

# Galeon 485 HTS (2018-)

## Brief Summary

The Galeon 485 HTS is a two-ensuite express with bold styling touches and some unique engineering including a sliding door that drops into the deck, creating a seamless passage from cockpit to the front of the salon.

## Price

### Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

## Specifications


Length Overall	49' 2" / 14.98 m
BEAM	13' 11"   4.25 m
Dry Weight	30,975 lbs.   14,050 kg
Tested Weight	
Draft	47"   120 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	16-deg.
Max Headroom	N/A

Bridge Clearance	16' 9"   5.10 m
Weight Capacity	37, 920 lbs.   17,200 kg
Person Capacity	
Fuel Capacity	317 gal.   1,200 L
Water Capacity	122 gal.   460 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	
0 to 20	
Ratio	
Props	
Load	
Climate	

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The 485 HTS has an LOA of 49’2” (14.98 m), a beam of 13’11” (4.24 m), and two 159-gallon (223.34 L) fuel tanks.

## Mission

Galeon’s mission with the 485 HTS was to provide a sport-oriented, open-deck yacht experience that can also deliver comfort, luxury, and modern design. The hydraulic swim platform, tender garage, and power options suggest optional sport-friendly appointments. The natural-light focused design, extensive storage, and ability to convert two distinct cockpit/salon spaces into one, seamless indoor/outdoor space speaks to a mission for Galeon across their range of models.

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A view of the 485 HTS’ main deck, cockpit, and bow layout.

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A bird’s-eye view of the 485 HTS’ lower deck layout. Note that the galley is down.

# Major Features

- **Swim Platform.** The swim platform on the 485 HTS, extending 4' out from the transom, can handle a tender. The optional hydraulic capabilities truly bolster those capabilities and help make the platform double as a “teak beach” when at anchor.
- **Transom Garage Standard.** A tender garage comes standard on the 485 HTS, giving the boat a versatility in the type and location of the excursion, as well as improving watersport activities for guests onboard.

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**The cockpit seating configuration that comes with the smaller tender garage option -- more conventional seating wrapped around a pedestal table.**

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**The cockpit seating configuration with the larger tender garage option -- a full sundeck/sun pad with the versatility to remove cushions and add a pedestal table.**


- **Optional Cockpit Seating Designs.** The tender garage on the 485 HTS comes in two sizes, which impact the design of the cockpit. With a smaller garage, the cockpit has U-shaped seating around a cocktail table; the larger option sets the seating up higher, as a “sun deck,” and comes as one large sun pad with removable cushions that can swap in a pedestal table.
- **Bow Lounge Retractable Awning.** A canvas material, it can easily pull open or retract. This adds great utility to the yacht.
- **Teak Deck in Cockpit.**
- **Solid Wood Doors Below** with rubber gaskets around the door frame that eliminate rattles while underway and make cabins more soundproof.
- **Air Conditioning.** is provided by Domatic and is 44,000 BTUs.
- **Stainless Steel Tanks.** Both fuel and water tanks are stainless steel, something we rarely see in class.
- **World-Class Joinery Work.** The Dark Walnut joiner work throughout the vessel is top quality.
- **Fit-and-Finish.** The build of this boat from bilge to the radar arch abaft is virtually all best in class.

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**A view of the bow retractable canopy for the sunpad lounging area.**


## Inspection

## Swim Platform


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**The 485 HTS swim platform extends 4' (1.22 m) from the transom, hydraulically submerges, and has reboarding ladders to port and flush-mounted in the starboard.**

The swim platform on the 485 HTS extends out 4' (1.22 m) from the transom, with its teak decks and optional hydraulic platform. Teak steps are to port and starboard, with the starboard set accessing the cockpit, and the port side accessing the side decks.

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**A closer look at the flush-mounted reboarding ladder on the swim platform, which reveals when the optional platform is lowered into the water. It is one of the most ergonomic designs we have seen.**

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**This is a view of the smaller tender garage, which comes with the more conventional cockpit seating.**


To port is a concealed reboarding ladder with stainless steel rails to each side. A tender garage is in the center of the transom and is accessed by manually lifting the hatch after releasing turn and lock latches to both sides. The latches holding the hatch down come via remarkably beefy hinges.

At the starboard steps is a freshwater shower.


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**This large tender garage can hold an inflatable dinghy or be used as storage.**


## Cockpit

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**Entry to the cockpit comes via these steps to port and starboard -- note lavish use of teak.**

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**The optional retractable canvas awning for the cockpit extends 6' (1.83 m) out for greater protection from the sun.**

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**One of the two cockpit hatches, this one directly over the tender in the garage below.**

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**The second cockpit hatch, which gives access to the engine room via a ladder.**

The cockpit is protected by a retractable awning that extends 6' (1.83 m) out, sufficiently covering the cockpit area. A hatch in the middle of the cockpit deck opens up for tossing items onto the tender from above. Another hatch just to starboard provides access to the engine room.


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**A view of the cockpit seating that comes with the smaller tender garage -- facing forward from the transom entry point. Note the mounting points for the pedestal table as well.**


The cockpit seating space is versatile -- by selecting a small transom garage, it can be a U-shaped design wrapping around a pedestal table, with empty space under the port side section of the seating serving as a spot for a carry-on cooler.

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**A view of the cockpit seating over the larger tender garage. Notice how it sits higher above the swim platform and is largely one giant sunpad.**

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**With the seatbacks down and the filler cushions in place, the 485 HTS has a huge sunpad. Best of all, when the sun goes down, the space is converted into other uses.**

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**A shot depicting the sunpad cockpit seating configuration's versatility, with cushions removed and cocktail table mounted.**

With the larger, standard tender garage, the cockpit seating comes as a large sunpad versatile with filler cushions that can accommodate a removable cocktail table. Fully converted it is one large sunpad, covering the better part of the cockpit's footprint.


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**View of the cockpit with table mounted – an ideal place for al fresco dining.**


## Salon

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**A view of the salon from the cockpit facing forward. Note the doors have been lowered, and the cockpit seating is in the extreme foreground.**

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**A view of the skylight from inside the salon. Note the compound curves. These, in unison with the gutters (out of view) keep water out of the salon when the skylight is opened up. It measures 3'11" (1.19 m) by 9' (2.72 m).**


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**A view from the cockpit toward the salon with the doors and glass bulkhead in place.**

**Entry to the salon** comes from sliding door to starboard that, when opened, provides an entrance 2'3" (.69 m) wide, and headroom in the salon comes at 6'11" (2.11 m). Once inside, a switch on the starboard bulkhead lowers not just the partition separating the cockpit and salon seating, but the entire door, which

drops down entirely into the bulkhead at the front of the engine compartment below.

When this is lowered, there is no aft bulkhead at all, creating one seamless space from salon to cockpit; interior to exterior. When this is combined with opening the helm's side window and the forward sunroof, the whole area is swept by the prevailing breezes.

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**The portside salon seating, facing forward. Note the divider between salon and cockpit at the extreme left-hand side of the image.**

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**The starboard salon refreshment center, which butts up against the helm seats just forward.**

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**The refreshment center countertop opens to reveal a sink and space for a grill, while below sits a refrigerator, storage, and space for an icemaker.**

The salon has U-shaped seating aft and to port, wrapping around a pedestal table. The natural light theme continues via the massive hullside windows. To the starboard side is an entertainment/refreshment center that includes a refrigerator, sink and faucet, and an open space that can be upgraded to include an electric grill.

An artfully designed rectangular stainless steel rail extends across the front, echoing design lines seen below deck in a very innovative way. To the outer bulkhead is another storage area surrounded by another rectangular stainless steel rail.

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**The stainless-steel accent rail on the starboard salon refreshment center. This is a beautiful design and representative of the fit-and-finish on the 485 HTS as a whole.**

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**Another view of the 485 HTS' skylight, with LED lighting in view and in use. Note the unobstructed views throughout the salon, from above, ahead and to both sides via the hullside windows.**


The skylights in the salon are smoked glass and let plenty of light in, but can also be opened to let in even more. They're surrounded by LED lighting to both sides for night time entertaining as well.

## Helm


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**The helm dash, with wrapped steering and joystick controls to starboard.**

**The helm** is to starboard and is all rubberized black (making them non-skid and heat absorbing) with a bronze colored centerpiece. A 12" (.31 m) Raymarine display is center on the forward panel, with A/C vents to both sides of the Raymarine. Moving down, a Raymarine autopilot control is to port and Volvo Penta EVC display to starboard. Also to starboard are trim tab controls (standard), with electric rocker switches to both sides of a sub-panel. Further to starboard holds the Volvo Penta digital engine controls as well as the standard joystick.

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**The helm seat is a double-wide bench style with flip-up bolster.**


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**A view of the helm seating with the flip-up bolster in use.**


**The helm seat is double wide** at 34" (86.36 m), with 6'7" (2.01 m) of headroom at the helm station. This is important because many European boats in class do not have enough headroom to stand at the helm.

At the bottom of the dash console is a teak-surfaced step that can drop to raise the deck at the helm 8.5", and the helm seat has a flip-up bolster as well.


**The sunroof** is broken into two panels in the salon, with the forward panel being above the helm station; opening. To port and forward the dash are smoked glass panels looking down on the lower deck atrium below. These panels can be closed off with shades from below; left open they flood the lower space with natural light.

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**The helm has not just the flip-up bolster, but a skylight above that can open to improve headroom, and this -- a step below the dash to prop up one's views. It can sit in small form like this, for a specific momentary need for a view, or...**

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**As a larger, more constant boost to the view while navigating.**

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**A look at the smoked-glass panels to port and forward of the dash; these can be blocked off, but also provide natural light to the lower deck when opened up as seen here.**

The windshield on the 485 HTS is one piece, creating good forward visibility. It is 9' (2.74 m) wide by 4'8" (1.42 m) high.


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**A view of the Volvo Penta EVC display, as well as rocker switches.**




# Lower Deck

## Lower Deck Salon

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**The companionway down below deck. Note the thick, sturdy guide-rail to starboard.**

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**The lower deck salon seating, immediately to starboard upon entry from the floating staircase companionway.**

**The lower deck** is accessed from a center-mounted companionway that is a floating tread staircase, behind a smoked glass sliding door with the stainless steel guide rail to starboard. Upon entering the lower deck, “U” shaped seating is to starboard, wrapped around a pedestal table that can adjust in height.

**The upholstery** on the starboard seating is Ultraleather with diamond-patterned doubled hand stitching. Hullside windows just below wood cabinet storage have a center opening portlight.

A 32” HD TV sits on the forward bulkhead. The 485 HTS also comes with a 44,000 BTU Dometic MarineAir air conditioning unit standard, with vents throughout the boat.

The decking for the interior comes with a choice of Striped Walnut or Misty Grey, with an interior color design choice coming in either white or beige.

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**Looking forward to the lower salon. The VIP stateroom can be seen in the background, in the bow.**

**Woodwork is dark walnut with Alcantara suede above. The wood deck is standard.**

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**Another close-up view of Galeon’s fit-and-finish mastery; these stainless-steel door handles never rattle or feel loose.**

The lower deck is where one starts to notice all of the doors are solid wood, with inlaid diamond pattern design and heavy, sturdy construction. Each door closes against door jambs that are lined with rubber, closing effortlessly with outstanding fit and finish. The Galeon boats are known for their “no-rattle” design, and our experience found this reputation to be well-deserved.

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**A close-up view of another Galeon luxury touch -- the Alcantara suede lining nearly every bulkhead and overhead surface.**

Bulkheads and overheads are also upholstered in Alcantara suede to go along with the high-gloss woodwork throughout the lower cabin.

## Galley

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**A view of the galley from the starboard side of the lower deck. Note the microwave below the dual burner stove on the aft side.**

ffGaleon found or type unknown

**The galley includes a refrigerator as well, seen here. The refrigerator with freezer section is 4.8 cu. Ft. (130 L). The counter is Corian.**

**The galley** is to port, and is an L-shaped space. It has Corian countertops, a double basin sink that can be covered for more counterspace. When the cover is removed it has a convenient home behding the faucet for storage. Hullside windows above the counter include an opening portlight in the same fashion as the opposite bulkhead.

ffGaleon found or type unknown

**The storage in the galley is like storage throughout the boat -- comprehensive and nestled in artful fixtures.**

Four storage cabinets sit above the windows (which have shades), and below the countertop sits the microwave, refrigerator, and additional storage. The refrigerator is 4.86 cu. ft. (130 L) and has a freezer compartment.

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**Galeon 485 HTS galley sink**

**The galley sink can be covered with countertop for expanded space, and removed with ease...**

ffGaleon found or type unknown


**The cover easily stows behind the faucet. Note the quality of fixture and stainless steel dual basin sink.**

## Master Stateroom

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**A view of the master stateroom from the entrance point. Note the sofa to starboard, and the storage credenza to port.**

The master stateroom is aft, and encompasses the full beam of the boat. The berth is queen-sized and mounted on the center line with a decorative headboard and reading lights on each side. An HD TV is mounted to the forward bulkhead facing the berth.

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**The portside storage compartments in the master stateroom. Note as well the HDTV on forward bulkhead.**

A storage credenza sits to the starboard side with six doors opening to shelved storage. Just above the storage are three vertical hullside windows with opening portlights on the aft end. The hullside windows and opening portlight repeat on the portside as well. The bulkheads and overhead are, like the rest of the 485 HTS, upholstered in Alcantara suede.

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**A closer view of the master stateroom sofa. Note the diamond pattern hand-stitching and Ultraleather upholstery.**

To port is a sofa measuring 5'6" (1.68 m) wide, providing a view out of the hullside windows from the Ultraleather, diamond pattern stitching. There are drawers in the built-in nightstands to both sides of the berth, and a hanging locker is to port with the suede upholstery on the bulkheads extending even inside the closet.

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**Another view of the master. Note that the hanging locker is built into the corner of the stateroom at the right.**

## Master Head

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**The master head has a separate walk-in shower compartment, as well as these tinted glass vessel sinks.**

The master head is located at the entrance to the master stateroom and features an L-shaped Corian counter with tinted vessel sink. Large hullside windows are just above the counter, with an opening portlight as well. Mirrored cabinets sit above the windows, with the head on the aft end of the space and the walk-in shower forward through the glass door.

**The shower** features a removable shower head. A full-length mirror is on the back of the head door, inlaid into the wood.

## VIP Stateroom

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**The VIP stateroom is in the bow, and has storage from both sides of the berth.**

**The VIP stateroom** is forward, in the bow, and is a queen-sized island berth with access on both sides via a small carpeted step. Galeon makes excellent use of space on both sides of the berth, placing storage cabinets both above and below the hullside windows.

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**The VIP stateroom offers storage underneath with these four drawers. Note the step up to access bed to the right of frame.**

A hanging locker is to port, while the opposite side has entrance to the shared day head. A decorative headboard has dual reading night lights, while climate control panels sit bedside as well as recessed space with charging capabilities for electronics. Storage drawers are just below the berth as well.

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**A look at the VIP stateroom's skylight design, which takes its inspiration from wooden sailing ships with thick beams. The forward center panel is an opening portlight as well.**

Above all is a skylight with nine glass panels divided by 4" (10.16 cm) wood beams. Overhead clearance at the entrance to the VIP stateroom is 6'8" (2.03 m), with 3'8" (1.12 m) above the berth itself. An HD TV is mounted on the aft bulkhead, and the portside storage countertop extends out to create a small deskpace.

## Shared Head


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**A view inside the shared head from the galley, facing starboard. Note the suede upholstery on the walls and the strong, rigid construction on the door.**

**The day head** is accessed just across from the lower deck galley and is a wet head. There is a Corian countertop and stainless steel faucet over a tinted glass vessel sink mounted to the counter. Storage is below behind excellent woodwork, and above behind mirrored cabinet doors.

Three hullside windows with blinds are just above the countertop, with an opening rectangular portlight as well. A second entrance to this head comes off the lower deck galley.

## On Deck -- The Bow

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**A view of the starboard side deck to the bow. Note the cabin side guide rail in place until the outer guide rail comes up to full height.**


**The bow** is accessed from side decks to port and starboard that measure 18" (45.7 cm) wide from the cabin side. Safety rails rise up to 21" (53.3 cm) high; however, they do not reach that height until about 4' (1.22 m)

into the travel up to the bow. The first 4' (1.22 m) are augmented with 1" (2.54 cm) stainless-steel rails on the cabin side to make up for it.

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**A closer look at the safety rails on the 485 HTS side decks. These decks can be optionally upgraded to teak. Note the toe rail for added safety.**

At midships there is an opening gate held in place with a sliding coupler, and just ahead is an 11" (27.9 cm) midship cleat.

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**The bow sunpad space, with the retractable canopy in use. Note the optional teak decking on the side decks as well.**

Fully forward the bow features two sun pads that can be protected by a retractable canvas cabana just aft in front of the windshield.

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**The standard windlass and anchor locker in the bow. Foot controls are just to port.**

At the working end of the bow there are two 11" cleats just to the side of the forepeak. A flush-mounted hatch covers the windlass, which leads out to an anchor roller embedded in the bow. Foot controls are to port and an electric spotlight sits just further to port.


## Option Packages

This boat comes with a number of options as well as what Galeon calls a "Comfort Pack" and a "Luxury Pack." The "Comfort Pack" includes most major items of electronics, among other things, and the "Luxury Pack" includes the hydraulic swim platform, among other things.

We recommend both packages as then boat then becomes "turn-key," something that not only saves money but also eliminates aftermarket hassle.

## Power

The 485 HTS comes with twin Volvo Penta IPS 600 engines (2 x 435-hp) with IPS pod drive, joystick, Volvo Penta T3 propellers, electronic vessel control (EVC) system, electronic steering, and trim tabs all standard.


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**At 49'2" (14.98 m), the Galeon 485 HTS is one of the longest boats in class.**

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**While the Galeon 485 HTS is as stylish as they come, her builders know traditional quality boat building their emphasis is on the practical.**

## Observations

**Comparisons.** When we used the BoatTEST comparison feature we found that the Galeon 485 HTS has one of the greatest LOA's at 49'2" (14.98 m), and is among the narrowest in class at 13'11" (4.25 m). Her draft at 47" (120 cm) is the most shoal we found among her peers. That will be good news for people who want to park the boat in front of their waterfront home when there is a moon low tide.

Perhaps most telling was that her dry displacement at 30,975 lbs. (14,050 kgs.) was about the same as 3-4 other boats in class who share her position as best in class from an overall standpoint of build quality. So, she is in very good company.

**Her Strong Suit.** But where the Galeon 485 HTS really stands out, in our opinion, is in her fit-and-finish and attention to detail. In class, only a few brands approach her joinery work execution, and on some issues, like solid wood doors with rubber gaskets, virtually none match her.

Innovation is obviously a watchword at Galeon, and while the 485 HTS does not have some of the more spectacular, “gee-whiz” features of some other models in the Galeon line, she is practical and well as being good-looking. For example, while some people will like the huge sunpad that can be created in the cockpit, most people will use her in a more conventional way for cocktail parties and dining. The beauty of the design is that she can do all of these things well.

**Cruising in Comfort and Privacy.** Likewise, below, rather than squeeze three sleeping cabins into the boat, Galeon chose to install just two, both with private heads. That makes for genteel cruising for two couples. A large family can make do by sleeping kids on the dinette below and topside.

There has been an evolution in express cruisers the last 10 years as they evolved from open boats to coupes and hardtops. Some boats in class have a “closed-in” feel, which is welcome when it is raining or cold, but not so much on balmy days. Here the 445 shines because of her nearly full-width sun roof that will

bring in all the fresh air anyone could want.

Overall we can say, without reservation, that in one fell swoop Galeon has entered the world stage of yachting in the U.S., and has immediately taken her place among the very best in class.

**Galeon** If no image found or type unknown

**The 485 HTS design is a bit more basic than its otherworldly sister Galeon models, but still packs a huge punch.**