



5 O'CLOCK SOMEWHERE - OFFSHORE YACHTS

Builder: [OFFSHORE YACHTS](#)

Beam: 15' 0" (4.72 m)

Year Built: 1999

Min Draft: 13' 1" (4 m)

Model: 48 Sedan

Price: \$465,000 USD Subject to change.

[See full listing on our website](#)

Location: Newport Beach, United States

LOA: 48' 0" (14.63 m)

If you would like to buy a yacht **5 O'CLOCK SOMEWHERE - OFFSHORE YACHTS** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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OVERVIEW

The 1999 Offshore Yachts 48 Sedan is a refined example of the yard's commitment to building motor yachts that feel solid, composed, and meticulously finished when the sea is up. At 48 feet overall, this sedan cruiser pairs classic, enduring lines with the dependable performance and seakeeping qualities sought by discerning owners.

Powered by twin Cummins 450 Diamond diesels (450 hp each, 1,780 hours), 5 O'Clock Somewhere delivers economical, effortless passage-making, comfortably cruising at 17 mph with a 21 mph hull speed when pushed. Her modified V hull and hand-laid fiberglass laminate produce the kind of sea-kindly behavior Offshore owners prize—predictable tracking, a soft motion, and the assurance of an offshore-capable hull designed to log miles with confidence.

Interior volumes are arranged for both convivial entertaining and relaxed long-distance comfort. Expansive salon windows flood the living space with daylight while an open relationship between salon, galley, and cockpit creates a natural traffic flow ideal for family and guests. Thoughtful detailing and finishes throughout make life aboard both simple and sophisticated.

Whether your itinerary favors leisurely coastal cruising or spirited weekend runs, this Offshore 48 Sedan provides the comfort, capability, and traditional craftsmanship that define the marque. Well maintained and ready for new horizons, 5 O'Clock Somewhere stands prepared for her next chapter.

SPECIFICATIONS

Basic Information

Model Year:
1999

Country:
United States

Year Built:
1999

Dimensions

LOA:
48' 0" (14.63 m)

Beam:
15' 0" (4.72 m)

Min Draft:
13' 1" (4 m)

Speed, Capacities and Weight

Water Capacity:
200 Gallons

Fuel Capacity:
600 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

William Crealock

Deck Material:

Fiberglass

Interior Designer:

Offshore Yachts

Hull Configuration:

Semi-Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Cummins

Fuel Type:

Diesel

DETAILED DESCRIPTION

Overview

Every interior surface has been executed to furniture-grade standards, with hand-rubbed satin Burmese teak cabinetry, bulkheads, and wall panels imparting a warm, refined ambiance while Formica or FRP are strategically used in the heads for durability. A continuous vinyl headliner stretches throughout the living spaces, giving way to Formica in the bathrooms, and tempered, tinted window glass together with a classic teak-and-holly sole establish an elegant, timeless character. Lighting is comprehensively specified with high-quality AC and DC fixtures and halogen overhead lights mounted on dimmers. Doors and cabinets are fitted with premium hardware, opening windows and doors secure with positive locking gear, drawer bottoms are finished in Formica, and hanging lockers illuminate automatically for effortless convenience.

The salon is laid out as a generous open-plan living area with true 360-degree sightlines, flowing aft through a sliding door to the cockpit and opening laterally via port and starboard sliders to full walk-around decks. Natural light and ventilation enter through five sliding windows with teak-framed screens, while entertainment is provided by a Fusion Stereo/DVD/Bluetooth system and a newer Samsung television. Custom fabric valances, upholstered cushions on the L-shaped settee, and a Hi-Lo table that converts to a berth add versatility and comfort. To starboard, two occasional chairs accompanied by four swing-arm reading lamps create a relaxed seating niche, and a TV cabinet is located in the aft starboard corner.

Equipped for extended cruising, the galley features Formica countertops, a double stainless-steel sink with a single-lever faucet, a Kenyon three-burner 220V cooktop, and a Panasonic stainless microwave/convection oven. Practical

details include white Formica-lined drawer bottoms and slide-out shelves in the cabinets. Cold storage is ample with newer stainless Vitrifrigo refrigerator/freezer drawers arranged as two sets totaling four drawers, a dedicated freezer with ice maker installed in August 2018, and an additional U-Line refrigerator on the cockpit. An overhead cabinet and pantry space complete this functional culinary area.

The lower helm presents a full console with comprehensive engine instrumentation and warning lights, a dimmer for instrument lighting, and hydraulic steering operated by a teak-and-stainless destroyer-type wheel. Hynautic hydraulic engine controls and a Danforth compass support confident handling, while AC/DC distribution panels and generator controls are centralized for convenient management. A folding helm seat with footrest, flush sliding side doors port and starboard, and a staircase to the flybridge add both comfort and access. Modern navigation and communication equipment include a newer Simrad autopilot, B&G depth and speed instruments, an ICOM 506 VHF, a VDO rudder angle indicator, a Ritchie digital compass, a Link 10 battery monitor, HRO watermaker controls, and an intercom.

Sleeping accommodations are quiet and spacious. The master stateroom is fitted with a custom innerspring queen mattress beneath two large overhead hatches with teak-framed screens and three opening ports, and it affords direct access to the forward head. Camphor-lined hanging lockers with automatic lighting, custom draperies on the portlights, twin bell-style reading lights, and abundant drawers and cabinets emphasize thoughtful storage and finish. The guest cabin features a lower double bunk with a slide-away upper bunk, two opening ports and an overhead hatch with teak screen, plus camphor-lined hanging lockers with automatic lights and two bell-style reading lights.

Both heads are appointed with Sealand Vacu-flush toilets, Formica countertops, single-lever faucets, and Sealand macerator pumps with tank

vents and Sealand vent filters, supported by ventilation blowers. There are three opening ports and one opening hatch for fresh air, and the stall shower includes a granite seat for an elevated, practical touch.

Above, the flybridge and boat deck form a commanding outdoor helm and entertainment area. The helm console carries full engine instrumentation, Capilano hydraulic steering controls, Hynautic engine controls, and a Wesmar thruster switch, guided by a professionally-adjusted Danforth compass. Two FRP instrument pods and two Pompanette helm chairs accompany seating with storage beneath over teak grating. Protection and utility are provided by a plexiglass instrument cover, a molded FRP radar arch, and a stainless handrail. A Brower Systems 800 lb low-profile davit, four teak chairs and a table enable alfresco dining, and electronics include two newer Simrad touch-screen GPS/plotter/radar units, an ICOM 506 VHF installed in August 2018, a VDO rudder angle indicator, a Danforth 4" compass, and a FUSION stereo remote. A three-sided enclosure and a custom boat deck shade extend the season of enjoyment.

The exterior arrangement on the lower decks is designed for safe, simple access with a wide FRP swim step and a stainless-steel swim ladder, plus boarding doors to port, starboard and the transom for efficient dockside handling. Non-glare, non-skid decks provide confidence underway, while exterior detailing is first-rate: eight Hood stainless portlights painted to match the gelcoat, all exterior stainless in electro-polished 316 Grade with no exterior aluminum, bow and stern flag sockets, an emergency tiller, six hull hawse holes/chocks and two transom hawse holes.

The cockpit combines functionality with ease of use, incorporating Hynautic controls, a Wesmar thruster switch, and a large lazarette storage locker. A convenience cabinet conceals a sink with hot and cold fresh water and a single-lever faucet, and a hot and cold fresh water shower resides in a molded FRP cabinet. Movement to the bridge is aided by a stainless ladder with FRP

treads, and a custom teak folding table at the transom and a fresh water washdown enhance onboard entertaining and cleanup.

Forward anchoring arrangements include an FRP anchor platform with a stainless roller, a Lewmar 66 lb claw anchor on 300' of 5/16" high-test chain, and a Maxwell 2200-pound vertical windlass with dual-direction operation, three-station control and electric overload protection. Bow seat storage, a fresh water washdown, a stainless bow pulpit with 1 1/4" safety railings and four Bomar deck hatches underline secure, practical deck arrangements.

Systems and mechanical upgrades reflect serious attention to reliability and comfort, led by twin Cummins 450 hp engines and a 12 kW Northern Lights generator. Climate control is supplied by Marine Air 32,000 BTU air conditioning with heat, supplemented by a diesel heating system and three 110V electric heaters, with maneuvering assistance from a Wesmar 24V bow thruster. Long-range independence is provided by an HRO H2O Maker rated at 600 GPD. The engine room is professionally finished and insulated with high-density foam and an aluminum barrier shield, ventilated by two four-inch blowers with PVC ducting, and detailed with smooth polyester-painted bilges and molded FRP drip pans. Fuel filtration is robust with two Racor 1000 MA filters for each main engine new in 2026 and a Racor 500 MA for the generator also new in 2026. Running gear includes stainless rudder posts, Aquamet 22 shafts, three-blade expanded-area propellers, shaft scratchers, bronze V-struts, and stainless hydrodynamic rudder blades. Bennett 12" x 48" trim tabs with two-station controls refine the ride, and engine room access from both the lazarette and forward stairs simplifies maintenance. Additional safety and refinement features comprise a Fire Boy automatic engine shutdown system, baffled engine air intakes to control water induction, custom-formed stainless engine beds, Aqua Flow mufflers for the mains, custom 316L Grade stainless exhaust risers, underwater lights, and a Starlink system for offshore connectivity.

The electrical system is centered on the 12 kW Northern Lights generator showing 1,897 hours, complemented by an Outback inverter with a Link 10 monitor and a Charles Marine isolation transformer. Charging and battery management are handled by Phase 3 12V and Phase 3 24V battery chargers, a 40 amp "smart" charger, and a battery parallel system supporting four 8D house batteries and two 8D engine-start batteries. Complete AC and DC distribution panels at the lower station feature breaker protection and indicator lights, and a five-point switch controls the AC panel. Exterior lighting and safety lighting include four 12V deck dome lights, two 12V halogen cockpit floods, seven exterior safety lights, Aqua navigation lights in a white finish, and dedicated AC and DC engine room lighting. Shore power is provided port and starboard with receptacles and a 50/250 shore cord new in July 2018, and there is one phone/cable/TV connector plus a comprehensive bonding system. Tanks and plumbing have been engineered for durability and serviceability, with two stainless freshwater tanks located in the lazarette and a molded FRP holding tank beneath the forward sole. Fuel is carried in four epoxy-painted, insulated engine-room tanks whose faces are sheathed in aluminum-clad hardboard and plumbed with stainless supply and return manifolds fitted with sight gauges; each tank has clean-outs and shutoff valves and supply lines are drawn from the aft lowest corners. Redundancy and safety systems include a Whale Gusher hand bilge pump, a Rule 800 shower sump pump, a bilge water alarm, and four bilge pumps with super switches. Distribution uses heavy-wall, color-coded copper supply tubing, pressure pumps on both fresh and seawater systems with inline filters, and a pressure accumulator tank on the freshwater system. All through-hulls are secured with bronze sea cocks, engines and generator use bronze sea strainers, and a common sea chest drain system reduces hull penetrations. A 15-gallon water heater completes this thoroughly equipped, cruise-ready platform.

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.

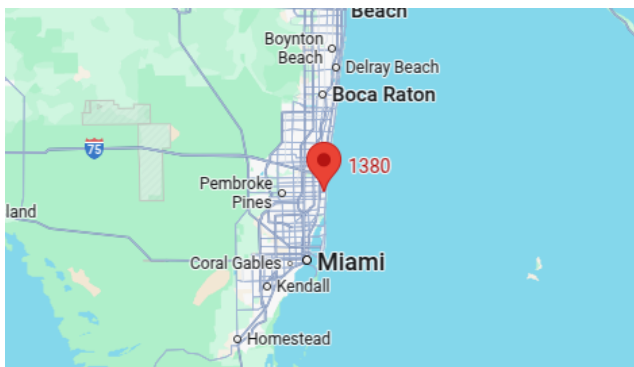
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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