

HELIAD III - LYNX YACHTS



Builder: [LYNX YACHTS](#)

LOA: 91' 0" (27.85 m)

Year Built: 2020

Beam: 19' 0" (5.98 m)

Model: N/A

Min Draft: 10' 7" (3.22 m)

Price: \$2,591,409.3 USD Subject to change.

Cruising Speed: 10 Knots (11.51 MPH)

[See full listing on our website](#)

Location: Cannes, France

Max Speed: 14 Knots (16.11 MPH)

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OVERVIEW

Launched in 2020, HELIAD III combines timeless profile lines with state of the art systems. Externally styled by De Vries in collaboration with Diana Yacht Design and boasting a comprehensively renewed interior by Lynx Yachts, this steel motor yacht provides generous interior volume while retaining exceptional poise, stability and genuine blue water capability. Tailored for luxury charter as a superyacht, she benefits from a sub 24m load line length and commercial registration, granting unfettered access to prime anchorages throughout the leading cruising grounds.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2020

Model Year:
2020

Country:
France

Dimensions

LOA:
91' 0" (27.85 m)

Beam:
19' 0" (5.98 m)

Min Draft:
10' 7" (3.22 m)

Speed, Capacities and Weight

Cruise Speed:
10 Knots (11.51 MPH)

Water Capacity:
1421.25 Gallons

Max Speed:
14 Knots (16.11 MPH)

Fuel Capacity:
3339.14 Gallons

Gross Tonnage:
101 Pounds

Accommodations

Sleeps:

4

Crew Cabin:

2

Total Heads:

5

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

LYNX YACHTS

Deck Material:

Steel

Interior Designer:

Lynx Yachts

Hull Configuration:

N/A

Engine Information

Engines:

2

Fuel Type:

Diesel

Manufacturer:

Cummins

GALLERY







DETAILED DESCRIPTION

Heliad III

Heliad III is a study in purposeful engineering and blue water poise, a yacht whose heart is formed by twin 493 hp Cummins QSC8.3 diesel engines delivering a combined 736 kW at 2,600 rpm, with a stated total power of 500 hp per side; as of February 2026 the port engine shows 2,015 hours and the starboard 2,021 hours. The 8.3 litre displacement blocks are coupled to ZF360 gearboxes and have been professionally maintained by Cummins France since her 2020 launch. A diligent annual servicing regime culminated in November 2025, encompassing oil and oil filter changes, fuel filter replacement, a full body service of the raw sea water pumps, intercooler oil and fuel cleaning, and inverter services for both sides. The comprehensive cooling system programme included removal and full chemical cleaning of the heat exchangers, aftercooler core removal with cleaning and pressure testing, transmission oil cooler cleaning, and a coolant flush and refill with Cummins Coolant ES Compleat. The fuel system benefited from injector balance checks with replacement where spray patterns were out of specification and inspection of the high pressure fuel pump, while turbocharger care included inspection for shaft play, VGT mechanism cleaning where fitted and replacement of any corroded V band clamps. Air intake service comprised air filter replacement or upgrade to a high flow element, and the exhaust system was inspected to eliminate riser leaks and verify elbow condition, particularly where mixing elbows are stainless or bronze. Electrical checks ran to alternator load and charge testing and starter motor inspection, with mounts and alignment verified through engine mount torque and condition checks and laser shaft alignment confirmation.

Downstream propulsion hardware is equally robust and configured for

longevity: 2 x Poseidon Propulsion BV propulsion shafts, 2 x Poseidon Propulsion BV stern tubes with bearings and seals, 2 x Poseidon Propulsion BV shaft brackets with bearings, 2 x Poseidon Propulsion main propellers, and 2 x Poseidon Propulsion rudders with stock and bearings, the latter replaced in December 2025. Both engines are supplied with a 24 V insulated pole electrical system and a 24 V/80 Amp alternator, and an engine room box houses a 4" display with NMEA 2000 and CAN bus connectivity; Harness Engine - CCC, Harness CCC - main steering station and harness engines supply are all included together with two 7" colour digital displays (one per engine), two key switch/start units with Emergency Stop push buttons, Flywheel SAE 3, heat exchanger, oil level provisions and the operating manual. Control is provided via NON DTS throttle packs with two push buttons including a switch box and cables, plus a duplicate NON DTS set with cables for the second helm. An oil cooler is installed on each engine with P and T sensor switch, while 2 x ZF 360 reverse gears deliver a 2.917:1 reduction via 24 volt electrical solenoids, Vulkardan E4011 S coupling, rigid brackets and Live PTO SAE C. Further protections include an engine coolant level sensor, turbocharger supplied complete with gaskets and bolts, Sherwood raw sea water pump and a 90° exhaust connection elbow. Emission certifications are EPA Tier 3, IMO Tier 2 and RCD 2.

Manoeuvrability and seagoing comfort are assured by a comprehensive thruster and stabiliser suite: a Naid Marine bow thruster motor, propeller assembly and tunnel, together with 2 x Naid Marine fin stabilizers serviced in November 2025 and with the port side servo valve changed in May 2025; complementing these is a NAIAD 46 kW bowthruster and a pair of Naiad type 302 15 kW fin stabilisers, system no. S 1. Propulsive efficiency is delivered by 2 x five bladed propellers by Blokland Poseidon (Netherlands) in NIBRAL, 950 mm in diameter with a 0.684 pitch/diameter ratio. Fuel consumption is impressively disciplined at an estimated 25 ltrs/h in Eco, 68 ltrs/h at Cruising and 100 ltrs/h at Max, yielding ranges of 3,578 nm (Eco), 2,180 nm (Cruising)

and 1,260 nm (Max).

Climate control is entrusted to a 144 BTU Webasto HVAC suite comprising an air conditioned water chiller, sea water pump and fresh water pump, with dedicated A/C fan coil units in the wheelhouse, crew cabins and crew mess, the forward guest cabin, the aft guest cabin, two in the galley and the salon; extraction units serve the forward guest cabin bathroom, aft guest cabin bathroom, master cabin bathroom and the day bathroom. Circulation is delivered by 2 x Azcue CP 50/130 chilled water circulation pumps and 2 x Azcue CP 40/130 sea water pumps.

Electrical autonomy is anchored by twin Kohler 35EFKOZD generators, one rated at 28 kW and one at 35 kW, both at 400 V and 50 Hz; the 35 kW unit shows 3,000 hours as of January 2026 and both units were last serviced in November 2025 with fresh engine oil, new oil filters and primary plus secondary fuel filters, while the valve train received its mandatory 3,000 hour valve clearance adjustment. Cooling system care for the generators included replacement of the raw water impeller, a full coolant flush and refill to specification, removal and cleaning of the heat exchanger and intercooler where fitted, inspection and replacement of zinc anodes and renewal of any aged or softened hoses and clamps. Intake air service featured a new air filter, turbocharger inspection and verification of the intake restrictor indicator. A Mastervolt Inverter Sine Ultra 24V/4000kw supports seamless power quality on board.

Tankage is expedition grade and specified for long range: Fuel Oil Aft Portside 2,560 ltrs, Fuel Oil Aft Starboard 2,560 ltrs, Fuel Oil Forward Portside 2,740 ltrs, Fuel Oil Forward Starboard 2,740 ltrs, Fuel Oil Day Tank Portside 1,030 ltrs and Fuel Oil Day Tank Starboard 1,030 ltrs. Fresh Water Port Side holds 2,690 ltrs with a matching Fresh Water Starboard Side capacity of 2,690 ltrs, while Total Black Water is 660 ltrs and Total Grey Water is 1,130 ltrs.

Heliad III's ancillary infrastructure is rigorously specified. Steering is managed

by a Hidrolik Makina Sanayi A.S. electrohydraulic steering gear system served by 2 x steering gear room rudder angle indicators with feedback units and a steering gear pump alarm and control unit. Waste management is assured by Tecnicomar S.P.A. sewage treatment and ECOmar 45S – 400 V.A.C. 50 Hz 3Ph, while freshwater independence is provided by an Echo Tec 1500 4 Pro water maker with accessories, serviced in November 2025 with a high pressure pump change in June 2024, alongside a Gianneschi 2 Jet 518B C.E. sanitary water pressure set. Shipwide situational awareness is delivered by a full E Tech Marine electronic monitoring system with a VMS 10" 16:10 touchscreen workstation, marine personal computer, trackpad operator panel, an 8 port managed fast Ethernet switch at 100 MB and a 5.7" touchscreen navigation light operator panel. Fire detection is equally complete via a conventional FAS with 5.7" touchscreen operator panel feeding 13 x marine optical smoke detectors, 2 x marine heat detectors, 6 x marine manual call points, 1 x marine waterproof manual call point and a Roshni Sounder Red. Integrity and safety are reinforced by deckhouse hinged doors, Bofor wheelhouse sliding doors, Bofor deckhouse windows and internal watertight doors. A suite of auxiliary pumps includes Gianneschi and Garbarino units for fuel, black/grey discharge and clean oil duties, SR Pumps hot water units, a Calpeda sea water oil cooling pump, Jets sewage and vacuum pumps and a complement of autoclaves and transfer pumps.

Safety and security equipment fulfil professional standards with a CSTA 163 Thrane & Thrane Sailor non GPS SE406 II EPIRB with automatic release, a Sailor SART II, Entel survival craft portable radios, ICOM portable VHF, parachute and hand flares, lifebuoys with floating lines, and an extensive inventory of Viking Solas lifejackets and Solas Viking liferafts with hydrostatic release units together with thermal protective aids. Fire suppression is anchored by a Tyco 45kf FM200 cylinder bottle and a NOVEC 1230 total flood system, complemented by a Firebox – XINTEX FES 001PE H fire system, while handheld and fixed firefighting includes powder and foam extinguishers, fire

hydrants and a fire blanket. Bilge and surveillance capability includes multiple bilge pumps and an NVR based CCTV system with a range of cameras and operator peripherals for full monitoring.

Communications and navigation are clustered around a strong Furuno and Furuno compatible ecosystem: a Furuno FM 4721 DSC D VHF and remote handset with additional VHF antennas, a Furuno FA 50 AIS transponder Class B, GPS and AIS antennas, and multiple Icom portable handsets. The Furuno NavNet TZTBB system is presented on Hatteland MMF bonded 19" touchscreen MFDs and a 15" crew mess touchscreen, supported by Furuno PSD 002 processing units, SDU card readers, MCU remote controls, FL 70 multifunction instruments, a FI 5002 junction box and a HUB 101 Ethernet hub. The echo/sonar and wind/weather suite is comprehensive, while autopilot authority is provided by the Furuno NAVPILOT 711C system and heading and positioning are assured by magnetic compasses, fluxgate and rate sensors, GPS receiver antennas and a Furuno SC 33 GPS/GNSS satellite compass. Target discrimination is led by the Furuno XCLASS radar system with a DRS6A X 6 kW/64 nm radar and an XN13A open array antenna; the flybridge helm mirrors these systems with a Furuno TZT2 15F MFD, additional remote units and a Furuno marine VHF.

On deck, lifting and ground tackle are uncompromising: the Opacmare crane received a full service in November 2024 with a new Spectra rope and hydraulics checks, the main deck forward crane Model 3080/45 offers a 1.2 ton capacity and an upper deck aft crane is rated to 0.5 ton, while an Opacmare swim platform lifting gangway Model 1898/39 has a 0.45 ton lifting capacity with an SWL of 1,200 kg. Anchor chains are U2 grade with 400–490 (N/mmsq.) tensile strength, two 100 m lengths and 14 mm studlink diameter, handled by two Data DHC 2200H anchor capstans with a continuous duty pull of 2,200 Kg and a maximum term pull of 2,450 Kg. Deck hardware is completed by chain rollers, a Multiplex Multi Fender System, deck bollards and fairleads.

Entertainment and connectivity are yacht class, with a Cobham Sea Tel ST24 SatelliteTV antenna feeding a multiswitch, Samsung TVs in each cabin and Apple TV in the master, office grade networking with UMTS routers and antennas, a 4G LTE Euro router with firewall, Techwave Wi Fi access points and an exterior marine Wi Fi bullet router with antenna.

The galley and domestic specification is chef friendly with Bosch fridges and cooking appliances, a MIELE dishwasher, Miele washing machines and dryers for laundry support, a VITRIFRIGO deck fridge and Gianneschi sea water pumps for utility duties; a wine cooler was replaced in 2025 and new icemakers were added to the main salon in 2025. Serviceware is comprehensively inventoried to serve guests and crew alike.

Build quality and finish are certified throughout: all glass meets EN ISO 12216 and is laminated and tempered 8+6, with eighteen openable portholes around +/- 360 x 180 mm in 15 mm ESG with deadlight plus six openable portholes diameter 250 mm in 15 mm ESG with deadlight. Aluminium watertight hatches are built to RINA standards in 400 x 400 mm, 600 x 600 mm and 800 x 800 mm sizes. Antifouling is renewed annually with Tekno SPA Extra 079 Topcoat Antifoul in Red, Blue and Black. Superstructure paint by Alexseal and the hull primer and topcoat specifications reflect a premium finish using Alexseal Finish Primer 442 and Premium Topcoat 501 formulations in specified colours.

The tender and toy garage are ready for play: a Highfield DL460 four point six metre tender in HIGHFIELD OCEAN MASTER 460 HYPALON execution with Yamaha F70 outboard and full complement of accessories, plus a Sea Doo Spark Trixx three up jet ski with lifting strops, two kayaks and two inflatable paddle boards.

Accommodation is curated with a serene contemporary sensibility: the main deck owner's master cabin offers a large king size berth, full height wardrobes, abundant storage and a refined en suite with Planus toilet, Clou wash basin, Quarella Grigio Venato surfaces and Dornbracht fittings; guest and

VIP cabins provide queen and convertible twin berths with en suite, and the crew area sleeps four in two twin bunk cabins with en suite, mess and laundry support including Miele appliances. All cabins are supplied with USB charging stations, multiple 220 V power sockets and Samsung TVs, while targeted HVAC delivery and Webasto components ensure comfort throughout. A recent survey in May 2025 confirmed the firefighting system, bilge system, safety equipment and general vessel functionality, and the next survey is scheduled for March 2026 to inspect sea valves and propulsion gear, underlining a clear maintenance and certification pathway for a serious blue water yacht.

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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