

Galeon 425 HTS (2021-)

Brief Summary

Galeon Yachts has enjoyed a huge success run with its 485 HTS, but customer feedback has shown that a smaller model with the same features was definitely called for. So, the design team set to work at the drafting table and came up with the model 425 HTS and it was an instant success.

Price

Base Price

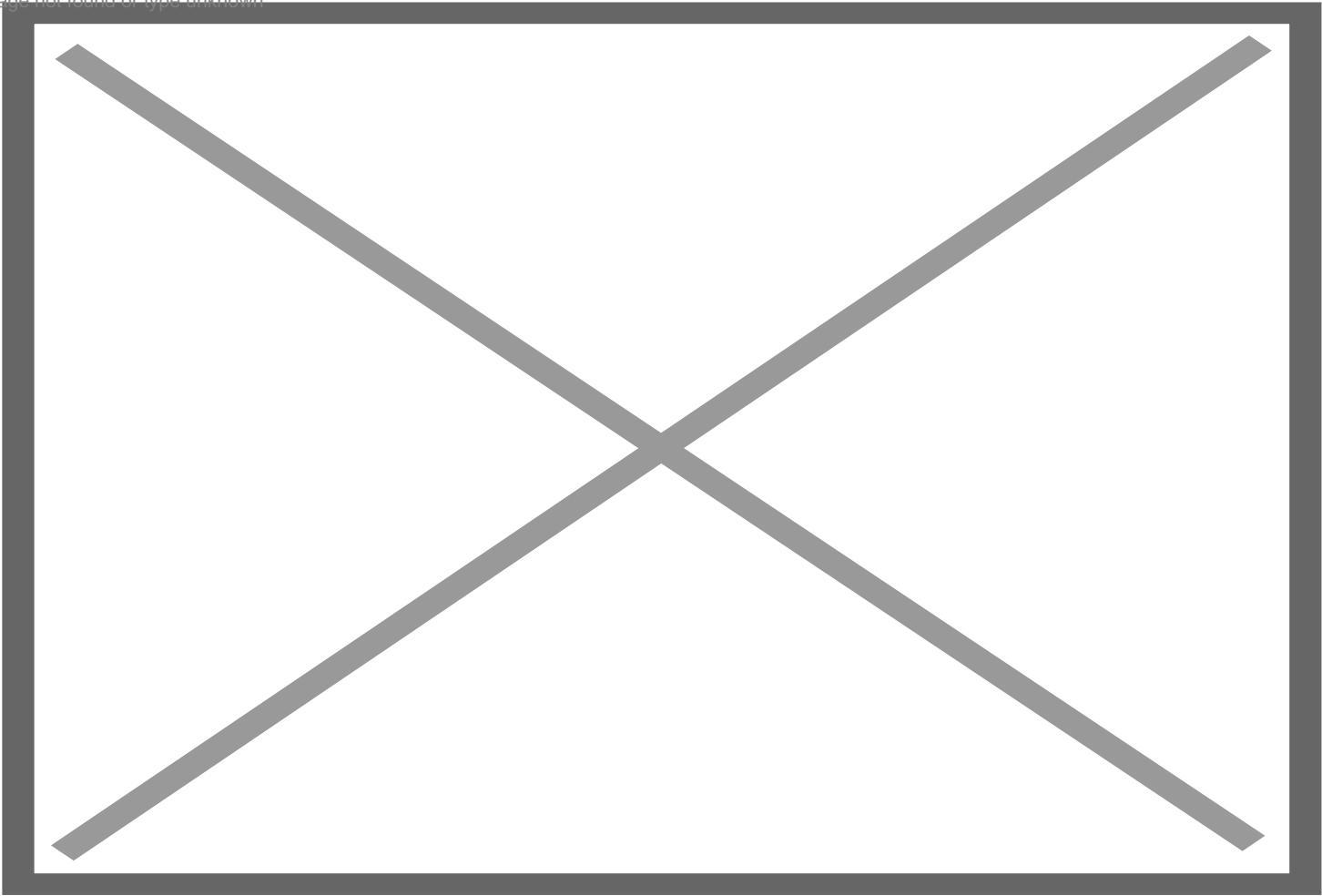
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.4	3.8	0.8	5.5	4.8	1242	1080.4	61.7
1000	6.8	5.9	2.2	3.1	2.7	693	602.7	65.1
1250	5.7	5	3.6	1.6	1.4	363	315.4	66.7
1500	9.5	8.2	5.7	1.7	1.4	375	325.7	67.2
1750	10.7	9.3	8.8	1.2	1.1	275	238.8	69
2000	11.7	10.2	12.5	0.9	0.8	211	183.9	71.4
2200	13.8	12	16	0.9	0.8	195	169.4	74.8
2400	17.6	15.3	19	0.9	0.8	209	182	74.1
2600	21.4	18.6	22.5	0.9	0.8	214	186.4	75
2800	24.7	21.5	24	1	0.9	232	202.2	76.6

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	28.2	24.5	26.5	1.1	0.9	240	209	76.2
3200	31.3	27.2	32	1	0.9	221	192.1	77.2
3400	34.3	29.8	36.5	0.9	0.8	212	184.6	77.7
3600	37.4	32.5	42	0.9	0.8	201	174.7	78.8

[View the test results in metric units](#)

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Specifications

Length Overall	44' 13.41 m
BEAM	12'10" 3.91 m
Dry Weight	27,400 lbs. 12,428.43 kg
Tested Weight	
Draft	3'5" 1.04 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	251 gallons 950.14 L
Water Capacity	119 gallons 450.46 L
Length on Trailer	
Height on Trailer	

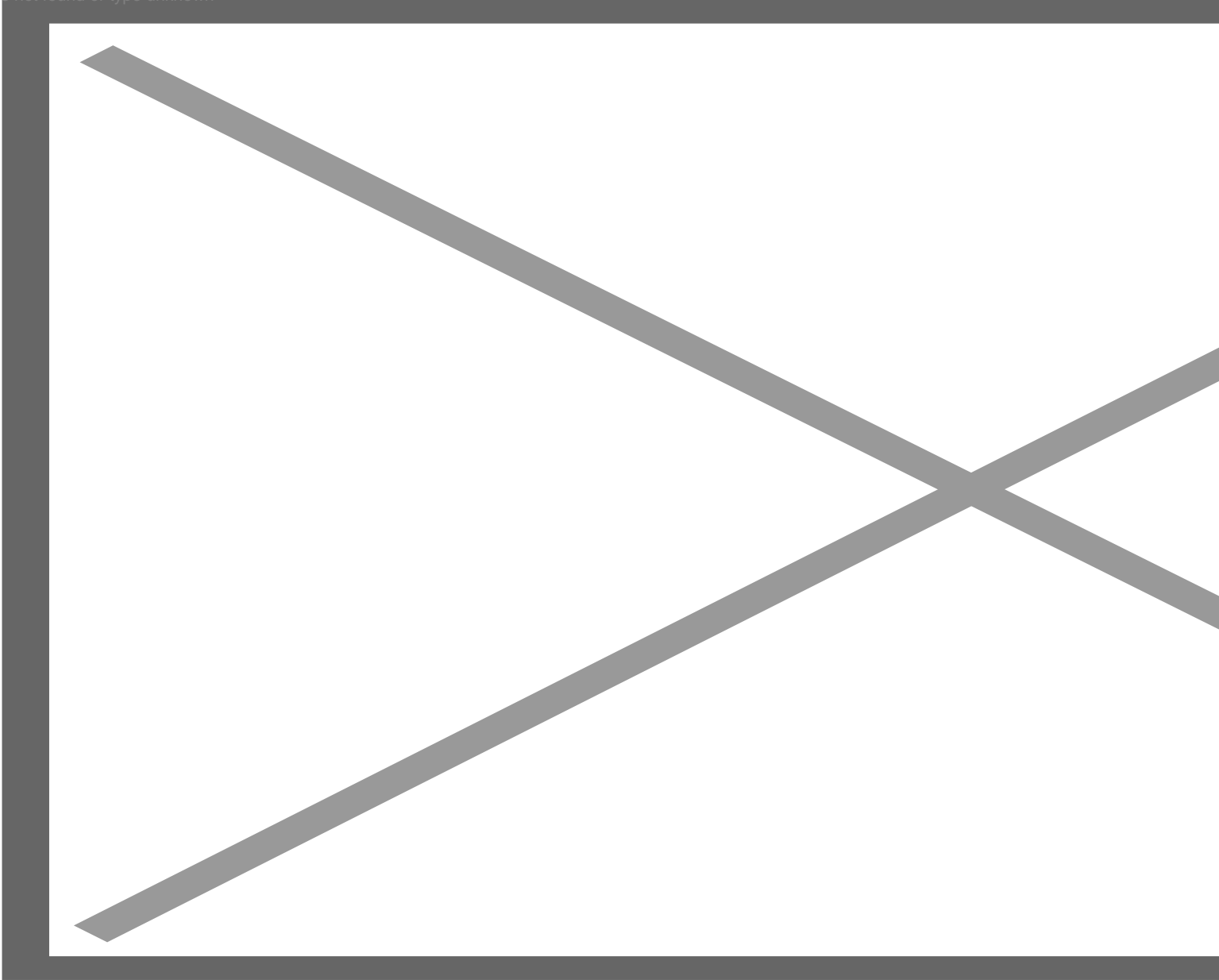
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	7.1 seconds
0 to 20	
Ratio	

Props	
Load	2 persons; 98 gal. fuel; 60 gal. water; 50 lbs. gear
Climate	87 deg.; 68 humid.; winds: 0-5; seas: 0

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The Galeon 425 HTS is the smaller sibling to the popular 485 HTS.

By Capt. Steve

Mission

The mission of the 425 HTS could not have been clearer. Take the sport-oriented styling of the larger 485 and make it more accessible to an entry-level market segment. She also had to deliver on the company's well-established comfort, luxury and contemporary design stylings.

The 425 HTS seems to hit all the hot buttons of its larger sister but in a smaller package. She surprisingly doesn't seem to sacrifice very much at all. She's still an express cruiser style with a single-level main deck and maintains the ability to open up the aft bulkhead to blend the inside with the outside. If we had to sum up what it is that makes a Galeon, it would be fit and finish and outrageously good offshore handling capabilities.

Major Features

- Galeon fit and finish. Virtually the best in class.
- Solid wood doors with rubber gaskets around the doors to eliminate rattles while underway.
- Stainless steel fuel tanks.
- World-class joinery work.

Performance

With the twin Volvo Penta IPS 500 engines spun up to 3600 RPM, our speed topped out at 32.5 knots. Best cruise came into 3000 RPM and 24.5 knots. At that speed, the 26.5 GPH fuel burn translated into .9 NMPG and a range of 209 nautical miles, all while still holding back a 10% reserve of the boat's 251-gallon (950.13 L) total fuel capacity.

We had a time to plane of 7.1 seconds. We reached 20 MPH in 8.4 seconds and 30 MPH came and went in 16.1 seconds.

Handling

I found the 425 to be an easy boat to operate. So for those thinking about moving up from a smaller boat, don't even hesitate. It's such an easy-handling boat to drive. I had the ZipWake trim tabs put on auto, so I let them do the work of keeping us in a nice running attitude and they worked out nicely. There were a couple of occasions when people were moving from side to side while we were on plane and that caused the boat to slightly list from one side to the other, but just a bit of an adjustment with the trim control got that

straightened out.

Now as with any IPS boat, this one is slow to turn. The pods just don't have a large turn angle when the boat is at speed. If we slow down, then the turning arc increases. The point being... cruising speed will have a nice wide and comfortable turn that takes about 40 seconds to come around 180-degrees and she'll do it in about 6, maybe 7 boat lengths.

Coming back into the dock, the joystick was dialed in perfectly. I just got the momentum up slightly and then used the rotation of the stick to nudge us back and forth, keeping her centered in the slip. And it worked out nice and surgical.

Engines/Engine Room

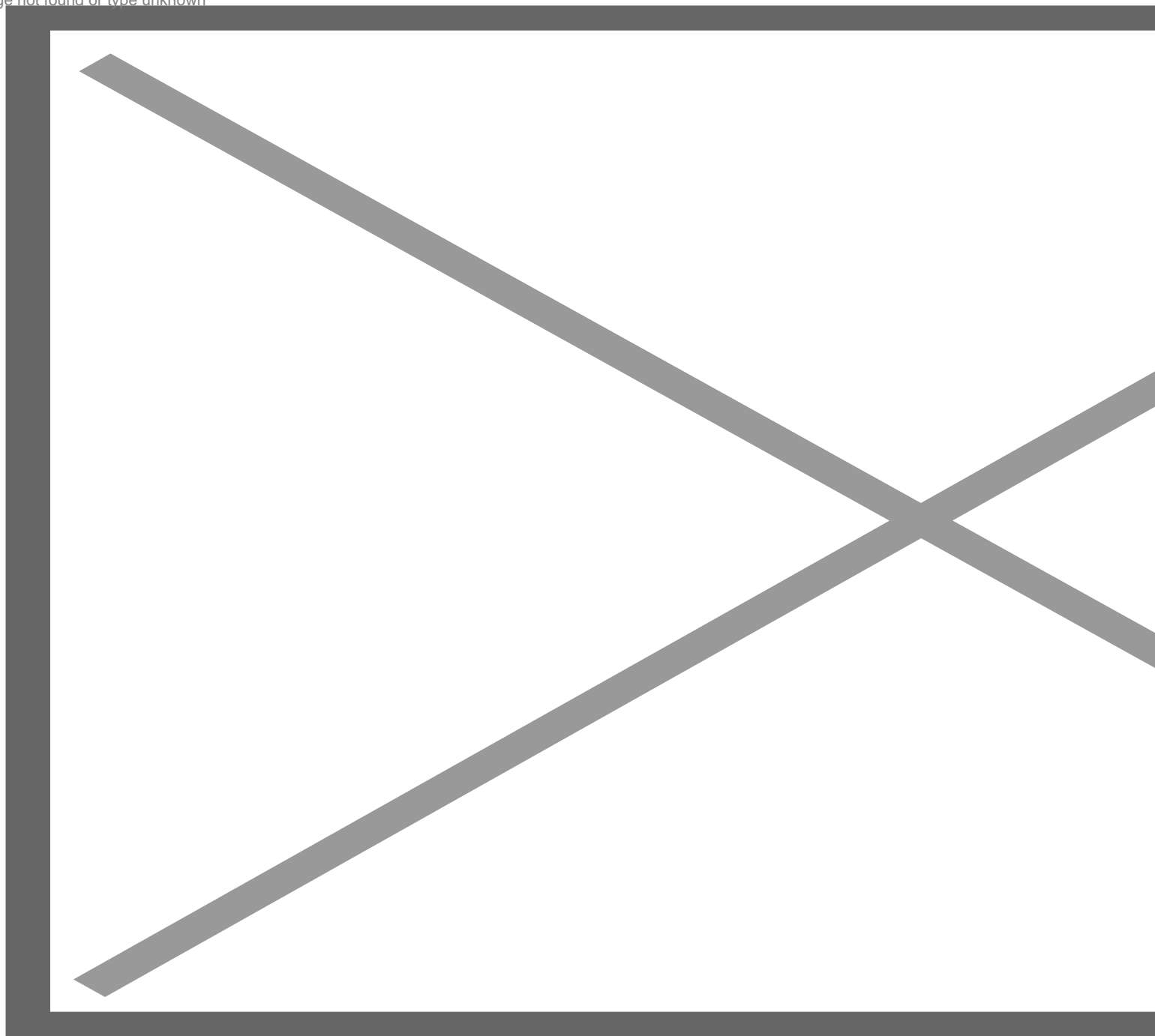
The engine compartment can be accessed from the side of the aft deck, which leads to the port side of the engines. Inside, of course, the focal point in the engine room is the twin Volvo Penta IPS500 engines at 380-HP each. The pods are directly connected to the engines so there's no need for jackshafts. Ahead and to starboard, there's an 8kW generator and fuel tanks are to both sides.

Boat Inspection

Swim Platform

The swim platform comes out 40" (101.60 cm) from the transom. In the center is a three-step reboarding ladder. A strap runs from the hatch and then under the ladder to lift it and make it easier to deploy. It also has teak treads and grab handles are to both sides.

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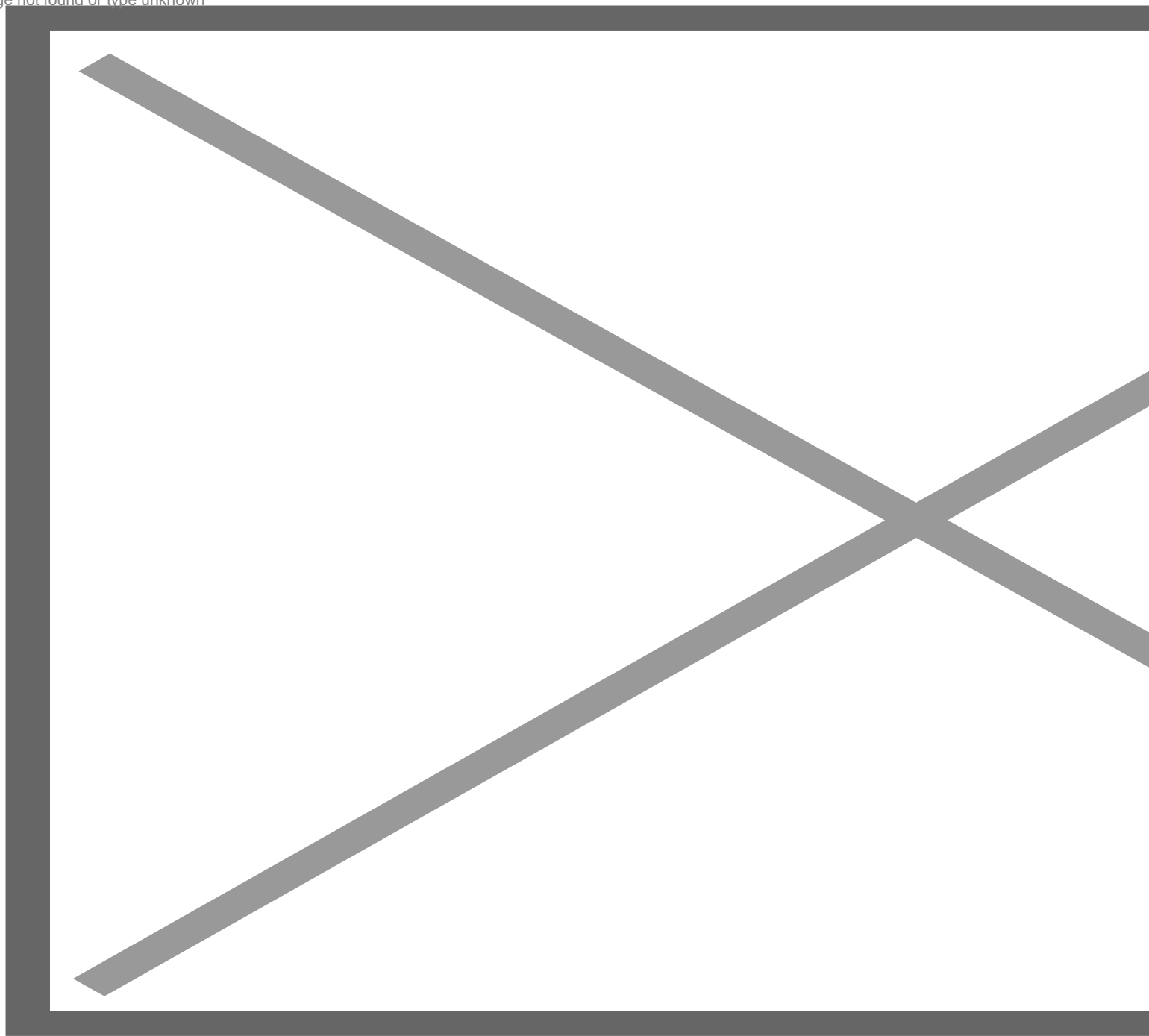
The platform is all teak and a reboarding ladder is concealed under a center-mounted hatch. Notice the grab handles to both sides.

At the transom, there's a full-length grab rail to allow for a safe transition across the platform. At the base of the transom, there's a hatch that leads to deep storage. This is ideal for stand-up paddleboards, wakeboards or other long equipment. Even a SEABOB or dive gear is ideal for this compartment.

There are two ways to access the elevated aft deck from the swim platform. To port, there's an 18" (45.72 cm) wide set of stairs. To starboard, the stairs are 11" (27.94 cm) wide.

Aft Deck

The aft deck social zone starts with a U-shaped seating area behind a solid surface table that measures 24" by 46" (60.96 cm x 116.84 cm). Beverage holders are in the center of the table. It's mounted to a high-low pedestal so we can lower it, add a filler cushion and make this into a sunpad. Ahead is opposing seating. At 52" (132.08 cm), it's triple wide. This is all under the protection of the overhead 6'7" (2.01 m) off the deck. In the center of the deck, there's a hatch that leads to the deep storage compartment that we saw from the swim platform, and this makes it easy to drop things into the compartment from this main deck.



The aft deck has opposing seating under the protection of the extended overhead.

Bow

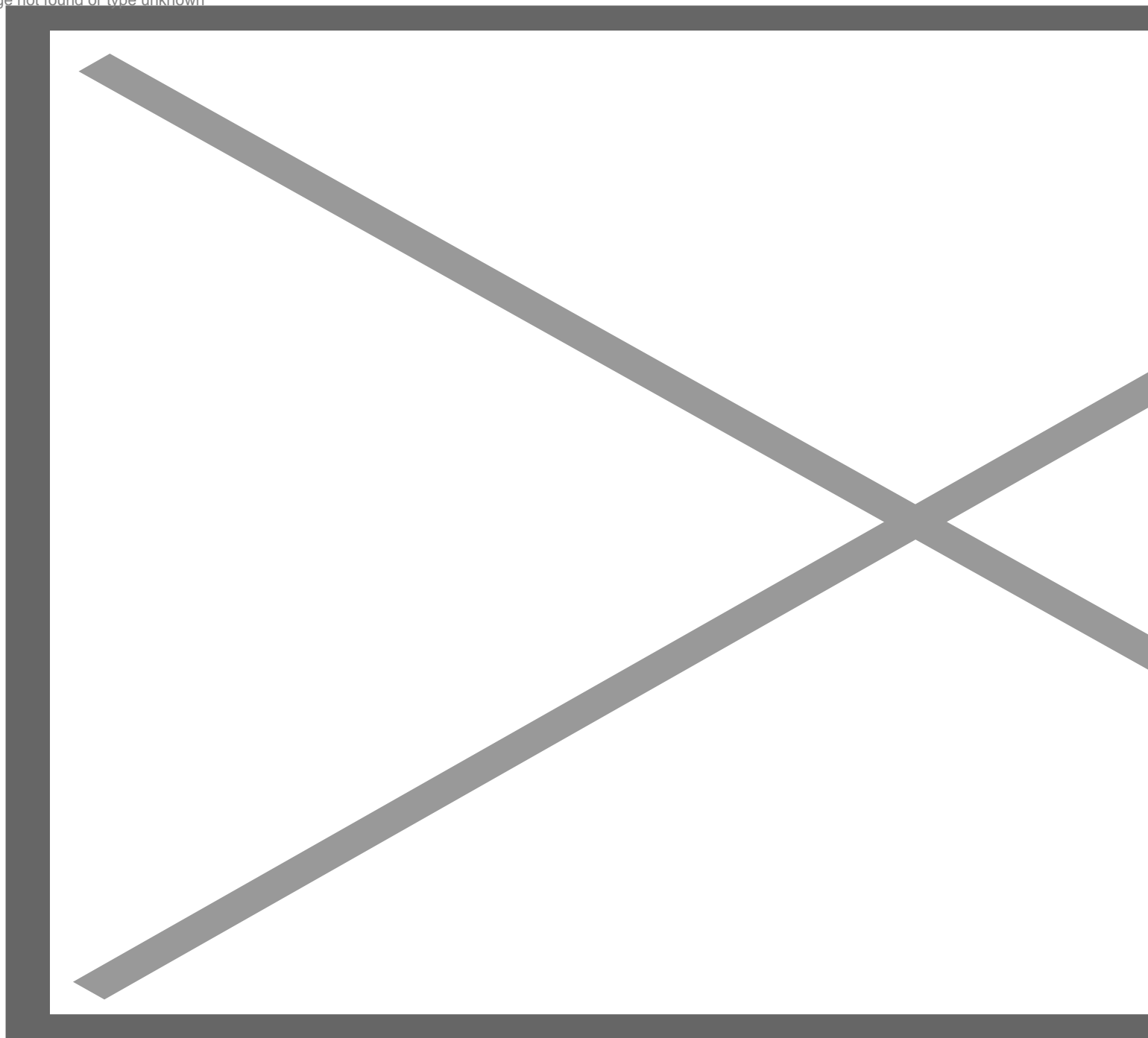
As we transition to the side deck, the bulwarks start at 12" (30.48 cm) inches and the rail comes up to 22" (55.88 cm), increasing as we move forward. Side decks are 14" (35.56 cm) wide. Also, in the side rails just

forward of midships, there's an opening gate to both sides.

Atop the trunk cabin, there are two sunpads flanking the skylight to the VIP stateroom down below. We can add another pad over that skylight to make a three-across sunpad. The two side pads come up into chaise lounge position, and some additional blocks behind the pads would allow for adjusting the chaise into multiple positions.

As for the ground tackle, there's a Quick windlass with an all-chain rode leading to a Delta plow-style anchor. There are foot controls at the bow as well as a hand-held remote control at the helm. Alongside the anchor, there's a remote-controlled spotlight.

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The ground tackle gets concealed under a hatch at the bow for a flush deck. The all-chain rode is easily accessed alongside the windlass.

Salon

As we make our way inside, there's a large door that gives us an opening of 31" (78.74 cm). Directly alongside and to starboard, there's a glass partition that lifts outward with a gas-assist strut to further blend the inside with the outside.

Inside, there's a large amount of natural light coming through 360-degrees of glass. The overhead is 6'8" (2.03 m) off the deck, which further adds to the open feel of the 425. If there were any misgivings about this boat feeling like a smaller sister of the 485, this should put them to rest.

Seating starts to starboard with a J-shaped settee surrounding a solid wood table with a carved star in the woodwork. This is on a hi-lo pedestal so we can drop it down and make it into a berth if desired. The compromise of space comes into play with the forward seatback being reversible from a working helm seat to a dinette seat. Fair deal.

To the port side, there's not so much a galley as that's down below, but this is more of a refreshment area. There are ample Corian counters, fiberglass trim and a stainless grab rail going all the way around with a modular look to it. At the top is a single-basin stainless-steel sink and a place to put the cover. Below, there's storage as well as refrigeration and another storage compartment. Above all of this is a 32" (81.28 cm) TV.

The ventilation is extremely comfortable in this boat. Of course, there's the full aft bulkhead being open. There's a full-opening sunroof and two opening side windows. And let's be clear on the benefits of "manually opening" windows because if they were electric, it's something that may fail three to five years down the road.

Fit and Finish

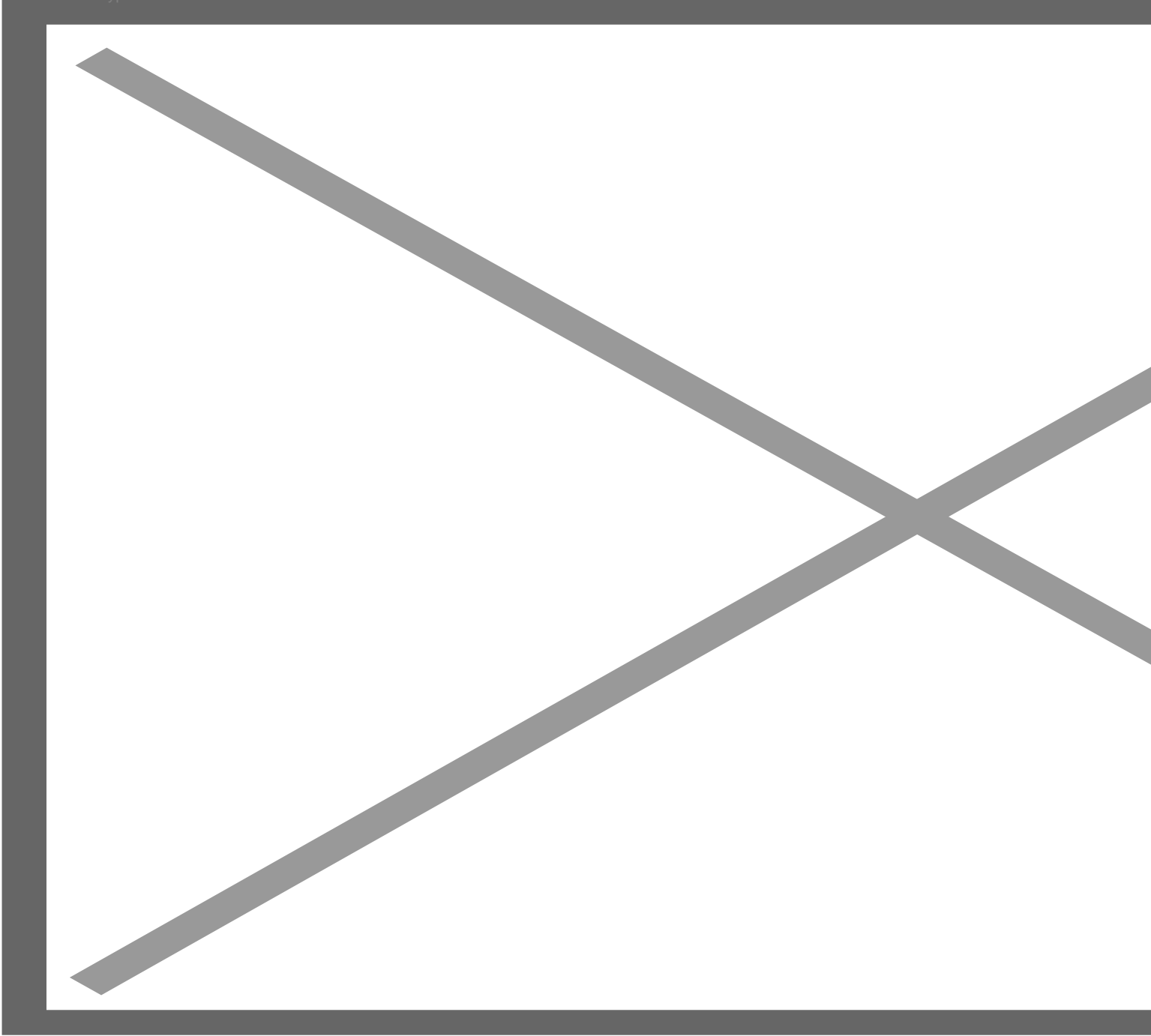
It's already hard not to notice the quality materials that we're seeing with Galeon. There are no bare areas of fiberglass to be seen anywhere. It's all either upholstered or lacquered. Notice how all the outlets have integrated USB chargers. All of the upholstery on the furniture is diamond-stitched and bead welted using multiple tones of fabrics. Even the padding is multi-density.

Helm

The helm features start with the soft-touch dash. There's a compass center-mounted to the top of the console rather than in line with the wheel. Electronics start with the autopilot, a 7" (17.78 cm) Volvo Penta display and a 12" (30.48 cm) Raymarine display. There are no gauges anywhere because they are all integrated with the Raymarine display. Heat and air conditioning vents are over to the sides, which is always a welcome feature. There's a row of rocker switches just below and the horn is all the way to the

outside, easy to find and easy to access. To the side is the IPS joystick and the digital throttle.

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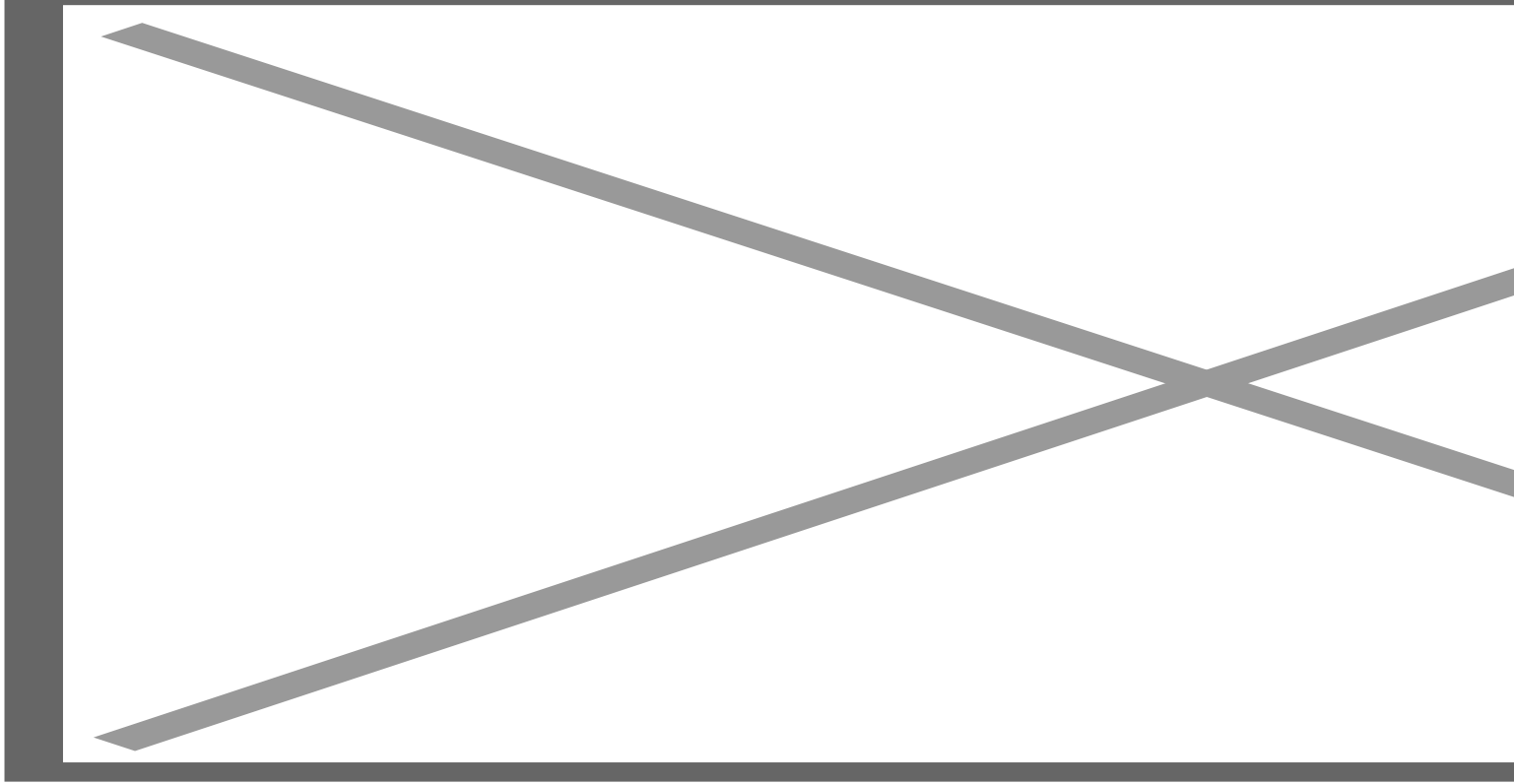


The helm features soft tones that knockdown glare for extended times behind the wheel. Visibility is through a large, single-piece windshield.

The seat is 44" (111.76 cm) wide so there's plenty of room for someone else to join the operator at the helm. There's also a full-length flip-up bolster. For visibility, there's a huge single-piece windshield. There's standing headroom, at least for my 5'8" (1.73 m) height. At idle speed, that puts the top of the windshield frame right in my line of sight. Somebody taller may want to open up the sunroof.

Lower Deck

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The Galeon 425 HTS is a two-stateroom, two-head yacht. Notice that the forward VIP berth is nestled against the starboard bulkhead and it's only accessible from one side. This is just one of the very few compromises Galeon made to make its larger model accommodations available in a smaller footprint.

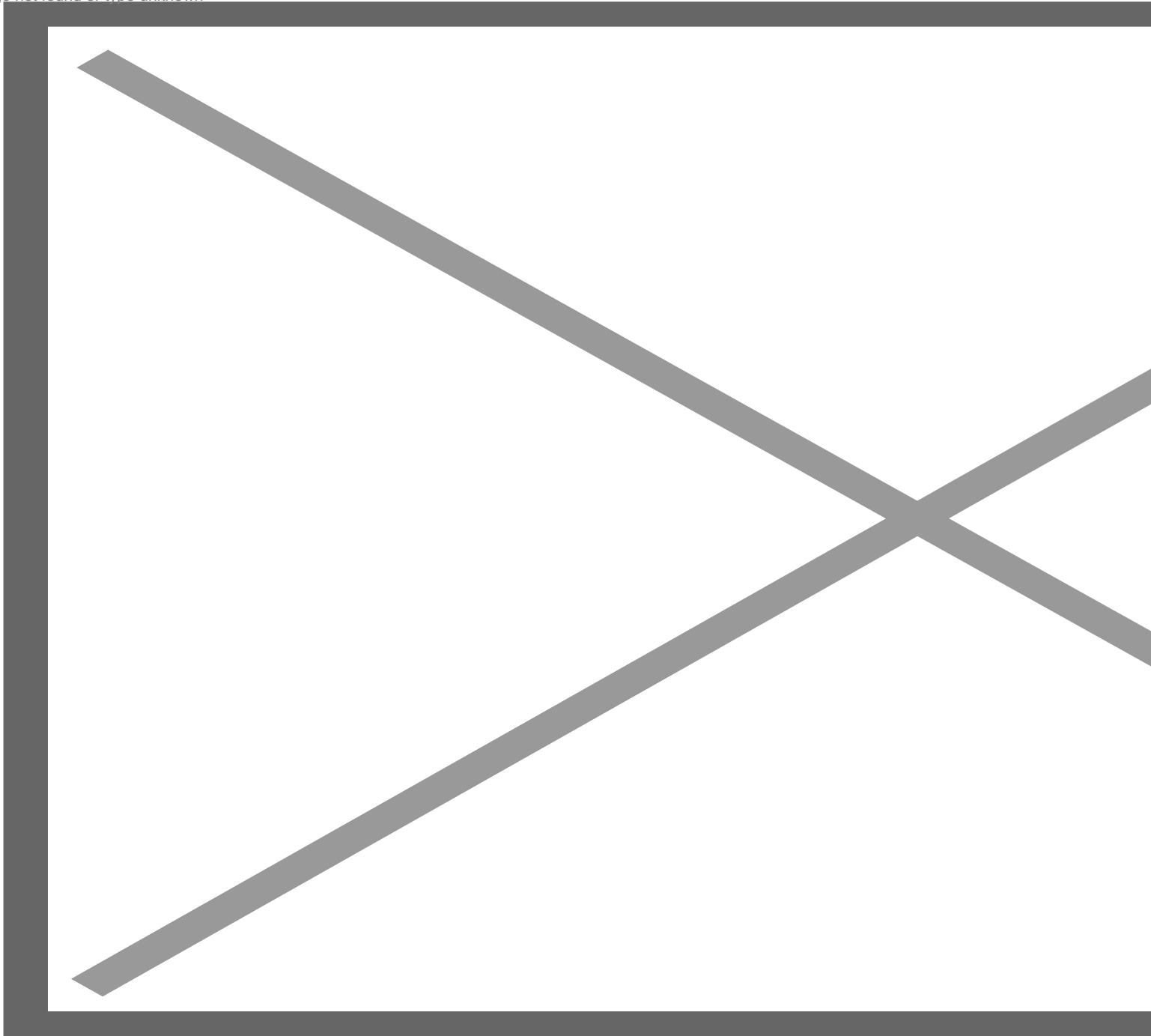
Galley

As we move down below, Galeon went with an open atrium concept that pours natural light into the lower deck area from the large single-piece windshield and it makes this area even more spacious.

The galley, which is over on the port side, has storage above and below a hull side window. There's refrigeration along with a double burner stove but there is no range hood to evacuate cooking odors.

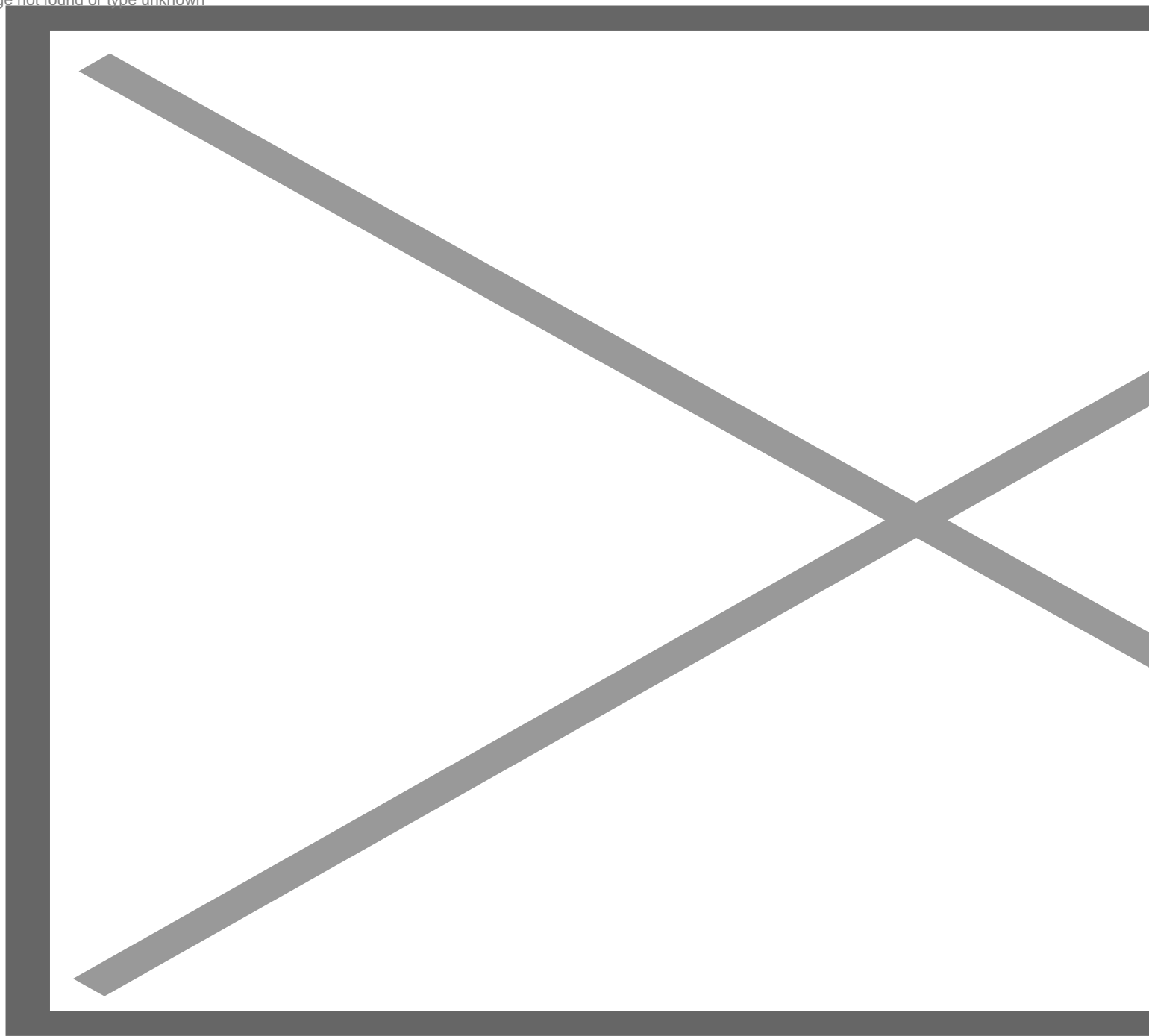
There's a double basin stainless steel sink and it's convenient when a builder is thoughtful enough to include dedicated storage for things like the covers for the sink.

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The galley is to the port side and below in the 425. It's well lit from the hullside window and the atrium-style entry of the companionway.

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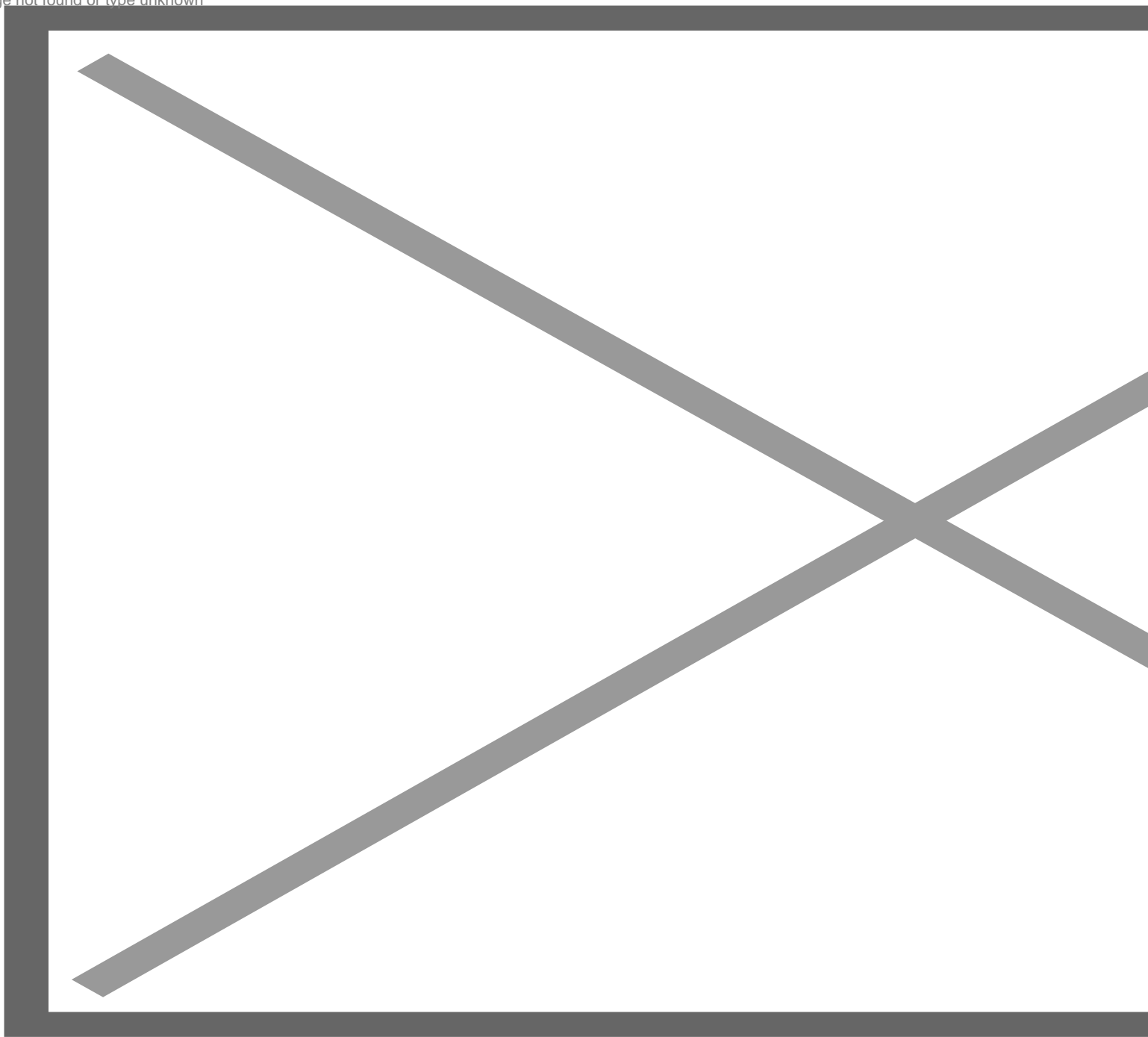
Here's an excellent example of Galeon's fit and finish. The area is open and airy and there's a nice balance between light and dark tones.

There's also more Galeon fit and finish here. Alcantara suede is going around all of the bulkheads. The vents are matching the cabinetry. Smoked mirrors are adding even more space and openness to this area. There's carpeting throughout this lower deck, but underneath that carpeting is hardwood decking and it

matches the companionway stairs. There's also a distinct contrast between the dark and the light tones. All the door latches are recessed so we're not going to snag clothes or a sweater on them. When a door is closed, a magnet brings the latch out, so it's just a gentle press that closes the door and it's a positive hold.

Master Stateroom

As we enter the full-beam master, make yourself aware that to accommodate the curvature of the hull, there's also a slight curve to the outer edge of the deck. It's not pronounced, but just something to be aware of. So, your first inclination might be to step on that angle and your foot will slide down to the flat portion. The overhead has an irregular shape to accommodate all of the components of the main deck above, but there's standing headroom of over 6' (1.83 m) to the starboard side pocket of the overhead. The most notable measurements however might be the average 5'3" (1.57 m) from the deck, which leaves 3'3" (.99 m) from the berth to the overhead. The berth is center-mounted and measures 76" by 63" (193.04 cm x 160.02 cm). There's a beautiful headboard and it's nicely backlit.

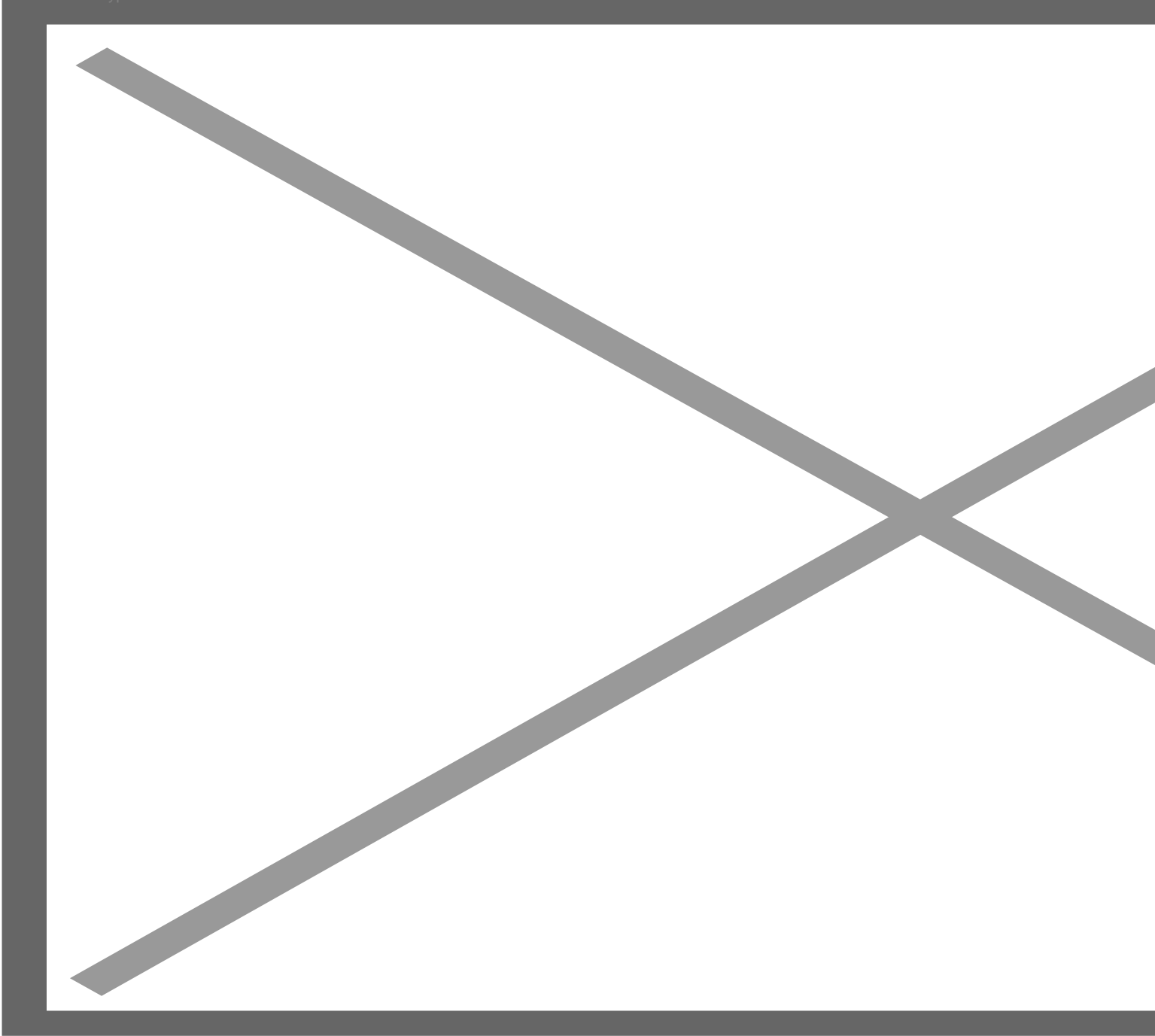


The master berth is center mounted in the stateroom with typical Galeon fit and finish seen throughout the stateroom. Notice the intricate joinery work in the headboard.

There are hullside windows to port and starboard. A settee is under the starboard window. There's also an impressive amount of storage in this stateroom. Two hanging lockers hold more than most yachts in the 55' (16.76m) class. There's a vanity with compartmentalized storage. A 32" (81.28 cm) TV is flush-mounted

into the bulkhead and there's more storage underneath.

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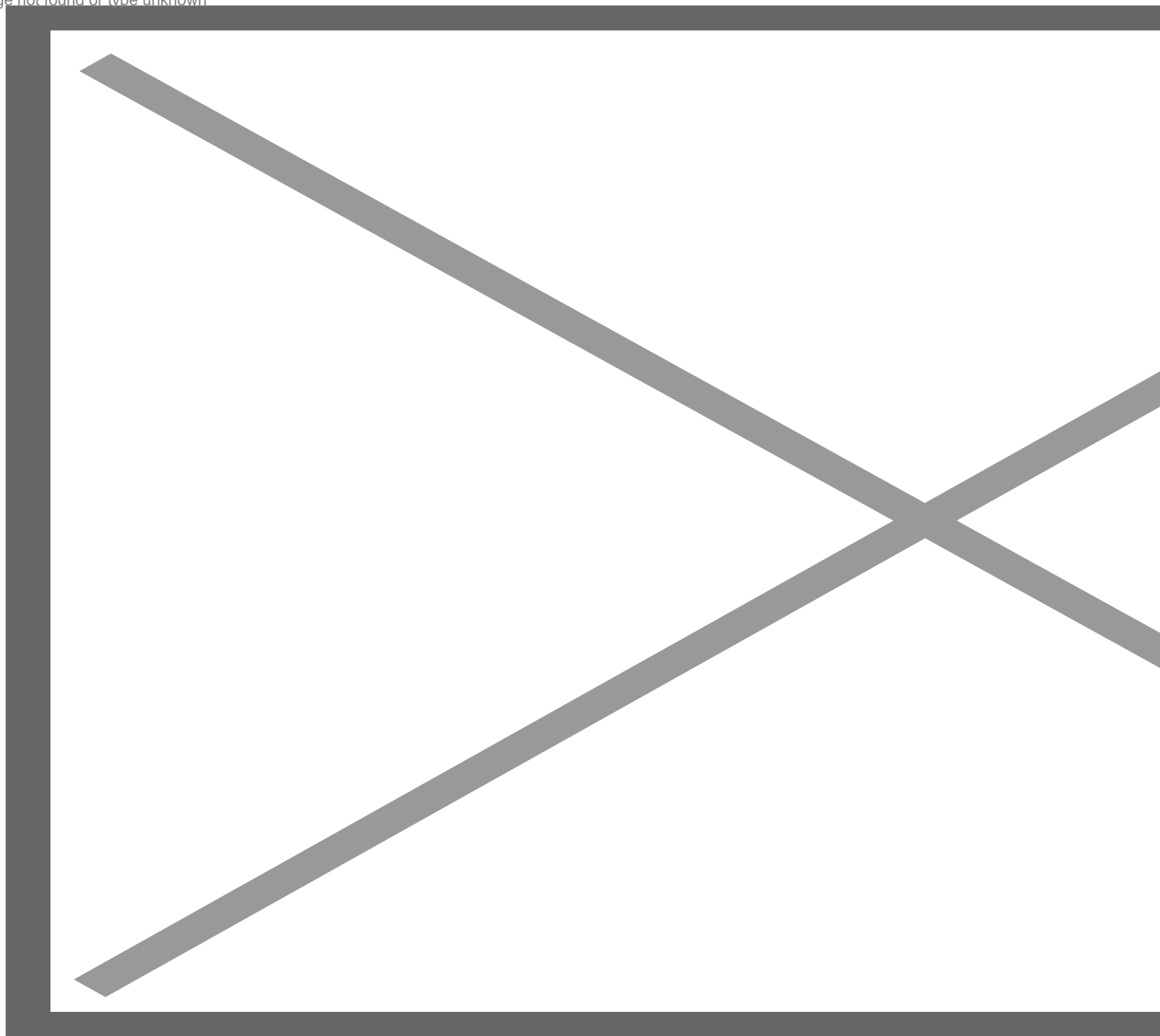
Something that is unusual in a boat in this size range is a full walk-in shower. This master ensuite also has a hullside window and Corian counters.

Just forward of the galley is a day head. This is a wet head still with Corian counters, a hullside window with an opening portlight and plenty of storage. And that leads us to our last stateroom fully forward.

VIP

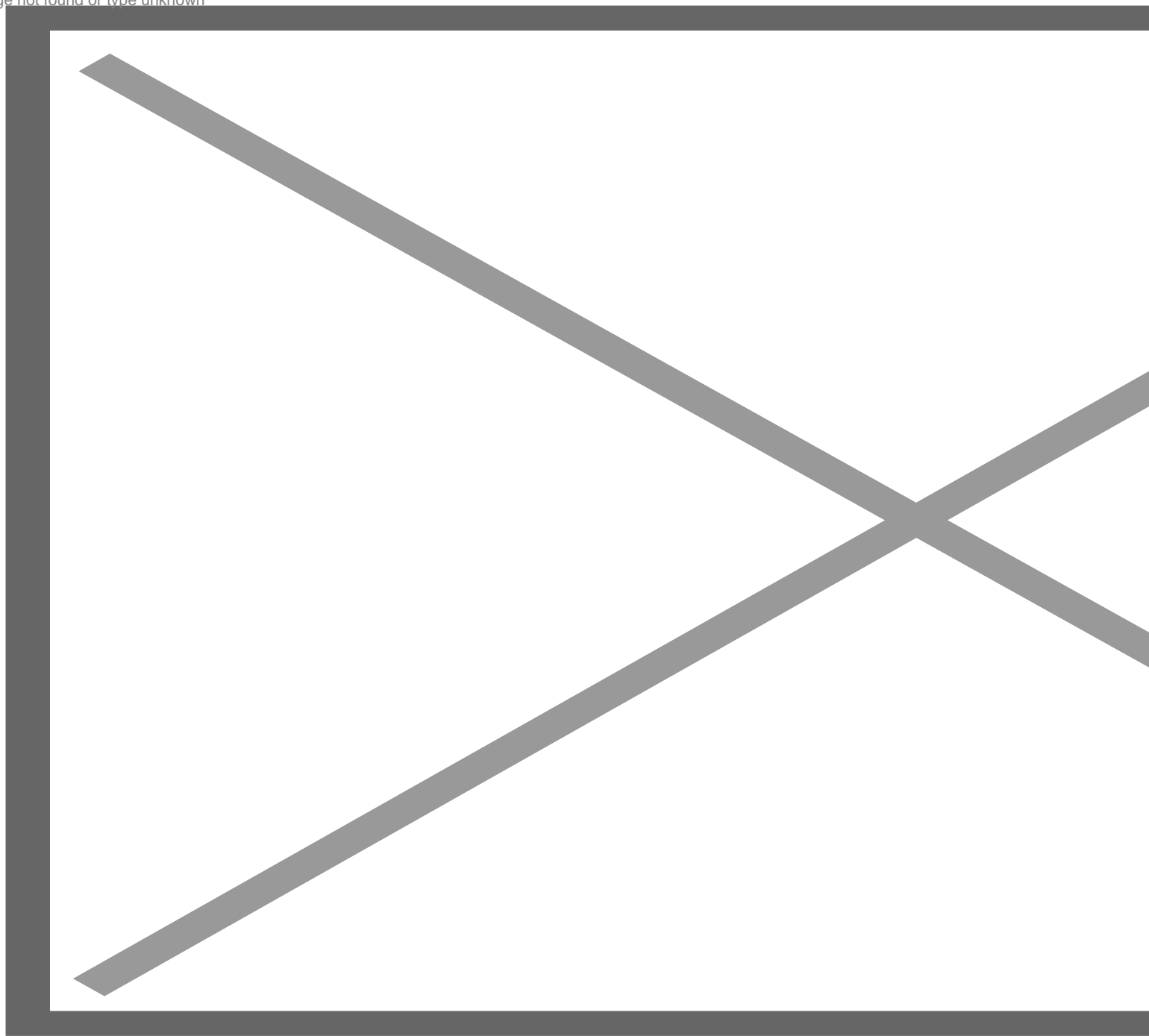
This is laid out as we would expect, with the exception of the berth being accessible from the port-hand side as the berth is tucked up against the starboard bulkhead. Fore and aft it measures 76" (193.04 cm) deep. Headroom here starts at 6'6" (1.98 m) at the entry and drops down to just 3' (.91 m) at the forward end over the berth. There's a 24" (60.96 cm) TV at the aft bulkhead. Storage is excellent to both sides of the stateroom and more is underneath the berth. Plus, there are hanging lockers on both sides.

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The VIP berth is against the starboard bulkhead to it's only accessible from the port side. Storage is all around and under the berth.

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Natural light comes in from the two hullside windows and the full-length overhead skylight.

Observations

Galeon set out to put a lot of big boat features in a smaller package with the 425 HTS, but there really doesn't seem to be a lot of compromises in doing so. She still carries a lot of comfort in her design and the trade-offs are minimal and barely noticeable. This is an excellent boat for someone that is looking to trade

up from an entry-level cruiser that wants a real cruising boat with real yacht amenities. It's not for everyone though. There are more cost-effective alternatives out there. But aren't there always? Thing is, those boats come with a lot of trade-offs that make them more cost-effective and it shows. If you want style, quality of build, better sea handling and a premium level of fit and finish, that will cost more. That's what Galeon brings to the table and it's worth it. That's why the brand is so popular. It's a real boat. Only real boaters need to apply.