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Yacht Sales

SAPPHIRE II - HINCKLEY



Builder: [Hinckley](#)

Beam: 17' 0" (5.41 m)

Year Built: 2006

Max Draft: 8' 9" (2.67 m)

Model: Talaria 55 FB

Price: \$1,645,000 USD Subject to change.

[See full listing on our website](#)

Location: Portsmouth, United States

LOA: 55' 0" (16.76 m)

If you would like to buy a yacht **SAPPHIRE II - HINCKLEY** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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OVERVIEW

This 2006 Hinckley Talaria 55 Fly Bridge motor yacht stands as a refined expression of Hinckley's long-standing devotion to superior craftsmanship and performance, her composite hull reflecting meticulous construction and durability. Her silhouette is quietly classic, with a graceful sheer and a purposeful stance that signal both elegance and seaworthiness, while the flybridge provides an inviting, open-air retreat for expansive views and effortless helm enjoyment. Below decks, an interior fashioned from carefully chosen materials and impeccable joinery creates a sanctuary where comfort and intelligent design converge, offering luxurious finishes and thoughtful spatial planning. Beyond its aesthetic refinement, the Talaria 55 is engineered for serious, high-performance cruising: integrated systems furnish premium capability, near silent operation, and intuitive controls that simplify handling and enhance confidence underway. More than a showpiece, this 2006 Hinckley Talaria 55 Fly Bridge motor yacht embodies the enduring standards of the Hinckley legacy, promising voyages defined by luxury, precision, and lasting quality.

SPECIFICATIONS

Basic Information

Model Year:
2006

Country:
United States

Year Built:
2006

Dimensions

LOA:
55' 0" (16.76 m)

Max Draft:
8' 9" (2.67 m)

Beam:
17' 0" (5.41 m)

Speed, Capacities and Weight

Water Capacity:
200 Gallons

Fuel Capacity:
1000 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Composite

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MAN

Fuel Type:

Diesel

GALLERY

















DETAILED DESCRIPTION

Deck features

Finished with equal measures of refinement and practicality, the side decks and cabin housetop are laid with molded non-skid walking surfaces while the vertical faces of the deck, house, waterways, and pilothouse top are executed in a smooth gelcoat for a sharp, polished appearance. The foredeck is framed by tapered, varnished teak toe rails in the signature Hinckley profile and conceals a molded anchor locker fitted with a hinged, gas spring-assisted hatch that shelters a hydraulic Muir windlass installed in a bespoke anchor well. Operation of the windlass is effortless from either helm station or by remote, feeding a custom 316L stainless steel, illuminated bow roller that simplifies night-time retrieval. The ground tackle specification is substantial—a Manson Supreme 80 lb anchor secured to 300 feet of stainless chain—while a saltwater deck wash and freshwater spigot are conveniently located inside the foredeck locker.

Abundant natural light and ventilation are provided by eight opening portlights with screens and nine Bowmar overhead hatches with stainless steel frames; each overhead hatch is equipped with insect screens and shades to ensure comfort and privacy. Subtle custom step lights provide soft illumination after dark, and a 30 inch high 316L stainless steel bow rail affords secure passage forward. Deck hardware is comprehensive and yacht grade, featuring two custom Hinckley stainless steel open bow chocks and four closed Hinckley chocks for precise line control, plus ten 316L stainless steel mooring cleats positioned at bow, stern, and springline stations—twelve inch cleats at the bow and stern and ten inch cleats for the springlines. Wichard folding pad eyes and chafe strips adjacent to the stern cleats protect lines and simplify attachment, while custom Hinckley fender lockers are neatly integrated into

the side decks. Overboard direct drain scuppers keep the cockpit drier, an exceptionally large foredeck locker expands on deck stowage, and the deck silhouette is completed by a custom Hinckley aluminum mast.

Elegance and utility continue in the cockpit, where a teak sole and varnished teak coaming create a warm, tactile environment. A cockpit sole hatch with recessed hinges, fitted with manual hydraulic risers, provides effortless access to the Generator and Jet System and reveals generous storage below. Shore power is managed cleanly and simply via two Glendinning powered shore cord reels that exit through a flush transom hatch.

Cockpit features

Subtle courtesy illumination is integrated beneath the cockpit coaming, complemented by a dedicated safety light at the cockpit step to ensure secure footing after nightfall. A cockpit shower fitted with a hot-and-cold mixing valve sits conveniently adjacent to the transom door for an effortless rinse after swimming. Shoreside connections include a dockside water supply inlet and a shore cable TV and phone inlet, while generous storage is provided by lockers located beneath both the port and starboard cockpit coamings.

Flybridge

A hard bimini crowns the flybridge, its polished aluminum frame bearing a canvas roof with integrated lighting that bathes the space in a soft, inviting glow. A fully custom-designed mast carries the associated antennas and cameras at the masthead, engineered for seamless integration and dependable performance.

Accommodations

A large, fully custom U-shaped dinette to starboard wraps around a varnished cherry table equipped with a fold-out leaf, forming an inviting focal point for dining and conversation. To port, an opposing custom U-shaped settee offers generous seating without a table, maintaining balance and an easy flow through the salon. Forward, the entertainment center presents a large pop-up flat-screen television paired with a concealed HDTV satellite receiver for true cinema-quality viewing at the touch of a button, and the area also incorporates a bar with storage below and a U-Line ice maker so refreshments are effortlessly at hand.

Lower helm

Every command at the lower helm is delivered with poise and exactitude, anchored by the Hinckley "JetStick" steering system with manual override back up and supported by electronic throttle controls and MAN engine control panels that offer finely tuned response at all speeds. Navigation and system data are displayed with crisp clarity on two Garmin 7215 screens alongside a Raymarine ST70 display, while anchoring and trim are effortlessly managed by the AutoAnchor AA560 control and the AutoSet Lectrotab control to ensure smooth station keeping and a balanced ride. Enhanced situational awareness is provided by FLIR remote camera control and an ACR remote spotlight control, and dependable communications come via an Icom IC M604 VHF radio with Command Mic III plus an Iridium phone. Comfort and oversight are completed at the helm with the master air conditioning control panel and comprehensive fuel and water gauges for complete operational control.

Upper helm

The elevated helm station pairs responsive electronic throttle controls with two Garmin 7215 displays that consolidate navigation and systems information for quick, at-a-glance decision making. MAN engine control panels place engine performance monitoring within easy reach, while FLIR remote camera control and an ACR remote spotlight control extend visibility and precise illumination when needed. Anchoring is handled smoothly through the AutoAnchor AA560 control, communications are crystal clear via the Icom Commandmic III VHF, and a Raymarine ST70 display further complements the suite of instrumentation. Ride and trim are refined by the AutoSet Lectrotab control, and a Ritchie Powerdamp Compass supplies a steadfast heading reference. The interior reflects meticulous craftsmanship with raised-panel cherry doors and cabin liners sheathed in cherry; large overhead hatches fitted with Ocean Air screens and shades, together with opening ports equipped with custom screens, bathe the space in light and promote natural ventilation, while reverse-cycle air conditioning maintains comfort in every season. Custom cabin lighting throughout combines halogen swivel lights with Cantalupi Cupid satin-nickel bulkhead lamps on rheostats for adjustable ambience. Interior cushions are upholstered in Spinneybeck Blue ultra-leather accented with antler buttons, most countertops are custom-crafted from exquisite Honey Onyx stone, and aft, cedar-lined hanging lockers to port and starboard provide generous storage.

Galley

The galley is crafted for both form and function, featuring a Kenyon two-burner electric cooktop and a Sharp stainless-steel microwave/convection oven elegantly mounted above the sink, complemented by a Broan trash compactor for discreet waste management. A polished stainless-steel

undermounted sink with a single-lever mixer and pull-out sprayer is paired with a hot-and-cold pressure freshwater system to make meal preparation and cleanup effortless. Cold storage is generous and refined, with two U-Line refrigeration drawers finished in cherry and a lighted cold-plate freezer box, while a 110 volt AC icemaker is conveniently installed in a locker beneath the companion helm seat. Over-counter lighting with a dimmer provides adjustable ambiance, and essential systems are at hand via the air conditioning control and Sea Recovery watermaker control. Thoughtful storage solutions include a dedicated locker for a dinner service for eight and an inboard galley locker fitted with adjustable shelving to keep everything organized and accessible.

Master suite

A centerline, forward-facing queen berth fitted with an innerspring mattress presides over the cabin, elevated above substantial storage drawers while a bespoke settee forms the focal point of the forward bulkhead. Flanking the space to port and starboard are dressers topped in Honey Onyx stone that combine refined surfaces with practical storage, and aft on both sides lie cedar-lined hanging lockers for graceful wardrobe organization. Entertainment is discreetly integrated: a bulkhead-mounted 32" Samsung TV/monitor sits above the settee, oriented to face the bed, supported by an HDTV satellite TV/DVD/Blu Ray receiver and a full complement of stereo speakers.

Illumination and climate control have been carefully considered for comfort and atmosphere; custom halogen swivel art lights over the owner's bunk highlight bulkhead artwork, overhead lights operate on a dimmer circuit, and additional bulkhead-mounted fixtures forward and aft fill out the lighting scheme. Natural light and ventilation enter through four opening ports with screens and a large centerline Bomar hatch fitted with both a screen and a blackout shade, while reverse-cycle air-conditioning and heat vents alongside

two bulkhead-mounted fans ensure comfortable temperature control year-round. Generous lockers and drawers to port and starboard complete the suite, keeping every item neatly stowed.

Master head

The master head is luxuriously finished, centered on a stainless sink complemented by a Grohe faucet and featuring a separate stall shower controlled by a Grohe single-lever mixing valve. A Sealand Vacu-flush marine toilet is plumbed directly to a 100-gallon holding tank that may be emptied through a deck fitting or pumped overboard via the Sealand macerator to an appropriate discharge facility. Natural light and ventilation enter through an opening portlight with screen, while a Bowmar overhead opening hatch, also fitted with a screen and blackout shade, provides additional airflow and privacy. A full-length mirror expands the feeling of space, overhead lighting is dimmable throughout the area except inside the shower, and well-considered storage is provided outboard and beneath the sink.

Guest stateroom

The guest stateroom has been elegantly outfitted to combine comfort and functionality, featuring a 110-volt outlet for convenient power access and layered lighting that includes dimmable overhead lights, fixtures mounted on the bulkheads and subtle rope lighting to establish a refined atmosphere, while individual reading lamps ensure bedside illumination for nighttime reading. Climate control is handled by a reverse-cycle AC/heat control pad for precise comfort, and fresh air and daylight are provided through two opening ports with screens; an overhead opening Bowmar hatch also opens to the sky and is fitted with a screen and a blackout shade to guarantee privacy and complete darkness when desired.

Guest head

Elegantly conceived for both comfort and functionality, the guest head is appointed with a Sealand VacuFlush marine toilet that discharges into a 100 gallon holding tank, which may be emptied via a deck fitting or pumped overboard through the Sealand macerator to a shore-side discharge facility. The stall shower, fitted with Lucite doors, is temperature-controlled by a Grohe single lever mixing valve, while the overhead lighting is dimmable throughout the space, the sole exception being the shower. Generous natural light and ventilation are provided by an opening port light with screen, a Bowmar opening overhead hatch with screen and blackout shade, and an additional Bowmar hatch also equipped with a screen and blackout shade. Practical storage is built into the outboard areas and beneath the sink, augmented by a built-in hanging locker and additional cedar lined compartments, with custom towel racks adding a polished finishing touch. For added convenience at sea, an ASKO front loading full sized washer and dryer are plumbed to the sump tank.

Electrical

The yacht's electrical system is engineered to deliver refined onboard comfort, combining 120/240 volts AC with a substantial 24-volt DC backbone, while shore power at 240 volts AC feeds a dedicated 12-volt DC electronics panel and supplies 12-volt lighting throughout the vessel. Engine and generator starting is provided by four BCI Group 31 AGM batteries, with the main house bank formed by an additional four BCI Group 31 AGM batteries, all managed by heavy-duty battery switches for the port and starboard engines and arranged so the start batteries can be paralleled when required. Charging capacity comes from two 100-amp 24-volt DC Balmar alternators and two 24-volt DC battery chargers, overseen by a Link 10 battery monitor for clear

state-of-charge information. Shore connections are simplified with two 120/240-volt AC Power 50-amp inlets and two Glendinning powered shore cord reels, while vessel distribution is handled through a custom lighted circuit breaker panel with a smoked glass cover, integrated meters, switches, and indicator lights for protected, elegant control. Thoughtful, practical details include a custom 12-volt cockpit outlet beneath the starboard forward teak coaming and a common wire-bonding system with a minimum branch wire size of #8 AWG in accordance with ABYC standards. For independent electrical generation underway or at anchor, a Westerbeke 12 kW, 240-volt AC generator, Model 12 OBTDC, is installed within a sound shield and equipped with a remote panel and gauges for effortless starting and monitoring.

Engine room

The engine room is finished to exacting standards, insulated with faced foam/composite materials and trimmed with metal on every visible surface, while the access door is sealed with double gaskets to maximize acoustic and thermal separation. Engine air intakes feature de-misters at both vents, with complete baffling and insulation to ensure quiet, reliable airflow, and the space is lit by four cage-protected lights. Propulsion is supplied by twin Man D2842 LE404 diesel engines, each rated at 1360 hp, driving Hamilton 403 water jets through Twin Disc MG-5145SC transmissions; an underwater exhaust with a low-speed by-pass contributes to discreet, efficient operation. Fuel is managed through Racor fuel-water filters fitted with pressure gauges, water sensors, petcocks and drain tubes, and precise handling is provided by a Side Power hydraulic bow thruster coupled with power-assist steering. Essential protections include alarms for low engine oil pressure and elevated engine water temperature, a Fireboy fire suppression system that triggers automatic engine shutdown, and a reversible 24-Volt DC oil transfer pump that serves the main engines, transmissions and generator from a custom 5-gallon oil

reservoir plumbed within the engine room.

Comfort and service systems are integrated into the machinery space for convenience and reliability: fresh hot and cold pressurized water is available throughout, supported by 24-VDC main and backup pumps that supply the galley, shower, head and cockpit shower. Two automatic 24-Volt DC sump pumps handle shower discharge, the washing machine and air-conditioning condensate, while four Rule 24-Volt DC electric 3500 GPH bilge pumps with ULTRA automatic float switches are complemented by a high-water bilge alarm. Deck maintenance is assisted by a saltwater deck wash pump with hose connections located on deck near the anchor roller. Domestic systems include a 17-gallon marine-insulated stainless steel water heater, a 100-gallon aluminum holding tank, a 200-gallon stainless steel fresh water tank, a washer and dryer, and a Sea Recovery watermaker.

Safety equipment

A Fireboy fire suppression system forms the centerpiece of the vessel's protective measures, automatically shutting down the engines in the event of fire, and is backed up by four 2-lb. Type B-1 fire extinguishers rated for Class A, B and C hazards to ensure rapid, localized response. A remote-controlled spotlight installed on the pilothouse roof and an aft-deck floodlight mounted to the mast provide deliberate illumination for night operations, while auditory and directional signaling are handled by a Kahlenberg 24-volt DC dual-trumpet air horn with a helm-mounted switch and a 24-volt DC searchlight controlled remotely from the helm for precise beam placement. An assortment of life jackets, full navigation lighting and a complete U.S. Coast Guard safety package round out the onboard emergency equipment, delivering both regulatory compliance and peace of mind.

Construction

The hull employs Hinckley's DualGuard Composite Construction, featuring an outer laminate of Kevlar® and E-glass over a balsa and Corecell® core, paired with a carbon fiber inner skin, all infused with vinylester resin through the Seaman Composite Resin Infusion Molding Process (SCRIMP®). The deck is built with an E-glass outer skin laid over the same balsa and Corecell® core and laminated with vinylester resin using the identical SCRIMP® technique. This combination of premium materials and resin infusion construction yields an exceptionally fine surface finish, elevated resistance to osmosis, notable stiffness with excellent stiffness-to-weight characteristics, increased resistance to impact damage, and effective thermal insulation. Through-hull fittings are crafted from non-metallic composite materials, with ball-valve seacocks installed below the waterline and above it where appropriate, while the propulsion system is served by bronze seacocks, bronze through-hull fittings, and sea strainers. The rub rail is finished with a stainless steel half-round mounted on a molded fiberglass backing. The swim platform is painted to match the hull, inset with teak decking and accented with a stainless steel half-round, and it conceals a stainless steel, telescoping three-step swim ladder beneath the platform.

Disclaimer

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Overview

This 2006 Hinckley Talaria 55 Fly Bridge Motor Yacht exemplifies Hinckley's long-established tradition of superior construction and refined marine design. Its sleek composite hull and elegantly proportioned fly bridge reflect a disciplined eye for form and function, with the exterior's classic silhouette projecting quiet sophistication while the raised deck provides expansive sightlines and an inviting open-air living space. Within, carefully selected veneers, fine timbers and precise joinery combine to form an interior where luxurious materials and pragmatic layout coexist in perfect balance. Beyond its handsome lines, the Talaria 55 is engineered for dynamic performance and steadfast dependability; onboard systems are configured to deliver efficient, reliable operation with intuitive control. More than a mere possession, this Talaria 55 embodies Hinckley's lasting standards, promising voyages defined by comfort, precision and enduring value.

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.

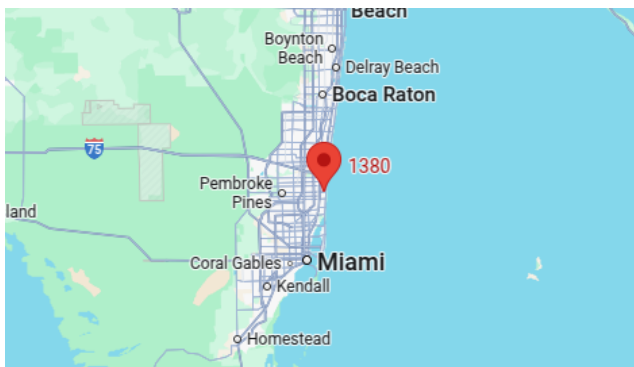
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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