

SALTY GINGER - ISLAND PACKET



Builder: [ISLAND PACKET](#)

Beam: 14' 0" (4.44 m)

Year Built: 2008

Max Draft: 4' 11" (1.50 m)

Model: 465

Price: \$335,000 USD Subject to change.

[See full listing on our website](#)

Location: Preveza, Greece

LOA: 48' 0" (14.90 m)

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OVERVIEW

2008 ISLAND PACKET 465

A superbly appointed and lovingly maintained example of Bob Johnson's celebrated Island Packet 465, this Florida-built hull of 2008 first slipped the ways in 2009 and has benefited from a carefully planned program of upgrades from 2021 through 2025 aimed squarely at serious bluewater voyaging. Hull and structure reflect the stout, seagoing intent of a full-keel, GRP layup and a cutter rig, while the center-cockpit arrangement and generous interior volume create an exceptionally comfortable liveboard platform. Inside, two elegant queen staterooms each offer private ensuite heads with separate shower stalls, the salon enjoys more than 7 feet of headroom, and the galley is arranged with the thoughtful ergonomics demanded by long passages.

Systems and sparring have been modernized with an eye to independence and reliability: standing and running rigging were renewed between 2021 and 2024, with new Doyle mainsail and staysail delivered in 2021 and 2024 respectively. Electronics were upgraded with Raymarine Axiom Pro 2 MFD, solid-state Doppler radar, autopilot and AIS installed during the 2022–2024 refit window. Electrical capability is provided by a Victron LiFePO4 energy system paired with a substantial solar array and inverter/chargers, and a new Vetus bow thruster motor with dedicated batteries was fitted in 2024 for precise close-quarters control. Auxiliary power includes an 8 kW Yanmar MAS generator showing 1,076 hours and serviced in 2024, while hull protection received a fresh epoxy barrier coat and antifouling in 2025.

Comfort and cruising convenience are extensive: a full suite of Sunbrella canvas—bimini, dodger and a full cockpit enclosure—alongside Simpson davits, tender and outboard, dive kit and BBQ make short work of life ashore and at anchor. Onboard amenities include a 7 kg washing machine, TV, Fusion audio system and Starlink internet for modern connectivity. This boat was

recently arrived in Preveza, Greece, and is presently ashore following haulout; viewing afloat can be arranged while fully commissioned and early inspections are encouraged.

This Island Packet 465 stands out for condition, thoughtful systems integration and smart refit choices. From lithium power and solar autonomy to enhanced safety, comfort and tasteful interior upgrades, every component has been selected for dependable ocean passage-making. The result is a turnkey bluewater cruiser and passagemaker for owners who demand quality, comfort and lasting capability in a monohull, cutter-rigged, center-cockpit cruising yacht ideal for extended voyaging or liveaboard life.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2008

Sub category:
Center Cockpit Sail Yacht

Country:
Greece

Model Year:
2008

Dimensions

LOA:
48' 0" (14.90 m)

Max Draft:
4' 11" (1.50 m)

Beam:
14' 0" (4.44 m)

Speed, Capacities and Weight

Water Capacity:
259.94 Gallons

Fuel Capacity:
160.09 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

GRP

Interior Designer:

N/A

Hull Configuration:

Monohull

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY



DETAILED DESCRIPTION

Full specification

Built in Florida, USA by Island Packet to the Bob Johnson design, this Island Packet 465 was laid down in 2008 and launched in 2009, presented in a white hull of robust fiberglass construction with a full keel and skeg hung rudder that ensure confident tracking and seakindly motion. The Lewmar Mamba drive steering affords a secure center cockpit helm while decks and superstructure follow the same fiberglass build philosophy; the hull received a preventative epoxy barrier coat in 2025, complementing a clean 2021 pre purchase survey that reported no major issues. Her dimensions speak to ocean range and comfort: LOA 14.9m (48'11"), LWL 11.61m (38'1"), beam 4.44m (14'7"), draft 1.5m (4'11"), displacement 15,649 kg, ballast 5,443 kg and an air draft of 19.2m (63'). Under power a Yanmar JH4TE 75 hp diesel installed in 2008 with approximately 2,600 hours drives a shaft with fresh water/sea water cooling, sipping just four to six litres per hour at a comfortable six knot cruise and reaching about 8.5 knots maximum, while a serviced in 2025 MaxProp Classic three blade feathering prop offers efficient thrust. Close quarters control is excellent thanks to a Vetus BOW75 12V bow thruster with motor, batteries and housing renewed in 2024, and for autonomy at anchor a MAS Yanmar 3TNV76 GMA generator delivers eight kW with 1,076 hours and was serviced in 2024. The cutter rig is optimised for shorthanded passagemaking with in mast furling mainsail, a self tacking staysail on a Hoyt boom, a spinnaker pole on the mast, and all control lines led aft to the cockpit so single or short handed sailing is effortless. Tankage is generous and cruising ready, comprising 160 gallons / 606 litres of fuel in stainless steel, 260 gallons / 984 litres of water in fiberglass and a 55 gallon fiberglass holding tank complete with macerator and pump out capability.

Electrical systems are exceptionally comprehensive, with house power provided by six 100Ah Renogy Smart Lithium batteries installed in 2022, engine start on two 100Ah AGM batteries from 2020, bow thruster start on two 100Ah AGM batteries renewed in 2024 and generator start on one 100Ah AGM from 2020; charging and conversion are handled by two Victron MultiPlus 1600/70 inverterchargers, a Victron Orion XS 12V/12V charger added in 2022, an additional Victron 50A 230V charger and a Victron Cerbo GX control and display, while solar harvesting is abundant via three Victron Smart MPPT controllers feeding three 330W panels on the arch and four 100W folding panels on the stern rail, shore power with cable is fitted and a Victron 120V 500W inverter covers light AC loads. Rigging inspires confidence in the cutter plan on aluminium spars with standing rigging replaced in 2021/2022 (invoices available) and running rigging renewed in 2023/2024; reefing is via in mast furling, two Wichard boom brakes tame the mainsail and Harken MK3 furlers serve both genoa and staysail, with a spinnaker pole aboard for downwind options. The sail wardrobe is fresh and balanced, featuring a Doyle mainsail from 2021, a Doyle genoa from 2020, a Fareast staysail from 2024 and an asymmetric cruising chute with sock. Navigation and communications are current and comprehensive: a Raymarine Axiom Pro 2 chart plotter installed in 2024 is paired with Raymarine GPS, a Raymarine Quantum Doppler radar from 2024 and a Raymarine AIS 650 with splitter from 2022, autopilot integrates Raymarine and Lewmar components, new Raymarine wind instruments from 2024 carry a two year warranty and a 2025 Windex completes the wind package; VHF coverage includes dual stations at the nav desk and helm plus an Icom handheld, while an ICOM 801E SSB with GAM antenna and a Pactor modem extend bluewater communications and IridiumGO! provides satellite connectivity, with a compass completing the essential suite and a Navtex unit noted as not installed. On deck, ground tackle and handling hardware are seamanlike: a MUIR Atlantic Storm windlass from 2021 hauls a 300 ft chain fitted in 2021 through a Mantis swivel and works with a regalanized Manson

primary anchor added in 2023 plus a Fortress spare; boarding is by stainless steel ladder, stainless pushpit and pulpit and Simpson davits support the tender, the cockpit enjoys a folding teak table, deep lockers and a hot/cold shower, and an extensive, well placed winch inventory includes two Lewmar fifty four Electric ST in the cockpit, one Lewmar forty four Electric ST on the starboard coachroof, one Lewmar forty four ST on the port coachroof, two Lewmar sixteen ST in the cockpit, one Lewmar eight at the mast and two Lewmar thirty ST at the mast. Safety equipment is thoughtfully specified with an Ocean Safety four person life raft serviced in November 2022, lifebuoy, Danbuoy and recovery hoist, two inflatable and two foam life jackets, an EPIRB CR RLB 41 from 2022, a 2022 flare kit and three fire extinguishers serviced in 2022, automatic engine fire suppression, jackstays, both manual and electric bilge pumps with the Rule 3700 unit replaced in 2024, a stern line webbing reel, a comprehensive medical kit and two ditch bags. The interior is arranged for liveaboard comfort and passagemaking practicality with two queen staterooms each enjoying ensuite Vacuflush heads with separate shower stalls, a saloon offering full length settees to port and starboard with one converting to a double berth around a centreline drop leaf teak table with folding wings and a built in hutch, saloon headroom of 2.21m (7'3"), Ultra leather upholstery with fleece covers over teak and mahogany flooring and custom carpets, curtains and blinds throughout; the navigation station to starboard features an inlaid Island Packet chart table and a swivel armchair while storage is generous with hanging lockers and a dedicated wet locker, and ventilation and charging are excellent with Camframo and Hella fans throughout plus multiple 12V USB charging stations in the cabins and saloon. The galley is equally well considered with Corian counters, a top loading fridge and freezer, a Force 10 stove/oven, microwave and a double sink with pull out tap, an additional drawer fridge, extensive cabinetry, a spice rack and crockery cupboards, while entertainment and convenience are provided by a flat screen TV from 2022, a Fusion stereo from 2022, a seven kilogram washing machine from 2022 and a

Starlink installation from 2023; domestic water is supplied by a pressurised hot and cold system. Canvas and soft goods include a Strataglass sprayhood from 2022, a Sunbrella bimini from 2022 and matching cockpit enclosure panels from 2023 complemented by hatch covers, cockpit cushions with fleece covers and G&T aft deck cushions and backrests, and the tender setup is protected with new dinghy chaps and an outboard cover added in 2024. The tender package features an AB 9AL aluminium RIB from 2017 driven by a Suzuki 15 hp two stroke outboard updated in 2022, complete with dinghy wheels and a Sunbrella cover. Thoughtful cruising extras abound, from a Magnum gas BBQ and a hammock with hammock chair to drink tables in the cockpit and on the aft deck, two kayaks on stainless racks, on deck holders for diesel, petrol and water jerry cans and an extensive inventory of spares and tools; a Sailrite machine and dive gear are available by separate negotiation, and fending is comprehensive with eight fenders with covers, one large ball fender and a fender step. Recent care and protection add confidence: in 2025 the hull was polished, brightwork re varnished, a Gelshield barrier coat applied and Micron EU antifoul laid on, with an ultrasonic antifouling system augmenting the defence and Prospeed applied to the MaxProp in 2025. Title and tax paperwork on file includes the Builder's Certificate, Canadian registration certificate and Bill of Sale, with EU VAT originally paid in the UK but now deemed not paid as the vessel has been out of the EU for more than three years. There are no known defects; launched in 2009 and based in Greece, this Island Packet 465 has been steadily upgraded and refitted to an exceptional standard with electrical, rigging, mechanical and comfort systems all optimised for serious, independent cruising — a rare opportunity to acquire a yacht so thoroughly prepared and beautifully presented.

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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