



BRISE DE MER

53' (16.15m) 1987 Little Harbor 53
St. Michaels Maryland United States



OVERVIEW

\$379,000

Manufacturer:	<i>Little Harbor</i>		
Engines:	1 Yanmar	Hull Material:	Fiberglass
Engine Model:	4JH3-DTHE	Cruise Speed:	7.5 Knots
Engine HP:	125	Max Speed:	8.5 Knots
Beam:	15' 1"	Cabins/Heads:	2 / 2
Max Draft:	11' 4"	Fuel Type:	Diesel
Water:	160 G (605.67 L)	Fuel:	240 G (908.5 L)



Data Sheet

Category: Cruisers	Maximum Speed: 8.5 Knots	Displacement: 53000 Fuel Tank: 240 gal
Condition: Used	Cruise Speed: 7.5 Knots	(908.5 liters)
Model Year: 1987	Fuel Type: Diesel	Fresh Water: 160 gal (605.67 liters)
Documented Year: 1987	Hull Material: Fiberglass	Builder: Little Harbor
Beam: 15'1" (4.60m)	Hull Shape: Monohull	Designer: Ted Hood
Max Draft: 11' 4" (3.45m)	Hull Finish: Awlgrip	Exterior Color: Flag Blue
Min Draft: 5' 6" (1.68m)	Air Conditioning: Yes	HIN/IMO: LHB53007I787
LOA: 53' 2" (16.21m)		
LWL: 42' 2" (12.85m)		
LOD: 53' 2" (16.21m)		
Cabins: 2		
Sleeps: 7		
Heads: 2		

Engines/Generators

Engine 1

Yanmar
4JH3-DTHE
Inboard
125HP
93.21KW
Fuel: Diesel
Hours: 2600
Hours Date: 05-01-2024
Year: 2006
Location: Middle

Generator 1

Fischer
Panda 2009
8KW
Hours: 656
Hours Date: 05/01/2024

Summary/Description

BRISE DE MER is a great example of Ted Hood's popular Little Harbor 53 Series.

BRISE DE MER is a great example of Ted Hood's popular Little Harbor 53 Series that boasts fine workmanship throughout and a unique cockpit design that allows one person to handle all sail controls without leaving the helm, as well as easy access to side decks without stepping up. Her proven hull design features generous beam and displacement to provide exceptional living and storage space as well as remarkable stability and seakindliness offshore. The low wetted surface hull is also easily driven in light wind by a high-aspect sail plan extending 72' above the water. Upwind performance is enhanced by a deep, efficient centerboard that increases draft to 11'-4" when lowered.

BRISE DE MER features a rare two-cabin layout with an oversized master cabin forward and VIP/guest cabin aft. She has a relatively new engine and generator, and her teak decks remain in good shape following full reconditioning in 2015 and regular Semco oil treatments since then. Seriously for sale by her current owners of seven years following their recent move to a larger Little Harbor sailing yacht. For anyone looking for a comfortable, high quality, pedigree sailing yacht with tremendous value, look no further than BRISE DE MER.

INTERIOR OVERVIEW

The interior features traditional Little Harbor teak joiner work with generous solid, custom-shaped teak trim and teak veneers, all finished in satin varnish with gloss accents, offset by contrasting white surfaces for a light yet traditional feel. Solid teak and holly floorboards were refinished with Awlbrite in 2019. All exposed hull surfaces are lined with varnished teak ceiling strips. The overhead is of removable white Formica panels with teak trim. Hanging lockers are lined with aromatic wood and have automatic lights. All other lockers above seat level are meticulously lined with teak or Formica.

Galley, head and bureau countertops are Corian, while all other countertops are varnished teak with inlays. The head and shower floors are molded FRP covered with teak grating rounded off on the edges for comfort. Varnished teak towel racks, toothbrush/cup holder and other accessories are provided to match the interior. Canvas lee cloths are installed for all berths. Ample shelving, bookshelves and handholds are provided throughout the interior. Interior fabrics are all blue Ultrasuede, including the mast cover. There are also custom drapes, sheets, bed covers, shams, pillows, and mattresses.

All water and fuel tanks are below floor level, providing extensive storage under seats and furniture throughout the interior. All wiring and plumbing is completely hidden from view behind removable panels.

ACCOMMODATIONS

BRISE DE MER sleeps five in two private staterooms with two heads and two stall showers, plus two berths in the main salon.

Starting forward is the full-width master cabin with queen berth to starboard and single berth to port. There are curved overhead lockers outboard on each side, two hanging lockers, multiple drawers and lockers and a desk/vanity with seat. Light and ventilation are provided by two deck hatches, two deck prisms and two opening portholes. An ensuite toilet is forward on centerline with a separate shower stall and opening hatch for each.

The spacious main salon features an oval settee and dining table with built-in bottle storage to starboard. A second full-length settee and coffee table is to port to provide an additional sea berth or overflow seating. The coffee table also has a fitted cushion for use as a bench seat at the dining table. Here and throughout BRISE DE MAR, an abundance of hatches and opening portholes creates a light and airy feeling. Six topside windows further enhance the exceptional visibility and open feeling while seated.

Aft of the salon and to starboard is a full-length, sea-going galley with full-height refrigerator with vertical doors and top-loading deep freeze.

Features include:

- Force 10 three-burner stove with oven
- Microwave oven
- Corian countertops
- Twin stainless sinks
- Grohe retractable faucet
- Manual fresh and saltwater faucets
- Exhaust blower

Aft of the salon on the port side is a fully functional nav station with built-in nav instruments and a dedicated seat with backrest, while inboard and just aft of the companionway are custom electrical panels and a Raritan icemaker – all easily accessible from the cockpit.

Dual passageways from either the galley or nav station lead aft to the guest/VIP cabin, which features a generous berth on each side and a seat on centerline. There are overhead lockers outboard, a hanging locker and multiple drawers and lockers, as well as a mirrored vanity with seat on the forward bulkhead. Light and ventilation are provided by a large deck hatch and four opening portholes. A private head with separate shower stall is to port.

ELECTRICAL SYSTEM

The yacht's DC electrical supply is 12-volt supplied by (8) heavy-duty six-volt house batteries (new 2021) in series/parallel, with a total capacity of 1,000 amp hours. Two independent 200 amp-hour batteries are dedicated to engine and generator starting (also new 2021). House and engine batteries are charged by twin Balmar 100-amp alternators. Alternatively, all batteries may be charged by a Pro Mariner Promatic 12-30 P charger, or Xantrex combo charger/inverter unit, both run off the generator or shore power.

The yacht's AC electrical is 110-volt/60 cycles. AC power is supplied by (2) 50-amp shore power inlets. AC power is also supplied by a Fischer Panda 8 kW diesel generator (2009 - 656 hours) or by a Xantrex Freedom 3102 inverter/charger.

AC functions include water heater, battery charger, refrigeration, electrical outlets, air conditioning, microwave oven, water maker etc.

- Multiple-switch panels inboard of nav station
- (2) Shore power cables with adapters and splitter
- Running lights, masthead light and steaming/flood light
- (2) Spreader lights, down-facing
- Frigast reading lights
- Fluorescent lights in heads and galley
- Chart table gooseneck lights
- Forepeak, lazarette and engine room lights
- Night vision lights throughout interior
- Indirect lighting in main salon
- Variable-speed fans in cabins
- GFIC AC outlets in heads and galley
- Waterproof 12-volt outlet in the cockpit
- Copper screening fiberglassed into hull for radio antenna ground

ELECTRONICS AND NAVIGATION EQUIPMENT

- Raytheon sailing instruments with (4) repeaters above companionway
- (3) Autohelm speed/wind/depth displays at nav station
- Raymarine 7" hybrid touch radar/GPS/chartplotter display at helm, 12" display in forward cockpit, and 9" display at nav station
- Raytheon radar 2017 with AIS
- Raymarine RC 320 back-up GPS/plotter at nav station
- Autohelm ST 8001 autopilot with repeater at nav station (new 2009)
- ICOM M 502 VHF at nav station with Command Mic at helm
- KVH Tracvision satellite TV antenna
- Sirius satellite weather receiver

Entertainment:

- Samsung 23" HD curved screen in main salon
- Fusion RA 70 stereo
- Kenwood amplifier, subwoofer and multiple speakers

MECHANICAL

Yanmar 4JH3-DTHE 125 hp freshwater-cooled diesel engine new 2006 – 2,600 hours as of May 2024 (current tach hours plus 2,264)

The main engine turns a 21" diameter MaxProp feathering 3-blade propeller that improves sailing performance by reducing propeller drag. A Scatra flexible engine coupler connects the thrust bearing to the engine, allowing for installation on flexible mounts to eliminate nearly all engine vibration.

Other Details:

- Racor fuel/water separator

- All new engine gauges at helm 2023
- Low oil pressure alarm and high water temperature alarm
- Reverso oil change pump
- Automatic fire extinguisher
- Sleipner 24-volt bow thruster with two independent batteries
- (2) Electric bilge pumps with automatic switch
- Manual bilge pump
- High water bilge alarm system
- Royal Flush freshwater electric toilets in each head with holding tank and by-pass for direct overboard discharge for each
- Grunert combination 12-volt / 110-volt refrigerator and freezer system
- Raritan icemaker
- MarineAir air conditioning with (3) zones – salon unit new 2018
- Sun Pure water maker (2018)
- Hot water heater (2014)
- Pressurized saltwater system for anchor wash-down
- Headhunter holding tank monitor system for each toilet
- Tank tender water/fuel tank gauges
- All thru-hull fittings below waterline have bronze ball-type seacocks with double hose clamps
- Thru-hull fittings are installed flush with outside hull surface to reduce drag

SAILS and RIGGING

Rigging:

- Hood electric Stoway mast (furler motor rebuilt 2014)
- Harken Mark III genoa furler
- Harken staysail furler (currently in storage)
- Navtec hydraulic boom vang / backstay with failsafe turnbuckle and control panel in cockpit
- Navtec backstay insulators for SSB antenna

Sails:

- North furling mainsail
- North 130% genoa
- North furling staysail
- Asymmetrical cruising spinnaker with sock

Winches:

- (2) Barient 32 electric self-tailing primaries
- (2) Barient 32 electric self-tailing mainsheet and outhaul winches
- (2) Barient 28 self-tailing secondary winches
- (2) Barient 22 halyard winches on mast (one self-tailing)
- (1) Barient 21 halyard winch

HULL AND DECK

The hull was molded in FRP with 3/4" Airex foam core for added strength and sound/thermal insulation. The centerboard is two-part female molded FRP with bronze protective shoe on leading edge and solid FRP around pin area. The centerboard has a highly efficient foil shape and is filled with lead ballast to provide negative buoyancy. Centerboard hoists via Dyneema cable (new 2021) to winch on deck and offers a minimum draft of only 5'-6" with board up and a maximum draft of 11'-4" with board down. The balanced, high-aspect spade rudder is two-part female molded FRP with 3-1/2" stainless steel rudder stock. Rudder removed in 2020 to replace lower bearing, packing and re-surface rudder post. Bulkheads are built of marine grade plywood, reinforced with FRP in areas of chainplates. FRP fuel and water tanks integral to the hull, for additional stiffness to hull laminate and to use the maximum amount of volume available.

The deck is one-piece molded FRP with foam core for strength and stiffness. It is bonded and bolted down with epoxy putty to the inboard angled hull flange with 5/16" bolts on 8" centers. All deck hatch landings are molded in FRP. The propane locker is molded separately and ventilated with direct drain overboard.

The main cockpit is large and functional, designed for easy exit on each side without climbing over coaming. The steering pedestal houses all engine instrumentation and sail handling functions, and deck winches are all easily reached from the helm – a feature rarely found on any other yacht. There is also a large cockpit table with built-in cooler and fold-up leaves to seat six comfortably.

Topsides are Flag Blue Awlgrip with double white boot stripe and green bottom. Cabin house is white with tan nonskid (all newly painted 2023).

Additional Features:

- Maxwell 12-volt anchor windlass
- Stainless stemhead fitting with twin anchor rollers and well-rounded, built-in chocks
- Suncor 60 lb. stainless anchor with chain and rode
- Danforth 45 HT anchor with rode
- 60 lb. CQR anchor with 200' chain and 100' rode (in storage)
- Stainless bow pulpit with port and starboard running lights
- Stainless stern pulpit with boarding gate and stern light
- 27" Stainless stanchions and double lifelines with side gates
- Stainless stern and springline chocks flush with toe rail
- (6) Stainless mooring cleats
- Stainless steering wheel with varnished teak rim
- Stainless genoa and staysail tracks with reference numbers stamped on top
- (17) Stainless opening portholes with screens
- (6) Tinted Lexan hull windows (new 2023)
- (11) Stainless deck hatches (new Lexan 2018)
- (9) Stainless cowl vents with dorade boxes (new Lexan tops 2023)
- Custom stainless turning blocks and deck blocks
- Painted rub rail with stainless striker
- Hand-laid teak side decks and cockpit sole, 3/8" minimum thickness, bedded and fastened to deck – fully re-conditioned in 2015, including all new caulking
- Varnished teak toe rail, teak dorade boxes, teak drip rail, teak handrails, cockpit backrests and cockpit table with

drop leaves

- Custom dodger with roll-up front and oversized stainless frame
- Bimini (new 2023) with window over helm and oversized frame
- Ritchie 6" compass installed on the steering pedestal
- Built-in lockers for storage of rope tails outside of cockpit
- Closed-cell foam cockpit cushions with backrests
- Hot/cold shower in flush stern locker
- Custom fold-down stern ladder with stainless frame and teak steps (in storage)
- Revere Offshore Commander 2.0, 6-man life raft (2018)
- EPIRB (2018)
- First aid kit
- (8) Life jackets
- Portable fire extinguishers throughout
- Lensref radar reflector, mounted on mast
- (4) Large fenders with covers
- Dock lines
- (2) Fender boards
- Bosun's chair
- St. Croix dinghy davits with dual manual winches (2018)
- Engine, generator, pump and head spare parts
- Clock and barometer

EXCLUSIONS

- Owner's personal effects
- Artwork

DISCLAIMER

The company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



BRISE DE MER



Foredeck



Looking Forward



Looking Aft



Midships Aft



Side Deck



Cockpit Side Entrance



Cockpit Side View



Cockpit Walkthrough



Cockpit



Helm



Cockpit Looking Aft



Aft Deck



Aft Deck Detail



Main Salon



Port Salon Fwd



Main Salon Port



Port Salon Aft



Starboard Salon Forward



Main Salon Starboard



Starboard Salon Aft



Salon Looking Aft



Forward Cabin



Forward Cabin Desk



Forward Cabin Starboard



Forward Cabin



Fwd Head and Vanity



Fwd Shower



Aft Cabin



Aft Cabin Port



Aft Cabin Starboard



Aft Cabin Forward



Aft Head



Aft Shower



Galley



Galley Inboard



Galley Outboard



Nav Station



Nav Station Inboard



Hull Design



Main Engine



Generator



Rig



Furling Mainsail



Mainsail



Genoa



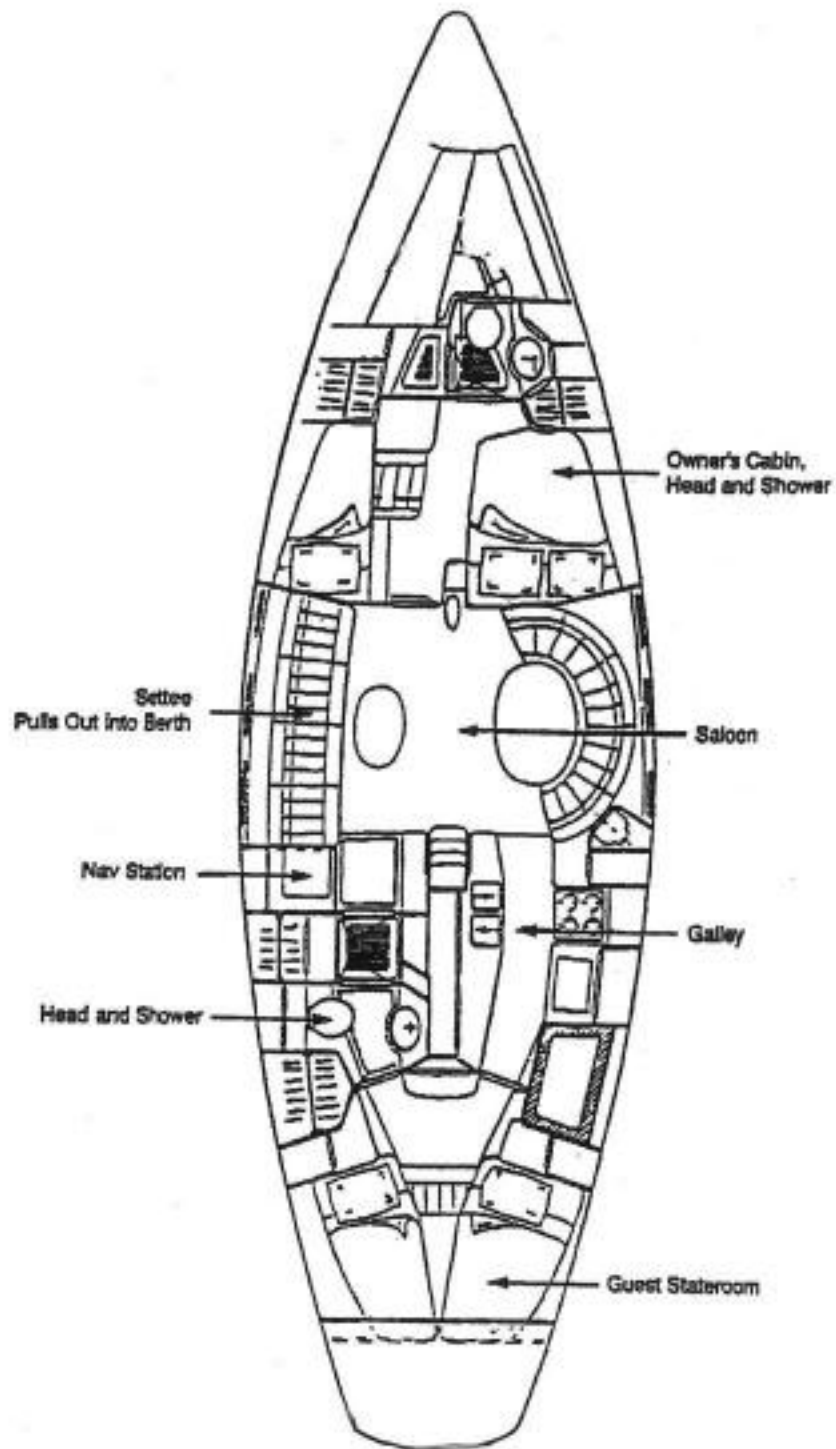
Bow View



Quarter View



Under Sail



Layout