SHESTAKOV
Yacht Sales

VESPER - PERSICO MARINE

Builder: PERSICO MARINE

Year Built: 2014

Model: IRC 72

Price: $4,310,833.8 USD Subject to change.
See full listing on our website

Location: La Ciotat, France

Max Speed: 30 Knots (34.52 MPH)

LOA: 72' 0" (21.95 m)

Beam: 18' 0" (5.75 m)

Min Draft: 17' 7" (5.35 m)

Max Draft: 18' 1" (5.50 m)

Cruising Speed: 8.40 Knots (9.67 MPH)

If you would like to buy a yacht **VESPER - PERSICO MARINE** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on **https://shestakovyachtsales.com**

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OVERVIEW

Vesper began life as Momo when she was launched in 2014, the product of Persico Marine's Italian yard and built to uncompromising grand-prix standards. From her inception she was conceived as a purebred Maxi racer, without compromise, a vessel where performance, technological innovation and structural integrity were pursued to the fullest extent.

Retained by only two owners, Vesper has benefited from uninterrupted professional maintenance and steady investment, each custodian enhancing and upgrading the platform to preserve her competitiveness at the sharp end of Maxi racing. Her race record speaks for itself: three-time champion of the Rolex Maxi Worlds, seven podium finishes from eight appearances at that regatta, and overall victory at the ORC North American Championship, achievements that place her among the most decorated Maxis of her generation.

A thorough optimisation campaign in 2025 has further elevated her capabilities. The programme delivered a new mast, boom and standing rigging, and a next generation racing sail wardrobe tailored to the updated rig—those new sails have been campaign tested in only two events. Two 2,000 litre water ballast tanks, fitted to port and starboard, substantially increase righting moment and velocity, while a new engine installed in 2024 ensures the reliability expected of a top tier grand prix racing yacht. Together these upgrades make Vesper a cutting edge Maxi racer and a high performance sailing yacht, prepared to challenge the leading pack at the highest level.

Now lying in La Ciotat, France, Vesper is offered turnkey and race ready for the Rolex Maxi Worlds and the world's principal Maxi and superyacht regattas. A decorated champion, a comprehensively modernised platform and a rare opportunity to acquire one of the most successful Maxi racing yachts afloat.

SPECIFICATIONS

Basic Information

Model Year:
2014

Country:
France

Year Built:
2014

Dimensions

LOA:
72' 0" (21.95 m)

Beam:
18' 0" (5.75 m)

Min Draft:
17' 7" (5.35 m)

Max Draft:
18' 1" (5.50 m)

Speed, Capacities and Weight

Cruise Speed:
8.40 Knots (9.67 MPH)

Water Capacity:
2.64 Gallons

Max Speed:
30 Knots (34.52 MPH)

Fuel Capacity:
50.19 Gallons

Gross Tonnage:
38.37 Pounds

Hull and Deck Information

Hull Material:
Fiberglass and Plastic Yachts

Hull Designer:
Judel Vrolijk

Deck Material:
Carbon Fiber

Interior Designer:
Judel Vrolijk

Hull Configuration:
Fin & Bulb

Engine Information

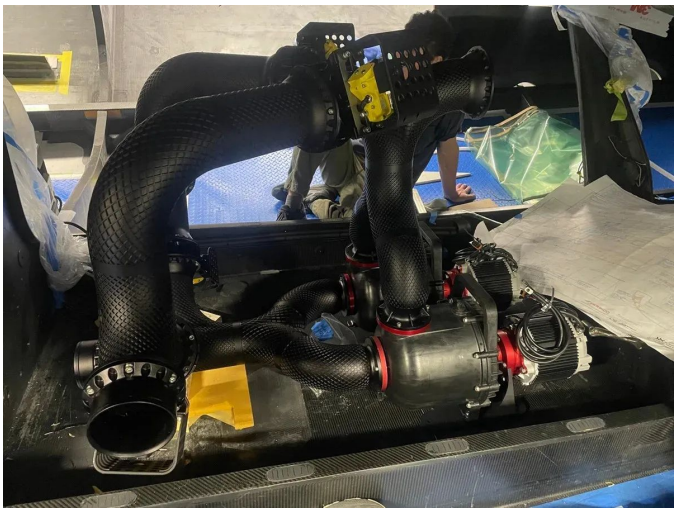
Engines:
1

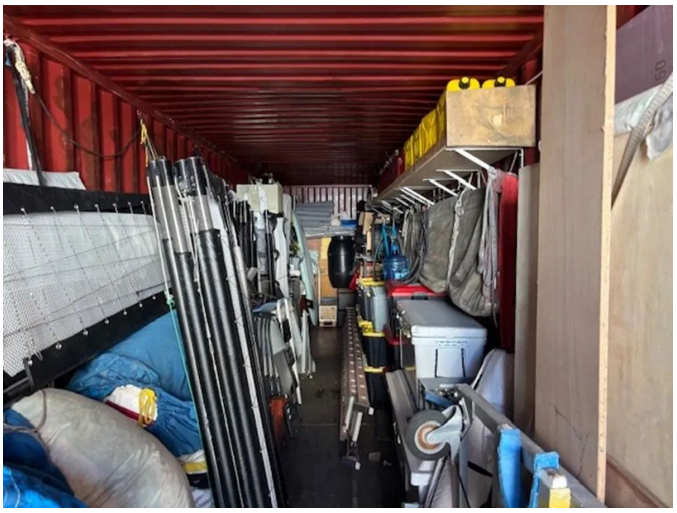
Fuel Type:
Diesel

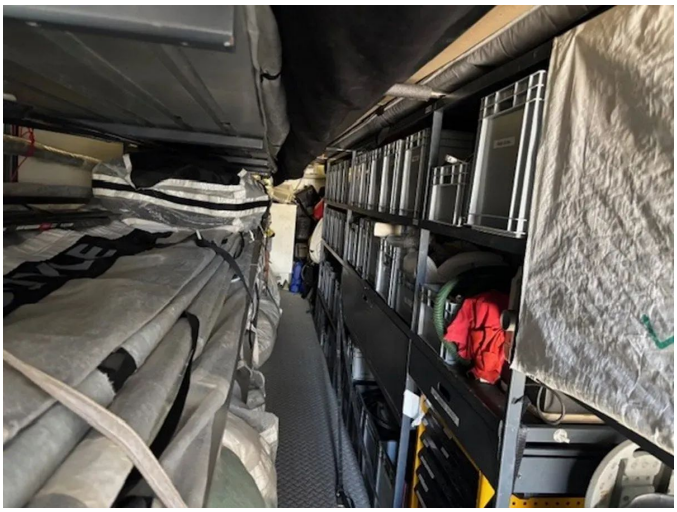
Engine Type:
Inboard

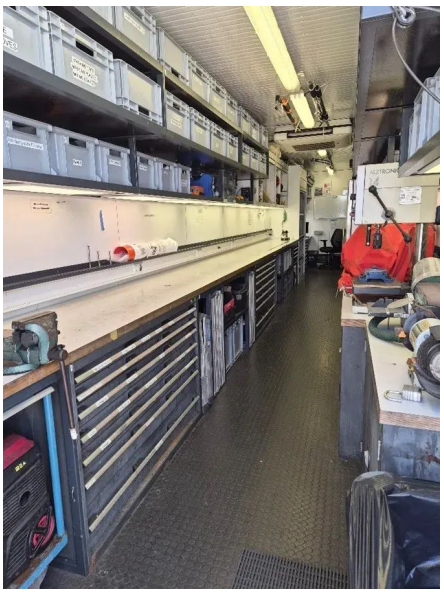
GALLERY


VESPER










ZIPLOCK BAGS
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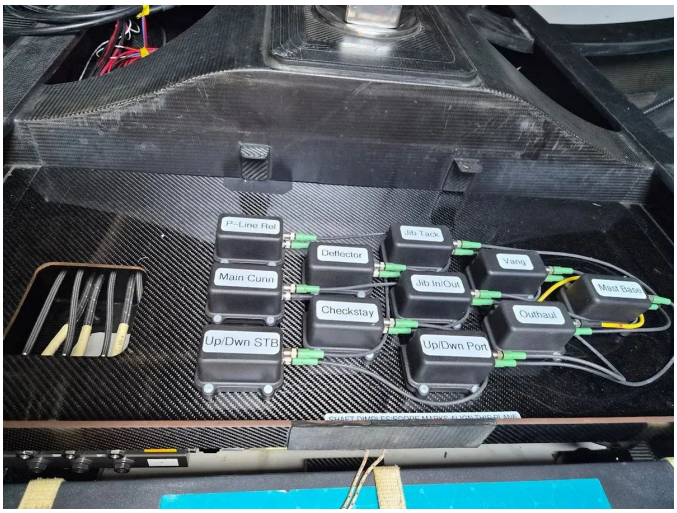
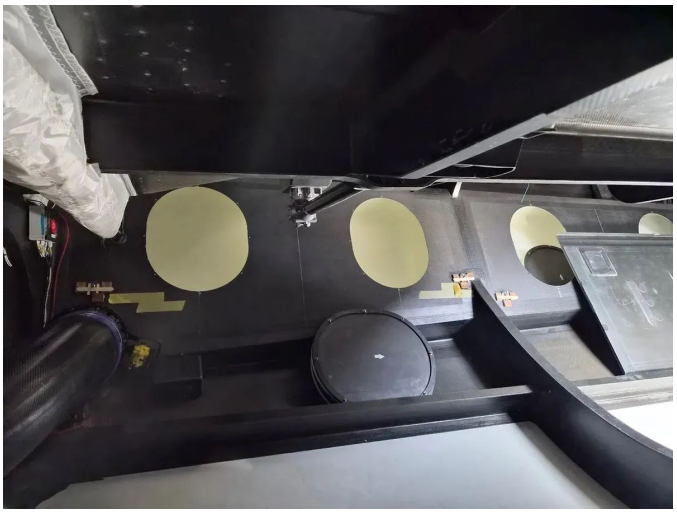

P-Line Rel
Jib Tack
Deflector
Vang
Main Cunn
Jib In/Out
Mast Rake
Checkstay
Outhaul
Up/Dwn STB
Up/Dwn Port



DETAILED DESCRIPTION

Winches and hydraulic system

Across the deck an exacting assembly of Harken winches offers race-proven responsiveness: ten drum winches operate through Stayinphase pedestals and drivetrain, augmented by an AL Harken AC 2009 Overdrive and a Stayinphase drop wheel, each drum finished in ceramic for superior bite and durability. Routine upkeep is handled in-house two to three times annually, while complete winch and drivetrain overhauls are entrusted to specialist technicians; a thorough spare parts inventory is carried onboard, including housings, bases, bearings and gear sets to ensure rapid serviceability. The primary drive is a Harken 1111.3 ST AC34 (stb side LH), whose drums and gear ring were renewed in 2024 and which is topped with a carbon top self-tailer for controlled, silky trims. Driven runner winches are 990.3 ST AC34 (port side LH) with bases and gear housing refreshed in 2023, and the driven mainsheet winches are likewise 990.3 ST AC34 (port side LH) to guarantee even, predictable handling under load. Traveler duties are handled by a driven 65.3 SSTR ACK LKUD (port side LH) installed new in 2023, while the pit layout pairs a starboard-driven 990.3 ST AC34 (Stb side LH) fitted with a step-up bevel box and a port-side 990.3 ST AC34 equipped with a speed ring to accelerate line work when it matters most.

The hydraulic system is an uncompromising Cariboni installation, managing nine functions via a Cariboni PLC with electric push-button controls on deck. Power is supplied by a seven-speed rotary pump located at the aft pedestal, supported by a spare pump, and two hand pumps at the trimmers' stations for immediate, scalable assistance. Manual gear selection is integrated with a Cosworth CAN LED gear indicator, while a function manifold with electric valves is positioned at the mast base; hydraulic runs are deliberately short to

limit losses and the main system operates at 500 bar. This arrangement actuates the deflector, checkstay, outhaul, main cunningham, vang, mast butt and jib tack, in addition to the two jib leads and a single Jib IN/OUT, placing all principal sail controls at the fingertips. New blink button panels fitted in 2025 complete the interface, with a six-button panel on each side at the trimmers' station, a ten-button panel on each side at the main trimmer station, and two six-button panels on each side at the runner winch for swift, intuitive command.

Water ballast system

Introduced in 2025, the yacht's water ballast installation provides approximately 2,000 liters per side, arranged as two tanks on each side so that all four tanks can be filled or emptied independently for fine-tuned trim. The entire arrangement is managed by a Diverse PLC and may be operated from a dedicated webpage displayed on the deck screen or via a Blink ten-button control panel at the main trim station. Hydraulic transfer is driven by two 100 L/min 48 V pumps supplying a bespoke Diverse manifold, with bulk movement handled through two 10 in transfer pipes. Butterfly valves are sized 4 in for the fill and dump circuits and 10 in on the transfer lines, with dedicated 4 in fill/dump pipes completing the plumbing. Two 100 mm intake scoops improve intake efficiency and pneumatic butterfly valves are used throughout the system. Pneumatic power is supplied by a 24 V 330C Viair air compressor equipped with dry air filters.

Electronics and electrical systems

Every navigation and bridge function has been assembled for absolute command and clarity, centered on a Faro processor interfaced with a Panasonic Toughbook and a suite of deck-screen tablets, while CZone control

is displayed on a B and G Vulcan seven-inch screen. A dedicated instrument bracket on the mast carries seven Garmin displays for instant instrumentation, complemented by an IXblue Quadrans fiber optic gyro compass and a NovAtel Flex6-DL2-00G00TR GPS that provide exact heading and positional references. Communications and onboard connectivity are deliberately resilient: AIS is provided by a Garmin AIS 800, VHF by a Navico V100, and high-speed data by Starlink, with a Peplink Router Max BR1 Pro, a YDEN-02, and an AP ZYXEL NWA55AXE forming a robust network backbone. Rig and steering loads are continuously tracked by an array of load pins located on the headstay, V's, and bobstay, backed up by a Synapsis loadcell on the headstay, and augmented by string pots monitoring the deflector, checkstay, shim stack and rudder angle. Everyday usability is attended to with plentiful charging options, including multiple USB ports and 12 V outlet access.

The electrical system is built around a 48 V 100 Ah Relion RB48V100 lithium iron phosphate battery, with an additional spare battery supplied in box, and recharged efficiently by an APS HGI 130-56V IG alternator. Power distribution is smoothed via 48-to-24 and 48-to-12 DC/DC converters, while system monitoring and integration are handled through a Victron Smart Shunt and Victron Cerbo, and shore power charging is managed by a Meanwell three-stage battery charger.

Mast, boom and rigging

Vesper is supplied with two fully specified mast, boom and rigging packages, each crafted by Southern Spars NZ; the primary 2025 M3 represents the latest iteration, taller with an extended P and a higher headstay intersection and finished in Aero Razr carbon, while a complete second set, designated M2, is detailed below. The principal mast is executed in a blend of ultra high modulus and high modulus carbon fibre with a variable section reaching 450 mm by 190 mm and fibre modulus ratings of 377 GPa and 436 GPa. The

masthead integrates the main halyard sheave, a vertical socket for a wind transducer wand and a VHF antenna mount, with the wind wand offset to starboard to reflect the existing installation. An aerodynamic, moulded carbon top cap conceals wiring junctions and mounting brackets yet remains open at the apex to allow the upper masthead halyard to run over the sheave and function as the principal halyard.

The halyard architecture is arranged for race precision: a single 1:1 main halyard sheave is provided, together with two masthead spinnaker/Code Zero halyard sheaves arranged over and under; the upper sheave is left unlocked for spinnaker operation and the lower sized and locked for Code Zero. All sheaves and their pins are removable to facilitate servicing and a flush recessed alloy chafe guard is fitted. Backstay cables are lashed to ferrule and slot style fittings, with upper and lower deflectors entering the mast via ferrules, and every sheave box is manufactured in carbon and bonded internally to the spar. The masthead and below deck upper masthead halyard sheaves are low friction Winmar units, while the remaining sheaves are standard SSNZ alloy pieces using CJ Dixon bushings; where appropriate, through pins for sheaves and locking systems are titanium with hollow construction and flush pin tabs. The spar includes a Southern Spars internal headstay attachment, an upper backstay deflector entry, a centreline locked jib hoist line sheave and a locked 1:1 GS halyard sheave, plus a backstay lower deflector entry with locking by strop and Tylaska clip at the masthead and an internal trip line routed down the mast. A single bullet cassette lock assembly rated for Code Zero and spinnaker loads up to 6 tons is supplied with two 25 mm bullets plus an additional 25 mm bullet, and a separate single bullet cassette lock assembly is rated to 4 tons; all halyard cassette locks incorporate coded trip lines terminating at Panel Zero.

Rigging geometry is completed by three sets of high modulus carbon spreaders—S1 curved with S2 and S3 straight—whose outboard tips are prepared to accept a solid carbon standing rigging system. Spreader attack

angles are optimised for minimal windage, with flush inboard spreader ends on titanium fittings and adjustable inboard end fittings. Shrouds attach via an internal bar tang at D4 and D1, with internal tangs and adjustment provision for D2–D3. An SSNZ Carbon Maxi 72 track is bonded to the aft face of the mast tube and is supported by a short alloy cunningham track and a cunningham car on track.

Lower mast fittings are CNC machined alloy, the boom gooseneck attachments bolted through the mast wall with bushings and a hollow vertical pin sized to suit the existing inshore boom inboard end. A floating tack arrangement is fitted together with a slot for the outhaul hydraulic hose. Instrumentation is catered for by a bracket laid out for seven GNX 120 or GNX 130 displays. The vang is routed into the mast through the aft face above deck level and protected by an SSNZ 6T fuse. The jib halyard exits above deck and runs through a port side deck chock; that carbon deck chock is bonded and taped to the mast tube to mirror the 3.5 degree dock tune mast rake (reduced at deck level), incorporates a profiled non metallic perimeter to permit the specified movement, and the collar allows 10 mm of lateral movement with waterproofing around the collar and the deck clamping ring.

Halyard leads are neat and direct, exiting through the mast slot to turning blocks. One jib halyard departs via the port above deck slot, descends through a tube in the deck chock and is led below to a padeye mounted turning block. Three halyards are taken through a below deck sheave box angled toward the cockpit—the upper masthead (Winmar), the lower masthead and the GS—while the forward lock trip lines also exit through this below deck sheave box. In the lower mast area below deck there are dedicated exits for the jib, GS and main halyards, the latter through a port side slot with mouse line; a below deck padeye is fitted for block attachment to lead the halyard aft (block supplied by SSNZ) and the main halyard trip line exits below deck to port. SSNZ supplies lashing blocks for GS and jib. Electrical cabling exits port aft above the mast butt and the outhaul hydraulics slot is on the aft face above the mast

butt. The delivery includes mast base assembly, shims and external mast jacking equipment, together with a butt plug to interface with the existing tongue and shims, and all wiring is routed through a series of short wiring hoops bonded inside the mast. Electronics provided comprise one vertical wind wand with cable and one VHF antenna. The mast is presented in a bare carbon finish with black detailing around secondary bonding zones, fittings and joins; all pins and pin tabs are bead blasted where possible in stainless steel and titanium, and alloy components carry SSNZ standard black anodising.

The standing rigging specification is uncompromisingly grand prix: lateral standing rigging constructed in Aero Razr carbon with an aerofoil profile, an EC six backstay with deflectors, a circular section RAZR carbon rod headstay with chafe protection and a lower clevis fitting, titanium end fittings throughout unless otherwise stated, V1 and D1 dual acting Grand Prix turnbuckles, two pairs of composite backstay deflector tacos and V1 cables protected by chafe guards. The boom is a Race Box Section produced in 100% high modulus carbon with carbon pre preg cured at 120°C and a carbon Nomex sandwich; it incorporates an internal hydraulic outhaul, a “letterbox” OBE with an internally led clew strop to pin and an internal vang connection.

A full spare mast, boom and rigging set (M2) is held in a plastic shipping pipe at the shipyard; this three spreader mast offers adjustable spreaders, deflectors and checkstays, a mast jacking system, an adjustable heel plate and four halyard locks, and the package includes Carbo Link side rigging, a Carbo Link forestay, Carbon Link runners and a box section racing boom. The running rigging inventory, recorded in January 2026 in La Ciotat, is comprehensive and specified as follows: halyards include one used good main halyard; a red masthead halyard comprising one new, one used good and one used backup; a green masthead halyard with one used good and one used backup; a jib halyard inshore with one new and one used good; and one used good GS halyard. Sheets inventory lists one used good and one used backup mainsheet; three used good and three used backup inshore jib sheets at 15

m; two used backup offshore jib sheets at 19 m; flying sail spinnaker sheets (thin) with two new, three used good and two used backup; Code Zero spinnaker sheets (thick) with two used good; SS sheets with two used good; and jib hobbles with two used good. Additional lines comprise runner tails with two new and four used good; traveller lines with two used good; droplines with six used good and three used backup; Code Zero tweakers with two used good; 2:1 tacklines with two used good; tackline pennants with two new; 1:1 tacklines with two new and one used good; a GS furling line with one used good; furling lines with two used good and one used backup; a vang pennant with one used good and one used backup; jib leads with two used good and one used backup; jib in/out with two used good and one used backup; steering cables with one used good set and one used backup set; an outboard jib lead tweaker with one used good system and one used backup system; an SS furling line with one used good; a GS tackline with one used good; a GS furling line with one used good; a top lifeline with one new set and one used good set; bow jack stays with two used backup; cockpit jack stays with one used backup; and headstay pennants with one new and one used good. Loops include Backstay Lower and Backstay Upper together with a jib clew provisioned with three used good. Deflector and checkstay pennants inventory comprises deflector pennants with two new and two used good, checkstay pennants with two used good, a deflector lower leg with one used good and a checkstay lower leg with one used good. The inventory also contains Gorilla Foil Extrusion with two new and one used good, and a Gorilla Foil Sleave with one new and one used good.

Hull Construction

Crafted in Italy by Persico Marine to exacting race-boat standards, the hull was formed in a single-tool female mold using prepreg carbon fiber laid over a Kevlar/Nomex honeycomb core, with only minimal fairing applied to preserve

weight, structural stiffness and dimensional precision; the deck was manufactured in the same female-mold process. In 2020 both hull and deck were stripped back to bare carbon, then professionally refinished and coated with Awlgrip/Awlcraft 2000 to achieve a flawless, durable sheen.

Keel, bulb and rudder

Beneath the waterline, meticulous engineering and refined workmanship dictate the yacht's behavior. The keel fin is CNC machined from a single solid piece of steel, with machined slots at its head to accept the ballast rod, and its substantial fin foot was professionally milled away in 2023 to refine balance and improve handling. The CNC machined keel bulb integrates into a carefully crafted keel pocket and was deliberately lightened in 2025 to optimize trim and responsiveness when sailing with the water ballast system. Steering is equally considered: a large heavy weather rudder was fitted new in 2020 to deliver confident control, while a smaller "Med" rudder can be employed to better suit different sea states and cruising grounds.

Cradle, containers, safety and spares

A purpose-built galvanized cradle, engineered with selectable high and low positions, simplifies haul-outs and features a boatyard-friendly keel slot, four outrigger legs and three onboard boxes provisioned with shipping equipment. Two bespoke scaffolding planks, each ten metres long, provide two working heights to ensure secure, efficient access around the hull.

When ashore a four-level aluminium stair tower delivers safe, direct access to the deck and is fitted with full safety rails; the entire tower collapses for transport and stows neatly inside the yacht's containers for shipping. Yard and transport requirements are further supported by four wheeled mast stands for effortless maneuvering and a keel-bulb cradle stand designed specifically for

container storage and trucking.

Logistics have been configured around three High Cube containers: a 40 ft P CUBE workshop container in High Cube specification that is air-conditioned, dual-voltage capable and appointed with a captain's desk plus a complete tool and spare parts set; a 40 ft P CUBE sail and storage container, also High Cube, air-conditioned and dual-voltage with fitted storage racks and spares; and a dedicated 40 ft High Cube storage container. Complete inventories for each container are available on request.

The workshop is comprehensively equipped: a lathe and an Alztronic 14 table drilling machine are installed in the shop container, a portable air compressor supports a full complement of air tools, and an electrical generator mounted outside the shop container was new in 2023. A smaller generator provides power while at anchor or on a mooring, and the shop also houses a mounted grinder and a mounted belt sander.

Safety equipment is Category 3 compliant to World Sailing regulations and is specified to the highest standard, including two Ocean Safety twelve-man life rafts, a Jon Buoy, twenty-five Ocean Signal RescueMe MOB1 devices and twenty-five Ocean Signal PLB1 CSTA 310 units. Two EPIRBs are carried—one fitted with a hydrostatic release and one kept in the grab bag—together with AIS coverage. Personal safety kit comprises twenty-two inflatable life jackets with a few older spares, twenty-two tethers and sprayhoods, and twenty-two bum bags each containing a personal AIS unit, knife and electronic flare.

Offshore and delivery provisions have been thoughtfully curated: a single-burner stove, a Spectra watermaker that has been pickled since 2020, and a gimballing carbon toilet mounted forward of the mast using disposal bags. Additional items include a 10-litre water tank, an offshore galley module, ten offshore hinging bunks, an inflatable air gasket system on the foredeck hatch, Ti offshore pit bags and offshore wheel guards.

A substantial spare parts inventory underpins dependable operation: a spare

carbon steering wheel (T1), a spare Ti pulpit with push pulpit plus stanchions and lifeline, and a broad suite of engine spares such as an alternator, filters and hoses, together with a used spare engine suitable for parts or rebuild. Electrical reserves include a spare 48-volt battery and a selection of electronic displays, switches, relays and routers. The water ballast system is supported by a spare pump, an air compressor, four-inch and eight-inch butterfly valves and a complete set of sensors and relays. Hydraulic spares comprise a rotary pump, a hand pump, miscellaneous valves and hoses, a used spare manifold and a four-inch carbon pipe. Interceptor components have already been machined and are ready for installation on the transom.

Sails

The Vesper’s sail wardrobe has been assembled for uncompromising race readiness and peak performance, beginning with the M3 inventory completed in June 2025. The mains for that mast consist of M1-A by Doyle, delivered in Sardinia 2025, and M2-A by Doyle, delivered in June 2025, both specified and trimmed for Maxi Worlds and St Tropez 25. The race jib collection stored in the race bag comprises J1-A by Doyle, delivered in Sardinia 2025; J1.5-A by Doyle, delivered in June 2025; J2-A by Doyle, delivered in June 2025; J3-A by Doyle, delivered in June 2025; and J4-A by Doyle, delivered in Sardinia 2025, each optimized for Maxi Worlds and St Tropez 25. The A-sail roster prepared for the same events includes A1-A by Doyle, delivered in June 2025; A1.5-A by Doyle, delivered in Sardinia 2025; A1.5-B by Doyle, delivered in Sardinia 2025; A2-A by Doyle, delivered in June 2025; A2 Plus - A by Doyle, delivered in June 2025; and A4 - A by Doyle, delivered in Sardinia 2025. Extending the reaching range, the boat carries JT-A by Doyle, SS-A by Doyle, GS - A by Doyle, and MHCO - A by Doyle, all delivered in June 2025 and intended for Maxi Worlds and St Tropez 25 campaigns. For heavy-weather and inshore robustness, the storm inventory comprises a lightweight Storm Trysail by Quantum, a lightweight Storm Jib by

Quantum, and a Storm Jib by North in Spectra. Complementing this, the M2 sail set for mast number two has been methodically packed and containerized for rapid deployment: the mains are M1 - A by Doyle and M2 - B by Doyle, both bricked in the red container. The jibs are J1.5 D by Doyle, bricked in the red container; J2 - C by Doyle, stowed in the sail container; and J4 - B by Doyle, also in the sail container. The A-sail suite for M2 comprises A1-0 (ORC) by North in the red container; A1.5 C by Doyle in the sail container; A2-A by Doyle in the red container; A2-B by Doyle in the red container; A2 - C by Doyle in the sail container; and A2+-B by Doyle in the red container. Reaching capability is further supported with GS - A by Doyle in the red container and SS A by Doyle in the red container. Finally, the delivery sail inventory includes a Big Jib - Spectra by North in the red container and a Small Jib by Evolution in the red container.

Vesper

Originally launched as Momo in 2014, Vesper was crafted by Persico Marine in Italy to the exacting standards of grand prix race-boat construction. Conceived as a no-compromise Maxi racer, she represents the apex of performance, cutting-edge technology and unwavering reliability in the competitive sailing arena. Owned by just two custodians, Vesper has benefited from uninterrupted professional management and substantial, ongoing investment, each owner meticulously maintaining and upgrading her to preserve peak racing condition. Her competitive record is exemplary: a three-time Rolex Maxi Worlds Champion with seven podium finishes in eight Rolex Maxi World Championships, and the winner of the ORC North American Championship, she is indisputably one of the most successful Maxi racers of her era.

In 2025 Vesper underwent a comprehensive performance upgrade programme that introduced a new mast, boom and standing rigging, together with a new-generation racing sail inventory developed specifically for the

revised rig—the racing sails having been campaigned in only two events. The refit also included the addition of 2,000-litre water ballast tanks on each side, significantly enhancing power, stability and overall performance potential. These enhancements have transformed her into a thoroughly modern Maxi racer, primed to contest the highest level of competition. Located in La Ciotat, France, Vesper is fully prepared and race-ready for the Rolex Maxi Worlds and the world's premier Maxi events, offering a rare chance to acquire a proven champion on a fully upgraded platform.

Remarks / exclusions / disclaimer

Please note that the vessel name "Vesper" and the hailing port "The Creek" are reserved and will not convey with the sale; within twelve months of the date of purchase the Buyer is required to repaint the hull and remove all existing hull graphics, vessel name, and hailing port markings. The Company provides the particulars of this vessel in good faith yet does not make any representations or warranties, either express or implied, as to the accuracy of the information supplied or the vessel's condition. Prospective purchasers are therefore advised to carry out their own thorough due diligence and to instruct their appointed representatives—brokers, surveyors and other qualified professionals—to verify any and all aspects they wish to confirm, including, but not limited to, vessel specifications, listing information, equipment, inventory and overall condition. This vessel is offered subject to prior sale, change 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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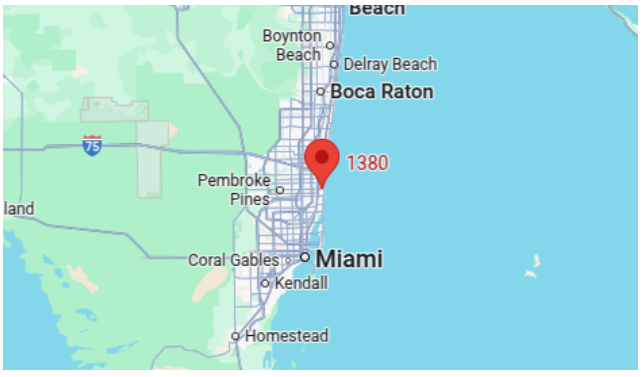

1380 Weeping Willow Way, Hollywood, Florida 33019