

BEAU GESTE - LITTLE HARBOR



Builder: [LITTLE HARBOR](#)

LOA: 61' 0" (18.67 m)

Year Built: 1994

Beam: 16' 0" (4.93 m)

Model: 60

Min Draft: 17' 6" (5.33 m)

Price: \$895,000 USD Subject to change.

Max Draft: 40' 2" (12.25 m)

[See full listing on our website](#)

Location: Stonington, United States

Cruising Speed: 8 Knots (9.21 MPH)

Max Speed: 9 Knots (10.36 MPH)

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OVERVIEW

A rare opportunity to acquire a Little Harbor 60 drawn by Ted Hood, fitted with a genuine centerboard, recently refreshed through comprehensive refits, and finished to the exacting standards of craftsmanship that have made Little Harbor synonymous with legendary build quality.

SPECIFICATIONS

Basic Information

Model Year:
1994

Country:
United States

Year Built:
1994

Dimensions

LOA:
61' 0" (18.67 m)

Beam:
16' 0" (4.93 m)

Min Draft:
17' 6" (5.33 m)

Max Draft:
40' 2" (12.25 m)

Speed, Capacities and Weight

Cruise Speed:
8 Knots (9.21 MPH)

Water Capacity:
480 Gallons

Max Speed:
9 Knots (10.36 MPH)

Fuel Capacity:
475 Gallons

Accommodations

Total Heads:
3

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Ted Hood

Deck Material:

Fiberglass

Interior Designer:

Ted Hood

Hull Configuration:

Centerboard

Engine Information

Engines:

1

Engine Type:

Inboard

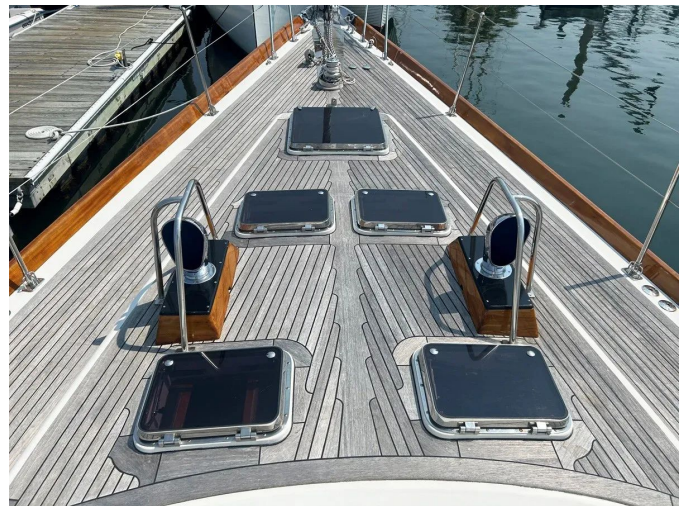
Manufacturer:

Perkins

Fuel Type:

Diesel

GALLERY



















DETAILED DESCRIPTION

Remarks

BEAU GESTE is a meticulously maintained later example of the celebrated Little Harbor 60 series, launched in 1994 as hull number nine of twelve. Designed for effortless singlehanded operation, her cockpit places every sail control and winch within easy reach of the helm and provides convenient side exits to the main deck without climbing over a high coaming, and this thoughtful layout is complemented by an extensive inventory of equipment intended for safe, comfortable long range cruising. Above and below decks she retains exquisitely executed joinery and hand worked detailing—craftsmanship and labor intensive finishes that are increasingly uncommon in modern production yachts. Her low wetted surface profile, sea kindly hull form, deep, efficient centerboard and powerful sail plan combine to offer exceptional performance in varied conditions, and with a shoal draft of only 5'-4" she can access anchorages and shallow waterways typically reserved for much smaller vessels, greatly expanding cruising options. Now in the care of just her second owner, BEAU GESTE has been lavishly looked after and benefits from a suite of significant recent upgrades, including new sails, rod rigging, mast paint, all canvas replaced, fresh interior and exterior cushions, and numerous additional improvements detailed herein.

Accommodations and layout

BEAU GESTE accommodates six guests across three private cabins, each served by its own head and shower, within an interior finished in satin teak complemented by substantial solid trim, hefty cabin doors and broad veneered surfaces. The gloss teak-and-holly sole, fitted with locking lift handles, and varnished teak hull ceilings create an immediate sense of classic

yachting refinement, while custom tongue-and-groove overhead panels—fully removable and secured by varnished teak trim—add thoughtful, serviceable detail; handsome faux deck beams in the salon further enhance the tailored ambiance. Marble tops grace the bureau surfaces, lee cloths are fitted to most berths, custom bedding is installed throughout, and all interior fabrics were renewed in 2025.

Forward, a capacious forepeak at the bow is laid out specifically to stow sails, fenders, dock lines and running rigging, with a dedicated chain locker and a divided compartment for a secondary anchor rode. A practical workbench with a vise and Craftsman tool drawers provides on-board utility, and access is available either through a large deck hatch or by a doorway from the starboard guest head.

Aft to starboard is one of the guest cabins, appointed with upper and lower berths, a hanging locker, numerous drawers and a bureau, drop-down lockers above the berth, two deck hatches and an opening porthole; forward of this cabin is an en-suite head with electric toilet, marble vanity with flush sink and mirror, shower faucet, deck hatch and a varnished teak sole grate. To port, the second guest cabin mirrors this layout, including upper and lower berths, a hanging locker, plentiful drawers—several positioned beneath the berth—a bureau, two deck hatches and an opening porthole, with the port guest head fitted out in like manner.

The main salon is generous in scale, luminous and exceptionally well ventilated thanks to her 16' beam, six hull ports and numerous hatches and opening portholes. To port an inviting L-shaped dining area with an inboard settee is centered by a varnished cherry dining table with elegant inlaid ebony borders, while to starboard a comfortable settee accompanies an inlaid coffee table, a stereo installation and a forward storage locker complete the arrangement.

Aft to starboard and conveniently near the companionway, the galley combines refinement and practicality with Corian countertops featuring inlays

and a custom painted tile backsplash behind double stainless steel sinks with faucet; a manual back-up freshwater pump ensures peace of mind. Cooking is provided by a Force 10 four-burner stove and oven with microwave support, while cold storage includes front-loading refrigeration behind two doors and a top-loading freezer on the port side in the bar area. A swing-out trash bin eases galley maintenance, and two portholes plus one hull portlight supply natural light and ventilation.

Opposite the galley, the nav station to port aft of the salon offers a dedicated seat with backrest, a lift-up chart table with abundant workspace and integrated navigation electronics, while large custom switch panels inboard control and monitor shipboard systems. A passageway leads aft to the owner's accommodations where outboard a substantial freezer/bar area with custom storage and an icemaker beneath is finished in Corian with a custom painted tile backsplash, and a dedicated wet locker stands aft. Inboard, generous storage lockers and large access doors provide excellent entry to the engine and generator spaces.

The owner's cabin spans the stern, arranged with a double berth to port and a single berth to starboard, twin hanging lockers, numerous drawers, a custom chart drawer and bookshelves. Daylight and airflow are abundant through two hatches, four opening portholes and two hull ports, and a companionway to the aft deck affords direct access as well as additional light and ventilation. Forward to starboard the en-suite head features a separate shower stall, marble sink vanity, electric toilet, several storage lockers, an opening porthole and varnished teak sole grates.

Electronics and navigation equipment

The helm is appointed with twin Garmin 10-inch displays that present navigation information with exceptional clarity, while a larger Garmin 15-inch screen serves the dedicated nav station. Instrumentation is anchored by the

B&G 20/20 suite, featuring four multifunction displays and an analog instrument at the companionway, complemented by analog wind indicators flanking each side of the wheel and two further displays located at the nav station and in the aft cabin. Steering and course-keeping are handled by a Garmin autopilot installed in 2024, and reliable voice communications are provided by Garmin VHF units positioned at both the companionway and the nav station. Connectivity has been future-proofed with a Starlink system added in 2025, and onboard entertainment includes an 18-inch flat-screen television in both the salon and the owner's cabin, accompanied by a Fusion stereo system distributed through multiple speakers.

Electrical system

The yacht's DC network is a 12 volt system provisioned by eight AGM 12V 8D batteries fitted in 2020, delivering a combined capacity of 800 amp hours. Forward, a dedicated pair of 12 volt batteries supplies the bow thruster, while separate 12 volt banks are reserved for the engine, the generator and the vessel's 12 volt electronics. An emergency parallel switch permits the house battery bank to start the main engine when circumstances require. The AC distribution is 120/240 volts, single phase and selectable between 50 or 60 Hz, centered around a 9 kW Northern Lights generator that reads 399 hours as of 8/2026. Shore power is accommodated through two 50 amp inlets that feed a Ward 12.5 KVA 240/120 volt step down transformer, and system resilience is bolstered by two Heart Interface inverter/chargers alongside two 40 amp battery chargers. Interior comfort is maintained with 12 volt fans throughout the cabins, while the cockpit and aft deck are illuminated by dedicated boom lights.

Mechanical and engine

Power comes from a Perkins 6-354 six-cylinder diesel producing 135 hp, with 6,346 hours recorded as of August 2026, turning a Maxprop three-blade feathering propeller equipped with line cutters to maximize thrust while protecting the gear. Significant mechanical investments have been made to ensure dependability, including new injectors and a rebuilt cylinder head completed in 2023 and a new fuel injector pump fitted in 2025. Fuel delivery is kept pristine by dual Racor filters plumbed in parallel and a dedicated fuel transfer pump, and routine maintenance is simplified by an onboard engine oil change pump. Safety and operational convenience are addressed by an automatic engine room fire extinguisher, a high-water bilge alarm and precise close-quarters handling provided by an Arcturus 12-volt bow thruster with helm foot controls.

Guest comfort is assured by a three-zone reverse-cycle air conditioning system complemented by an Espar D7L diesel heater with ducted vents throughout the interior, while refrigeration needs are met by a Grunert 110-volt system and a Raritan icemaker. Water services are comprehensive: fresh and saltwater pumps feed a 20-gallon hot water heater, supply a hot-and-cold shower discreetly housed in a flush locker on the aft deck, and operate a saltwater washdown on the foredeck. The sanitation arrangement comprises three marine electric toilets and two holding tanks totaling 30 gallons with macerator and deck pump-out, all monitored by tank level gauges. Dewatering redundancy includes two manual bilge pumps and two electric bilge pumps, and ventilation blowers service both the galley and the aft head.

Mast, sails and rigging

The yacht is fitted with a Hood hydraulic Sto'way mast and boom that were completely taken apart, rewired and refinished in 2025, and the Sto'way furling

motor received a full rebuild that same year. Furling operations are handled by a Reckman hydraulic headstay furling system paired with a Lewmar Commander unit, while the rod rigging was replaced in 2025 and every halyard was renewed in 2025. Precise sail trim is provided by a Navtec hydraulic backstay and boom vang, featuring a cockpit-mounted control panel and distinctive painted white cylinders. A bespoke carbon whisker pole stows securely on the mast and is deployed with an Antal inboard end winch, and offshore preparedness is enhanced by a dedicated storm trysail track, a removable inner forestay with runners, spreader and foredeck lighting, and a combined masthead tricolor/anchor light. Sailhandling power is substantial and effortless, with two Lewmar 66 electric self-tailing primaries, two Lewmar 58 electric self-tailing mainsheet and outhaul winches, two Lewmar 48 two-speed self-tailing staysail/runner winches, and three Lewmar 44 two-speed self-tailing halyard winches mounted on the mast. The sail inventory is modern and well-maintained, comprising a Quantum furling mainsail from 2025, a Quantum furling 130% genoa from 2022, a forestaysail and a Storm Trysail.

Hull and deck construction

BEAU GESTE is underpinned by a pure centerboard arrangement that notably sharpens her upwind abilities, providing a deep draft of 12'-3" with the board deployed and a remarkably shallow 5'-4" when retracted, greatly expanding accessible cruising grounds. The hull is hand-crafted in FRP from female molds and cored with $\frac{3}{4}$ " Airex foam to increase structural integrity while offering superior sound and thermal insulation; exterior skins are laminated using vinylester resins to maximize resistance to water osmosis. Integral molding accommodates the water and fuel tanks as well as the centerboard trunk, while internal cast lead ballast is housed within bonded fiberglass floor beams. Course-keeping and helm response are delivered by a balanced spade rudder

paired with a laminated centerboard faired to a genuine NACA foil section, raised and lowered by cable to a deck-mounted winch. Finished in Awlgrip white, the hull is accented by a gold cove stripe, navy boot stripes and a blue antifouling bottom, with a painted rubrail topped by a stainless steel striker for refined protection. The deck is molded FRP with a Divinycell H-80 foam core for stiffness and strength, upgraded to Divinycell H-200 high-density foam where deck equipment is fitted; outer skin thickness is built to ¼", inner skin to 3/16", with cockpit sides and coaming in solid fiberglass and all hatch landings molded in FRP. The main decks, forward cabin top and cockpit sole are laid in teak, the deckwork is Awlgripped white with waterways repainted in 2025, and the surfaces are finished with white non-skid for a clean, luxurious appearance.

Deck and miscellaneous details

Purposeful deck hardware begins with a custom stainless stemhead fitting fitted with dual anchor rollers and a Lewmar anchor windlass operated by foot switches and remote helm controls. Anchoring is provided by a 75 lb stainless CQR primary anchor with a chain rode and a 65 lb stainless Excalibur secondary anchor rigged on a rope/chain rode. Sailhandling is refined by custom stainless inboard and outboard genoa tracks equipped with six Antal fairlead cars, complemented by Harken stainless mainsheet and genoa turning blocks and three Harken deck blocks at the mast. Secure mooring is assured by stainless stern chocks, bow chocks with stainless cleats and two pairs of spring line chocks.

Light and ventilation are abundant through thirteen stainless opening deck hatches—each fitted with new lenses and gaskets in 2024—twenty-two stainless opening portholes including four that open into the cockpit, and eight hull portlights, all enhanced by six varnished teak dorade boxes with stainless cowl vents. Boarding and access are made effortless with a custom fold-down

stainless stern ladder with teak treads and a custom stainless side-boarding ladder. A comprehensive weather protection package installed in 2025 comprises a dodger with an elkhide grab bar, an aft dodger, a cockpit bimini with a dodger connector and helm windows, and side curtains running from the dodger to each walk-through, while Ultraleather cockpit cushions with backrests (2025) and a varnished teak bow pulpit seat elevate comfort. Varnished teak toe rails, drip rail, handrails and exquisitely finished cockpit trim are complemented by a varnished teak cockpit table with fold-up leaves and an extension. At the helm, a molded steering pedestal with a Ritchie 6-inch compass pairs with a leather-rimmed stainless wheel and three flush lazarette hatches offer generous storage. Practical on-deck appointments include a folding teak deck chair, custom stainless dinghy davits installed in 2022, an Achilles tender from 2019 and a Honda 20 hp four-stroke outboard. Dockside necessities and extras are carried aboard—four fenders with custom covers, two fender boards, dock lines and a propane grill—alongside tools, numerous spare parts, galleyware, custom bedding, a clock and barometer, miscellaneous canvas covers and a Fairclough full winter cover complete with frame.

Safety

Onboard safety is treated with the utmost priority, with eight inflatable PFDs equipped with harnesses and personal locators, complemented by a horseshoe life ring and a Lifesling recovery system, alongside an EPIRB for emergency position signalling. A Viking six-man life raft is stowed in a dedicated, flush locker on the aft deck, and the vessel carries a full complement of flares plus a well-stocked first aid kit to ensure readiness for any situation.

Exclusions

Kindly note that, unless otherwise agreed in writing, all artwork on board, the vessel's binoculars and any personal effects belonging to the owner are expressly excluded from the sale.

Disclaimer

The particulars supplied for this vessel are offered by the company in good faith; however, no warranty or assurance is given as to the accuracy of the information or the condition of the yacht. Prospective purchasers are advised to retain their own brokers or professional surveyors to independently verify any details they require. This offering is made subject to prior sale, adjustment of price, or withdrawal from the market without notice.

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.

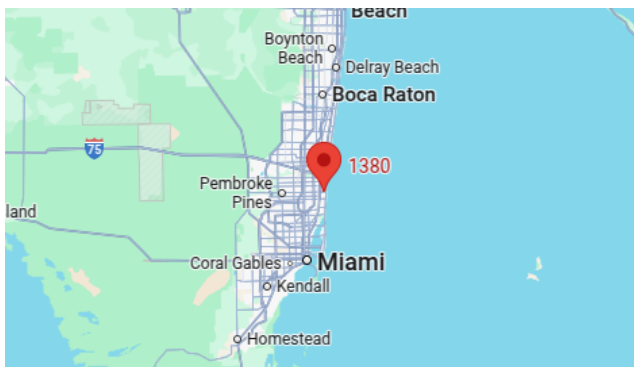
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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