

MISTY — LITTLE HARBOR



Builder: LITTLE HARBOR

Year Built: 1990

Model: Cruising Ketch

Price: PRICE ON APPLICATION

Location: United States

LOA: 53' 5" (16.28m)

Beam: 15' 1" (4.60m)

Min Draft: 6' 0" (1.83m)

Max Draft: 12' 0" (3.66m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 8 Kts. (9 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **MISTY — LITTLE HARBOR** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **MISTY — LITTLE HARBOR** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

As the only aft-cockpit Little Harbor 54 built, and the only split rig, MISTY is a rare offering in today's brokerage market. In addition to an extensive list of standard Little Harbor amenities, this luxurious bluewater cruiser offers electric sail handling, bow thruster, generator, inverter, water maker, air conditioning and Espar heat. True to the Hood design philosophy, moderate displacement, a low-wetted-surface-to-sail ratio and a tall rig provide impressive light air speeds and momentum, as well as powerful and comfortable heavy air performance. The full hull shape also lends itself to superior weight tolerance. Thus, loading the yacht with cruising equipment and provisions tends not to reduce performance.

On deck, MISTY features a huge cockpit with a fixed drop-leaf table for six, standing headroom below a large dodger and easy access to below via hinged raised-panel doors. A custom-designed molded GRP steering pedestal houses a Ritchie 6" compass all engine instrumentation and controls for a 10" Garmin color chartplotter, remote ICOM VHF and bow thruster. All sail-handling controls, sheets and winches are within easy reach of the helmsman, as are the two separate auto-pilot systems. Built-in lockers for storage of rope tails are located in the cockpit combing.

The interior is finished in the Herreshoff style, which accentuates the feeling of openness in a cleverly-arranged open-plan salon, galley and navigation area. The master stateroom features a centerline queen-sized berth, a desk/vanity and an ensuite head with separate stall shower. The guest stateroom also has a queen-sized berth and ensuite head and shower, plus wet hanging locker.

MISTY has enjoyed knowledgeable and caring owners since her conception. Careful and generous maintenance, constant upgrading and relatively light use (the yacht was stored inside for approximate 2-½ years) make her a truly remarkable offering. Recent mechanical and electrical maintenance and modifications, plus fresh Stars & Stripes Blue Awlgrip topsides (2013), brightwork and bottom paint ensure the yacht is ready for a carefree transition to a proud new owner.

Fully ORC compliant.

Basic Information

Category: Cruising Ketch

Sub Category: Aft Cockpit

Model Year: 1990

Year Built: 1990

Country: United States

Coast Guard #: 971015

Vessel Top: Dodger

Dimensions

LOA: 53' 5" (16.28m)

LWL: 42' 9" (13.03m)

Beam: 15' 1" (4.60m)

Min Draft: 6' 0" (1.83m)

Max Draft: 12' 0" (3.66m)

Clearance: 70' 5" (21.46m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 8 Kts. (9 MPH)

Displacement: 60000 Pounds

Water Capacity: 380 Gallons

Fuel Capacity: 200 Gallons

Accommodations

Total Cabins: 2

Total Berths: 4

Sleeps: 5

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak over Fiberglass

Hull Configuration: Centerboard

Hull Color: Stars and Stripes Blue

Hull Finish: Fiberglass

Hull Designer: Ted Hood Design Group

Engine Information

Engines: 1

Manufacturer: Westerbeke

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

OVERVIEW

As the only aft-cockpit Little Harbor 54 built, and the only split rig, MISTY is a rare offering in today's brokerage market. In addition to an extensive list of standard Little Harbor amenities, this luxurious bluewater cruiser offers electric sail handling, bow thruster, generator, inverter, water maker, air conditioning and Espar heat. True to the Hood design philosophy, moderate displacement, a low-wetted-surface-to-sail ratio and a tall rig provide impressive light air speeds and momentum, as well as powerful and comfortable heavy air performance. The full hull shape also lends itself to superior weight tolerance. Thus, loading the yacht with cruising equipment and provisions tends not to reduce performance.

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HULL and CONSTRUCTION

The hull is molded in GRP from female molds with 3/4" Airex foam core for added strength and sound/thermal insulation. Vinylester resin is used on the exterior skins for the highest possible resistance to osmosis, plus epoxy bottom coating with Interlux 2000 system. Airex core material is eliminated in areas of sheerline, centerline, ballast, rudderpost, hull ports and through-hulls, with solid GRP lay-up in these areas. There is a painted teak rub rail with stainless steel striker

for topside protection in docking situations.

The deck is hand-laid teak over GRP, with Divinycell H-80 foam core for strength and stiffness. In areas where deck equipment is installed, core is replaced with Divinycell H-200 high-density foam. Outer skin is built to 1/4" thickness, inner skin to 3/16". Cockpit sides and coaming are solid fiberglass. Deck flange is solid glass to approximately 3/8" thickness. The deck is bonded with epoxy putty to the inboard angled hull flange and bolted with 5/16" bolts on 8" centers. Additional fastenings are provided with a teak toe rail through-bolted on 8" centers. All deck hatch landings are molded in GRP. There is a flush lazarette hatch with molded drain channels. The propane locker is molded separately into the cockpit coaming and ventilated with direct drain overboard.

The rudder blade is molded around a stainless steel frame welded to the rudderstock and supported by upper and lower bearings. A bronze stuffing box is provided with Teflon impregnated packing. The weighted centerboard is molded GRP with bronze shoe.

- Integral molded fiberglass fuel and water tanks and centerboard trunk
- Internal cast lead ballast
- Varnished teak exterior trim
- Hull finish is "Stars & Stripes" Blue Awlgrip topsides (2013) with gold cove stripe, white boot and black bottom.

Centerboard configuration offers minimum draft of 6' with board up and a maximum draft of 12' with board down.

INTERIOR OVERVIEW

All cabins are finished in the Herreshoff style with white painted bulkheads and cabin trunk and exquisitely milled teak trim, rails, doors and drawers. There is a teak wainscot throughout which is a key element in ensuring a perfect atmosphere of light and warmth. Exposed hull surfaces are lined with a teak 2" strip planked ceiling. All seating is upholstered in forest green Ultrasuede.

The head and shower floors are molded GRP covered with varnished teak grates. Ample shelving, bookshelves and teak handholds are provided throughout. Full-length mirrors are provided in each stateroom. All water and fuel tanks are located below cabin sole level, providing extensive storage area under seats and furniture throughout the interior.

All countertops in the heads and galley are white Corian. All vertical surfaces in the heads are finished in white Formica with teak stiles and rails. A teak cherry drip rail runs continuously below all portholes and also serves as a convenient handrail.

Variable speed circulation fans are located in the main salon and at each berth. A 5,000 BTU reverse-cycle air conditioning unit is centrally located in the main salon. Additionally, Espar diesel heat can take the chill off quickly and efficiently. The deck hatches, portholes and dorade vents are of polished SS and manufactured by Hood Yacht Systems. Built-in hatch screens and

blinds conveniently slide away into concealed compartments within the headliner when not in use. The cabin sole is made up of a completely removable system of teak and holly floorboards (insulated around the main engine) with flush chrome lock downs. The overhead is finished in white Formica panels and beautiful teak and holly laminated deck beams. All hanging lockers are lined with cedar. Interior teak and painted surfaces have a satin finish except for the cabin sole which is high gloss. All interior locksets, hinges, light fixtures and assorted hardware are finished in polished stainless steel and chrome completing the crisp, clean overall look of understated luxury.

ACCOMMODATIONS and LAYOUT

Starting forward, a large forepeak locker accessed via a deck hatch accommodates anchor rode, sails and assorted deck hardware. A solid bulkhead separates this area from the master stateroom which is next aft. This oversized cabin offers a queen size centerline berth, a settee with vanity to port and a full size head and separate shower stall opposite. Two deck prisms, three opening hatches and two opening portholes contribute to this cabin's bright, open feel.

Next aft, the main salon is flooded with light from six Lexan hull-side fixed ports, eight opening ports in the deckhouse and four overhead hatches. A 3/4 round settee/dinette to starboard includes a center-line settee which encloses the main engine below and provides unequaled engine access when hinged up and out of the way. A combination TV/VCR is hidden in a locker above the settee. There is a full navigation station to port containing a chart table, numerous lockers and drawers and the main power distribution panel. A pilot berth is located outboard of the nav area. A built-in drinks fridge is conveniently located just aft of the settee, yet out of the way of the chef.

The aft head to port is accessible from the main salon via a pocket door as well from the guest stateroom. The guest stateroom contains two large singles berths which easily convert to a queen size berth. There are numerous lockers and drawers including a cedar lined hanging locker.

The galley is next aft to starboard and features a comfortable u-shaped configuration, exceptional storage, a built-in, tilt-out trash bin, a double stainless steel sink and white Corian counter tops.

Galley Equipment:

- Grunert cold plate refrigeration with both 110 Volt AC and engine-driven compressors
- Alder Barbour drink fridge (2002)
- Mariner stainless 3-burner gimbaled range with oven and broiler
- GE built-in microwave oven

ELECTRICAL SYSTEM

The yacht's DC electrical supply is 12 Volt, supplied by three independent battery systems:

House batteries - (8) 6 Volt; Engine battery - (1) 12 Volt 8D (new 2014); Generator battery - (1) 12 Volt.

A 130 amp engine alternator charges the house batteries and a second 55 amp alternator charges engine batteries. Alternatively, all batteries may be charged by a 110 Volt AC Hart Freedom 2500-watt battery charger run off the generator or shore power. Battery condition is monitored via a Link 2000. GFI waterproof 12 Volt outlets are located at the steering pedestal and nav. station.

The yacht's AC electrical system is 110 Volt/60 cycle. AC power is supplied by a 50 amp shore power inlet. A 5 kW Westerbeke diesel generator (2,093 hours) and a Heart Interface 3000 watt inverter also supply AC. AC functions include: Water heater, refrigeration, electrical outlets, microwave oven, air conditioning, A/C outlets and GFI waterproof AC outlets in heads and galley.

All ship's wiring is tinned copper wire and is run in a PVC conduit system from bow to stern. Access for service or additional wiring installation is easily made at load center stations concealed by watertight covers. All wires are color coded and numbered for easy identification.

The main switch panel is located in the vicinity of the nav. station and includes: DC and AC branch circuit breakers with backlighting, battery test meters, reverse polarity indicators, DC and AC voltage and load current meters, DC and AC voltage and amp meters, bilge alarms, inverter controls, and heating and air conditioning controls.

Engine, rudderpost, mast step, cabin plates and seacocks are grounded to a 6" copper strap, glassed to hull running from bow to stern on both sides of hull. A copper screen is glassed into the hull for radio antenna grounding. A separate grounding bar is installed for electronics.

LIGHTING

- Running lights
- Masthead light
- Steaming/flood lights
- Mast-mounted deck light
- Compass light
- Stainless overhead dome lights and Frigast reading lamps
- Combination red/white lights in galley and nav. area
- Low-voltage red night lights throughout interior
- 12 Volt lights in heads and galley
- Automatic on/off switches provided for hanging lockers
- Forepeak, lazarette and machinery-space lights

ELECTRONICS and NAVIGATION EQUIPMENT

- Autohelm 7000 autopilot, Type II linear drive with remote and second indicating control head at navigation station
- Robertson AP300PW autopilot with hydraulic drive
- B & G Hydra 330 and 2000 Oceanpack with full function displays and one apparent wind display with information available in cockpit, nav. area and master stateroom
- ICOM M-700 SSB radio with AT-120 coupler
- Leica MX412 Professional differential GPS
- Garmin plotter at helm (2006)
- Furuno 1830 radar with extra cable and cockpit unit
- Furuno monitor (plotter/radar) in cockpit (2010)
- Sirius XM weather system (2010)
- Remote ICOM VHF at helm/main at nav station (new) with DSC
- B&G compass display (new)
- Richie 6" compass
- 15" Mac computer, with PC operating capability for Sirius Weather, chartplotter display
- Computer data ports in nav. area
- Alpine stereo system (new), with high-gain antenna, AM/FM/multi-disc CD, KHF salon speakers
- (2) Bose waterproof cockpit speakers (new)
- Panasonic 13" color TV with integral VCR
- Rogue Wave WiFi antenna with multi-device wireless router
- Cable TV shore cord
- Landline telephone with outlets in the salon, master and guest cabins
- Brass clock and barometer

ENGINE and MECHANICAL EQUIPMENT

- 100 hp Westerbeke diesel engine, fresh water cooled (2,964 hours)
- A 5 kW Westerbeke diesel generator (2,093 hours)
- Stainless 1-1/2" propeller shaft turning an 18", 3-blade max prop
- Vetus single-lever clutch/throttle control
- Oil change pump, plumbed to both the main engine and generator
- Vetus electric bow thruster
- Sea recovery AM600 watermaker, produces approximately 600 GPD
- Engine drive refrigeration condenser (2009)
- Marine Air 5,000 BTU reverse-cycle heat and A/C with digital controls
- Espar D7L cabin heater with five outlets (2009)
- 110 A/C hot water heater with heat exchanger
- Stainless hot water tank (2011)
- Domestic fresh water pump with accumulator tank
- (2) Electric bilge pumps
- (2) Manual bilge pumps
- Holding tank (new 2008)

SAILS & RIGGING

Rigging:

- Ketch rig, electric Hood Stoway main mast and mizzen with rod rigging
- All running rigging replaced (2007)
- Hood 4880 Sea Furl headstay system
- Main and mizzen furling motors and seals rebuilt (2009)
- Staysail package
- Full spinnaker package; pole
- Navtec hydraulic boom vang with single function panel
- Storm trysail track with halyard and block
- Harken mainsheet traveler system with Lewmar Spinlock stoppers

Sails:

- North Stoway mainsail (2007)
- North Stoway mizzen (2007)
- North 130% genoa (2007)
- North 85% heavy weather jib (2007, never used)
- Shore asymmetrical cruising spinnaker (MPS) with dousing sleeve
- North storm trisail
- Shore mizzen staysail
- Northstorm jib

Winches:

- (2) Bariant #32 electric primaries
- (1) Bariant #28 electric mainsheet/outhaul winch with double jammer
- (2) Bariant #27 self-tailing secondaries
- (1) Bariant #21 main halyard winch, 2-speed
- (2) Bariant #22 genoa halyard winches
- (1) Bariant #22 self-tailing spinnaker halyard winch
- (1) Bariant #21 mizzen sheet
- (2) Bariant #21 halyard winches

DECK HARDWARE and EQUIPMENT

- Stainless, custom, removable davits (2014)
- 5-person 9'-6" AB inflatable with aluminum hull (2013)
- 9.9 hp Yamaha outboard (2013, 6 engine hours)
- Nilsson vertical anchor windlass (motor rebuilt 2014) with Nilsson chain stopper
- Second rope/chain hawse pipe to starboard. Built-in hawse on windlass for chain rode
- Lewmar pneumatic windlass controls

- 250' anchor rode with 5/16" H.T. chain
- 200' anchor rode 3/4" nylon, with 25' of 5/16" chain
- 35 lb. CQR anchor
- 66 lb. Bruce anchor
- Destroyer wheel with elkhide
- Stainless lifelines (2010)
- Custom dodger with roll-up front and elkhide grab bar (new)
- Full (stem to stern) canvas awning
- Cockpit cushions (new)
- Pull-pit and stern rail-mounted teak seats (removable)
- Teak and S/S transom-mounted swim ladder with pull-pit gate
- Salt water washdown with spigot on foredeck
- Hot and cold deck shower
- Emergency tiller
- Fenders and covers
- Fender boards
- Dock lines
- Boat hook
- Ensign pole

SAFETY EQUIPMENT

- Man-overboard module, MOM-9
- Switlik 6-person life raft in cannister
- Auto-inflate life vests
- Life sling
- Flare kit
- (3) ACR EPIRBs; (2) with GPS capability, plus (1) ACR personal EPIRB
- Custom horseshoe rings
- Life jackets
- Radar reflector mounted on mast
- Fire extinguishers
- Fire blanket

EXCLUSIONS

The owner's personal effects are excluded from the sale.

Exclusions

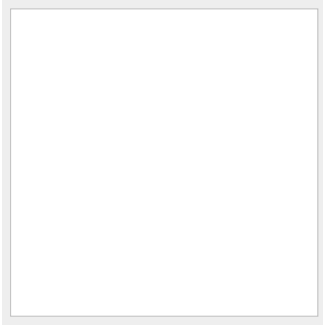
Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

Main Salon/Dining Settee



Salon Aft



Owner's Cabin



Guest Cabin



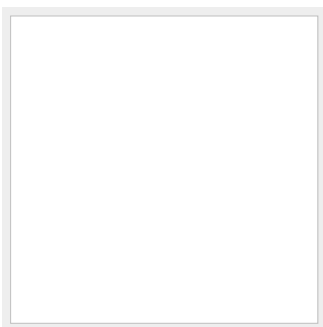
Nav Station/Pilot Berth



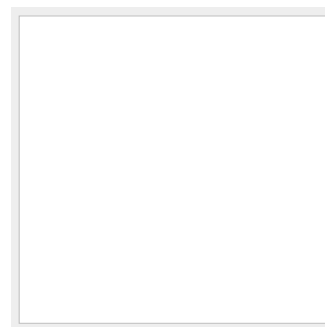
Galley



Starboard Aft Quarter



Starboard Profile



Aerial View



Layout



Profile Line Drawing



CONTACTS

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