

## LEGEND - ALLOY



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

**LOA:** 112' 0" (34.14 m)

**Year Built:** 1998

**Beam:** 24' 0" (7.32 m)

**Model:** N/A

**Max Draft:** 36' 1" (11 m)

**Price:** \$5,250,000 USD Subject to change.

**Cruising Speed:** 10 Knots (11.51 MPH)

[See full listing on our website](#)

**Location:** Savannah, United States

**Max Speed:** 12 Knots (13.81 MPH)

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## OVERVIEW

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LEGEND is a striking classic 112' alloy sailing yacht penned by Ron Holland and cared for with meticulous attention, benefiting from major refits in 2016 and 2022 under the stewardship of an experienced owner and crew. The result is a yacht of exceptional design, build quality, and presentation — immaculate throughout and widely regarded as one of the finest sailing vessels of her size currently on the market. Her racing pedigree is notable: under her former commander she won all three races in her class at the 2019 Bucket, posting the largest cumulative margin in the event's history.

Her accommodation layout is thoughtfully concentrated aft, offering three guest staterooms including a full beam master suite, a portside double, and a starboard cabin that converts to suit varying needs. The master is luxuriously appointed with a full walk around queen to port, an L shaped settee to starboard and an elegant bureau; the split master head provides a generous marble shower room with teak seating on the port side and, opposite, a separate WC with toilet and basin. Crew quarters for four to five are situated forward of the galley and include a comfortable crew mess to ensure the team is well accommodated.

A defining feature of LEGEND is her dual cockpit arrangement: a private owner's cockpit aft and a spacious central cockpit that furnishes abundant seating, comfortable sailing ergonomics and generous dining space. Behind the seating the walkways lead seamlessly to the side decks, with the helm placed just aft for intuitive control and excellent sightlines.

Inside, the yacht presents a low profile raised deck salon/pilothouse that flows into a large full beam lower salon. Rich teak joinery with raised panels, refined soft furnishings and bright, airy volumes create an interior of timeless warmth and sophistication that invites both relaxation and entertaining.

Offered for sale in the current boat location, LEGEND is a rare combination of

elegance and performance — a true treasure for those seeking a classic, race proven yacht that has been maintained to the highest standards. Explore yacht sales in the current boat location and discover the refined presence of LEGEND.

# SPECIFICATIONS

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## Basic Information

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**Category:**  
Sail yachts

**Year Built:**  
1998

**Sub category:**  
Cruising Ketch

**Country:**  
United States

**Model Year:**  
1998

## Dimensions

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**LOA:**  
112' 0" (34.14 m)

**Max Draft:**  
36' 1" (11 m)

**Beam:**  
24' 0" (7.32 m)

## Speed, Capacities and Weight

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**Cruise Speed:**

10 Knots (11.51 MPH)

**Water Capacity:**

1458 Gallons

**Max Speed:**

12 Knots (13.81 MPH)

**Fuel Capacity:**

2933 Gallons

**Gross Tonnage:**

120 Pounds

## Hull and Deck Information

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**Hull Material:**

Fiberglass and Plastic Yachts

**Hull Designer:**

N/A

**Deck Material:**

GRP

**Interior Designer:**

N/A

**Hull Configuration:**

N/A

## Engine Information

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**Engines:**

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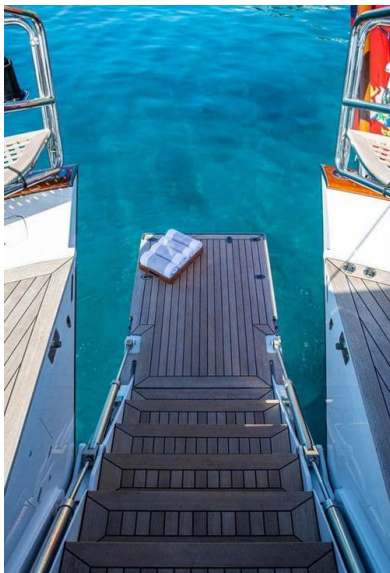
**Fuel Type:**

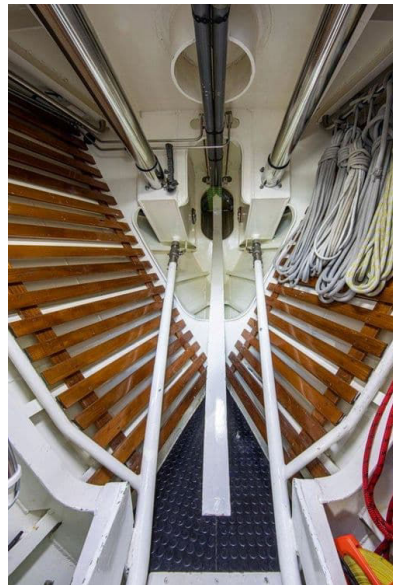
Diesel

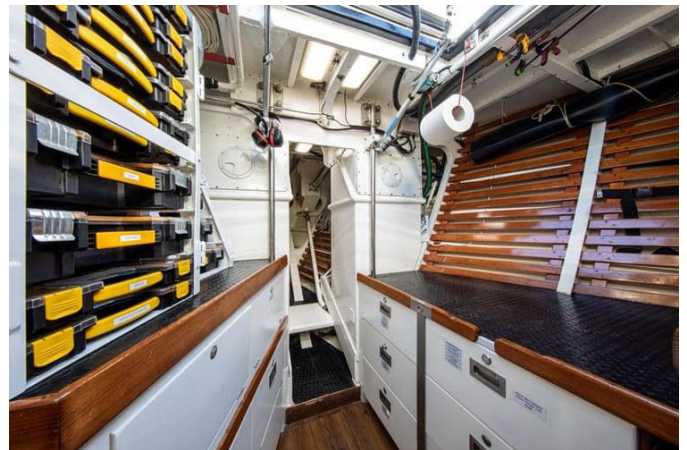
**Manufacturer:**

MTU

# GALLERY

















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# DETAILED DESCRIPTION

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## Main specification

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Length overall is 112' (34.14m) with a length at waterline of 88'9" (27.05m), a beam of 24' (7.32m) and a draft of 11' (3.35m). Completed in 1998 with model year 1998 and benefiting from comprehensive refits in 2016, 2022 and 2026, this cruising sailboat ketch carries HIN AY20, a tonnage of 120 and a displacement of 118, arranged as a mono hull and flying the Cayman Islands flag. She is configured to welcome six guests and to operate with four or five crew. Constructed by Alloy Yachts New Zealand with naval architecture and exterior styling by Ron Holland Design and an interior by Redman Whitley Dixon, her hull is aluminum with teak decks and she holds Commercial New Zealand (MNZ) classification. Performance is confident and efficient with a maximum speed of 12 knots, a comfortable cruising speed of 10 knots and a range of 3000; endurance is assured by generous capacities including fuel at 2933 gallons (11,100 liters) in two tanks plus a 105 gallon (400 liter) day supply, fresh water at 1458 gallons (5520 liters) in two tanks, grey water at 318 gallons (1200 liters), black water at 333 gallons (1260 liters) in two tanks, watermakers delivering 1400 gallons per day (5000 liters) and dedicated lube oil, waste oil and hydraulic oil reserves at 58 gallons (220 liters), 58 gallons (220 liters) and 70 gallons (270 liters) respectively, all combining to give exceptional autonomy and seaworthiness for extended cruising and global passages.

## Machinery & equipment

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Propulsion is led by a single 2016 MTU 8V 183 diesel developing 490 hp (365 kW), showing 9023 hours with a W5 service completed at 9023 hours in March 2026 and driving through a ZF 500 1A transmission at a 2.609:1 ratio fitted in August 2021, engine serial numbers 442.901 520.0914418. Electrical

generation is assured by two Northern Lights sets, each with a ten thousand hour service performed at 7400 hours, model M4450 35kW delivering 380 volt AC, 50 hertz, three phase, 63 amp power; port generator hours read 13620 with a two thousand hour service at 13617 in March 2026 and starboard 13588 with a two thousand hour service at 13587 in March 2026. Shore power is provided by an ASEA AC50Q/3 50KVA unit serviced in November 2024, serial numbers 9445 51056 (STB) and 9444 51055 (PT), within an electrical ecosystem of 380V 50 Hz three phase, 230V 50 Hz single phase and 24V DC. Thrust and propulsive control are refined by a Hundested VPP VP 6 FR EL variable pitch drive transferring 489 HP at 758 RPM, while steering is by a custom Alloy Yachts chain and cable wheel system augmented with Accu Steer HPP522 three phase support; the steering cable was replaced in November 2025 and rams in March 2026. House power comes from twenty four 2V Mastervolt MVSV 1250 Ah cells forming two 24V service banks installed January 2022, with dedicated starting batteries comprising four 12V Odyssey 100Ah for the generators (April 2025) and two 12V Odyssey C 1500 220Ah for the main engine (December 2024), plus emergency and radio backups via two 12V Lucas 150 Ah units (April 2025). Charging capability is exceptionally robust with three Mastervolt 24/100 3PH 100A chargers commissioned in July 2023, October 2024 and November 2024, additional Mastervolt Mass 24V/25 and Mastervolt Magic 24V/20 radio battery chargers from November 2020, and inversion handled by four Mastervolt Mass Sine 24/5000 units with dates spanning 2016, March 2023, July 2024 and October 2024. Fresh water at sea is guaranteed by an HEM Series 20 watermaker rebuilt December 2021 with new membranes fitted November 2022. Manoeuvring power includes an ABT Magnum 16 inch 110 HP bow thruster with a new motor installed December 2024 and an ABT Magnum 16 inch 110 HP stern thruster with a new motor installed April 2023. Fuel conditioning is delivered by a Parker Hannifin FBO 10 MA together with two Parker 75 1000Max and four Parker 75 500Max fuel/water separators with sensors.

Black and grey water treatment is handled by a Hamann HL CONT 01m<sup>3</sup>/Mini L Frame and potable water pressure by two Groco Paragon PSR 24V pumps. Compressed air is provided by a Quincy QT 54 with a 70 liter tank (2022) and diving support by a Baur Junior 2 serviced annually. Climate control is refined through two modular air conditioning plants with Bitzer compressors (2022), twelve Condaria air handlers with a total plant capacity of 132,360 BTU's, all managed by a Dometic Chiller Organiser 2 with local cabin controls offering reverse cycle heating plus an additional electric glycol heater tank and elements. On deck, a Swiss Carbon Prometheus swim ladder in black clear coat carbon fibre with teak step was added in December 2022 alongside comprehensively serviced hardware: all deck fittings, winches and blocks were fully stripped to individual components, serviced and machine polished in 2021/22, and new windlasses were installed with custom OEM parts and new hydraulic motors in December 2022. The hydraulic backbone is a custom Alloy Yachts ring main in stainless tubing with PLC controlled Danfoss valve blocks and manual overrides, carrying 71 gallons (270 liters) of hydraulic oil integral to the hull for cooling, powered by a 28 cc - 7.5 kW AC electric motor installed January 2023 and supported by three Victron Phoenix Inverter 24/5000 watt three phase units plus two generator driven PTO 71 cc pumps commissioned January 2023 and stainless braided hoses on deck renewed July 2022, forming a resilient and serviceable power and hydraulic architecture.

## Sails & rigging

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A comprehensive five year rig service and a full repaint of all spars were completed in February 2022, followed by a Rig Pro survey in November 2024 with all recommendations implemented by February 2025 and reports available. The spars are aluminum masts by Matrix of NZ: a four spreader, keel stepped main with a jacking system and a three spreader, deck stepped mizzen with a jacking system. Both booms feature Marten Spars in boom

carbon fiber roller furling with hydraulic motors at the outboard ends, complemented by carbon spinnaker and tender lift poles with aluminum fittings fitted in 2016. Running rigging is Marlow MGP Tech 50 maintained on a rolling renewal program. Furling and sail control hardware comprises Reckmann hydraulic furlers on the headstay and staysail serviced by OEM in December 2021, a Reckmann main boom vang from 2019 serviced October 2023 and a serviced mizzen boom vang from December 2021; the main boom's hydraulically powered mandrill and lock were replaced by RigPro in February 2025 while the mizzen boom mandrill and lock were serviced in 2021. Primary winching power is abundant with six Lewmar 77 three speed hydraulic self tailing, six Lewmar 88 three speed hydraulic self tailing and two Lewmar 122 three speed with back wind hydraulic self tailing, all paired with Harken stainless blocks and Spinlock jammers and maintained on a six month rolling schedule. Captive power for halyards and sheets is provided by Nilsson CRW 18 for both the main halyard and main sheet rebuilt 2016. The sailward wardrobe is formidable and modern: a North 3Di Ocean 700 mainsail new May 2022 serviced December 2024; a North 3Di Ocean 700 mizzen new December 2021 serviced December 2024; a North 3Di Ocean 700 yankee new December 2021 serviced December 2024; a North 3Di Ocean 700 staysail new December 2021 serviced December 2024; a North G1 AP Gennaker Norlon new March 2024 serviced March 2026; a North Helix mizzen staysail on a top down furler new March 2024 serviced December 2024; a C Tech SnuffAir snuffer for the G1 gennaker new December 2024; Doyle Stratis Carbon Ice race genoa new 2016 serviced January 2023 and stored since; a Doyle Stratis genoa new 2012 serviced June 2019 stored since; A2 Doyle sails new 2015 and new 2012 both serviced June 2019 and stored since; an A3 Doyle new 2013 serviced June 2019 stored since; a C Tech SnuffAir snuffer for A sails with spare bladder serviced June 2019 stored since; small and large Doyle mizzen staysails with service histories and storage as noted. Ground tackle is equally robust with two Simpson Lawrence vertical hydraulic windlasses rebuilt November 2024; 140

meters port and 100 meters starboard of 16 mm chain fitted in 2016; two 136 kg custom Alloy Yachts stainless steel plow anchors with swivels replaced 2020; one Fortress FX125 aluminum spare anchor; and fully renewed and rewired handheld controls completed in 2021.

## Communication and navigational equipment

A wholesale upgrade, replacement and rewiring of communication and navigation systems was completed in January 2022, delivering a modern, redundant and networked suite. VHF capability includes a Furuno FM8900S commercial spec unit with an antenna on the main mast installed November 2020 and a Furuno FM4850 in the cockpit with antenna on the mizzen from December 2020. Long range safety is provided by a Lars Thrane Iridium GMDSS solution installed in 2022 in place of MF/HF and Sat C. Targeting and tracking are covered by a Furuno FA 170 AIS (January 2022) and dual Furuno GP 170 commercial spec GPS units (January 2022). Radar is redundant and powerful with a Furuno FAR 28X7 BB displayed in the pilothouse and repeated to the port helm cockpit screen after a scanner rebuild and new power supply in January 2022, paired with a Furuno 4 kW Insite Digital radar for TIMEZERO from 2016. Heading integrity is provided by an Alphanon Alpha mini course V3 gyro compass refurbished by OEM in 2022 and interfaced to Simrad IS80, TIMEZERO, radar and instruments, complemented by a Furuno PT 500 fluxgate compass renewed July 2024. Sailing intelligence is delivered by an A&T Processor ATPRC02 networked via Ethernet to the ship's backbone and A&T displays with Fastnet to B&G, driving six A&T 3020 displays installed January 2022 (three replaced November 2025), five A&T ATMFD05 multifunction displays, two A&T ATAWA analogue apparent wind angle units, an A&T ATMINI1 display and an array of B&G H3000 and H2000 units, a B&G 213 MHU wind sensor reconditioned by A&T November 2021, Airmar speed/water temperature and depth sensors with A&T "Auto Tack" integration and a

secondary centerline depth sounder and air temperature sensor. Autopilot control is by an A&T ATPLT02 with a sailing function, custom programmed and fully networked January 2022 and supported by two A&T autopilot heads. Visuals are rendered on Hatteland HD17T22 and HD15T22 monitors across the wheelhouse, nav station and helm with screen upgrades through March 2024. Connectivity is anchored by a Pepwave MAX BR1 PRO 5GH T PRM 5G cellular modem with SIM injector (February 2023), Starlink Marine integrated November 2024 and a Sailor 900 VSAT with UPS from 2018. Processing power includes five rack mounted Intel NUC mini PCs dedicated to navigation, security cameras, communications interface and maintenance management installed December 2021 with QNAP TS 253D 2TB RAID storage, four Schneider PLCs, and a high throughput network of Ubiquity enterprise spec 48 port POE 10 Gigabit switching, MikroTik Cloud CoreRouter, multiple Ubiquity AC6LR Wi-Fi 6 access points and Moxa serial servers, creating a resilient, high bandwidth on board information backbone. Charting runs on two TIMEZERO Professional stations with a full world chart folio networked to navigation data, and a parallel A&T autopilot with sailing function complements the helm suite.

## Entertainment systems

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Entertainment flows through a Samsung The Frame 50 inch TV installed November 2021 paired with a Samsung The Terrace soundbar from November 2021 and with Apple TV streaming prioritized across the vessel's network since 2018, delivering a familiar, high quality onboard media experience. Media storage and distribution are handled by a QNAP TS 653D 32TB RAID running Plex installed December 2021 and distributed via a Netgear GS110MX 5 Gigabit switch, while audio ambience is set by six Fusion RA70 Bluetooth stereos installed January 2022, offering a seamless and networked entertainment environment for guests and crew.

## Galley & laundry equipment

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A complete galley refit in December 2021 refreshed the space with a new floor, repainted cabinets, replaced appliances and reupholstered seating to create an efficient, professional culinary workspace. The chef's domain features a GlemGas five burner propane cooktop commissioned January 2022 and a resurfaced Miele induction stove updated October 2022, complemented by a GlemGas electric convection oven with grill from January 2022 and a Miele H7240BM microwave/oven combination added in 2022. Refrigeration was rebuilt and rewired across 2021/22 around the custom Alloy Yachts system to serve a front loading deep refrigerator, a dedicated front loading vegetable cooler and two freezers—one front loading and one under floor—while ice is produced on demand by a Raritan ice maker installed July 2024. Convenience and sanitation include an InSinkErator waste disposal and an InSinkErator hot and cold drinking water tap in the galley, a ceramic drinking faucet in the master and whole vessel UV filtration. The lower salon houses a Frige O Naut drinks fridge from 2016 and a custom built cockpit fridge fitted December 2024. Laundry is handled by a Miele W1 washing machine and a Miele T8703 dryer both serviced by OEM in November 2023, providing commercial quality support for extended cruising and charter use.

## Security, fire fighting and safety equipment

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Security begins with Triton Vessel Management Software coordinating work lists, performance and schedules with running logs and full documentation control from manuals and operating guides to drawings, schematics and plans, forming a single source for maintenance and compliance. Awareness is enhanced by PTZ network cameras mounted on the lower main mast spreaders and lower mizzen spreaders and in the engine room, providing comprehensive surveillance coverage. Galley gas safety is protected by a

two zone detector certified December 2024 and the entire gas system was checked and certified that month. Fire readiness is comprehensive and freshly serviced in November 2025: a Haes fire detection system installed December 2022 integrates bells in the engine room, wheelhouse, forward and aft accommodations, forepeak and lazarette; smoke detectors cover lazarette, every guest and crew cabin, upper and lower salons, crew mess, forepeak and gas locker with installations from December 2022; heat detectors protect engine room and galley; emergency fuel cutoff and engine room vent shut levers are in place; a 45 kg Novec bottle with Novec nozzles installed in 2016 provides clean agent suppression and fire blankets in galley and engine room were fitted December 2022 alongside portable extinguishers distributed throughout. Safety equipment serviced November 2025 includes life rafts comprising two eight man SOLAS "A" Zodiac and one sixteen man SOLAS "B" Zodiac from 2018 inspected December 2022; personal MOB packs for sea use with AIS PLB, smoke and hand flare; two Jon Buoy man overboard units; a G EPIRB new August 2021; a SART new November 2025; twelve Crewsaver 190 OS SOLAS life jackets; two life rings with strobe, MOB strobe and smoke signal; two SCBA units with firefighting bunker gear and multiple international running lights, engine room and fore and aft escape routes and a Kahlenberg D2 horn, all forming a modern and thoroughly maintained safety suite for commercial or demanding private use.

## Overview

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This is a stunning classic Ron Holland design, meticulously maintained by a knowledgeable owner and crew through several major refits, embodying a rare confluence of design pedigree, build quality and current condition. Presented in pristine order, she stands as the best pedigreed sailing yacht of her size on the market, with demonstrable performance—her record includes winning all three races in her class at the 2019 Bucket under the previous owner by the

largest cumulative margin in the event's history. Accommodations are thoughtfully arranged with three staterooms for owner and guests within a spacious, low profile raised deck salon/pilothouse above a large full beam lower salon, while four or five crew are comfortably quartered forward of the galley with a welcoming crew mess. One of her most delightful features is the two cockpit arrangement: a private owner's cockpit aft and a generous center cockpit that offers superb seating, sailing comfort and dining space from which walkways lead to the side decks with the helm just aft. The interior is finely finished in teak with raised panel joinery, refined soft goods and bright, well ventilated spaces with all interior lighting upgraded to LED. Entering from the cockpit, the deck salon greets guests with a large U shaped settee for six to port surrounding a cocktail table that converts for dining; opposite to starboard the forward side conceals a retractable lower navigation and communication station while aft is a full navigation station and an elegant teak desk outboard. A gracious stairway leads down to the main salon which mirrors the open, airy feel of the deck salon above: to port a generous lounging area with built in sofas and a cocktail table, and to starboard a spacious dining area sharing the full beam expanse and a new TV. Forward of the dining area, access leads to the galley and crew mess—spacious, well laid out with a starboard dinette and a fully equipped port side galley featuring built in refrigeration, freezer and abundant storage for extended entertaining and cruising. Owner and guest staterooms occupy the desirable aft section accessed via a central corridor from the deck salon; the full beam master presents a walk around queen to port, an L shaped settee to starboard and a bureau with double door closets and abundant cabinetry, while the master head is divided into two spaces by the private cockpit stair landing offering a large marble tiled shower room with teak seats, sink and mirrored vanity to port and a WC with toilet and sink to starboard. Guest accommodations mirror the master's sense of comfort with a port queen stateroom and ensuite with stall shower and a starboard queen that converts to two singles with a hanging

locker and ensuite shower. Forward of the crew mess and galley, the captain's stateroom to starboard offers a full double with Pullman berth and ensuite with stall shower, while to port a crew cabin with over/under berths provides ample storage and an ensuite with stall shower and an additional single in the forepeak is available as needed with deck access from forepeak and crew mess, making her a superbly versatile platform for private ownership or premium charter.

## Refits & works performed and pending

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From March to May 2026 in Savannah, GA, the yacht entered a focused period with deposits paid for major pending items, with sails scheduled under contract: a North 3Di mainsail, a North 3Di yankee and a North Helix structured luff mizzen staysail expected for August 2026 delivery. Vangs are being upgraded to custom Harken main and mizzen units painted in Alexseal Matterhorn White with delivery in September 2026. Engineering works planned or pending include replacement of autopilot rams with new custom pins, removal, service and repaint of the two autopilot motors/pumps, Northern Lights 2000 hour services for generators, the main engine W5 service by MTU, cleaning and inspection of grey, black, water and fuel tanks, replacement of freshwater accumulators and a tender engine service. Recent deck and engineering operations are extensive and fully documented: North Charleston serviced the G1 spinnaker; hull antifouling carried out; aft cockpit bimini replacement is pending alongside forward cockpit sides replacement, cockpit caprails and tables slated for spray varnish work, anchor chain painted, and main sheet and main halyard replaced with the tender lifting strop renewed. In January 2026 in Antigua, the deck underwent full caprail strip to bare wood and revarnish, aft cockpit recaulk and sanding, and windlasses were stripped and serviced. In October–November 2025 in Cape Town, engineering works included replacement of steering cables, generators' 1000 hour service, a W3

service on the main engine, new mizzen VHF aerial, replacement of X band radar magnetron and motor bushes, a new starboard helm screen, and multiple A&T display and autopilot updates; deck works encompassed RigPro replacement of yankee and staysail foils, North Cape Town sail services with a new Future Fibers torsion cable for the mizzen staysail, complete strip/clean/inspect/rebuild of all winches and blocks, new teak planks on the foredeck hatch and windlass service. Between October 2024 and April 2025 in Auckland, notable engineering achievements included pulling the prop shaft with bearing replacement, rudder bearing replacement, main engine W4 service with new mounts and coupling, laser alignment and exhaust cleaning with new sensors, bow thruster motor replacement, windlass motors serviced, sand blasted, repainted and re-hosed, autopilot rams serviced and painted, comprehensive pump servicing, fuel and black and grey tank cleaning with fresh water tank inspections, seacocks checked and serviced or replaced, watermaker HP pump serviced, hydraulic pump frequency drive replaced, helm control panel IMED replacement, automatic door system rebuilt with a new IMED PLC, shore power servicing, generator 2000 hour service including turbo rebuilds and aft hot water elements replaced. Deck works included RigPro rig inspection, modernization of main boom fairings to match modern sails, main boom mandrel upgrade to a 70% stiffer carbon with gearbox motor and bearing replaced, North sail services, teak deck sanding, new cockpit and helm biminis, wheel leather replacement, mizzen staysail halyard replacements, full strip and rebuild of winches and blocks, transom door platform service and repaint, lazarette and forepeak repaint and caprail varnish. Interior refinements comprised professional polishing of marble, A/C heater servicing, duct cleaning, galley extractor duct cleaning, a new galley faucet and comprehensive mattress cleaning and disinfection. In March 2024 in Savannah, main engine and generator exhaust pipes were replaced, a generator 10,000 hour service was performed, fridge pumps and aft freshwater pump were replaced, windlasses rebuilt, caprails varnished, North

G1 spinnaker and gear fitted, North mizzen staysail and gear fitted, and extensive interior paint and varnish touch ups completed. In 2023 in Palma de Mallorca engineering delivered generator PTO pump replacements, new air conditioning condenser coils and evaporators, installation of a second three phase autopilot pump with soft start valves, new watermaker membranes, PLC and AMS upgrades, upgraded lube oil dispensing pump and lines, stern thruster motor replacement, electric hydraulic pump replacement, freshwater pump replacement and sewage plant pump replacements; interior and deck works included varnishing, lighting and upholstery updates, new mooring lines, new tender cover, cockpit sunshades, hull sand and antifoul and numerous sail and deck maintenance tasks. Throughout 2022 and the long 2021/2022 refit at Thunderbolt Marine in Savannah, GA, the programme encompassed full hull and deck repaint, complete teak deck replacement with 19 mm teak by TeakDecking Systems, comprehensive rewiring of the pilothouse and multiple junction boxes by IMED, a full electronic upgrade of navigation, sailing instruments and autopilot with new carbon fiber mounting and a fully rewired installation, complete strip, service and machine polish of all deck fittings, lathes and winches, fuel tank cleaning, helm station gear rebuilds, extensive propulsion services including an April 2021 main engine W5 service at 4500 hours with new raw water pump, new cylinder heads, rebuilt coolant pump, serviced intercooler and valve gear, new injectors, rebuilt turbos and replacement gearbox ZF 501A August 2021, Hundested pitch control overhauls, generator major services, rudder bearing and shaft seal replacements, refrigeration plumbing renewals, watermaker rebuild with new HP pump and membranes, new windlasses with OEM parts in December 2022, bilge system servicing, complete house battery replacement and charger renewals, new air compressor and manifold board, stern thruster seal replacement and bow thruster locking mechanism for long passages, air conditioning renewals with new Bitzer compressors and duct servicing, fresh water tank cleaning and filtration upgrades, ASEA shore power servicing,

fail safe hard switches for waste pumps, toilet servicing and LPG system upgrades with dual sensors, new Miele appliances and an exhaustive list of cosmetic, structural and systems improvements that together document a vessel maintained to the highest levels, with all major works recorded and reports available for serious buyers and surveyors.

## Disclaimer

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The details of this vessel are offered in good faith but without guarantee or warranty as to accuracy or condition, and prospective buyers are strongly encouraged to instruct their agents or surveyors to investigate and validate any particulars of interest; the vessel is offered subject to prior sale, price change or withdrawal without notice.

## Tender

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Tender: a 2016 16'7" Williams inboard diesel with 568 hours as of April 2026; note that the tender specification is subject to change and/or negotiation during the buying process.

# 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

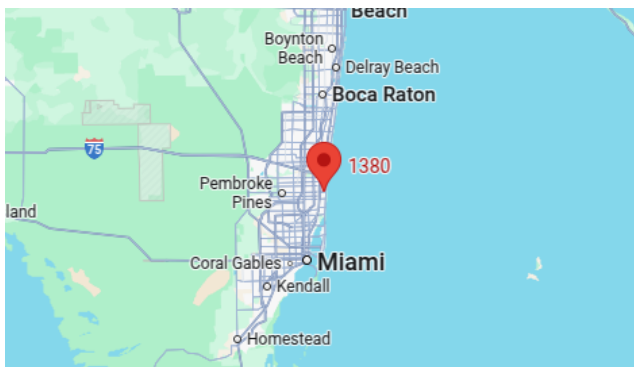
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## Address

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