

NEXT CHAPTER - SABRE



Builder: [SABRE](#)

LOA: 48' 0" (14.63 m)

Year Built: 2013

Beam: 15' 0" (4.67 m)

Model: Salon Express

Min Draft: 14' 9" (4.50 m)

Price: \$624,000 USD Subject to change.

Max Draft: 16' 9" (5.10 m)

[See full listing on our website](#)

Location: Grosse Ile, United States

Cruising Speed: 26 Knots (29.92 MPH)

Max Speed: 32 Knots (36.83 MPH)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 4

 Accommodations 5

 Hull and Deck Information 5

 Engine Information 5

GALLERY 6

DETAILED DESCRIPTION 17

CONTACTS 25

OVERVIEW

The 2013 Sabre 48 Salon Express Next Chapter is a distinguished example of the celebrated Downeast luxury motor yacht, marrying classic New England styling with meticulous craftsmanship and confident, efficient cruising performance. Maintained to the highest standards throughout a sterling ownership history, she presents beautifully and is ready for immediate enjoyment.

From 2013 through 2020 she was kept in Great Lakes freshwater, spending roughly half of each year laid up indoors. After a 2020 relocation to Florida she was operated seasonally—November through March—and thereafter stored in a temperature controlled indoor facility. In December 2024 she returned to the Great Lakes and has since been enjoyed during the summer months. With very limited environmental exposure and a disciplined maintenance program, she presents far fresher than her model year might suggest.

Propulsion is provided by twin 550 hp Cummins QSC 8.3 diesel engines coupled to Zeus pod drives, producing an effortless mid 20 knot cruising speed with top speeds into the low 30s. Joystick controls make tight quarters maneuvering intuitive, while the pod drive configuration delivers a composed, quiet ride befitting a premium cruising yacht.

Below decks the layout is intelligently appointed, with a full beam midship owner's suite and a forward VIP stateroom, each with private en suite heads. An optional crew cabin provides a double berth, its own head, a washer/dryer and generous storage. The light filled salon, raised helm and fully equipped galley flow together to create an inviting central living space ideal for entertaining or extended passagemaking. Offering the volume and creature comforts of a larger yacht while retaining the nimble, effortless handling of a 48 foot express, Next Chapter represents a turnkey opportunity for the discerning owner.

SPECIFICATIONS

Basic Information

Model Year:
2013

Country:
United States

Year Built:
2013

Dimensions

LOA:
48' 0" (14.63 m)

Beam:
15' 0" (4.67 m)

Min Draft:
14' 9" (4.50 m)

Max Draft:
16' 9" (5.10 m)

Speed, Capacities and Weight

Cruise Speed:
26 Knots (29.92 MPH)

Water Capacity:
160 Gallons

Max Speed:
32 Knots (36.83 MPH)

Fuel Capacity:
500 Gallons

Gross Tonnage:
37 Pounds

Accommodations

Sleeps:

5

Crew Cabin:

1

Total Heads:

2

Crew Berths:

1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Sabre Yachts

Deck Material:

Fiberglass

Interior Designer:

Sabre Yachts

Hull Configuration:

Deep Vee

Engine Information

Engines:

2

Fuel Type:

Diesel

Manufacturer:

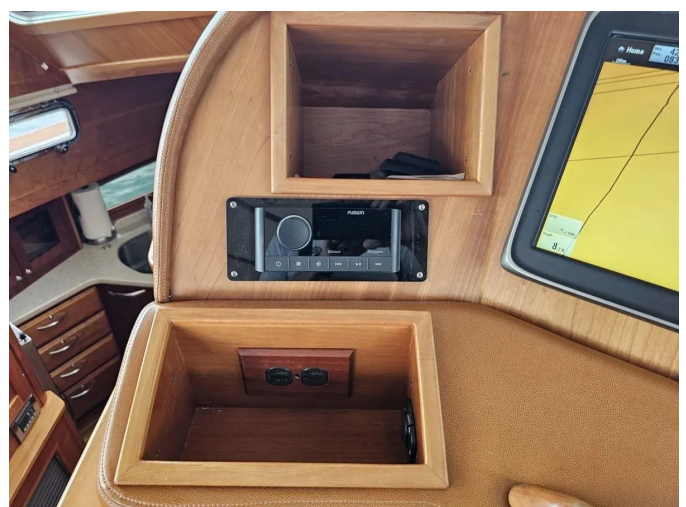
Cummins

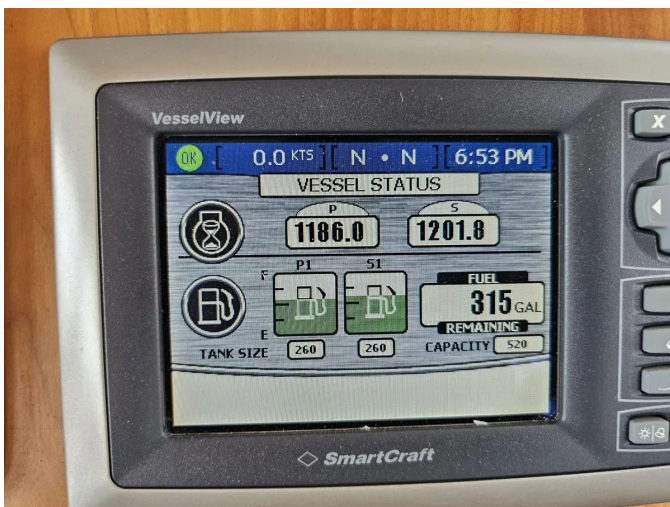
GALLERY



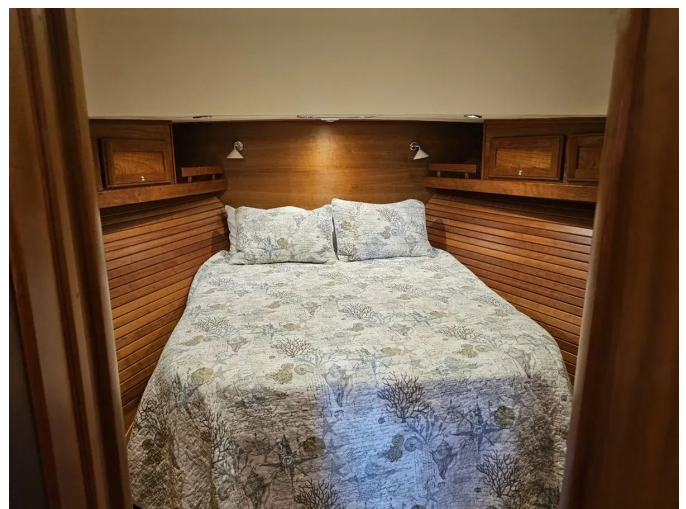




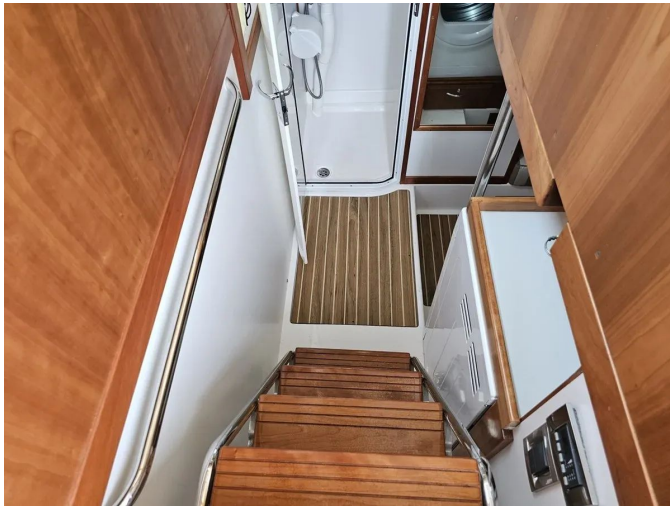


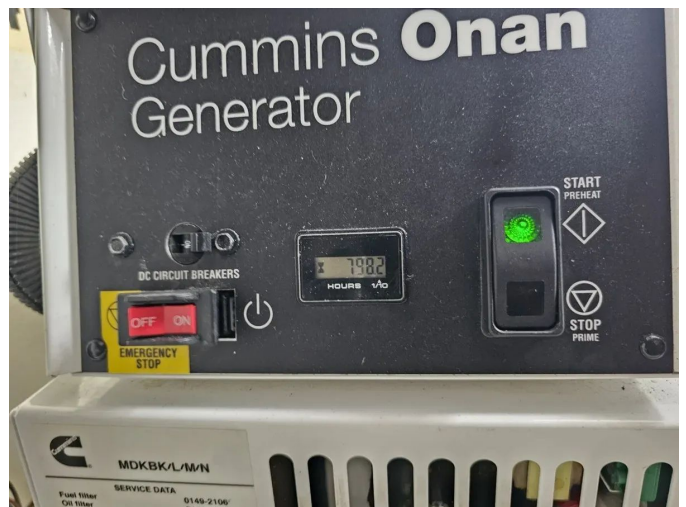


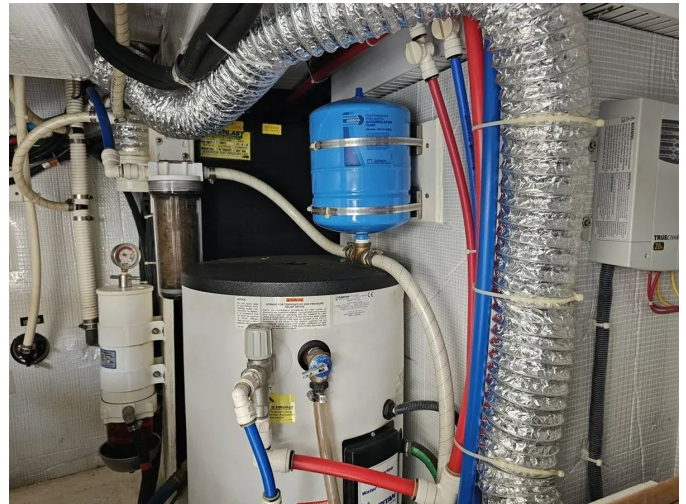












DETAILED DESCRIPTION

Recent improvements

A carefully planned series of upgrades has refined comfort, reliability and performance across the vessel. Convenience was increased with a new ice maker (2025) and a new spotlight (2025), while the air horn compressor was replaced (2025) to restore crisp, dependable signaling. The laundry facilities were modernized with a new washer and dryer (2026), and Starlink was installed (2026) to deliver seamless offshore connectivity. Power resilience has been strengthened with new house batteries (2026), and tender handling benefited from replacement Freedom Lift cylinders (2026). Outdoor entertaining was elevated by a custom folding aft-deck table (2025), all exterior brightwork was stripped and re-varnished (2026) to a deep, high-gloss finish, and the pods received a full service (2026) to ensure smooth, efficient operation.

Hull

The modified deep-V planing hull, designed with shallow pod-drive tunnels, delivers assured performance and efficient tracking, featuring a deadrise of 14° at the transom and 23° amidship and an overall length, excluding the swim platform and bow roller, of 47' 6". The exterior is completed in ISO NPG white gelcoat with vinylester back-up resin, while the bottom, topsides and transom are constructed from VIP resin-infused biaxial E-glass bonded to an Airex C70 foam core to optimise strength-to-weight characteristics. Structural stiffness is provided by a biaxial E-glass stringer system with foam core and vacuum-bagged biaxial E-glass bulkheads incorporating a polypropylene honeycomb core. A moulded E-glass swim platform with a moulded-in anti-skid surface enhances boarding safety and convenience, complemented by

hull-side rubbing strakes and a PVC rub rail capped in stainless steel. The visual presentation is striking: the hull was painted Claret Red in January 2022, accented by an IMRON-painted double boot top and a recessed gold cove stripe that accentuates the yacht's elegant lines.

Deck and hardtop

Engineered for confident passagemaking and refined alfresco living, the deck and hardtop are finished in ISO NPG gelcoat applied over VIP resin-infused biaxial E-glass with a balsa core, a combination that preserves a lasting gloss while delivering superior strength and weight economy. Molded-in anti-skid surfaces ensure sure footing throughout, and a generous bow sunpad provides a serene lounging spot when at anchor. An upgraded Boston Whaler 11' 4" center-console tender is stowed on an upgraded Freedom Lift, allowing launch and retrieval to match the yacht's overall level of polish. Movement between cockpit and salon is effortless thanks to a bi-fold aft salon door to port, sliding salon windows along the cabin sides, and an electrically opening window in the salon's aft bulkhead that brings fresh sea air in at the touch of a switch. Practical access and safety are addressed with a hinged helm-side door to the side deck and a flush, outward-opening transom door with latch, while an anchor locker keeps ground tackle neatly secured. Service and storage are simplified by a large lazarette and an engine-room access hatch located in the cockpit sole, both secured with compression latches. The yacht's seakindly manner is matched by premium deck hardware, beginning with a 1 1/4-inch diameter type 316 stainless-steel perimeter rail system. Cleatage is comprehensive, featuring eight 12-inch stainless-steel cleats—two forward, four midship and two in the aft cockpit—supplemented by a ten-inch stainless-steel cleat to starboard of the windlass expressly for anchoring rode. Line handling is refined with four custom-cast stainless-steel mid-rail line chocks, custom-cast stainless-steel skene chocks forward and custom folding

stainless steel mooring cleats aft. At the bow a pulpit with dual anchor roller pairs with a Quick anchor windlass of the electric rope chain type to make anchoring straightforward. Natural light and ventilation are enhanced by six low profile stainless steel hatches fitted with screens and six custom stainless steel opening port lights. Warm teak appointments, including toe rails and a cabin side eyebrow, lend a timeless yachting elegance, while a flag staff and socket on the taffrail, a burgee staff on the bow pulpit and a custom cast stainless steel "SABRE" medallion attest to the yacht's heritage and meticulous craftsmanship.

Safety equipment

Assurance on the water is delivered through a single Kahlenberg chrome trumpet horn with compressor that carries sound through fog and distance, while five fire extinguishers, each weighing two and one-half pounds, are thoughtfully distributed throughout the yacht. Every thru-hull fitting below the waterline is fitted with Marelon sea valves, and a comprehensive bonding system provides protection against galvanic corrosion. The engine space is equipped with an automatic fire-extinguishing discharge system with override for controlled intervention, supported by three automatic 12V electric bilge pumps for continuous dewatering. Three high-water switches linked to an alarm provide immediate notification, together creating a cohesive and vigilant safety suite.

Helm station

At the helm, command and safety are seamlessly combined: a single Kahlenberg chrome trumpet horn, driven by its own compressor, provides unmistakable signaling while five fire extinguishers, each rated at two and a half pounds, are positioned for immediate deployment. Below the waterline,

every thru-hull fitting is equipped with Marelon sea valves incorporated into a comprehensive bonding system to guard against galvanic corrosion. The engine space is protected by an automatic fire-extinguishing discharge system with a manual override for positive control, and bilge management is handled by three automatic twelve-volt electric bilge pumps, backed by three high-water switches connected to an alarm for early detection and added peace of mind.

Engine & mechanical

Power is provided by twin Cummins QSC 8.3 engines, each rated at 550 hp and freshwater-cooled, registering approximately 1,200 hours as of August 4, 2026. These diesels are coupled to twin CMD Zeus 3800 pod drives with integrated steering and trim, which received a full service in July 2026. Each engine is equipped with 120 A, 12 V alternators, and the installation includes two exhaust bypass mufflers to further smooth operation. The engine room is tastefully finished in pristine white gelcoat over an FRP anti-skid sole, with ventilation managed by an engine room blower and vent ducts, while a Mylar-faced foam acoustic barrier keeps mechanical noise exceptionally restrained. Fuel capacity comes from two 250 USG diesel tanks located to port and starboard, with Racor fuel filters fitted with water-in-fuel probes for early detection and protection, and two 2-inch "Diesel" deck fill plates for secure, straightforward refueling. Command is simplified at the helm with a CMD joystick control; the Zeus pods incorporate trim tabs, the autopilot is fully integrated into the CMD Zeus system, and a "Skyhook" GPS position-hold system with a dedicated GPS receiver provides precise station-keeping when required.

Electrical & systems

The vessel's 12V DC electrical architecture is built around two AGM Group 31 dedicated engine start batteries, three AGM 4D deep-cycle ship's service batteries and an AGM Group 24 generator start battery, all managed through remote-control battery switches with helm-mounted actuation and a manual emergency battery crossover for redundancy. Power distribution is clearly laid out on illuminated main circuit breaker panels and continuously monitored by a digital battery monitor, while premium marine-grade tinned wire is used throughout the installation. Interior and exterior lighting has been carefully specified for both ambiance and functionality, featuring St. Maarten amber cabin reading lights, high-output LED overhead fixtures, strategically placed halogen bar lighting, fluorescent illumination in the engine room and discreet cockpit courtesy lights. The 120V AC system is equally well-appointed, centered on an Onan 11.5 kW generator showing 798 hours as of 8/4/26 and integrated with the Cummins Vessel View display; the generator installation includes a dedicated start battery, water lift muffler, cooling water intake strainer, sound shield and a transfer switch. Shore power is delivered via 50A service with a Glendinning Cablemaster and a 50 ft. cord, protected by a fail-safe galvanic isolator and routed to an illuminated main breaker distribution panel with a digital AC system monitor. Crew and guest safety and convenience are addressed with 120V GFCI-protected outlets in every cabin and the engine room, a 50A three-bank battery charger and reverse-cycle heating and air conditioning configured in three separate zones.

Freshwater systems

Engineered for long-range comfort and ease of use, the freshwater installation provides a generous 160 gallons of capacity, delivered throughout the yacht by a robust 12 V hot-and-cold water pressure system that guarantees consistent

flow. Hot water is supplied by a 20 gallon stainless steel heater, plentiful for onboard needs and capable of operating on 110 VAC or being heated via engine heat, with a temperature control valve on the hot-water supply to maintain safe, steady delivery. Practical serviceability is built in with a dedicated freshwater spigot in the engine room for maintenance and rinsing, while owners can opt to enhance exterior convenience with a hot-and-cold cockpit shower and a freshwater washdown in the anchor locker. Wastewater management is equally considered: a 70 gallon polyethylene holding tank handles black water, the guest head features a Jabsco Quiet Flush freshwater MSD and the master head is fitted with a Tecma Eco MSD, and a diaphragm waste pump on the holding tank ensures clean, dependable evacuation.

Crew and utility room

The upgraded crew quarters serve as a refined retreat, featuring a comfortable double bed and its own en suite head for privacy and convenience. A separate washer and dryer, installed in 2026, simplify and accelerate turnarounds, while the utility room's extra drawers and shelving provide thoughtful, easily accessed storage to keep equipment neat and ready.

Accommodation

The salon features a starboard L-settee that conceals abundant storage and an integrated Sabre tool drawer beneath, arranged around a high-gloss Hi Lo table mounted on a pedestal with an angled slide mechanism that lowers to coffee-table height. To port, an entertainment console houses a 26 inch flatscreen LCD on a powered lift and a dedicated DVD player, while soft, sound deadening headliner panels create a hushed interior. A raised companion L settee is positioned to port of the helm, and circulation is effortless thanks to a stainless steel bi fold door opening to the cockpit, an

electrically operated window aft of the settee, and a helm swing door providing access to the starboard side deck. Forward of the settee a deep chart table is laid out for passage planning.

The galley is equipped with an Isotherm stainless steel stand up refrigerator/freezer, a two burner electric cooktop and a convection microwave with a stainless steel face. A solid surface countertop surrounds a stainless steel under mount sink fitted with a cover and pull out faucet, with drawers and lockers below offering practical, concealed storage.

Throughout the interior the finish is refined, with varnished cherry joinery, screens on all opening ports and both screens and blinds on the deck hatches. Side windows and the side door are fitted with pleated blinds for light control and privacy, and drapes follow the sweep of the aft curved windows to complete the elegant scheme.

Master accommodations

The master stateroom is anchored by a generous athwartship island berth trimmed in laminated detailing and set beneath rich Cherry hull ceilings, all resting on a classic teak and holly sole. Daylight pours in through a hull side deadlight overhead board, while shoji style passageway and closet doors, together with matching shoji style portlight screen panels, create a calm, understated atmosphere. Storage is carefully integrated with drawers beneath the berth and within the bulkhead aft of the berth, accompanied by two hanging lockers positioned fore and aft. Comfort is elevated by sound deadening soft headliner panels, an LED flatscreen TV for entertainment, and a pocket door providing direct access to the master head compartment.

From the master stateroom a private entry leads to a meticulously finished head where a glass vessel style sink sits on a high gloss finish over a solid Cherry counter, supported by a vanity cabinet beneath the sink and additional storage outboard, crowned by a Cherry-framed mirror. A separate shower stall

features a clear bi-fold enclosure, a glass tile accent wall, and custom tile and sole, with water removal handled by an electric shower sump pump. Natural ventilation and light are supplied by an opening port to the side deck and a deck hatch with blind and screen overhead, augmented by a ventilation blower, while stainless steel towel bars complete the refined appointments.

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.

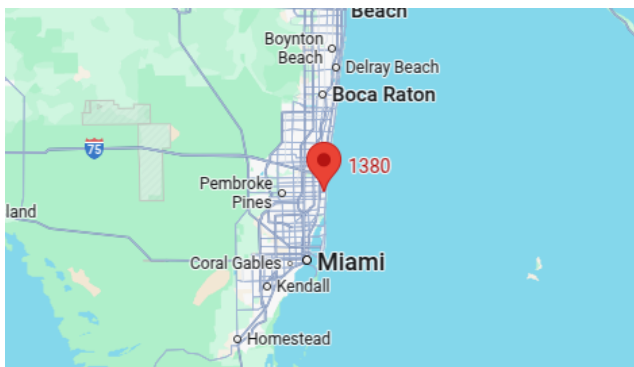
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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