

ANONYMOUS - HELLENIC SHIPYARDS



Builder: [HELLENIC SHIPYARDS](#)

LOA: 81' 0" (24.75 m)

Year Built: 1981

Beam: 18' 0" (5.72 m)

Model: N/A

Min Draft: 9' 9" (2.96 m)

Price: \$289,922.3 USD Subject to change.

Cruising Speed: 27 Knots (31.07 MPH)

[See full listing on our website](#)

Location: Athens, Greece

Max Speed: 30 Knots (34.52 MPH)

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OVERVIEW

Built in 1981 and penned inside and out by Baglietto, this 81-foot aluminum motor yacht embodies the restrained elegance of Italian lines married to the robust confidence of full aluminum construction. Lying currently in Greece, she is a classic motor yacht that reads as much like a small superyacht in presence as she does a performance motor yacht in temperament. Twin MTU diesel engines propel her to a comfortable cruising pace of 27 knots and an open-top speed of up to 30 knots, delivering fast, quiet, and assured passages between islands and along sun-drenched coasts.

Her generous 18-foot beam creates an interior volume more commonly found on larger yachts, where light and warmth settle over refined finishes and careful detailing. The salon unfolds with ample seating and an elegant dining area that leads naturally to the shaded aft deck, perfect for alfresco meals while the Aegean drifts by. Forward and up, broad exterior spaces invite sun lounging and easy conversation beneath an endless sky, while considered deck geometry and the solidity of an aluminum hull translate into a composed, sure-footed ride even when seas demand respect. Her draft of approximately 9.7 feet underscores purposeful seakeeping for confident passages.

Below decks, the accommodation plan is intimate and quietly sophisticated, arranged to host up to four guests in comfort with three well-appointed heads to ensure privacy and convenience on longer cruises. Crew quarters are entirely separate, comprising two cabins with berths for four and allowing discreet, professional service around the clock. Practicality and endurance are woven into every specification: a substantial fuel capacity of roughly 2,486 gallons and 850 gallons of fresh water provide extended autonomy, while the inherent durability of aluminum construction promises longevity and lower long-term maintenance.

This yacht was conceived for those who prize classic pedigree and

uncompromised performance alike — a Mediterranean cruiser and fast cruiser with superyacht sensibilities, an aluminum yacht that slips from vibrant harbors to secluded anchorages with grace. Whether spirited coastal sprints or leisurely family voyages are on the agenda, she delivers a rare synthesis of speed, comfort, and enduring style that defines a true Baglietto design.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1981

Sub category:
Motor Yacht

Country:
Greece

Model Year:
1981

Dimensions

LOA:
81' 0" (24.75 m)

Beam:
18' 0" (5.72 m)

Min Draft:
9' 9" (2.96 m)

Speed, Capacities and Weight

Cruise Speed:

27 Knots (31.07 MPH)

Water Capacity:

850.63 Gallons

Max Speed:

30 Knots (34.52 MPH)

Fuel Capacity:

2485.86 Gallons

Gross Tonnage:

75.75 Pounds

Accommodations

Sleeps:

4

Crew Cabin:

2

Total Heads:

3

Crew Berths:

4

Hull and Deck Information

Hull Material:

Aluminum Yachts

Hull Designer:

Baglietto

Deck Material:

Aluminum

Interior Designer:

Baglietto

Hull Configuration:

N/A

Engine Information

Engines:

2

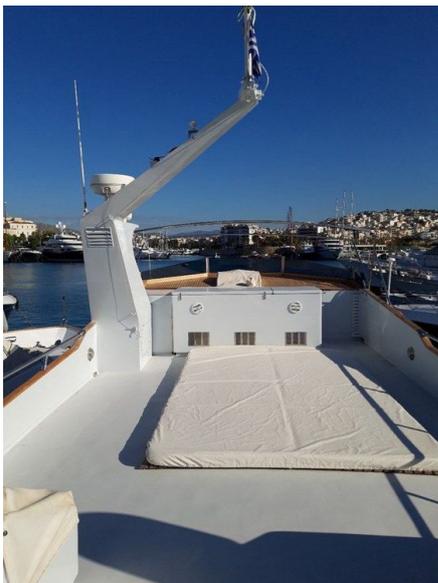
Fuel Type:

Diesel

Manufacturer:

MTU

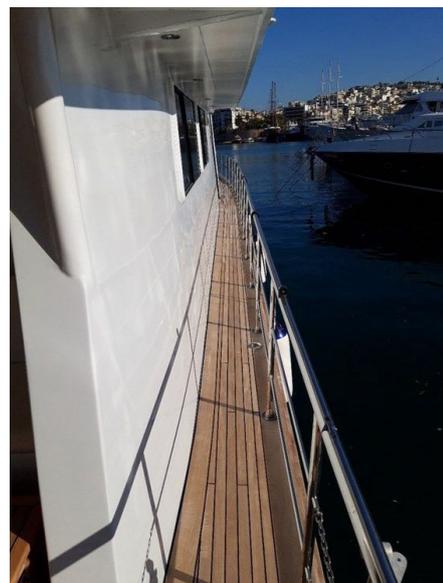
GALLERY





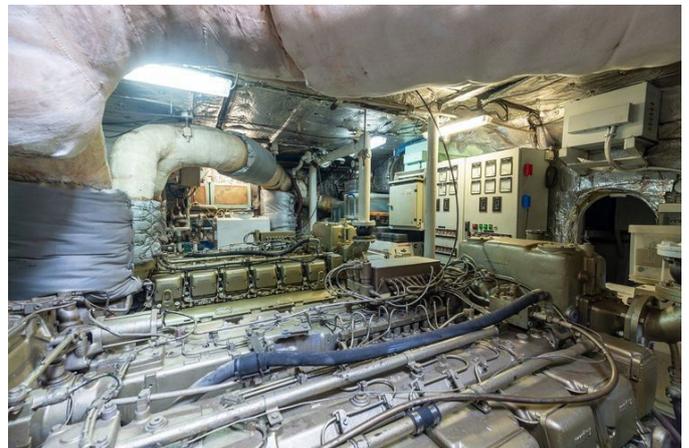




















DETAILED DESCRIPTION

Vessel particulars

A timeless classic of Mediterranean style and seafaring strength, this motor yacht was built by Hellenic Shipyards SA in 1981 and presents a graceful profile at 24,75 m length overall with a beam of 5,72 m and a depth of 2,96 m, displacing 65 tons with a gross tonnage of 75.75. Painted in pristine white, she is propelled by twin MTU 12V331 TC-92 main engines bearing serial numbers 5530525 and 5530524 for starboard and port respectively, delivering reliable performance and character. Her structure is comprehensively executed in aluminum—hull, deck laid with teak planks, frames, bulkheads, transom and superstructure—while hull fittings combine aluminum and stainless steel to ensure enduring integrity and a refined maritime aesthetic.

Engine room

Her machinery space is centered on twin MTU 12V331 TC-92 main engines each rated at two times 1600 hp and capable of 2340 rpm, with an Echelon W6 overhaul completed in June 2017 followed by an endoscopic and injectors check in May 2019 and annual maintenance in July 2020; each twelve cylinder powerplant runs to a maximum of 2340 rpm with a normal cruise around 2000 rpm. Cold starts are assisted by two electric Hilzinger engine preheaters (Type 111-044, A Nr 4104602/04, 3/PE AC 400 V, 4,5 kW), resilient flexible mountings reduce vibration and two electric 440 V extraction fans ventilate the room for dependable operation. Electrical power at sea is supplied by two ONAN diesel generators rated at 32 kW each providing 440 V output, while propulsion is transmitted through two steel shafts of 55.66 mm diameter, sealed by gland type stuffing boxes and carried in two water lubricated bush bearings per line to twin three blade propellers. Steering is both hydraulic and manual,

complemented by an electric rudder pump at 110 V and 1.3 kW to ensure smooth helm response. The yacht's electrical installation spans 440 V, 110 V, 24 V and 12 V systems with six gel type batteries of 225 Ah each serving ship's service and engine starting; the main engine starting batteries were renewed in July 2020 and the service batteries replaced in May 2018, all controlled from a dead front switchboard with protection by fuses and breakers. Power management is augmented by transformers comprising two 440–220 V 20 kVA units, two 440–110 V 20 kVA units and one 440–220 V 25 kVA unit. Fire and bilge readiness include two 110 V electric pumps on a manifold—one installed new in 2009—one 24 V submersible portable pump and one manual pump, with suction distributed to the crew area, port and starboard passenger areas, the engine room forward and aft, and the steering gear room; additionally the port main engine drives a dependent bilge pump drawing from the engine room bilges. Onboard climate is maintained by two Dometic Marine Air USA units totaling 120,000 BTU, with compressors replaced in June 2016 and the condenser and motor of Unit No. 1 renewed in May 2018. Waste treatment is handled by a BIOCON sewage system installed in May 2009 and serviced in March 2019, rated with a hydraulic load of 2618 liters per eight hours and an organic load of 1.35 kg BOD5 per eight hours, fed by a JETS vacuum system.

Tanks

Fuel is diesel stored in two aluminum tanks with a combined capacity of 9.41 m³, the main fuel oil tank positioned between frames seven and twelve with 6.62 m³ and a spare fuel oil tank placed between frames twelve and fourteen with 2.79 m³; venting and overflow discharge overboard and transfer between tanks is managed by a single 24 V transfer pump. Fresh water is carried in one aluminum tank centered between frames 14 1/2 and 17 with a capacity of 3.22 m³, supported by two 24 V pumps that feed a hydrophore tank to maintain steady pressure, while hot water is provided by two 30 liter heaters with one

installed new in June 2016. An Aquabase watermaker produces 250 liters per hour, the main fresh water pump was replaced in July 2014 and the fresh water tank was cleaned and painted in April 2018. Grey water is collected in one aluminum sump tank of 0.32 m³ located to port of centerline between frames eleven and twelve and is discharged via a single 24 V pump without chemical treatment.

Accommodation

Thoughtfully appointed for comfortable extended cruising, the lower deck houses three guest staterooms sleeping six guests in total: a full beam master suite, a VIP cabin and a twin cabin, each complemented by en suite facilities that combine privacy with classic styling. Crew accommodations are practical and discreet with sleeping arrangements for four crew members in two cabins, comprising one triple cabin with single berths and one dedicated single captain's cabin, ensuring professional service and smooth operation without intruding on guest spaces.

Galley equipment

The galley is comprehensively equipped to serve gourmet provisioning and effortless service, featuring a Bosch HCA743250E/04 electric stove with grill and oven paired with a Bosch SPS53E18EU electric dishwasher, while refrigeration is ample with two Liebherr refrigerators in the galley, an additional refrigerator on the flying bridge and another in the wheelhouse. For extended passages two deep freezers are installed on the flying bridge, and ice production is assured by an icemaker in the saloon with a second icemaker on the sun deck to meet demand at anchor or underway.

Navigation, communication & entertainment equipment

The wheelhouse is equipped with integrated navigation and survey instruments to support confident passage making, including a SIMRAD CX 44 NavStation integrating radar, GPS and plotter (2008), a JRC J Nav 500 GPS (2005) and a SIMRAD EQ 33 echo sounder (2008). Communications are provided by a VHF ICOM DSC Marine IC M 505 (2005) and a VHF Northstar DSC Marine Explorer 721 (2008), while helmsman support comes from a SIMRAD AP 28 autopilot (2008), a SIMRAD R 135 rudder angle indicator (2008) and a SIMRAD IS 20 wind speed and direction indicator (2008) with a White Star magnetic compass as a steadfast reference. Visibility and bridge ergonomics are supported by three 24 VDC windscreen wipers (original), and internal coordination is handled by a PHONTECH CIS 3100 talk back system (2008) together with two sets of KIOUR ALU alarm units (2008). Power conversion and battery management include a 24 VDC 3300 VA CRISTEL inverter, a 24 VDC/100 A CRISTEL battery charger, a 110 VAC-220 VAC converter, a 440 VAC-220 VAC converter and a static inverter MP3 24/24 VDC - 110/220 VAC by Avel-Lindberg Ltd, all organized through a 24 VDC switching panel. Safety and monitoring are comprehensive with two APOLLO ORBIS optical smoke detectors, a Kentec Electronics K 11080M2 smoke detection and fire alarm system (2006) and CCTV displayed on a MAJESTIC color TFT LCD security monitor for the poop deck camera (2008). Satcom and data systems include a Fleet 33 satellite telephone/Simrad MS 33 (2007), an ISDN Simrad Telephone CE 0434 (2007) and a McMurdo NAV 7 NAVTEX (2007), while portable communications are supported by four ICOM F29SR handheld UHF radios (2018). A HP Pavilion dv6000 laptop (2008) serves navigation and diagnostics. On the flying bridge, maneuvering and situational awareness are enhanced by bow thruster controls by OYS THRUSTERS (2006), a full engine instruments panel (2006), SIMRAD autopilot and helm controls (2008), a SIMRAD R 135 rudder angle

indicator (2008) and a Cassens & Plath Beta magnetic compass (1981), complemented by SIMRAD GPS/plotter/radar and echo sounder (2008), two Simrad GPS antennas (2007–2008), one JVC GPS antenna (2003), one McMurdo NAVTEX antenna (Vitronix, 2007), two VHF antennas (ICOM 2006 and Northstar 2008) and twin forward Aquasignal beam lights (2008). The wheelhouse panels are comprehensively laid out to include navigation lights, a general alarm panel, a bilge alarm panel, a smoke detectors panel, an engine room fire alarm panel and remote control and alarm panels for the diesel generators. For entertainment the saloon features a Pioneer CD/radio with speakers for the saloon and flying bridge, a Samsung 42" LCD television and a Commander digital satellite receiver to provide a refined onboard leisure experience.

Deck gear and tenders & crane

Deck operations are arranged for both elegance and utility, with forward ground tackle managed by a combined electric ideal windlass co windlass at 110 V upgraded in 2006 featuring two drums and a dedicated capstan drum, while an aft capstan by Lofrans reportedly installed in 2008 streamlines stern operations. Boarding is refined by a remote controlled hydraulic retractable Besenzoni gangway extending to 4,50 meters, reportedly installed in 2007. Precise low speed control is provided by a bow thruster by OYS delivering 26 kW, double propelled and hydraulically operated, installed in 2006 with its machinery located inside the chain locker and duplicated controls at the wheelhouse and the flying bridge. Tender support comprises a single inflatable GRP tender by LOMAC measuring 4,60 m and powered by a Yamaha four stroke outboard of 50 hp with annual maintenance performed in May 2019, while launch and recovery are accomplished by a hydraulic Opacmare crane, 24 VDC model 3030/33 rated to 400 kg.

Fire fighting & safety equipment

Fire protection is comprehensive with sea water delivery via one 380 V pump and one diesel driven pump and the engine room protected by an automatic CO2 system installed new in 2006 comprising two cylinders of 30 kg each with dedicated extinguishing lines and fire dampers on the ventilation ducts. Portable dry powder extinguishers are distributed throughout the yacht—five at three kilograms, two at two kilograms and four at one kilogram—and hydrant coverage includes two hydrants complete with two hoses and two adjustable nozzles. Certificates for the fire extinguishers were updated following inspection in April 2020 and the CO2 cylinders' certificates were renewed in July 2020, reflecting rigorous maintenance. Safety gear onboard includes two Eurovinil life rafts (non SOLAS, yacht pack) for eight persons each, fifteen adult life jackets and two life buoys with floating retractable lights, with life raft certificates updated in July 2020 to underscore readiness for emergency response.

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.

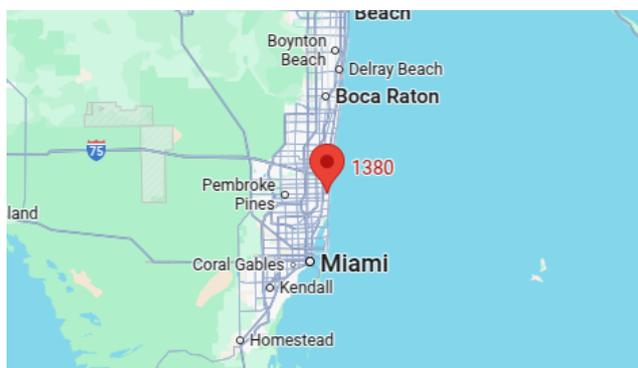
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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