairway floor and lobby, filled via a cap located at the fore part of the starboard walkaround and supported by a shore water intake. Pressure is maintained by a 24 V, 50/60 Hz electronically controlled pump unit sited in the engine room port aft side, while hot water is supplied by a 60 liter (15.85 US.liq.gal.) heater beneath the

corridor. Fresh water flushing is standard for toilets, and one level sensor with electronic indication communicates tank level to the wheelhouse. Isolation is managed via ACORN manifolds beneath the corridor floor, and the system is pre-plumbed for a desalination plant. Black water is contained in a 175 l (46.23 US.liq.gal.) polyethylene tank beneath the VIP cabin with electronic level monitoring to the wheelhouse, venting through two bulwark outlets with anti-odor filters and managed by a macerator pump, a suction point on the port walkaround, connection to the TECMA toilet and a sea outlet from the tank. Grey water is collected in a central 175 l (46.23 US.liq.gal.) polyethylene tank under the cabin corridor with electronic indication to the wheelhouse, a diaphragm pump, two bulwark vents and a sea outlet. Machinery cooling is supplied by the seawater system with two seawater intakes for the engines equipped with filters and 2" 1/2 ball valves and one seawater intake for the generator with filter and 1" ball valve.

Engine room ventilation and climate control are carefully arranged with two extractors located abaft the space discharging through hull bulwark openings, two natural ventilation ducts on each side, one natural extraction duct on each side and an internal fans panel for recirculation. Climate conditioning is delivered by one compressor mounted in the engine room providing a total of 60,000 BTU, supported by one seawater pump with its dedicated intake and independent control panels in each area for personalised comfort.

The yacht is delivered with an inventory of essential deck and protective gear including one telescopic boat hook, five mooring lines, fender lines of 18 m (59'), one anchor chain stopper, six fenders with six black fender covers, net covers for side windows and windshield, protective covers for exterior seats, instruments and the flybridge sofa, plus a cover for the flybridge bow sunbed area. Documentation and branded accessories complete the package with one Owner's manual, one Azimut warranty service booklet, two floating keyrings, one large logoed bag for manuals, one logoed remote control holder and one shower pipe storage bag, ensuring every detail is considered from the moment

you step aboard.

CONTACTS

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.

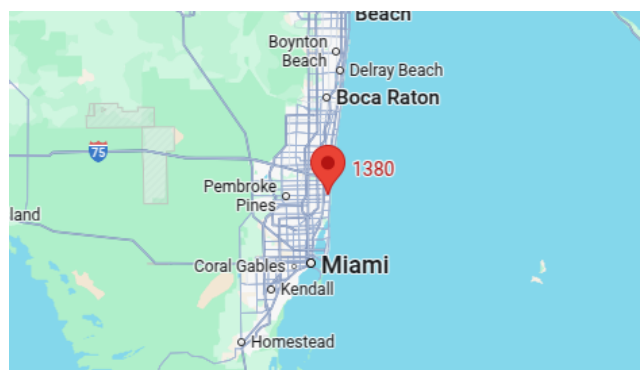
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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