

## GALADRIEL — LITTLE HARBOR



**Builder:** LITTLE HARBOR

**Year Built:** 1989

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 54' 0" (16.46m)

**Beam:** 15' 1" (4.60m)

**Min Draft:** 6' 0" (1.83m)

**Max Draft:** 11' 0" (3.35m)

**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 **GALADRIEL — 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 **GALADRIEL — 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

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## Overview

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Extremely well-maintained Ted Hood design with sought-after centerline queen berths fwd. and aft. Extensive refit, 2012. Many back-up features. Commissioned and ready to go!

## Basic Information

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**Category:** Cruising Sailboat

**Model Year:** 1989

**Year Built:** 1989

**Refit Year:** 2012

**Refit Type:** Mechanical, Engine, Generator, Electrical

**Country:** United States

**Cockpit:** Yes

## Dimensions

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**LOA:** 54' 0" (16.46m)

**LWL:** 42' 8" (13.00m)

**Beam:** 15' 1" (4.60m)

**Min Draft:** 6' 0" (1.83m)

**Max Draft:** 11' 0" (3.35m)

## Speed, Capacities and Weight

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**Cruise Speed:** 7 Kts. (8 MPH)

**Max Speed:** 8 Kts. (9 MPH)

**Water Capacity:** 235 Gallons

**Fuel Capacity:** 235 Gallons

## Accommodations

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**Total Cabins:** 3

**Total Berths:** 4

**Sleeps:** 6

**Total Heads:** 2

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## Hull and Deck Information

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**Hull Material:** Fiberglass

**Deck Material:** Teak

**Hull Color:** Dark Blue

**Hull Designer:** Ted Hood

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## Engine Information

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**Engines:** 1

**Manufacturer:** westerbeke

**Model:** IB 100

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## INTRODUCTION

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GALADRIEL is a late model example of this popular centerboard, mid-cockpit design. Formerly BOOMERANG, DOLCE and FLEET. She was purchased by her current owners in late 2011; a major refit was commenced in early 2012 and completed later that year. During this refit virtually every system, pump, motor and hose was removed from the boat and rebuilt or mostly replaced.

The front of the engine room was cut away and the engine and generator were pulled and sent away to the dealer for rebuilds (new countertops were installed after the engine and generator were replaced). The transmission was done a year later. Prior to re-installation of the rebuilt systems, the entire bilge and engine room was pressure washed and repainted.

Approximately 80% of the boat was rewired at this time. The vessel has been continuously upgraded since then.

GALADRIEL is a beautiful, very competent offshore vessel. She is a very special yacht and must be considered by the discerning sailor looking for an elevated level of quality, finishing and all-around sailing pleasure.

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## LAYOUT AND ACCOMMODATIONS

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### Salon

Descending the companionway steps you enter the salon. The four steps are handcrafted of solid teak, curved for safety in a seaway with non-skid in the varnish. There is a large round table slightly to port and a removable settee table to starboard. Both tables have custom covers to protect the finish while not on board or during ocean passages.

To starboard is a 6'-6" bench seat that easily pulls out for a comfortable sea berth with a lee cloth. The rounded seating at the main table to port accommodates six for dining or entertaining. The tables are solid teak, again shaped by hand, and feature a smart yet subtle starburst pattern expanding from the center to the slightly fiddled edges. The dining table has several drawers and a uniquely-engineered Frigoboat wine locker at the bottom with room for a dozen of your favorite bottles. Under the aft area of the settee to port is another customized drawer into which your best china fits snugly. This drawer is also engineered to secure the items from breakage. Behind the port seating is a flat screen TV monitor, which hides in a cabinet and rises into view via an electric motor. The Sea Recovery watermaker, recently upgraded to 860 gallons per day, is located under the forward area of the port settee.

Forward in the salon, on both port and starboard, are teak cabinets with beveled glass doors. The port cabinet has a starburst deck prism in the ceiling, which illuminates the crystal wine glasses and champagne flutes that can be housed in the cabinet. Beneath this cabinet is the

entertainment locker with the AV system. A drawer beneath can be used for additional CDs and DVDs. There are individual volume controls for the sound system in the salon, the three cabins, and the cockpit. There are two solid teak handrails in the salon ceiling.

The companionway entry has three separate sliders: a main cover of heavy safety glass framed in solid teak, a teak-framed screen cover and a canvas cover with teak framing. A rare and nice touch in the salon is the curved teak panel covering the keel-stepped mast and Tambour drop-down shades for all fixed hull ports. Excellent ventilation and natural light come from nine overhead hatches, all with integrated sliding screens, twelve opening port lights with removable screens, three deck prisms, seven fixed hull ports and six stainless steel dorades in solid teak deck boxes. The hull ports can be covered for privacy with custom teak sliders incorporated into the teak hull panels.

There is central air conditioning with reverse-cycle heating independently controlled in all three cabins and the salon. Additionally, there are seven 12V fans and an independent Espar heating system.

## **Forward Living Area**

Moving towards the forward cabin is a private head with a solid teak sliding door. This head is to starboard and has a green marble counter top, a manual marine toilet, wash-basin, medicine cabinet, a cedar-lined linen locker and three other lockers, providing plenty of storage for the yacht's towels, linens and supplies. The head also features a separate teak-trimmed shower stall with a solid teak floor grate, an automatic sump pump and a hanging wet locker. There is an overhead hatch with a built-in screen and a 12V blower for additional ventilation.

Opposite the head, on the port side, is the crew/guest/kids cabin with another solid teak sliding door. This cabin features two single bunks, a red cedar-lined hanging locker, a bureau with a green marble desktop and several lockers above and below the berths. Each berth has a lee cloth and the upper bunk has a solid teak handrail above it to assist in getting in and out of bed. Each bunk has a reading light and a 12V fan. There is an opening overhead hatch and a port light, both with removable screens.

Above the hanging locker are two other lockers; the smaller one with a sliding Tambour teak door can hide a TV, which is wired to the main entertainment center in the main salon. Moving all the way forward is the guest cabin with a very large queen berth, two cedar-lined hanging lockers and several other lockers, drawers, cabinets and shelves. Storage abounds here and there is plenty of room for your guests' personal effects, extra crew rations (for extended voyages) and the yacht's spares and supplies.

## **Galley**

The galley is located to starboard and slightly aft of the main companionway and is a small step down, ensuring excellent headroom throughout. It is a secure place for the cook, configured in a U-shape with two deep stainless steel sinks near the centerline of the yacht, with counter space on both sides and storage underneath and above to the left. The galley counters are Corian.



Moving in a counter-clockwise direction aft is the huge refrigerator with top and side doors, wire storage shelves and a dedicated drinks locker. There are four lockers and a large shelf above this area for food, condiments, books and other items. Two huge food lockers are located in the starboard aft corner of the galley and moving a little forward, behind the stove, are more food lockers.

The propane stove is a 4-burner Force 10, new 2018, with two high BTU burner elements with an oven and broiler. There is a microwave oven above the stove and a pots and pans locker below it. Next forward is more counter space with a series of drawers below and a dedicated trash locker next to that. Above this counter space is an appliance locker with space for a toaster, coffee grinder and coffee maker, all of which can be attached to a sliding teak shelf that can be fixed in either the open or closed position, so it may be out of sight while not in use. Above this locker is another large locker for holding your everyday bowls, dishes and glassware.

There is a 12V blower, a 12V fan and opening port light providing superb ventilation in the galley.

## Moving Aft

Moving aft from the navigation station is a companionway with a deep freezer with top and side doors. There is a bar with a Corian counter and lockers above, with room for bottles and glassware. The ice machine is located to the right of the deep freeze. Both the deep freeze and the refrigerator can be cooled by either the main engine, the generator or by 110V shore-power. Opposite the bar (above and aft of the engine room) is a huge tool locker with three shelves for all your tools and more spares.

Next aft is GALADRIEL's owner's cabin with a palatial queen centerline berth – rarely seen in Little Harbors. The bed has a custom mattress and separate lee cloths for comfort in a seaway. There are seats on each side of the bed and tons of locker space, shelving and drawers. There is also an additional B&G Hydra 2000 repeater for the owner to monitor. There are two 12V fans, two overhead hatches with built-in screens and privacy shields, and two opening port lights, with screens, and two dorades.

The private en-suite head is on the starboard forward side of the aft cabin. It also has countertops of marble and features a rather large vanity with medicine cabinet, plenty of storage and a separate shower stall with a thermostatic shower valve (so the water is just the right temperature) and an outboard locker hiding the washer/dryer. There is also an opening hatch and port light with screens and a 12V blower to help moisture escape.

The solid teak cabin sole throughout the yacht is built of separate removable floorboards for access to tank tops, sea-cocks, machinery and Racor filters. Each section of floor is locked in place with flush-mounted swivel handles. Construction is of solid 3/8" alternating teak and holly, laid over a lighter weight core material. A combination safe is hidden in a locker for your valuables while in port.

## ELECTRONICS AND NAVIGATION EQUIPMENT

Navigation: The navigation station is located on the port side of the main companionway and aft of the main salon settee. There are two lockers under the navigator's seat; one for safety gear, tools, spares and miscellaneous equipment and the other for spare engine oil. The table is handcrafted solid teak with a custom inlay around the perimeter. More storage lockers and a shelf are to the navigator's right with more shelving above the navigation panel.

- Icom 604 VHF mast-mounted antenna
- Icom 120 VHF
- Icom handheld VHF
- Icom 700 SSB
- Raymarine E-125 (2015) at nav station
- Raymarine E-7 (2012) at helm
- Raymarine E-7 (2012) mounted in master cabin (All three units can be operated independently)
- Computer (2014)
- B&G system: (3) 2009 Brooks & Gatehouse Hydra 2000 displays: (1) each in cockpit and at nav station and (1) in owner's cabin. 2009 software update to all units
- AIS (2014)
- Sirius radar weather
- Rogue WiFi amplifier/antenna
- KVH M3 sat dome (2014) offers fulltime broadband and voice virtually worldwide
- 24" High-performance 4 kW radome antenna
- Gyroplus II External Rate Gyro processor for autopilot and compass systems
- Ritchie compass, swung to within 1 degree
- 40W Automatic hailer/fog horn, mast-mounted
- Cellular amplifier with external mast-mounted antenna for wireless cell phone and internet

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## ENTERTAINMENT SYSTEM

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- An air antenna on top of mast brings in local channels
- 4-Terabyte hard drive can be accessed on demand from any cabin; different videos can be played simultaneously via Roku stick on demand technology (2018)
- Fusion 755 media center (2018) can be played throughout boat with independent volume controls in each cabin

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## ELECTRICAL SYSTEM

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- 12 Volt and 110 Volt systems
- Westerbeke 8 kW generator, rebuilt 2012
- Remote start wiring panel for generator replaced in 2017, with alternate start panel on actual generator, replaced 2016

- House batteries (2016) DC power provided by (6) Lifeline AGM 1200 amp hours
- Single AGM start battery for main engine and generator
- Dual (2) Inverter/charger Xantrex SW 3012 TSW charger inverter (2017) 3000 W, can be connected together or used independently
- Battery charging done one of three ways: shore power thru charger /inverter or through the engine with the two high-capacity 100 Amp Balmar alternators on the engine
- Generator can also charge the batteries

## DECK EQUIPMENT

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GALADRIEL's cockpit design, deck layout and sail handling equipment allow the yacht to be easily operated by the helmsman alone without recruiting onboard guests. The cockpit is large and functional, designed for easy exit each side without climbing over coaming. A custom-designed steering pedestal houses all engine instrumentation. New B&G Hydra 2000 sailing instruments are displayed above the companionway providing essential information for the helmsman and are readable from anywhere in the cockpit. A Ritchie 6" compass is installed on the steering pedestal and features a removable stainless steel cover.

Primary winches, mainsheet and mainsail outhaul are 2-speed electric, all within easy reach of the helm. Line clutches allow the furler and other working lines to be operated with an electric winch. The Hood Sto'way in-mast mainsail is also electric. By attaching the removable cutter stay, she becomes a serious offshore voyager capable of virtually any sea. The dodger is very sturdy and can be a useful handhold in heavy seas. The new bimini, covering the whole cockpit, provides rain and sun protection. It is designed to be in place while sailing and has withstood 50-knot gusts. Both the dodger and the bimini can be folded down and stowed neatly out of the way. The solid teak cockpit table can dine four as is, or with the extension in place, six. There is a stainless steel tube under the table for a good foothold and a cooler locker inside the table. The steering pedestal has the engine instruments and controls, a helm-operated remote for the windlass, a high-water bilge alarm, controls for the new bow thruster, controls for the cockpit, deck and navigation, lights, and the control for fire suppression.

The cockpit seats are long enough for your tallest guests to stretch out and custom made closed-cell foam cushions line all the seats and seatbacks, including a riser for the helmsperson. All cushions are attached (but removable) so they won't be lost while sailing. All control lines neatly stow in the teak-framed cockpit coming. There are also small storage lockers aft of the helm for quick access to blocks, spare line and other items.

The large format Ultra Bright Sunlight Viewable E125 multifunction color display is mounted in the cockpit along with a full complement of B&G Hydra 2000 sailing instruments, autopilot main control head with a wireless autopilot remote control unit and a removable cockpit-mounted VHF ICOM III Command Microphone. Unique to GALADRIEL, the aft deck area has two swiveling "fighting" chairs for deep sea fishing, sunning, and reading. It is also a popular area at cocktail time or for manning propane BBQ. There is a spotlight mounted on the port antenna mast that can be used to illuminate the aft deck, and a removable teak table can be set between the chairs.

There are two deck chocks for fishing rods and a folding stainless steel and teak swim ladder off the transom.

Abundant deck storage with a very large forward sail locker, two aft lazarettes and one aft locker. An outboard engine can be easily lifted to and from a dinghy with the custom stainless steel arm on the starboard aft deck.

## **Anchors**

- Bruce 66# 25' chain 250' nylon rode
- Delta 88# with 350' chain rode

Anchor windlass 2016. Primary anchor is 66lb Plow coupled to 250' high tensile 5/16" galvanized chain (New 2018), Secondary anchor is a 35lb Bruce coupled to 50' chain and 150' 3/4" 3 strand nylon. Anchor windlass can be operated by foot switches on deck or remotely from helm.

## **DECK CONSTRUCTION**

The deck is one-piece molded FRP covered with laid teak and Divinycell H-80 foam core. In areas where deck equipment is installed, core is replaced with Divinycell H-200 high-density foam. Cockpit sides are solid fiberglass with solid teak handrails, cockpit combings and backrests in a high gloss varnish. Deck flange is solid glass, approximately 3/8" thickness. The deck is bonded and bolted down with epoxy putty to the inboard angled hull flange with 5/16" bolts on 8" centers. Additional fastenings are provided by the solid teak toe rail thru-bolted on 8" centers. All deck hatch landings are molded in FRP. There are two flush lazarette hatches with molded drain channels. Propane and outboard motor gas etc. are in separate lazarettes and ventilated directly overboard.

The hand-laid teak decks, deckhouse and cockpit sole have been fully refurbished by Hinckley in 2010 with a current thickness of 1/2". A solid teak toe rail is flared and tapered to match the hull and fitted to mooring line chocks. The solid teak dorade boxes have dovetail joints and stainless steel cowls which can be removed for ocean passages. There are teak drip railings along the cabin sides which wrap around the front and back of the deckhouse. All exterior teak has a minimum of six coats of professionally applied high-gloss varnish. Stainless steel pulpit with port and starboard running lights, stainless steel stern pulpit with boarding gate and stern light, 30" stainless steel stanchions and double lifelines with side gates, stainless steel stem head fitting with twin anchor rollers and well-rounded built in mooring line fairleads installed flush with the toe rail, stainless steel stern and spring line chocks flush with toe rail, stainless steel chain plates, stainless steel non-fouling guard rails over dorade boxes, leather-wrapped stainless steel steering wheel, and stainless steel genoa tracks inboard and outboard with reference numbers stamped on top.

There are four mid-ship cleats, two each on port and two each on starboard along with two cleats on the bow and two stern cleats.

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## HULL AND CONSTRUCTION

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Topsides are Mauritius Dark Blue Awlgrip painted 2015, along with a white double boot stripe and gold cove. The coach house was also painted in Awlgrip Stark White in 2015 and non-skid was painted a Whisper Grey. Exterior bright work is always kept in top condition.

The hull is molded in FRP from female molds with 3/4" Airex foam core for added strength, sound and thermal insulation. Vinylester resin is used on the exterior skins for high resistance to water osmosis and very low post-curing shrinkage for a superior long-lasting finish.

Bottom is coated with epoxy Interlux 2000 system. The Airex core material is eliminated in the sheer line, centerline, ballast, rudderpost, hull ports and thru-hulls. Solid FRP is laid-up in these areas. There is a teak rub-rail with stainless steel striker. Bulkheads are built of marine grade plywood, reinforced with FRP in areas of chain-plates. All structural bulkheads bonded to the hull and deck with FRP and Airex foam spacers.

Floor beams are extruded FRP (as differentiated from the wood beams used in the Little Harbor 53s), interlocked and bonded to hull for rigid and durable support of the cabin sole. FRP fuel and water tanks are integral to the hull for additional stiffness and to use the maximum amount of volume available. All tanks are below the floorboards and are fully baffled with ample inspection ports. The water tanks are coated with clear gelcoat. Chain-plates are 316 stainless flat bar weldments thru-bolted to reinforced FRP attached to hull. Stainless steel mast step, 1/4" thickness with limber holes and provision for 3" fore and aft adjustment. FRP engine bed with steel reinforcement bonded directly to hull.

The centerboard was rebuilt in 2013. A new Amsteel pennant was attached in 2013. The centerboard is two-part female-molded FRP with bronze protective shoe on leading edge and FRP around pin area. The centerboard has a highly efficient foil shape and is filled with structural putty and lead ballast to provide negative buoyancy. The centerboard is hoisted via Amsteel cable to a dedicated winch. The centerboard trunk is molded FRP. Centerboard configuration offers a minimum of 6' with board up and a maximum draft of 12' with board down. The hoist winch is located at the forward end of the cockpit and is operated manually with a winch handle.

- Rudder: The balanced spade rudder molded FRP with 3 1/2" stainless steel rudderstock. The rudder blade is molded around a stainless steel frame welded to rudderstock
- Ballast: All ballast is lead cast in place and fully encapsulated by the fiberglass hull and keel. The lead is covered with approximately 1/2" solid FRP
- Bimini and dodger were new in 2014/2016 and are white Stamoid vinyl
- Deck drains were replaced in 2018
- Life lines replaced in 2014

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## SAILS AND RIGGING

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The Hood electric Stoway mast and boom are painted aluminum extrusions by Hood Yacht

Systems. Sail inventory consists of the furling main, furling genoa, staysail, and storm staysail. The sails are routinely serviced by North Sails and new in 2013.

- Mainsail: North sails 2013 radian cut with vertical battens
- Genoa: North sails 2013 Radian cut 150%
- Spinnaker: 2014 Parasailor, like new, used a few times

The double spreader spar is keel-stepped and standing rigging and turnbuckles are stainless steel rod. Standing rod rigging was replaced in 2012. Sail and rig controls include a Harken headsail furling system, new 2012 and rebuilt 2018, Hood Stoway electric mainsail furling system, which was rebuilt in 2012, and Navtec hydraulic boom vang, rebuilt in 2017, and backstay adjuster rebuilt in 2017.

All the running rigging was updated 2017 and is led aft to the cockpit - not through, but around the dodger - maintaining its water tight seal. GALADRIEL comes with full spinnaker gear including a pole on a mast track, secondary winches and running rigging to fly an asymmetrical or symmetrical chute. The cutter stay is fastened in place with an oversized pelican hook. When not needed, the cutter stay stows neatly away on a dedicated padeye on the port side deck. Tacking and gybing are a breeze as GALADRIEL is a true sloop that can be converted to a cutter only as needed when going to weather in the heaviest winds. The entire rig was inspected in 2018.

- Running rigging blocks and line clutches new 2008-10
- Main topping lift - new poly-coated wire and line
- Running back stays – new T900 Line
- Main halyard – new Vectran Line
- Genoa halyard -new Vectran Line
- Staysail halyard - new Sta-Set X Line
- Main sheet - new Maffioli Line
- Genoa sheets - new Sta-Set Line
- Genoa furler - new 1 each Spinlock line clutch and Harken Hexaratchet block
- Jib leads can be moved under load. New block and tackle installed 2018
- Lifelines new 2014
- Main outhaul - new dual Spinlock line clutches
- Mainsheet - new dual Spinlock line clutches
- Lewmar #40 - new 2-speed self-tailing winch
- Centerboard line - new Amsteel line
- Spinlock line clutches – new on mast
- (4) Electric Barient winches. Removed and serviced 2018 (new switches, 2013)
- (2) Manual Barient secondary winches

## **MECHANICAL EQUIPMENT and ENGINE DETAILS**

The insulated engine room is under the cockpit and accessed through two doors opposite the

nav station, a door under the companionway steps, a locker under the galley sink, a locker in the aft cabin and a port in the aft head. The mechanical equipment is a tight fit, but all sides are accessible. The main engine is a 100 HP Westerbeke, rebuilt 2012, and the generator is a Westerbeke 8kW (rebuilt, 2012) with separate sound shield. The engine space is well insulated and well ventilated, with a 12V blower providing fresh air and exhausting hot air. Fire suppression is controlled from the helm and there are inspection windows in the port side doors. There are separate battery selector switches for the windlass, power winches, generator, main engine and main house supply and bow thruster. Above the engine doors are the extensive 12V and 110V electrical panels, properly labeled for quick reference and control. Also located here are the controls for the Eberspacher 8D heater.

The Arcturus 10 HP twin prop bow thruster was installed 2009. The bow thruster is powered by a separate pair of AGM lifeline batteries (new 2013). Batteries charged with dedicated 24V charger.

- New engine-drive refrigeration conditioning unit, 2009
- Espar cabin heater with five outlets, rebuilt 2009, not activated
- Autopilot Raymarine (upgraded drive 2014). Unit features redundant control heads located at helm and navigation station
- 3-blade Max prop rebuilt (2014)
- (3) Fuel tanks, total capacity 235 gallons (stbd 80 gallons, port 120 and aft tank 35 gallons)
- Fuel polishing pump and 2-micron filter (2012)
- Xintex CO sniffers (2012)

## Plumbing System

Sea Recovery reverse-osmosis 860 gallon/day water maker with UV purifier. Low and high-pressure pumps rebuilt (2012 and 2018)

- Allcraft 17-gallon hot water heater
- Rule high-capacity emergency bilge pump
- (3) Automatic bilge pumps
- (1) Manual bilge pump
- Arid bilge drying system (picks up small amounts of water)
- All plumbing (fresh and black water) inspected and replaced as necessary
- High water bilge alarm
- Automatic/manual engine fire extinguisher
- Reverso electric oil change pump for both engine and generator
- Salt water anchor wash-down pump (2014)
- Freshwater wash down pump (2012)
- Bottom sanded and painted with Interlux Micron 66 every year
- Individual grey water sump pump for galley, forward head and aft head
- Holding tanks, macerator type, new 2012 (12 gallon). Toilet plumbing hoses replaced 2012, 2017
- Freshwater 235 gallons. Twin pump setup in case of failure of one pump

- Reverse cycle air conditioning: Dometic 38000 BTU (total 4 units) saloon 16000, aft stateroom 8000 BTU, forward stateroom 8000 BTU, third stateroom 6000 BTU
- (3) Units Frigoboat K50 refrigeration, keel-cooled: wine cooler under salon table, freezer under bar and fridge in galley

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## ADDITIONAL ITEMS

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- Complete set of masks, fins, snorkels, BCD, wetsuits, regulator and gauges are stored in the lazarette and filled via the dive compressor in laz
- (2) 50 Amp shore power cords
- Water hose
- Magma Catalina gas grill
- 20 lb gas bottle
- 10 lb gas bottle
- Cockpit cushions
- 2012 Zodiac 340 RIB with 2014 25 HP Yamaha 4-stroke

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## REMARKS

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GALADRIEL is a late model example of this popular centerboard, mid-cockpit design. Her seakindly, low-wetted surface hull design is easily driven by a high aspect sail plan that generates surprisingly good light air performance. She features a three-cabin layout with an enviable centerline queen bed in the aft master cabin, a large queen bed in the forward guest cabin and comfortable bunks in the second guest cabin.

GALADRIEL has always been maintained by the Little Harbor yard or by expert service personnel duly authorized by the systems manufacturers. In 2012, GALADRIEL underwent a complete re-fit of systems, electronics and cosmetics with the current owner. This was an extensive refit and made this beautiful yacht new again. A new bow thruster was installed, the Espar heater was refurbished, her engine drive refrigeration condensing unit replaced and her teak decks totally refastened, re-bunged, all caulking removed, re-caulked and sanded yielding a 1/2" refurbished deck for years of additional service.

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## EXCLUSIONS

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Items not specifically listed inclusive of all artwork, books, charts and personal effects

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## Exclusions

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Owner's personal belongings.



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## Disclaimer

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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

**Profile**



**Salon**



**Salon Wine Fridge**



**Salon, Stbd.**



**Drinks Locker**



**Galley**



**Nav Area**



**Nav Station Detail**



**Passageway**



**Aft Queen Cabin**



**Head**



**Fwd. Queen Cabin**



**Washer**



**Upper/Lower Guest Berths**



**Aerial View**



**Looking Aft**



**Mast**



**Looking Fwd.**



**Teak Decks**



**Cockpit Fwd., Stbd.**



**Cockpit Access, Stbd.**



**Cockpit Dining**



**Cockpit, Fwd.**



**Cockpit, Aft**



**At Dock**



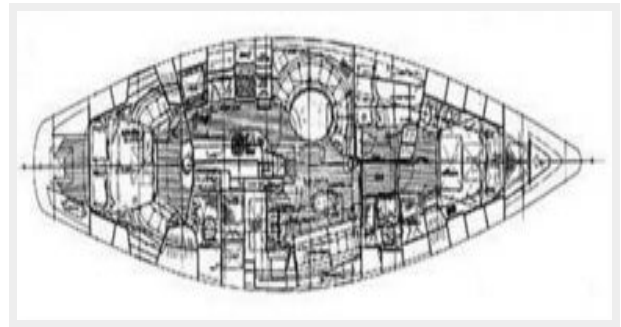
**At Dock**



## Stern



## Galadriel Layout



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# CONTACTS

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Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

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## Contact details

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## Telephones

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USA: +1(954)274-4435

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## Office hours

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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

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## Address

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