



## Main datas

Builder : Garcia

Year : 1992

Length : 16,80

Draft minimum : 1,20

Hull : Monohull

Area : French Polynesia

Berth details : apeete Marin

Flag : France

Subtype :

Architect : MORTAIN - HARLE

Material : Aluminum

Beam : 4,95

keel : Centerboard integral

Life Raft : Yes

Mooring : Yes

Leasing in progress : No

## Engines

Model : M135

Montage : In Board (IB)

Power Unit. (CV) : 125

Hours : 7450

Fuel capacity : 1200

Brand : Perkins

Fuel : Diesel

Engine(s) : 1

Owner's Comments : Redone in 2024. 6 cylinders

Drive : Shaft drive

## Facilities

Sailor Cabin : 0

WC : Sailor

Helm : No

Double Cabin : 3

Head : 2

Berth : 6

Flybridge : No

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## Electronics

Radar details : Halo 24 and Halo 20 radars

Pilot details :

Sounder details : Trivalent sounder DST 800

GPS details :

Plotter details : Complete B&G System (2019?2024):Zeus 12",Zeus 9",

Converter 12/220 : Yes

Watermaker details : Desalinator Aquabase SLCE ? 60 L/h

Radar : Yes

Autopilot : Yes

Sounder : Yes

GPS : Yes

Chartplotter : Yes

VHF : Yes

Watermaker : Yes

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## Bridge equipment

Hydraulic Gangway : No

Bath platform : Yes

Winter cover : Yes

Sprayhood : Yes

Furling mainsail : No

~~Synthetic cover, Bimini top (2017):~~

Gangway : No

Davits : Yes

Electric windlass : Yes

Cockpit awning : Yes

Teak deck : No

Spinnaker : Yes

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## Major equipment

Stern thruster : No

Group and thruster details : Side Power bow thruster refurbished in 2024

Charger and AC details : Northern Lights 6.5 kVA Generator SetWebasto reversible air conditioning unit (to be installed)

Black Water : Yes

Tender : Yes

Details : Annex 3D TenderYamaha 15 HP Engine (2023)Suzuki 15 HP Engine (2018)

Bow Thruster : Yes

Marine Gen. : Yes

AC : Yes

Hot water : Yes

Flaps : No

Tender Engine : Yes

# Appliances

Freezer : Yes

Microwaves : No

Electric stove : No

Heating details : Eberspächer D7L heating

Dishwasher : No

TV : No

IceMaker : No

Oven : Yes

Gas stove : Yes

Heater : Yes

Washing machine : Yes

TV antenna : No

SAT-TV : No

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## Owner's Comments

An exceptional sailboat, built for the high seas I own an aluminum monohull of 16.80 meters, with a beam of 4.95 meters. This used boat was designed to sail even in polar regions, and it even participated in an Antarctic expedition in 2012. It embodies the robustness and safety characteristic of the Garcia shipyard. Modernization and equipment A rigid tarp was added in 2024 to improve comfort and protection against the elements. In 2019, the boat was thoroughly refurbished, and in 2024, it was modernized again for a total of over ?350,000 in work. Today, it is presented as an exceptional sailboat, very well equipped, reliable and comfortable. Technical specifications This Garcia Malibu 54 is equipped with a Perkins 6-cylinder M135 engine, 125 HP, completely refurbished in 2024, allowing it to reach a comfortable cruising speed. It also has a large fuel capacity of 1,000 liters, ideal for long crossings. The draft of 1.20 to 2.50 meters allows versatile navigation, whether in deep water or in more restricted areas. History of the Garcia shipyard Founded in 1975, the Garcia shipyard is renowned for the construction of robust and high-performance boats. Specializing in aluminum monohulls, Garcia has made a name for itself in the world of offshore sailing. The Garcia Malibu 54 is one of the flagship models of the shipyard, known for its stability and ability to face the most extreme conditions. History of the Garcia Malibu 54 model The Garcia Malibu 54 was designed for ocean navigation enthusiasts. With its aluminum hull, it offers unparalleled durability and resistance. This model has been a great success thanks to its versatility and comfort. It has been appreciated for its performance and robust design. Why is this boat interesting? The Garcia Malibu 54 is interesting for several reasons. First, its aluminum hull guarantees exceptional longevity and resistance. Then, the recent modernizations in 2019 and 2024 have made it possible to add state-of-the-art equipment and improve on-board comfort. Finally, its history of polar expeditions testifies to its reliability and ability to face the most difficult conditions. Aluminum monohull of 16.80m, beam 4.95m, this boat designed to sail even in polar regions. Antarctic expedition carried out in 2012. It embodies the robustness and safety characteristic of the Garcia shipyard. A rigid tarp was added in 2024. Thoroughly refurbished in 2019, then modernized again in 2024 for a total of over ?350,000 in work, it is presented today as an exceptional sailboat, very well equipped, reliable and comfortable.

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# Médias







