

RAISED PILOTHOUSE – HARGRAVE CUSTOM YACHTS



Builder:

HARGRAVE CUSTOM YACHTS

Model:

Raised Pilothouse

LOA:

101' 0" (30.78 m)

Min Draft:

21' 4" (6.50 m)

Beam:

21' 0" (6.40 m)

Cruise Speed:

20 kn / 23.02 mph

Max Speed:

23 kn / 26.47 mph

Water Capacity:

600 Gallons

Fuel Capacity:

3200 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

Hull Configuration:

Semi-Displacement

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OVERVIEW

Commission your next voyage aboard the Raised Pilothouse from HARGRAVE CUSTOM YACHTS—a 101 ft custom motor yacht featuring a Semi-Displacement hull and a fiberglass and plastic construction. This model is presented by Andrey Shestakov and the experienced team at Shestakov Yacht Sales.

Selecting a Raised Pilothouse

Opting for the Raised Pilothouse places emphasis on tried-and-true seakeeping and generous interior volume from HARGRAVE CUSTOM YACHTS. Its 21 ft (6.4 m) beam and sleeping arrangements for 8 combine with dependable Caterpillar diesel propulsion to deliver a blend of comfort and capable cruising range. If a bespoke interior from Yacht Interiors by Shelley and the operational benefits of a Semi-Displacement hull are priorities, this motor yacht is a strong contender.

Features of the Model

- LOA of 101 ft (30.78 m) engineered for bluewater capability and onboard spaciousness
- Generous 21 ft (6.4 m) beam that expands living areas and deck utility
- Semi-Displacement running surface designed for adaptable performance across conditions
- Built using fiberglass and plastic with a fiberglass deck for durability and finish
- Twin Caterpillar diesel engines (2) providing dependable propulsion
- Interior package by Yacht Interiors by Shelley delivering custom craftsmanship
- Overnight accommodations for 8 guests

- Large tank capacities: 3,200 gal fuel and 600 gal water for extended cruising
- Typical cruising speed of 20 kn (23.02 mph) with a maximum around 23 kn (26.47 mph)

Technical Specifications

- Builder: HARGRAVE CUSTOM YACHTS
- Model: Raised Pilothouse
- Category: motor yacht
- Hull material: fiberglass and plastic
- Deck material: Fiberglass
- Hull configuration: Semi-Displacement
- LOA: 101 ft (30.78 m)
- Beam: 21 ft (6.4 m)
- Draft (min): 21.325 ft (6.5 m)
- Engines: 2 x Caterpillar, Diesel
- Speed (cruise/max): 20 kn / 23 kn (23.02 mph / 26.47 mph)
- Accommodations: 8
- Fuel capacity: 3,200 gal
- Water capacity: 600 gal

Pricing and Ordering

To obtain current availability, pricing details, and to explore build and outfitting choices for the Raised Pilothouse by HARGRAVE CUSTOM YACHTS, reach out to Andrey Shestakov at Shestakov Yacht Sales. Our brokerage team will support you through specifications, surveys, and closing to make your purchase process straightforward.

Questions and Answers

Q: What are the performance figures of the Raised Pilothouse? A: The yacht achieves a **cruising speed** of 20 kn (23.02 mph) and a **top speed** of 23 kn (26.47 mph), consistent with the capabilities of its Semi-Displacement hull.

Q: How many guests can the yacht accommodate? A: The layout provides **accommodations** for 8, well suited for family voyages or entertaining friends.

Q: Who designed the interior? A: The **interior designer** is Yacht Interiors by Shelley, delivering a refined, custom finish.

Q: What powers this yacht? A: Propulsion is provided by **2 Caterpillar diesel engines**, chosen for dependable performance and serviceability.

Q: What is the hull type and material? A: It uses a **Semi-Displacement** hull constructed in fiberglass and plastic, classified as a premium motor yacht.

Owner Experience Review

Owners operate the Raised Pilothouse from HARGRAVE CUSTOM YACHTS across a broad spectrum of uses. Many cite family cruising and long-range passages as common missions, thanks to a full-beam master stateroom, expansive guest areas, and properly arranged crew quarters that make extended trips feasible. Weekend hosting is also frequent, with owners highlighting generous flying-bridge entertaining spaces and alfresco dining setups. A number of examples have entered fractional or charter-style programs; one participant in a fractional arrangement commented that “6 weeks is plenty for us,” illustrating flexible ownership beyond single-family usage.

When underway, owners emphasize the value of stabilizers for onboard comfort, describing the motion as reassuringly heavy or slightly

displacement-like when handled gently; community advice to “alter course a few degrees” to better align with sea conditions appears frequently in owner discussions. Published testing and owner reports list a top speed near 22.9 knots, an 80% load cruise around 18.9 knots, and efficient long-range operation close to 10 knots. Onboard ergonomics receive praise for a very large salon with low-sill side windows delivering excellent natural light and visibility, along with a galley noted for its service-oriented layout, ~33" clearances around the island, and substantial pantry and storage capacity. Crew and engineer quarters are described as roomy with direct engine-room access, and the machinery space provides approximately ~2' between engine rails and ~7' of overhead clearance so significant maintenance can be performed without major dismantling.

Forum feedback frequently points surveyors toward exterior finish, exhaust systems, and running gear as common inspection items; nevertheless, many owners express strong satisfaction, saying they are “very very happy with the end result,” and often characterize the brand as offering solid value—“best bang for the buck”—with generally good build quality offered at a price point below some much larger builders.

Pros and Cons

- Heavy-feel hull with stabilizers offers composed, confidence-building seakeeping when piloted conservatively.
- Bright, expansive salon with low-sill windows and a thoughtfully laid-out galley featuring abundant storage and ~33" clearances.
- Functional crew and service configuration with dedicated crew areas, direct engine-room access, and space sufficient to perform major maintenance in place.
- Onboard comfort underway effectively relies on active stabilizers, particularly in beam or quartering seas.

- Typical survey attention falls on exterior finish, exhaust installations, and running gear.
- Ownership costs are substantial for a yacht of this size, although many owners regard the purchase price as strong value.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
Raised Pilothouse	101' 0" (30.78 m)	21' 0" (6.40 m)	21' 4" (6.50 m)	20 kn / 23 kn	
Enclosed Skybridge	96' 0" (29.36 m)	19' 0" (5.79 m)			

SPECIFICATIONS

LOA:

101' 0" (30.78 m)

Beam:

21' 0" (6.40 m)

Cruise Speed:

20 kn / 23.02 mph

Water Capacity:

600 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Hull Configuration:

Semi-Displacement

Engines:

2

Fuel Type:

Diesel

Min Draft:

21' 4" (6.50 m)

Max Speed:

23 kn / 26.47 mph

Fuel Capacity:

3200 Gallons

Deck Material:

Fiberglass

Interior Designer:

Yacht Interiors by Shelley

Manufacturer:

Caterpillar

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

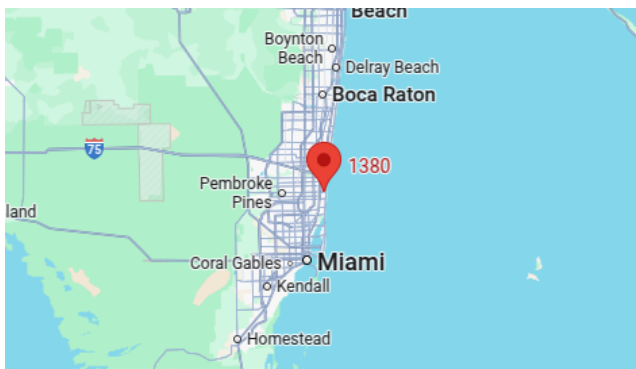
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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