

REDEEMER - undefined



Year Built: 2001

Beam: 17' 0" (5.44 m)

Model: N/A

Max Draft: 14' 9" (4.50 m)

Price: \$1,200,000 USD Subject to change.

Cruising Speed: 25 Knots (28.77 MPH)

[See full listing on our website](#)

Location: Grand Isle, United States

Max Speed: 35 Knots (40.28 MPH)

LOA: 50' 0" (15.24 m)

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OVERVIEW

Purpose-built for true offshore sportfishing aficionados, REDEEMER artfully blends the inherent stability and bluewater grace of a power catamaran with generous volume and refined onboard comfort; following a comprehensive rebuild and refit she is powered by twin Scania 900 HP diesels showing just 364 hours, housed in stand-up, easy-access engine rooms, and offers an expansive open flybridge capable of seating up to 15 guests alongside a broad cockpit laid out for seven bottom-fishing anglers, updated electronics, and an offshore tackle inventory worthy of a tournament-ready sportfish yacht. Inside, REDEEMER reveals a large, open salon and galley richly finished with custom cherry cabinetry and provides welcoming accommodations for six, with two private staterooms featuring full-size berths and two enclosed heads each fitted with separate showers.

SPECIFICATIONS

Basic Information

Model Year:
2001

Country:
United States

Year Built:
2001

Dimensions

LOA:
50' 0" (15.24 m)

Max Draft:
14' 9" (4.50 m)

Beam:
17' 0" (5.44 m)

Speed, Capacities and Weight

Cruise Speed:
25 Knots (28.77 MPH)

Water Capacity:
240 Gallons

Max Speed:
35 Knots (40.28 MPH)

Fuel Capacity:
920 Gallons

Gross Tonnage:
47 Pounds

Accommodations

Total Heads:

2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Southern composite Yachts (USA)

Deck Material:

Fiberglass

Interior Designer:

Southern composite Yachts (USA)

Hull Configuration:

Catamaran

Engine Information

Engines:

2

Engine Type:

Inboard

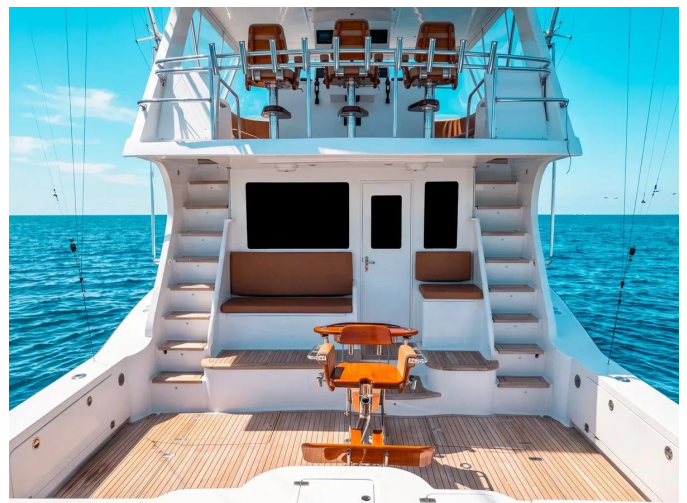
Manufacturer:

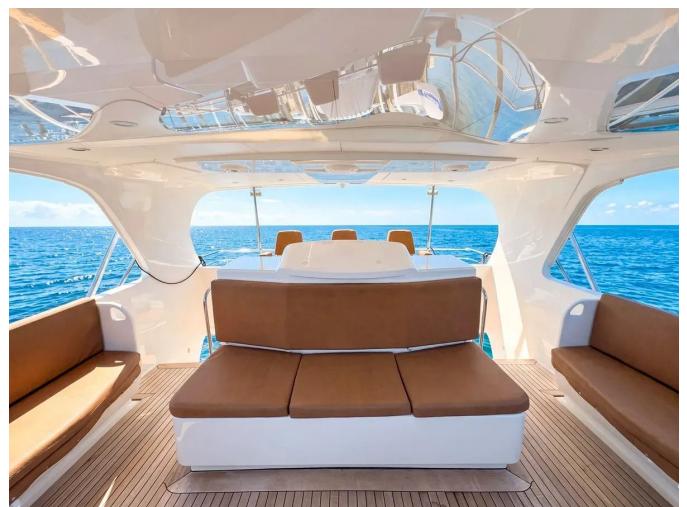
Scania

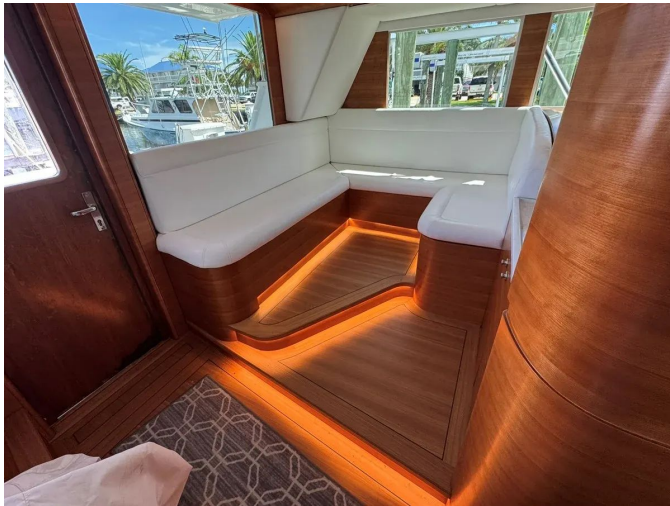
Fuel Type:

Diesel

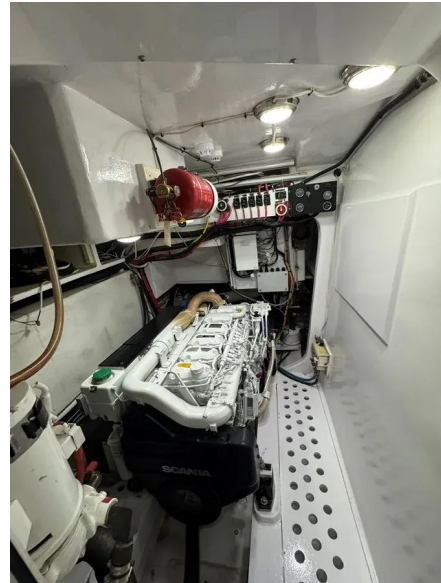
GALLERY











DETAILED DESCRIPTION

Construction

Built around a foam cored fiberglass hull and superstructure and finished with graceful teak decking, this yacht combines featherweight resilience and structural stiffness with the timeless warmth and sure-footed grip of teak underfoot, yielding a refined, seaworthy foundation.

Dimensions

Elegantly proportioned for serious offshore exploration, she extends to a length overall (LOA) of 50.00 feet (15.24 meters) with a molded beam of 17.8 feet (5.43 meters) and a loaded draft of 4.50 feet (1.37 meters), registering a gross tonnage of 47. Generous tankage underpins extended cruising plans, with 920 US gallons (3,558 liters) of fuel and 240 US gallons (757 liters) of fresh water onboard. Performance is confident and refined, offering a maximum speed of 35.0 knots, a comfortable cruising speed of 25.0 knots that provides a 400 nautical mile range with a 13% reserve, and an economical 8.0 knot pace that extends range to 850 nautical miles.

Machinery

Power is furnished by two NEW Scania DI1 13-304 inboard engines, each rated at 900 hp and showing 380 hours, which received comprehensive service in April 2026 including filters, oil, anodes and routine maintenance. Propulsive effort is transmitted through five-blade 31.5 x 39 fixed-type Veem NIBRAL propellers working with Twin Disc gearboxes at a 1.92:1 ratio for confident, efficient performance, while the installation is secured on NEW steel longitudinal engine rails and NEW six-point flex motor mounts; a Scania digital

LCD display engine monitor system—NEW with the engine install—places every operational parameter at the helm. Electrical capability is equally substantial, centered on a 23 kW generator and shore power provision at 50A, 120/240 VAC, and supported by a NEW 2023 AC electrical distribution panel with components in the engine compartment added to the original AC service (NEW 2023) to assure consistent power delivery throughout the yacht. Battery capacity has been arranged with care: bank one houses four 4D 12 VDC wet-cell batteries for house service, bank two holds two 4D 12 VDC wet-cell batteries for engine start, bank three mirrors that with two 4D 12 VDC wet-cell batteries for the other engine start, and bank four contains two GRP 27 12 VDC AGM batteries dedicated to the windlass. Charging and inverter systems include a Victron Energy 24 VDC 60A battery charger, a ProMariner ProSport20 12 VDC 20A battery charger, a NEW Victron Energy Multi Plus inverter/charger delivering 12 VDC 160A charging plus a 120/3000 watt inverter, and a NEW PowerMax 110 VAC 24 VC 30A inverter. Climate control is provided by a NEW 2023 suite of four Dometic 120/240 VAC Ships Service units, backed by NEW dual thru-hull and dual high-volume raw-water pumps to ensure reliable refrigeration flow, while raw-water protection is reinforced with a NEW 2023 Electro Sea sea strainer and NEW 2023 custom cherry-covered vents that deliver ice-cold comfort to the salon and staterooms. Handling is precise via a Hynautic manual hydraulic steering system with a single helm unit, augmented by NEW Glendinning electronic dual-lever engine and transmission controls at the helm; fuel cleanliness is maintained by Dual Duplex Racor 1000 filtration with a vacuum gauge, sewage is managed by two Dometic units, and fresh water service is provided by NEW two Head Hunter Mach 110 VAC units.

Communication, navigation & entertainment systems

Communications aboard are centered on robust VHF capability, featuring two

new Standard HS-90 units paired with two newly installed ceiling-mounted speakers positioned above the helm and an eight-foot fiberglass-reinforced plastic VHF antenna mounted on a ratchet base for reliable signal control. Navigation has been comprehensively upgraded with a new open-array radar, a three-inch magnetic compass and a Garmin MSC 10 satellite compass, while piloting and situational awareness are presented on twin Simrad NSS 16 EVO 3 sixteen-inch color LCD multifunction displays. Course-keeping is entrusted to a new Simrad autopilot system with a hydraulic unit fully integrated with GPS, and overall visibility around the yacht is augmented by a new CCTV system equipped with six cameras.

The onboard entertainment suite has been thoughtfully curated for cinematic comfort and superior audio fidelity: a new forty-two-inch Vizio graces the salon and each stateroom is furnished with a new twenty-four-inch Vizio television. The audio package includes a new Bluetooth automotive-style stereo and amplifier, a dedicated surround-sound speaker configuration for the television system, three bridge speakers with an added woofer and two JL speakers in the cockpit, all driven by a JL Audio MediaMaster MM105 HR amplifier/tuner rated at 120 watts across four channels.

Galley & laundry equipment

The main galley is appointed with a new two-burner AC electric induction cooktop and a new Samsung microwave, with cold storage provided by a new Isotherm two-drawer refrigerator, while further aft the cockpit's refrigeration ensemble is equally refined: a new Sea Frost refrigerated drink box paired with a bait freezer, a new Eskimo Ice Flake ice maker that feeds the mezzanine fish box, and a new Sea Frost refrigerated cockpit fish box ensure provisions and the day's catch remain perfectly chilled.

Fishing equipment

A comprehensive offshore fishing outfit outfits this yacht for serious bluewater endeavors, beginning with Winthrop Adjusta-Butts and Okuma Makaira SEA 50W big game reels alongside custom snapper rods paired with Makaira 15 SEA reels, while two Lindgren Pitman electric reels are dedicated to swordfish tackle. The tournament grade spread is anchored by a Rupp Tournament Flybridge Release with forty-one-foot triple spreader aluminum outrigger poles and a Release Marine 130 pound class pedestal mount fighting chair, complemented by a pair of new Miya Epoch US 9, 24 VDC teaser reels for high-energy presentations. Rod organization is flawlessly handled with eight new cockpit gunnel mount holders and six flybridge handrail mount holders, and thoughtful fish and bait storage includes a mezzanine fish box with refrigeration, a fiberglass reinforced plastic modular refrigerated drink box, a mezzanine ice box equipped with an Eskimo ice maker, and a fiberglass reinforced plastic modular bait freezer; two gunwale mounted DC plugs are also installed to power electric reels. Gulf Reef and Pelagic permits are available for purchase.

Deck & equipment

Command any anchorage with a newly fitted, custom-built horizontal anchor windlass with helm controls, matched to a single bow roller secured by a safety lanyard and chain stopper. A new fiberglass-reinforced plastic hardtop, supported aft by pilster supports and forward by a modular support stanchion, complements a structural redesign that heightens both strength and composure. Evening ambiance and practical visibility are assured by two 12 VDC LED underwater lights at the transom and bright bow docking lights for confident approaches, while new 2026 Stratoglass three-sided enclosure curtains protect and envelop the flybridge in refined comfort and a

tuna/transom door provides effortless access between the cockpit and the water.

Security, fire fighting and safety equipment

A discrete yet comprehensive security suite has been fitted throughout the yacht, featuring a new CCTV installation of six cameras paired with a fifteen-day DVD recorder to ensure continuous monitoring both underway and at anchor. Fire protection is provided by a Fire box fixed suppression system capable of automatic and manual discharge, supplemented by four portable fire extinguishers and an integrated alarm system for immediate notification. Onboard safety equipment includes an Ocean Safety valise case ten-man life raft, an ACR RLC-37 EPIRB, a full complement of flares and a well-equipped medical kit.

Accommodations

With REDEEMER's 50' sportfish catamaran design and 17'7" beam, the interior achieves an expansive and highly practical arrangement. Entering from the cockpit, the main salon welcomes you with a generous U-shaped settee to port and a comfortable sofa on the starboard side, all enveloped in bespoke cherry wood cabinetry that incorporates integrated rod storage. Forward, an open galley is thoughtfully placed to port, while an opposing area to starboard provides additional food-prep surfaces and storage. Separate stairways descend into the port and starboard hulls, each of which contains a private stateroom appointed with a full-size berth and an enclosed head featuring a vanity, electric toilet, and a large, separate shower. Aft accommodations include dedicated tackle, mechanical, and storage spaces, keeping machinery well separated from the living areas. The result is a refined, private, and supremely functional interior that performs equally well for serious fishing,

extended cruising, and elegant entertaining.

Comments

Purpose-built for serious offshore fishing, REDEEMER pairs the seakeeping and steadiness of a catamaran with abundant living space and refined comfort. Recently subjected to an extensive rebuild and refit, she is driven by twin Scania 900 HP engines showing just 364 hours, installed in stand-up engine rooms designed for easy access. A vast open flybridge comfortably seats up to fifteen guests, while the generous, open fighting cockpit is laid out to serve seven bottom-fishing anglers, all supported by updated electronics and a comprehensive offshore fishing equipment package. Inside, a bright, open salon and galley feature custom cherry wood cabinetry, with matching cherry-veneer cabinetry carried throughout the salon and staterooms to create a cohesive, high-quality interior. Accommodations sleep six in two private staterooms with full-size berths, and are served by two enclosed heads each with separate showers; new cushions refresh the salon, cockpit, and flybridge seating. The seaworthy catamaran hull yields a dry-running ride, aided by a high bow and a substantial offshore hull form, and includes practical features such as a tuna/transom door. On the bridge, three Release Marine helm chairs provide commanding comfort, complemented by a Release Marine fighting chair, Rupp Tournament outriggers and two concealed ceiling-mounted rod storage lockers to outfit her for serious fishing endeavors. Located in Grand Isle, Louisiana and ready for her next owner.

Refit and upgrades

A thorough, top-to-bottom refit has transformed this yacht into a vessel that surpasses her original pedigree, with an emphasis on modern systems and long-term dependability. In 2023 the propulsion package was renewed with

twin Scania DI113-304 nine-hundred-horsepower diesel engines, while the original Twin Disc transmissions were rebuilt and reinstalled to handle the enhanced output. All engine wiring and instrumentation were replaced and upgraded, including a Scania digital LCD monitoring and gauge system, and helm control is executed through Glendinning electronic engine and transmission controls with a dual-backup arrangement and dual-lever DC controls. The AC and DC electrical systems were comprehensively upgraded and rewired throughout the yacht, the bonding system was renewed using #4 AWG conductors, and the raw- and fresh-water pump networks were refreshed — covering the hot-water tank, potable-water distribution, air-conditioning cooling-water circuit, washdown, toilets, gray water and the livewell. Exterior paintwork on the hull sides, superstructure and decks was completed around 2020; the fiberglass flybridge hardtop was reworked in 2020 with new port and starboard support pilasters and the flybridge helm console was renewed the same year. Deck comfort and aesthetics were enhanced by installing L-shaped companion seating forward on the flybridge to port and starboard, premium faux-leather cushion sets for the flybridge settees and helm chairs, and by laying teak decking on the flybridge, stair treads and cockpit in 2021. The interior underwent an extensive rebuild beginning in 2020, during which the original cabinetry, joinery and bulkheads were reportedly removed and replaced with custom cherry wood cabinetry, joinery, woodwork and trim. For extended range and service redundancy, two new foredeck fuel tanks were installed and plumbed in 2025.

Deck-level enhancements marry function with refinement: a new main rub rail capped by a stainless-steel half-oval, fresh teak strip decking in both cockpit and flybridge, new stainless-steel fixed horn cleats, and a stainless-steel plow-style anchor with stainless-steel chain and line rode. Ground tackle is managed by a custom-built horizontal reversible DC windlass with helm controls feeding a single bow anchor roller. Access between levels is effortless via newly molded fiberglass flybridge stairways with teak treads. The cockpit

benefits from a new mezzanine layout that integrates a refrigerated fish box, a cushioned ice-chest seat fed by an ice maker, a bait freezer with cushioned seat and a refrigerated drink box. The flybridge now offers a full-size forward cushioned settee flanked by L-shaped settees to port and starboard beneath a new fiberglass hardtop, and a three-sided Strataglass enclosure provides shelter and clear visibility.

Underway systems and seaframe work were renewed to modern standards: new steel longitudinal engine beds and six-point flexible motor mounts form the propulsion foundation, and thrust is delivered by new five-blade 31.5 x 39 Veem NIBRAL propellers. In 2020 all below-waterline bronze through-hulls with valves were replaced and paired with new bronze above-waterline through-hulls and all-new bronze 1/4-turn through-hull ball valves; dripless prop-shaft packing glands and seals were installed in 2024. To protect the air-conditioning cooling-water circuit, an ElectroSea ElectroStrainer Pro system was added.

The electrical architecture was significantly modernized with a new Victron Energy MultiPlus inverter/charger providing a 12 VDC, 160A charger and a 120V/3,000-watt inverter, alongside a new PowerMax 110 VAC to 24 VDC, 30A inverter. The main DC distribution panel and associated components were renewed in 2023, battery switches and high-amperage circuit breakers were rewired and updated the same year, and an additional AC electrical distribution panel and components were fitted in the engine compartment in 2023 to augment the original AC service. All interior and exterior lighting was converted to LED in 2020.

Fuel and potable-water systems were modernized and expanded: two new aluminum foredeck fuel tanks were installed and plumbed in 2025, new fuel selector and shutoff manifolds were fitted in each engine compartment, and two new fiberglass potable-water tanks totaling approximately 240 gallons were installed in 2020. The potable-water system was replumbed with new PEX

hot- and cold-water service in 2020. Pumps and plumbing received broad attention, with ten new submersible DC bilge pumps with automatic switches and two new Headhunter Mach 110 VAC freshwater demand pumps installed in 2020, plus two new 12 VDC macerator-style MSD discharge pumps, a PAR Max 12 VDC raw-water washdown pump, two 12 VDC self-contained automatic shower sump pumps, two 110 VAC air-conditioning cooling-water pump assemblies, two 12 VDC fuel-transfer and polishing pumps, two Dometic 12 VDC toilet pumps, a 110 VAC livewell pump and a 110 VAC macerator fish-box drain pump.

Climate control and hot-water systems were renewed from the originals in 2020 with all air-conditioning units replaced, dual air-conditioning cooling-water pump assemblies installed for redundancy, and a new 15-gallon 240 VAC water heater fitted. Further enhancements in 2023 include an ElectroSea sea strainer and custom cherry-covered vents that help deliver ice-cold comfort in the salon and staterooms. The galley was updated with a new two-burner AC electric induction flush-mount cooktop (noted in the survey as not wired into the panel at that time), a new Samsung built-in microwave, a new stainless-steel sink with hot-and-cold pressure faucet and a full potable-water filtration system installed upstream of the tanks.

Refrigeration is handled by a new Isotherm two-drawer refrigerator/freezer, Model DR160 AC/DC, with Sea Frost refrigeration servicing the cockpit drink box and bait freezer, and an Eskimo ice-flake maker supplying the mezzanine fish box.

Machinery spaces are ventilated by two new four-inch 12 VDC blowers and two new eight-inch pancake 120 VAC blowers serving the machinery and engine compartments. Navigation and electronics are up-to-date and capable, including two new Standard HS-90 VHF transceivers mounted on an eight-foot fiberglass VHF antenna with ratchet mount, two new Simrad NSS16 EVO3 sixteen-inch color LCD multifunction displays, a new Simrad autopilot system with hydraulic unit, and two new GoLight 12 VDC remote-control spotlights. For

additional situational awareness, a new CCTV system with six cameras and a fifteen-day recorder has been installed.

Entertainment and comfort systems have been upgraded throughout with a new 42-inch Vizio television in the salon, new 24-inch Vizio televisions in each stateroom, a new Bluetooth automotive-style stereo receiver and a surround-sound speaker system for the television, driven by a JL Audio MediaMaster MM105 HR amplifier/tuner rated at one hundred twenty watts with four channels. Serious anglers will appreciate two new Miya Epoch US-9 24 VDC teaser reels, eight new cockpit gunwale-mounted rod holders, and two gunwale-mounted DC plugs for electric reels. Additional conveniences include two new 12 VDC LED transom underwater lights, new custom-built 12 VDC actuated drop-down rod-storage lockers to port and starboard in the salon, and a new fractional-horsepower air compressor serving the horn and vessel systems.

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.

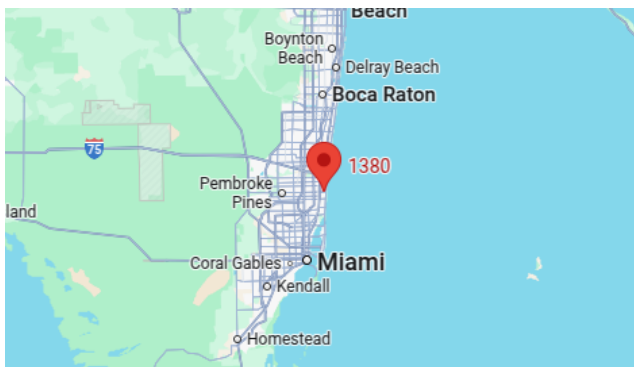
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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