

CANOVA - BALTIC YACHTS



Builder: [Baltic Yachts](#)

LOA: 142' 0" (43.30 m)

Year Built: 2019

Beam: 29' 0" (9 m)

Model: N/A

Min Draft: 12' 6" (3.80 m)

Price: \$39,049,981.6 USD Subject to change.

Max Draft: 21' 4" (6.50 m)

[See full listing on our website](#)

Location: Lisbon, Portugal

Cruising Speed: 10 Knots (11.51 MPH)

Max Speed: 13 Knots (14.96 MPH)

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OVERVIEW

Delivered in 2019, the trailblazing sailing superyacht Canova redefines long range cruising by marrying avant garde engineering with refined onboard luxury. As the first large luxury sailing yacht to feature a DSS sliding foil, she alters the character of life underway—delivering higher speeds, markedly reduced heel and an exceptionally calm, comfortable motion that elevates both coastal cruising and ocean passages to a new standard of serenity and performance.

Her sculpted, purposeful silhouette is the result of a collaboration between Farr Yacht Design and Baltic Yachts, a union that blends uncompromising naval architecture with striking visual poise. Within, a serene contemporary interior reveals meticulous craftsmanship and a generous, flowing sense of space that reads like a private refuge for extended voyaging. Conceived in detail by an experienced Owner and Captain and executed with advanced technology throughout, Canova has been cared for with exacting attention by her sole owner and is presented in true turnkey condition, ready to depart at a moment's notice.

A fully diesel electric propulsion system furnishes whisper quiet, near vibration free cruising while intelligent power management significantly improves overall efficiency and reduces fuel burn. Silent mode permits operation for up to 20 hours on batteries, preserving the tranquillity of life aboard whether at sea or at anchor. An advanced short handed sailing setup simplifies handling, harmonising with her balanced hull and rig to produce fast, confident bluewater passagemaking. The full beam Owner's apartment offers the volume and privacy normally associated with much larger superyachts, and a flexible interior layout easily adapts for family cruising or guest charters. Two under deck tender garages accommodate 7 m and 4.6 m tenders with in garage fuel bunkering, keeping decks uncluttered and enabling swift,

secure launches.

Canova is a proven world cruising yacht, having logged some 75,000 nautical miles with her current Owner, and remains ready for many more ocean adventures. Her pedigree is affirmed by multiple honours: World Superyacht Awards 2020 Best Sail Yacht Overall and Best Sailing Yacht under 50 metres, and Yacht Design Awards 2019 Best Sailing Yacht and Best Naval Architecture. For those seeking a rare synthesis of high performance cruiser and true ocean going explorer, Canova stands as an award winning, meticulously maintained, ready to voyage superyacht.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2019

Sub category:
Motorsailers for Sale

Country:
Portugal

Model Year:
2019

Dimensions

LOA:
142' 0" (43.30 m)

Beam:
29' 0" (9 m)

Min Draft:
12' 6" (3.80 m)

Max Draft:
21' 4" (6.50 m)

Speed, Capacities and Weight

Cruise Speed:

10 Knots (11.51 MPH)

Water Capacity:

475.51 Gallons

Max Speed:

13 Knots (14.96 MPH)

Fuel Capacity:

3302.15 Gallons

Gross Tonnage:

249 Pounds

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Carbon Fiber

Interior Designer:

Micheletti+Partners

Hull Configuration:

N/A

Engine Information

Engines:

1

Fuel Type:

Electric

Manufacturer:

Electric

GALLERY

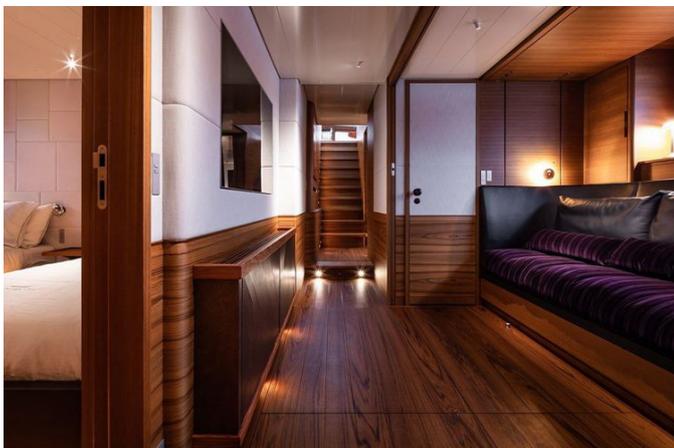
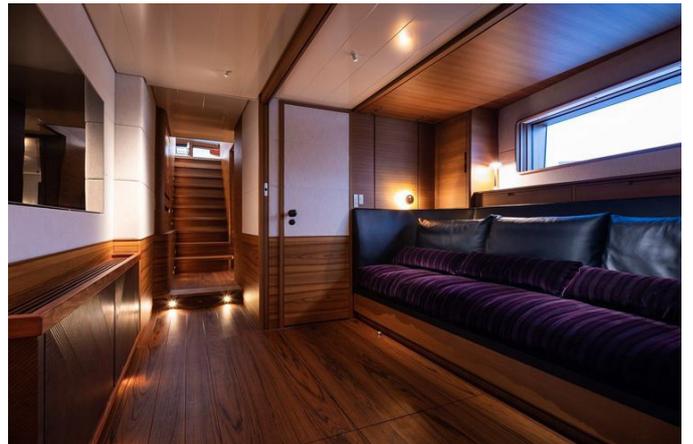


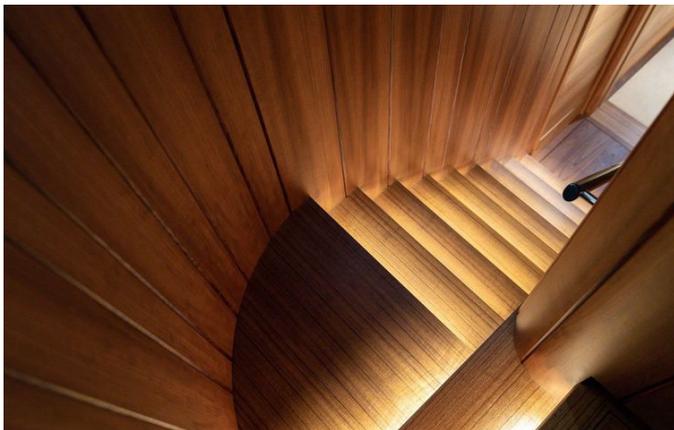


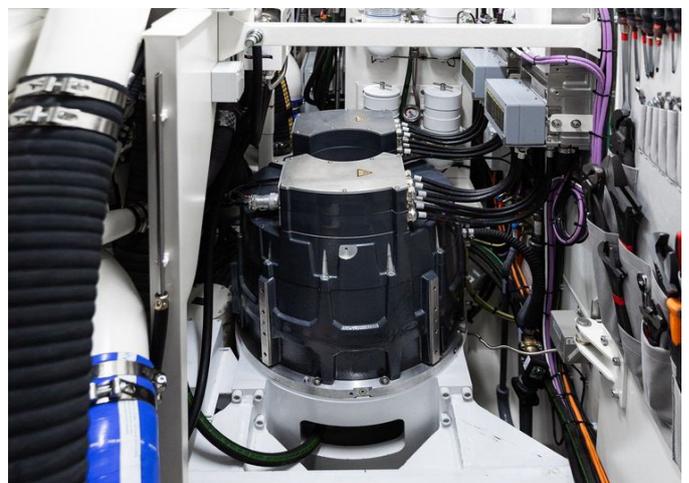


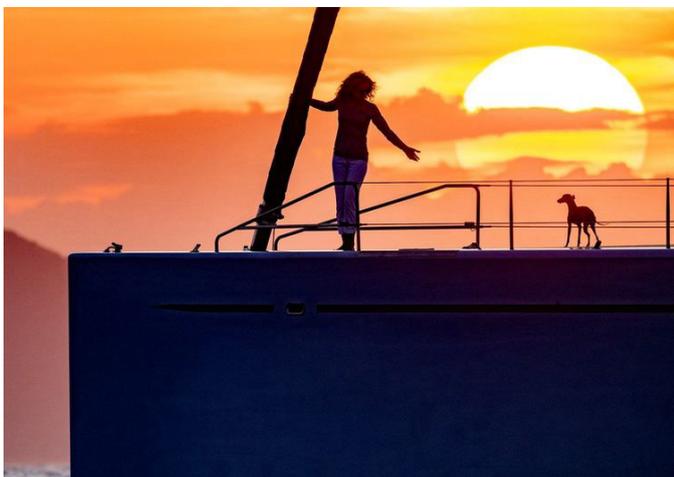


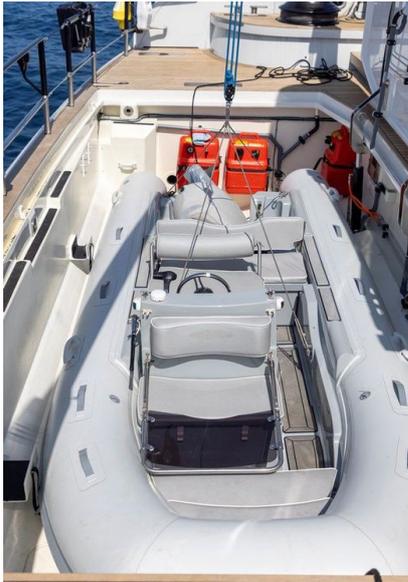


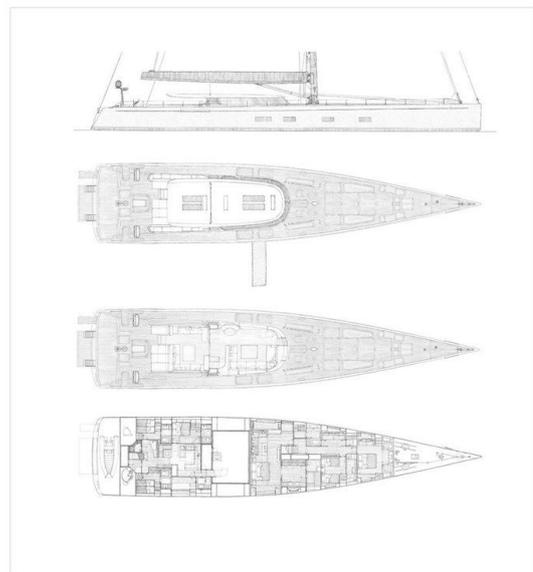












DETAILED DESCRIPTION

Detailed description

Delivered in 2019, CANOVA is a light displacement, Bermudian rigged bluewater sailing yacht that fuses avant garde naval engineering with serene luxury. Built by Baltic Yachts as hull 142 number one and classed RINA, she was conceived by Farr Yacht Design with exterior and interior by Micheletti+Partners. A fully carbon fibre hull and superstructure, carbon spars and carbon standing rigging sit over teak decks, while her pioneering 9.00 m DSS sliding foil—fitted for the first time on a large sailing yacht—elevates stability, curbs heel and tangibly improves comfort and speed. She flies the British Virgin Islands flag, carries MMSI 378407000, and measures 249 GT with an approximate displacement of 140 tons. Crew is up to eight, typically six to seven.

At 43.30 m LOA with a 41.60 m LWL, a 9.00 m beam and a variable draft from 3.80 m to 6.50 m, CANOVA delivers ocean striding speed with remarkable composure. Her diesel electric propulsion centres on a one by 420 kW (563 Hp) Danfoss electric motor driving an azipod with a controllable pitch propeller for silky, vibration free thrust. Maximum speed is 13.00 knots; she cruises at 10.00 knots with a 2,500 nm range at that speed and a fuel burn of just 50 litres per hour (13 US gallons). The propulsion motor shows 2,600 hours as of 07 July 2025. A six bank lithium ion energy storage system (AKASOL Nano) with nearly 200 kW capacity underpins extended silent running, and, under sail, the propeller hydro generates through the electric motor to recharge the batteries. The electrical architecture is 750 VDC, 400 VAC, 230 VAC and 24 VDC, with 63/125 A shore power. A full electric 55 kW RIM bow thruster is exceptionally powerful for its size, completely silent thanks to its rim arrangement. Twin rudders angle 24° per side, and the steering is safeguarded

by a fully duplicated autopilot suite with two actuators, two pumps, two electronic control units and two rudder feedback sensors.

Two custom 210 kW generators—each a Cummins QSB 7.6 coupled to a Danfoss electric generator—support hotel and sailing loads; hours as of 14 July 2025 are 3,668 on Generator One and 3,462 on Generator Two. The azipod transmission was fully overhauled in 2025. Hydraulics are equally robust, with a 65 kW HVDC pump backed by a 10 kW 400 VAC pump and an extra silent pump for night or quiet operation. Climate comfort is assured by five 65,000 BTU Climma compressors and two air treatment units.

Autonomy is generous: fuel capacity is 12,500 litres (3,302 US gallons); fresh water 1,800 litres (476 US gallons); lube oil 200 litres (53 US gallons); dirty oil 200 litres (53 US gallons); and grey water 1,180 litres (312 US gallons).

Watermaking is handled by two Idromar units producing 250 litres per hour each, with sand filters, UV sanitiser and a dedicated potable water tank with its own UV sterilizer, plus two potable water machines dispensing chilled, sparkling and boiling water. The domestic water system uses two Gianneschi pumps, a boost pump for deck and rig, a direct shore connection with filtration, and two 100 litre boilers. Black and grey water management includes two holding tanks with a transfer pump and mounted backup and a Tecnicomar treatment unit with shore discharge. Fuel polishing is via Alfa Laval centrifuge, with three double Racor filtration units.

Her sail plan is powerful and purposeful. A square top mainsail with a 3.5 m horizontal batten drives mainsail area to 570 m², complemented by a J1 of 420 m². All sails are by North Sails, the all carbon rig by Rondal, and Carbo Link elliptical solid carbon standing rigging is optimized to damp vibration and carry the higher loads produced by the DSS foil, yielding superbly stiff upwind performance. Total sail area is 1,010 m² upwind and 1,800 m² downwind. The mainsail is 600 m² (NS 3Di 2024). An A3 topsail/gennaker (NS 3Di 2019) was serviced in 2025; the staysail (NS 3Di 2019) was serviced in 2025 with a new

torsional cable that same year; the jib/genoa (NS 3Di 2019) was serviced in 2025; and the ballooner pole/Code Zero (NS 3Di 2019) was serviced in 2025 with a new torsional cable in 2025. A Doyle cableless wind seeker (2021) adds reaching versatility, with an NS orange Dacron storm jib (2019) and NS orange Dacron trisail (2021) for heavy weather. A Rondal Leisure Furl in boom electrical furling system and a 60 m Rondal mast with four spreaders complete the spar package. Running rigging by Gottifredi & Maffioli and Offshore Rigging Services was replaced throughout in 2024–2025; a new Carbo Link torsional forestay arrived in 2024. Furling is by Reckmann—UD50 on the forestay/jib, SF 32 for Code Zero/Wind seeker and SF45 for the staysail—with a KZ20 for the A3. Deck handling is optimized with seven custom carbon captive winches for lightness serving the mainsheet, mainsail halyard, two jib sheets, staysail sheet and two backstays, a Harken HVDC electric push pull captive winch dedicated to the DSS foil, two Harken 1145 primary electric winches and four Harken 1235 mast base electric winches.

On deck and below, the yacht is a masterclass in liveability. The main saloon is a panoramic sanctuary with a true 360° view, flowing to a fully covered veranda and an open lounge strewn with sofas and quiet nooks. Piezo electric dimmable glass allows the saloon windows to switch from clear to opaque at the touch of a control for privacy or ambience at any time of day. A long hard top Bimini extends seamlessly from the coachroof over the cockpit, creating a shaded al fresco haven. The professional galley is fully equipped for serious culinary service.

The accommodation for eight guests across four cabins includes an extraordinary full beam owner's apartment of 65 m² spanning nine metres, illuminated by four large hull windows. Its two metre by two metre gimbaling bed ensures level sleep at sea, and the suite is completed by double en suite bathrooms, a Turkish bath, a bathtub, a sofa and a recessed running machine that rises from beneath the floor. A double cabin enjoys two hull windows and an enclosed bathroom with a double bed. A twin cabin offers two single beds

plus a Pullman, an en suite bathroom and a walk in closet. To port forward of the master, a broad corridor with a day sofa/relax area can be enclosed by a sliding partition to create a fourth occasional single guest cabin, using the dayhead as its en suite. Crew are superbly provided for in four double cabins with en suite bathrooms, a convivial crew mess, a dedicated navigation area, a laundry zone with three machines and a climatized technical room for servers and navigation electronics.

Navigation and situational awareness are comprehensive and redundant. Two magnetic compasses on deck are complemented by three digital compasses and an IXblue Quadrans gyro. Two fully redundant autopilots steer with confidence. Depth and bottom reading come via B&G ForwardScan and SonarHub. Radar is delivered by a Simrad HALO Pulse open array and a B&G Broadband 4G. AIS is Simrad V50; DGPS is Simrad GN70. Charting is centred on a B&G H5000 Glass Helm with seven Zeus displays, while a Sailor 6004 provides Navtex and a full B&G H5000 suite handles wind data. Visuals and security are augmented by eighteen cameras, including eight underwater, plus a FLIR thermal camera.

Communications are equally modern: Starlink, Inmarsat FBB 500 and Inmarsat Std C sit alongside a navigation computer running MaxSea, a KVH satellite antenna and a KVH TV antenna. VHF capability includes two Sailor 6222 DSC units and a B&G F50. A domotic backbone orchestrates the AV server, lighting, air conditioning and blinds/Venetians throughout for seamless, app like control.

Deck equipment is first class and field proven. Ground tackle is handled by two Maxwell Marine 6000 windlasses, feeding two 140 m lengths of 16 mm stud link chain attached to two Manson drop anchors of CQR design. Primary Harken 1145 winches double as aft warping capstans. Tender movements are effortless thanks to two electric motor, electric rotating davits for the main guest tender and a separate davit for the crew tender. Access is via a Swiss

Carbon custom passerelle eighty centimetres wide and a Swiss Carbon custom side boarding ladder. Bathing is from a transom swim platform. Protection options include a rigid roof over the main cockpit, a removable aft cockpit closing wall, a removable crew entrance dodger and removable Biminis for the helms. Purpose made covers protect steering wheels, winches and pedestals.

The galley and service areas are outfitted for professional hospitality: a Miele ninety centimetre oven, Miele induction hob, blast chiller, vacuum drawer, Miele dishwasher, Miele microwave and a Wolf steamer module. Laundry is handled by a Miele Marine washing machine, a Miele Marine tumble dryer and an LG combo washer/dryer.

Her tender suite is exceptional: a seven metre HTM custom guest tender with a 220 hp Volvo diesel inboard reaches 45 knots and even carries a 1,000 litre fuel bladder for in garage bunkering of the mothership, complemented by a 4.60 m AerMarine crew RIB with a 50/60 hp outboard. Diving is supported by a dedicated compressor and full equipment.

CANOVA's maintenance record is exemplary. In 2025 she received a full azipod overhaul in January, a full bow thruster overhaul in January, new Code Zero and staysail cables in February and a complete tender service in February. In 2024 she gained a Starlink satellite system and all pumps were renewed in January; new running rigging arrived in January; her class five year renewal was completed in February with no remarks; new deck canvases were fitted in February; a new night generator engine and a new high voltage battery charger were installed in June; and a new forestay was fitted in September. In 2023 a new mainsail furling system and new backstay flying blocks were installed in January, a new A3 cable in February and a new mainsail in June. In 2022 she received a new port generator engine in March, new deckhouse glazing in May, a new anti lightning device in May and a new electronic package in May. In 2021 a new mast and rigging package arrived in June,

together with an additional extra silent hydraulic pump. A deep spares and logistics programme accompanies the yacht, including cradles and a shipyard tools container, a spare parts and workstation container, four transport cradles each cradle divided into two halves with a metal joining frame for compact storage, boom cradles, an azipod hull flange, a bow thruster hull flange and an anchor recess hull flange, plus a brand new main generator engine for rapid swap out, a spare night generator engine, a new mainsail furling system, one service battery module and comprehensive spares for deck, systems and onboard components with a full list available on request. The result is a yacht that sails with uncommon silence and poise. Fully diesel electric propulsion enables noiseless, vibration free passages, and the battery reserve allows up to twenty hours in silent mode for superior guest comfort. Short handed sailing systems, a flexible interior layout and vast storage—including dedicated under deck garages for a seven metre and a 4.6 metre tender with in garage fuel bunkering—make world cruising practical and pleasurable. Immaculately maintained by her single owner to date and presented in turnkey condition, CANOVA has already voyaged 75,000 nautical miles and stands ready for many more adventures.

Accolades mirror her substance: at the 2020 World Superyacht Awards she was honoured as Best Sail Yacht Overall and Best Sailing Yacht Under 50 Metres, while in 2019 she won at the Yacht Design Awards for Best Sailing Yacht and Best Naval Architecture. Conceived in every detail by a highly experienced Owner and Captain harnessing state of the art technology, CANOVA is the rare yacht that advances the art of sailing while cocooning her guests in uncompromising comfort.

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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