

BRISE DE MER - LITTLE HARBOR



Builder: [LITTLE HARBOR](#)

LOA: 53' 0" (16.15 m)

Year Built: 1987

Beam: 15' 0" (4.60 m)

Model: 53

Min Draft: 18' 1" (5.50 m)

Price: \$349,000 USD Subject to change.

Max Draft: 37' 2" (11.33 m)

[See full listing on our website](#)

Location: Oxford, United States

Cruising Speed: 7.50 Knots (8.63 MPH)

Max Speed: 8.50 Knots (9.78 MPH)

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OVERVIEW

A timeless Hood centerboard sailing yacht, conceived with a shallow draft and a two-stateroom plan, she combines classic refinement with practical versatility; remarkably easy to manage, she offers a graceful, thoroughly enjoyable experience under sail.

SPECIFICATIONS

Basic Information

Model Year:
1987

Country:
United States

Year Built:
1987

Dimensions

LOA:
53' 0" (16.15 m)

Beam:
15' 0" (4.60 m)

Min Draft:
18' 1" (5.50 m)

Max Draft:
37' 2" (11.33 m)

Speed, Capacities and Weight

Cruise Speed:
7.50 Knots (8.63 MPH)

Water Capacity:
160 Gallons

Max Speed:
8.50 Knots (9.78 MPH)

Fuel Capacity:
240 Gallons

Gross Tonnage:
25.4 Pounds

Accommodations

Total Heads:

2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

Centerboard

Engine Information

Engines:

1

Engine Type:

Outboard

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY

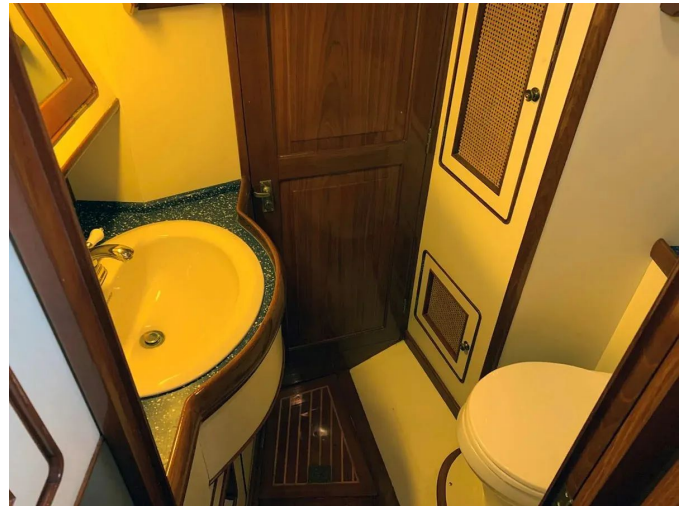


















DETAILED DESCRIPTION

Introduction

BRISE DE MER epitomizes Ted Hood's renowned Little Harbor 53 Series, a yacht distinguished by meticulous craftsmanship and a cockpit engineered for effortless single-handed operation, enabling the helmsman to control every sail line from the wheel while enjoying step-free access to the side decks. Her proven hullform, with generous beam and substantial displacement, translates into abundant living and storage space together with exceptional offshore stability and seakindliness. The low wetted surface hull accelerates lightly in gentle airs under a tall, high-aspect sail plan that reaches 72' above the water, and upwind capability is sharpened by a deep, efficient centerboard which, when lowered, increases draft to 11'-4".

Inside, BRISE DE MER offers the rare two-cabin arrangement, featuring an oversized forward master suite and a comfortable VIP/guest cabin aft, delivering both privacy and superior onboard comfort. The yacht benefits from a relatively new engine and generator, while her teak decks—comprehensively reconditioned in 2015—have been maintained with regular Semco oil treatments since. Offered by owners of seven years who have recently moved up to a larger Little Harbor, she presents exceptional value for those seeking a high-quality, pedigree sailing yacht that performs and lives like a much larger vessel.

Interior overview

The interior is a study in classic Little Harbor joinery, where expansive sections of solid, custom-shaped teak trim and satin-finished teak veneers with selective gloss highlights sit against crisp white surfaces to create an

atmosphere that is at once bright and traditionally refined. The solid teak and holly sole was refinished with Awlbrite in 2019, while every exposed hull surface is finished with varnished teak ceiling strips and the overhead is composed of removable white Formica panels edged in teak. Hanging lockers are finished in aromatic wood and equipped with automatic lighting, and all lockers above seating height are carefully lined in either teak or Formica to preserve the finished aesthetic. Countertops in the galley, the head and the bureau are Corian, with the remaining work and service counters executed in varnished teak with decorative inlays. The head and shower utilize molded FRP floors protected by teak grating with rounded edges for added comfort, and the interior is accented by varnished teak towel racks, a toothbrush and cup holder, and coordinated accessories. Canvas lee cloths are fitted to every berth, and generous shelving, bookcases and handholds are thoughtfully distributed throughout. Soft finishes are uniformly blue Ultrasuede, including the mast cover, and the vessel is appointed with custom drapes, sheets, bed covers, shams, pillows and mattresses. All water and fuel tanks are installed below sole level, leaving abundant storage beneath seats and furniture, and every run of wiring and plumbing is concealed behind removable panels for a clean, uninterrupted appearance.

Accommodations

BRISE DE MER is configured to sleep five guests across two private staterooms, offering two heads with separate stall showers, and provides two additional berths within the main salon for flexible sleeping arrangements.

Forward, the full beam master cabin features a queen berth to starboard and a single berth to port, flanked by curved overhead lockers outboard on each side, two hanging lockers, numerous drawers and lockers, and a dedicated desk vanity with seating. Natural light and ventilation are supplied by two deck hatches, two deck prisms and two opening portholes, while the ensuite head is

positioned forward on the centerline and includes a separate shower stall with its own opening hatch.

The main salon has been designed for relaxation and entertaining, with an oval settee and dining table to starboard that incorporates built in bottle storage, and a full length settee and coffee table to port that double as an extra sea berth or generous lounge seating. The coffee table is cushioned to convert into a bench for the dining table, and abundant hatches and opening portholes throughout the interior—enhanced by six topside windows—create a luminous, airy atmosphere and exceptional sightlines when seated.

Aft of the salon to starboard, the sea going full length galley is comprehensively equipped with a full height refrigerator with vertical doors and a top loading deep freeze, a Force 10 three burner stove with oven, a microwave, Corian countertops, twin stainless sinks with a Grohe retractable faucet plus manual fresh and saltwater faucets, and an exhaust blower. Opposite the galley and aft on the port side, a fully appointed nav station houses built in navigation instruments and a dedicated seat with backrest, while custom electrical panels and a Raritan icemaker are located inboard and just aft of the companionway for convenient cockpit access.

Two passageways—one from the galley and one from the nav station—lead aft to the guest/VIP cabin, which provides generous berths to port and starboard with a centerline seat. Storage is plentiful with overhead lockers outboard, a hanging locker and multiple drawers and lockers, complemented by a mirrored vanity with seat on the forward bulkhead. A large deck hatch and four opening portholes ensure good light and ventilation, and the cabin benefits from a private head to port complete with a separate shower stall.

Electrical system

The yacht's electrical installation is built for dependable performance and flexible operation. The 12-volt DC system is supported by eight heavy duty

six volt house batteries configured in series/parallel to yield a combined capacity of 1,000 amp hours, while two separate 200 amp hour batteries are reserved exclusively for engine and generator starting. Charging is handled at the source by twin 100 amp Balmar alternators, or, alternatively, the entire battery bank can be replenished from a Pro Mariner Promatic 12 30 P charger or a Xantrex combo charger/inverter unit, each capable of operating from the generator or shore power. AC power is standard 110 volt/60 cycle and is available via two 50 amp shore power inlets, a Fischer Panda 8 kW diesel generator (2009 – 656 hours), or through a Xantrex Freedom 3102 inverter/charger, providing steady power for the water heater, battery charger, refrigeration, household outlets, air conditioning, microwave and watermaker, among other systems. Operation and distribution are made user friendly by multiple switch panels located inboard of the nav station, and dockside connectivity is simplified with two shore power cables, adapters and a splitter. Illumination and onboard comfort are equally well resolved. Deck and navigation lighting include running lights, a masthead light, a steaming/flood light and two down facing spreader lights, while interior and task lighting features Frigast reading lights, fluorescent fixtures in the heads and galley, chart table gooseneck lamps and dedicated lights in the forepeak, lazarette and engine room, complemented by night vision lights throughout the interior and indirect lighting in the main salon. Cabin comfort and safety are enhanced with variable speed fans, GFI AC outlets in the heads and galley and a waterproof 12 volt outlet in the cockpit. For reliable radio performance, copper screening has been fiberglassed into the hull to establish a robust antenna ground.

Electronics and navigation equipment

Configured for exacting passage-making, the yacht's navigation suite is built around Raytheon sailing instruments with four repeaters mounted above the

companionway, while three Autohelm displays for speed, wind and depth are installed at the navigation station. Helm-side navigation is anchored by a Raymarine 7-inch hybrid touch radar/GPS/chartplotter, complemented by a 12-inch screen in the forward cockpit and a 9-inch display at the nav station, and situational awareness is further enhanced by a Raytheon radar (2017) equipped with AIS. A Raymarine RC 320 back-up GPS/plotter is also provided at the nav station for redundancy. Course-keeping is entrusted to an Autohelm ST 8001 autopilot, renewed in 2009, with its repeater positioned at the nav station, and communications are assured with an ICOM M502 VHF at the nav station plus a Command Mic at the helm. Offshore amenities include a KVH TracVision satellite TV antenna and a Sirius satellite weather receiver, while onboard entertainment in the main salon features a Samsung 23-inch HD curved screen paired with a Fusion RA70 stereo system, a Kenwood amplifier, a dedicated subwoofer and an array of speakers for refined audio performance.

Mechanical equipment and engine details

Propulsion is supplied by a Yanmar 4JH3-DTHE 125 hp freshwater-cooled diesel, installed new in 2006 and recording 2,590 total hours—the sum of current tachometer hours plus an additional 2,244. Power is delivered through a 21-inch MaxProp feathering three-blade propeller designed to minimize drag and optimize sailing performance, while a Scatra flexible engine coupler connects the thrust bearing to the engine, permitting flexible mounting and effectively eliminating vibration for a smooth, refined operation. Fuel is polished via a Racor fuel/water separator, and all engine instruments at the helm were replaced in 2023 to ensure clear, reliable readouts. Safety and monitoring systems include low oil pressure and high water temperature alarms, a high-water bilge alarm, and an automatic fire extinguisher system certified in 2024. Bilge management is comprehensive, with two electric bilge

pumps equipped with automatic switches—one of which was renewed in 2024—supplemented by a manual bilge pump. Precise close-quarters handling is provided by a Sleipner 24-volt bow thruster fed by two independent batteries.

Comfort and service systems have been carefully specified: each head features a Royal Flush freshwater electric toilet connected to its own holding tank and fitted with a by-pass for direct overboard discharge; refrigeration is handled by a Grunert combination 12-volt/110-volt refrigerator and freezer, complemented by a Raritan icemaker; climate control is provided by MarineAir with three separate zones, the salon unit having been replaced in 2018. Freshwater autonomy is delivered by a Sun Pure water maker installed in 2018, and onboard convenience is further enhanced by a hot water heater and a pressurized saltwater circuit that supplies an anchor wash-down. Holding tanks are monitored by a Headhunter system at each head, while Tank Tender gauges keep track of both water and fuel reserves.

All below-the-waterline thru-hull fittings are bronze ball-type seacocks secured with double hose clamps, each serviced and greased in 2024, and installed flush with the hull to reduce drag. Additional 2024 maintenance included replacement of various engine, generator, and deck drain hoses, a rebuild of the aft deck shower, and the installation of a new propane system.

Sails and rigging

The rig is built around a Hood electric Stoway mast whose furler motor was rebuilt in 2014, complemented by a Harken Mark III genoa furler and a Harken staysail furler that is currently in storage. Vang and backstay loads are controlled by a Navtec hydraulic system fitted with a failsafe turnbuckle and a dedicated cockpit control panel, while Navtec backstay insulators ensure clean, interference-free operation of the SSB antenna. The sail inventory comprises a North furling mainsail, a North 130% genoa, a North furling staysail and an

asymmetrical cruising spinnaker with a sock for effortless deployment and dousing. Power and finesse at the helm are delivered by an array of Barient winches: two Barient 32 electric self-tailing primaries, two Barient 32 electric self-tailing winches for the mainsheet and outhaul, two Barient 28 self-tailing secondary winches, two Barient 22 halyard winches on the mast—one of them self-tailing—and one Barient 21 halyard winch, providing assured sail handling in every condition.

Hull and deck

The hull is hand-formed in FRP with a 3/4" Airex foam core, providing exceptional structural strength along with superior sound and thermal insulation for composed performance offshore. The two-piece, female-molded FRP centerboard, protected by a bronze shoe on its leading edge and solid FRP reinforcement around the pin, features a highly efficient foil section filled with lead ballast to guarantee negative buoyancy. Raised and lowered by wire cable to a deck-mounted winch, the centerboard offers flexible draft options—5'-6" with the board up and 11'-4" when deployed. Steering accuracy is delivered by a balanced, high-aspect spade rudder, also two-part female molded in FRP and carried on a stout 3-1/2" stainless steel rudder stock. Within the hull, marine-grade plywood bulkheads are glassed and reinforced in the chain plate zones, and integral FRP fuel and water tanks further stiffen the laminate while maximizing tankage.

The deck is molded in one piece of cored FRP for strength and rigidity and is bonded and bolted to the inboard-angled hull flange using epoxy putty and 5/16" bolts on 8" centers. All hatch landings are molded FRP for long-term durability, and the separately molded propane locker is vented correctly with a direct overboard drain. A generous, well-conceived main cockpit permits easy boarding from either side without clambering over the coaming. The steering pedestal centralizes engine instruments and sail-handling controls, and the

winches are positioned within easy reach of the helm—an uncommon, helm-focused arrangement—while a large cockpit table with an integrated cooler and fold-up leaves comfortably seats six for alfresco meals underway or at anchor.

The yacht's topsides are finished in Flag Blue Awlgrip with a double white boot stripe over a green antifoul, and the cabin house carries a white finish with tan nonskid renewed in 2010. A Durotec Vinylester barrier coat was applied in 2005, and all floorboards received an Awlbrite refinishing in 2019. Robust stainless steel fittings emphasize the vessel's seakindly intent: a bow pulpit with port and starboard running lights, a stern pulpit with boarding gate and stern light, a rubrail with a stainless striker, 27" stainless stanchions with double lifelines and side gates, a stainless stemhead fitting with twin anchor rollers and smoothly faired chocks, and flush-set stainless stern and springline chocks along the toerail. Six stainless mooring cleats secure the yacht alongside, and the helm is appointed with a stainless wheel featuring a varnished teak rim. Sail trim is precise and repeatable on stainless genoa and staysail tracks stamped with reference numbers.

Abundant daylight and ventilation come through seventeen stainless opening portholes with screens, eleven stainless deck hatches fitted with new glass in 2018, and nine stainless cowl vents. Line control is simplified by custom stainless turning blocks and deck blocks and a Maxwell 12-volt anchor windlass handles ground tackle efficiently. The anchoring inventory comprises a 60 lb. CQR with 200' of chain and 100' of rode, a Danforth 45 HT with chain and rode, plus an additional 60 lb. stainless CQR with chain and rode held in storage.

Hand-laid teak side decks and a teak cockpit sole of at least 1/2" thickness provide both elegance and non-slip footing; the teak was bedded, fastened to the deck and fully reconditioned in 2015 with all new caulking. Varnished teak accents include a toe rail, dorade boxes, a drip rail, handrails, cockpit backrests, and the cockpit table with drop leaves, all protected by tailored

canvas covers. The custom dodger, built on an oversized stainless frame with a roll-up front, received new Strataglass in 2018, and the bimini—featuring a helmsman's window, an oversized frame and full enclosures with screens—extends protected living space on deck. A Ritchie 6" compass sits atop the steering pedestal, and practical conveniences include rope-tail lockers outside the cockpit, closed-cell foam cockpit cushions with backrests, a hot/cold shower in a flush stern locker, and a custom fold-down stern ladder with a stainless frame and teak treads. Six tinted Lexan topside windows add further light to the interior.

Safety and readiness are comprehensive: a Revere six-man life raft with ditch bags new in 2018, an EPIRB new in 2018, a first aid kit, a flare kit, eight life jackets, a horseshoe life ring, a man-overboard module, and portable fire extinguishers located throughout. A Lensref radar reflector is mast-mounted and a hand-held spotlight is available for night-time maneuvering. Dockside protection and fendering include eight large fenders with covers, dock lines and two fender boards. For upkeep and support the yacht carries a bosun's chair, tools, a complete complement of spare parts for the engine, generator, pumps and heads, and even a clock and barometer. An AB 10' RIB powered by a Honda 20 hp four-stroke is ready for shore excursions, and a new centerboard pennant was installed in 2021.

Exclusions

The owner's personal effects and all artwork aboard are expressly excluded from the sale.

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.

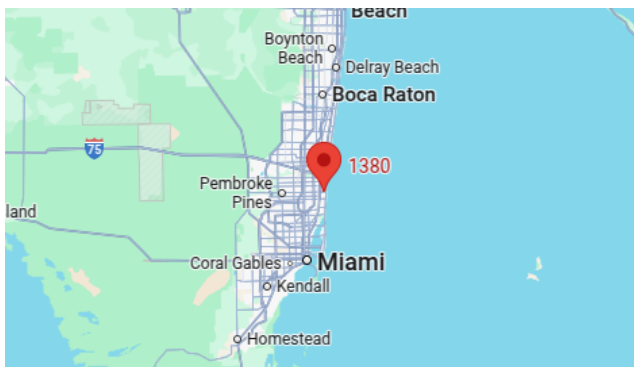
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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