

CALLIOPE - ISLAND PACKET



Builder: [ISLAND PACKET](#)

Beam: 15' 0" (4.67 m)

Year Built: 2007

Min Draft: 17' 3" (5.25 m)

Model: 485

Max Draft: 17' 3" (5.25 m)

Price: \$429,000 USD Subject to change.

[See full listing on our website](#)

Location: Huntington, United States

LOA: 52' 0" (15.90 m)

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OVERVIEW

The Island Packet 485 is a distinguished bluewater cruiser that marries contemporary thinking with an enduring seafaring soul. Just under 52 feet on deck, this offshore passagemaker is engineered for long-range confidence: a robust full-foil keel provides exceptional stability while a moderate draft preserves access to diverse anchorages; rugged, overbuilt construction is paired with an interior designed for comfortable, liveaboard life.

Her cutter rig presents a simple, easily managed sail plan well suited to a cruising couple, and the substantial displacement and ballast yield a tracking, steady platform in adverse weather. The composed motion and efficient hull lines make the 485 a trusted vessel for ocean passages, its center-cockpit layout emphasizing protection and seagoing comfort.

Below decks the 485 reveals a generous, beautifully finished interior with notable headroom and large ports that saturate the space with daylight. Warm, refined joinery frames a sociable salon and a capable galley, while a flexible three-cabin, two-head arrangement is anchored by a tranquil owner's stateroom forward. Abundant dedicated storage throughout underlines her credentials as a true liveaboard sailboat.

Purpose-built systems support extended voyaging: she carries ample fuel and water and is driven by a reliable 110 HP Yanmar, with serviceable systems configured for straightforward maintenance and ease of use. The overall philosophy is comfort-first without sacrificing proven offshore seaworthiness, making this center-cockpit cutter a benchmark luxury sailing yacht for bluewater cruising.

Calliope has been meticulously outfitted and cared for, with successive owners continuously upgrading systems and gear. Electronics include new Axiom Pro multifunction displays with sonar, an Evolution Autohelm with EV-1 and ACU-400 interfaced to the existing Mamba drive, Starlink installed in 2024, SSB,

VHF, and full AIS transmit/receive capability.

Rigging and sail inventory have been refreshed: new wire standing rigging, new headsail furler drums, and installation of an in-mast furling swivel and drum in 2023; a new 110% genoa added in 2024; and multiple new running lines replaced in 2024–2025.

Deck and exterior improvements are extensive: a Muir Cheetah 2500 windlass replaced in 2021 with its motor upgraded in 2023; a new bimini fitted in 2021 and new isinglass on the dodger front in 2024; exterior brightwork stripped and refinished in 2023 and refreshed in 2024. A 2017 Kato arch supports dinghy davits, an outboard lift, and solar panels.

Mechanically Calliope has been prepared for carefree cruising: the 110 HP Yanmar received major overhauls in 2016 and 2020 with a new turbo installed in 2020; a serpentine-belt conversion was completed previously; in 2019 the CV joint, thrust bearing, and damper plate were renewed. In 2024 the heat exchanger, intercooler, raw water pump, associated hoses, the port forward motor mount, and the propeller were replaced.

Additional enhancements include a Code 0 (2021), new batteries (2024), a new wind generator (2024), replacement of all above-water thru-hulls plus genset and main engine thru-hulls, a new cutlass bearing and stern tube, upgraded mattresses in both cabins, a Spectra 12V watermaker, and a washer/dryer—equipping her for extended autonomy.

Calliope's stewardship is notable: one owner, a professional pilot, maintained her to an aviation-level standard. Having lived aboard and cruised for three years with plans to continue, she now rests in a slip at West Shore Marina—turnkey, offshore-ready, and poised for her next adventure.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2007

Sub category:
Cruising Sailboats for Sale

Country:
United States

Model Year:
2007

Dimensions

LOA:
52' 0" (15.90 m)

Beam:
15' 0" (4.67 m)

Min Draft:
17' 3" (5.25 m)

Max Draft:
17' 3" (5.25 m)

Speed, Capacities and Weight

Water Capacity:
300 Gallons

Fuel Capacity:
300 Gallons

Accommodations

Sleeps:
3

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Robert K. Johnson

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

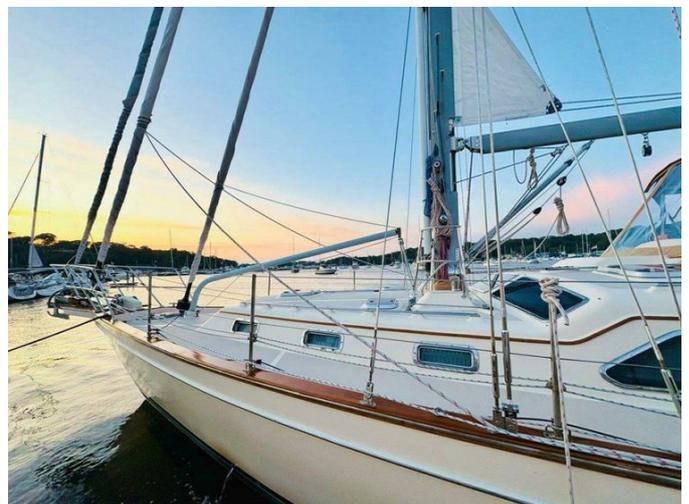
Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY





















DETAILED DESCRIPTION

Description

The Island Packet 485 is a celebrated bluewater cruiser that fuses modern innovation with a timeless profile, stretching to nearly 52 feet overall and conceived for serious passagemaking with reassuring comfort and safety. A powerful full foil keel lends superior directional stability and forgiving manners, while the shallow draft expands your cruising grounds; heavy displacement and generous ballast translate into a steady, predictable motion and reliable performance when the weather hardens. A manageable cutter rig makes short handed sailing effortless and ideal for a couple, and the efficient hull rewards you with an easy motion on extended passages. Step below and you are welcomed by a bright, beautifully finished interior with abundant headroom and large windows that bathe the main salon in natural light; opposing settees frame a convertible dining table and a smaller cocktail table with twin ottomans, the starboard settee opens to a double berth, and both serve as excellent sea berths. The galley is comprehensively equipped and sized for life at sea, while the versatile three cabin, two head layout features a generous owner's suite forward, ample storage throughout, and the kind of thoughtful detailing that makes long term liveaboard cruising a pleasure. Designed for real world voyaging, the 485 carries large fuel and water capacities, a dependable 110 HP Yanmar, and straightforward, robust systems for easy maintenance; with its comfort first ergonomics, classic lines, and hard won reputation for seaworthiness, the Island Packet 485 remains a touchstone among true ocean going cruising yachts. Calliope stands apart thanks to comprehensive outfitting and diligent, continuous care: over six years with her previous owner and three years with her current owner she has been consistently upgraded. New Raymarine Axiom Pro multifunction displays

with sonar pair to an Evolution Autohelm (EV 1 and ACU 400) driving the existing Mamba autopilot, and communications and connectivity are thoroughly modern with Starlink (2024), SSB, a VHF radio, and full AIS transmit and receive capability. Sail and rig developments are equally current with new wire standing rigging, new headsail furler drums, and a renewed in mast furling swivel and drum in 2023, a crisp one hundred ten percent genoa in 2024, and multiple new lines in 2024 and 2025; on deck the Muir Cheetah 2500 windlass was replaced in 2021 and received a new motor in 2023, the bimini is new from 2021 with fresh isinglass added to the forward dodger panel in 2024, exterior brightwork was stripped and refinished in 2023 then refreshed again in 2024, and a robust Kato arch (2017) integrates dinghy davits, an outboard engine lift, and solar panels. Mechanically, Calliope has been proactively maintained for worry free cruising: the 110 HP Yanmar received major overhauls in 2016 and 2020 with a new turbo fitted in 2020, a serpentine belt conversion was performed earlier, and in 2019 the driveline was renewed with a new CV joint, thrust bearing, and damper plate; in 2024 the heat exchanger, intercooler, raw water pump, hoses, port forward motor mount, and propeller were all replaced to ensure robust, reliable operation. Further enhancements underscore her offshore readiness, including a Code 0 (2021), all new batteries (2024), a new wind generator (2024), all above water through hulls replaced along with genset and main engine through hulls, a new cutlass bearing and stern tube, upgraded mattresses in both cabins, a Spectra 12V watermaker, and a Splendide washer/dryer. The level of attention is exceptional—one owner is a professional pilot who has maintained Calliope with the same meticulous discipline he brings to aviation—and the current owners have lived aboard and cruised for three years; though they intended to continue voyaging for many more, changing circumstances prompt the sale. Calliope lies in a slip at West Shore Marina and is unequivocally READY TO GO.

Overview

On deck, wide side decks make movement fore and aft effortless, and the generous platform just aft of the cockpit invites lounging and serves as a practical stage for launching and retrieving the tender; steps to port and starboard descend to the stern platform for easy provisioning from shore. Lift the central hatch and you discover a cavernous aft deck locker with twin bins to port and starboard, accessible also from the aft owner's suite—one of many thoughtful details that set the Island Packet 485 apart. The center cockpit configuration unlocks a remarkably private aft owner's stateroom with its own head and shower, a hanging locker, cubbies, and abundant storage under the berth, plus interior access to the aft deck locker. Descending the companionway, the sheer scale and brightness of the saloon impress immediately as large windows flood the space with daylight; two opposing settees frame a large drop leaf table and a smaller cocktail table, flanked by two ottomans, the starboard settee converts into a double, and both serve as excellent sea berths. To port of the companionway and one step down, the forward facing navigation station becomes true command central with a high back swivel armchair, ample real estate for instruments, a wet locker, and clear electrical panels. One step down to starboard of the saloon is the sea going galley appointed with solid surface countertops, dual stainless steel sinks, a top loading Frigoboat refrigerator and freezer with controllers and air dryers to prevent line freezing, a pull out refrigerated drinks drawer, a pull out trash bin, and a Force 10 three burner stove with oven complemented by a microwave/air fryer added in October 2022; storage and work surface are generous and secure for cooking underway. Forward, a step down reveals a practical office/laundry space to starboard and a head with a separate stall shower to port, leading to the forward guest stateroom with a centerline queen and voluminous storage beneath; the forward head opens either from this cabin or the passageway. Both heads are fitted with

Vacuflush toilets, and the interior is finished with solid teak and oak soles, Ultraleather cushions, custom lee cloths for the forward cabin, mid cabin, saloon settee, and aft cabin, OceanAir saloon blinds with blinds/screens on all overheads, and screens on all opening ports; climate control is assured by three reverse cycle heat and air units whether you are at the dock or on the hook. A Splendide washer/dryer (2016) is discreetly concealed behind teak louvered doors, and upgraded twelve inch mattresses were installed in the forward and aft cabins in 2021. Under the waterline and across the hull and deck, maintenance has been exemplary: the rudder shaft packing was renewed in April 2024, the bottom was prepped and painted in spring 2024 with Sea Hawk BioCop1230 1Sea and the hull was washed and waxed, and exterior brightwork was stripped and received ten coats of Epifanes Gloss Clear Varnish in April 2023 then sanded and refreshed with three further coats in February 2025. Ground tackle inspires confidence with a Muir Cheetah 2500 bidirectional windlass (2021) with helm remote fitted with a new motor in January 2023; the primary anchor is a Rocna 40 on 250' of three eighths inch G43 HT chain and 250' of three quarter inch triple strand rode, the secondary is a 60 lb Bruce on 50' of three eighths inch G43 HT chain and 200' of three quarter inch triple strand rode, and for heavy weather there is a Delta 96" drogue with its own dedicated gear. A deck washdown serves fresh or raw water, a robust towing rig stands ready with 300' of one inch triple strand nylon, a bridle, and a fishplate, and an Extendo Boom system streamlines dinghy launch and recovery; lifelines offer port and starboard boarding gates, six mooring cleats simplify shoreside work, and the aft deck locker swallows cruising stores. The 2017 AB RIB (10AL) measures ten feet and carries a fifteen hp two stroke Yamaha outboard. The cockpit is equally well considered with new cushions (April 2024), a new dodger and front isinglass (August 2024), and a bimini new in 2021 with new side panels added in 2022; bimini bales fold neatly forward of the dodger and grab rails are fitted to both structures, while a teak cockpit table, full enclosure, and zip in sunscreens to

port, starboard, and aft extend living space in all weather and companionway screen doors with Plexiglass inserts improve airflow and visibility. The 2017 Kato Marine arch incorporates a 6:1 purchase dinghy davit, mounts for solar panels, and a flag mount, while a Magma propane grill (2017), an outboard bracket on the aft rail, a wheel/binnacle cover, seven hatch covers, and an Awntex cover for the forward saloon window add thoughtful practicality and a sugar scoop transom with ladder ensures easy water access. Sails and rigging are optimized for bluewater reliability and ease: standing rigging, including both headsail roller furlers, drums, and lines, was replaced in March 2023 and the in-mast furling system received a new lower drum and masthead swivel the same month; the mainsail and staysail are by North Sails (2016), the 110% genoa is from February 2024, a Code 0 by Mack Sails (2021) comes with a UV cover and continuous furler, and for severe conditions a North Sails storm trysail and a storm spitfire staysail are aboard. The Hoyt boom was stripped, primed, and painted in February 2025; a new mainsheet arrived in March 2023 with a new topping lift and staysail outhaul in July 2024, new Endura Braid eleven mm main and genoa halyards at one hundred and twenty five feet each were fitted in May 2025 with a spare main halyard led aft to the cockpit, a Dutchman boom brake tames gybes, a Forespar carbon fiber whisker pole is mast mounted, and a Tri-Lens radar reflector rides high on the mast. The genoa track and cars were updated by Harken in 2018 and winch power is comprehensive across primary, secondary, cabin top, and halyard winches. Mechanical and plumbing systems reflect the same depth of preparation: the Yanmar 4JH4 HTE 110 HP diesel received its 2,000 hour service at 4,694.8 hours in 2024 along with a new heat exchanger, intercooler, raw water pump, and hoses; the port forward motor mount and stuffing box packing were replaced, and a four blade Max Prop was fitted in 2024. The turbocharger is new from 2020 and a Balmar serpentine belt system increases alternator efficiency; in 2019 the driveline saw major preventative work including transmission rebuild, new diesel engine damping plate, CV joint, thrust

bearing, stern tube, and cutlass bearing. Fresh water independence comes via a Spectra Newport 400 Mark II watermaker (2017) producing five gallons per hour, laundry duties are handled by a Splendide washer/dryer (2016), and ship's power away from the dock is supported by a Maspower eight kW generator with sound shield. Climate is managed by Cruiseair across three zones at 16K/12K/10K BTU with reverse cycle heat, close quarters control benefits from a seven HP bow thruster with the upper unit replaced in 2017 and a five blade prop added in 2021, and fresh below waterline parts—props, pins, nuts, and zincs—were renewed in 2024. Cold storage is by Frigoboat for refrigerator, freezer, and drink drawer with controllers and drying filters added in 2016 to prevent line freezing, both heads are Vacuflush with the aft VG 4 vacuum generator rebuilt in 2024 and the forward VG 4 in 2025, all above water through hulls were replaced as were the genset and diesel through hulls, the manual bilge pump is new and electric bilge pumps complement it along with a new deck wash pump installed in 2023, and a hot and cold shower graces the swim platform; two ten lb propane tanks are installed with all propane components in the aft locker replaced in 2024. Electrical systems are equally thorough: a Mastervolt eight K generator had its mixing elbow, impeller, fuel filter, and secondary fuel filter replaced in 2020–2021 and a Super Wind 350 II wind generator was added in August 2024. The 120 volt AC side features a robust distribution system, a thirty amp stern shore power inlet with breaker, and a fifty amp stern shore power inlet with breaker added in March 2023; shore power inventory includes one fifty amp and two thirty amp cables plus one twenty five foot fifty amp shore power cable extension. A Mastervolt 100 amp Chargemaster Plus three stage charger (2021) charges all batteries, including dedicated thruster and windlass banks, a ProMariner Prosafe galvanic isolator protects the fifty amp circuit, and a Xantrex Freedom X 2000 W inverter with remote monitor at the nav station supplies AC outlets underway. The 12 volt DC system is equally robust with house power provided by six Lifeline Group 27

AGM batteries at 100 Ah each (July 2024), a windlass and bow thruster bank comprising two Lifeline Group 27 at 100 Ah each (July 2024), and engine start and generator start batteries each Lifeline Group 27 at 100 Ah (July 2024); a Victron Energy Smart Sense Battery Long Range monitor (2020), a high output alternator with a serpentine belt and a spare, and an automatic charging relay for start batteries tie the system together, while interior and exterior lighting, DC USB outlets, and a masthead anchor light (October 2022) complete the package. Solar capacity is substantial with four Solara panels on stern brackets totaling 540 watts (2017) managed by four Victron Energy 75/15 SmartSolar MPPT controllers (2020) and monitored via a Watt Wizard display (2017). Navigation, electronics, and entertainment were comprehensively renewed between 2018 and 2021 and at the helm and at the nav station you'll find Axiom Pro twelve inch displays driven by a Raymarine suite that includes a thirty six mile radar overlay on the MFDs, speed, depth, temperature, and sonar; an i70s multi display sits at the nav station and three i70s units at the helm, steering is by Evolution Autohelm with EV 1 and ACU 400, a p70s control head, and the proven Mamba drive with a Ritchie compass topping the pedestal. Communications and situational awareness are deep with an AIS700 transceiver, Icom M 604 VHF with electronic fog horn/hailer functionality, ICOMM 802 SSB with HAM channel open and new single sideband insulators (March 2023), Starlink Maritime antenna (August 2024), and InReach (August 2024), charts provided via Lighthouse Axiom 3 electronic cards, and entertainment including a flat screen Sylvox twelve volt TV with Glomex antenna, a Nylavee Bluetooth sound bar in the saloon, a Fusion UD750 stereo (2016), saloon speakers, cockpit speakers (2022), and wiring for SiriusXM and weather. Safety and spares are carried in depth for ocean passages with items that include a Switlik MOM8A rescue horseshoe recertified in July 2023, a Switlik six person liferaft recertified in July 2023, four fire extinguishers recertified in April 2024, and a FireBoy bottle in the engine compartment (May 2024); redundancy and communication extend with InReach by Garmin

(August 2024), safety harnesses and jacklines, PFDs, an emergency tiller, a stern boarding ladder, smoke/CO alarms with carbon monoxide detectors installed in both forward and aft cabins, and a full tool kit and manuals for the boat and equipment aboard, while an extensive inventory of spares accompanies the yacht — contact the listing agent for the detailed list.

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.

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