

LOW BIDDER X - SUNNY BRIGGS



Builder: [SUNNY BRIGGS](#)

Beam: 17' 0" (5.41 m)

Year Built: 1989

Min Draft: 13' 1" (4 m)

Model: Convertible with tuna tower

Price: \$299,000 USD Subject to change.

[See full listing on our website](#)

Location: Islamorada, United States

LOA: 50' 0" (15.24 m)

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OVERVIEW

A custom Carolina sportfisher built in Wanchese, North Carolina by Sunny Briggs, this yacht features a cold molded hull and an unusually generous beam that combine for a smooth, confident ride offshore. The accommodations place the master forward with a queen berth set athwartships and a private head with shower in the peak, while a guest stateroom and a second head supplement a roomy galley down that is outfitted with a new refrigerator. A vast cockpit, complete with a transom livewell and fish box, is laid out for serious action. Propulsion comes from twin Detroit Diesel 8V92s showing approximately 510 hours since a reported major overhaul, with recent upgrades including newer turbos and exhaust manifolds, and a newer Northern Lights generator with about 910 hours. Updated electronics include dual Garmin displays, a Simrad autopilot, and VHF radios, presenting an elegant, tournament ready offshore fishing yacht and true custom Carolina sportfish.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1989

Sub category:
Sport Fisherman

Country:
United States

Model Year:
1990

Dimensions

LOA:
50' 0" (15.24 m)

Beam:
17' 0" (5.41 m)

Min Draft:
13' 1" (4 m)

Speed, Capacities and Weight

Water Capacity:
150 Gallons

Fuel Capacity:
800 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Glenn Haught

Deck Material:

Composite

Interior Designer:

N/A

Hull Configuration:

Modified V-Hull

Engine Information

Engines:

2

Engine Type:

Inboard

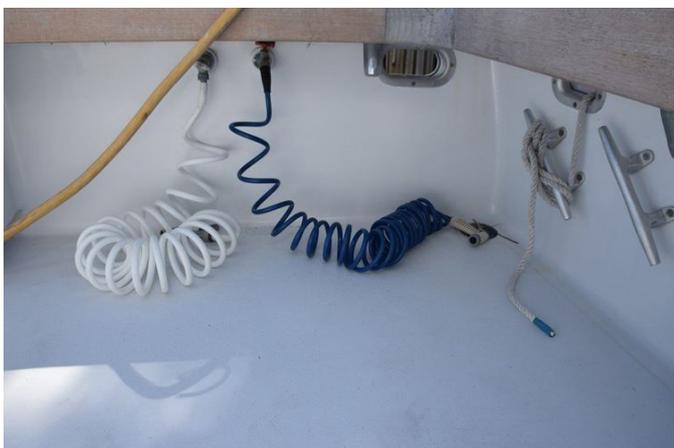
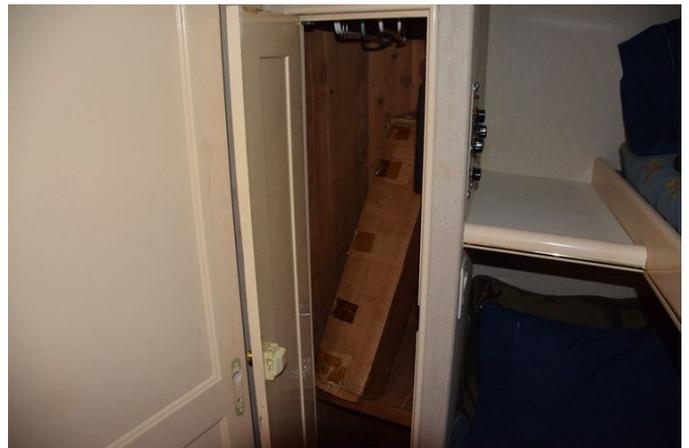
Manufacturer:

Detroit Diesel

Fuel Type:

Diesel

GALLERY







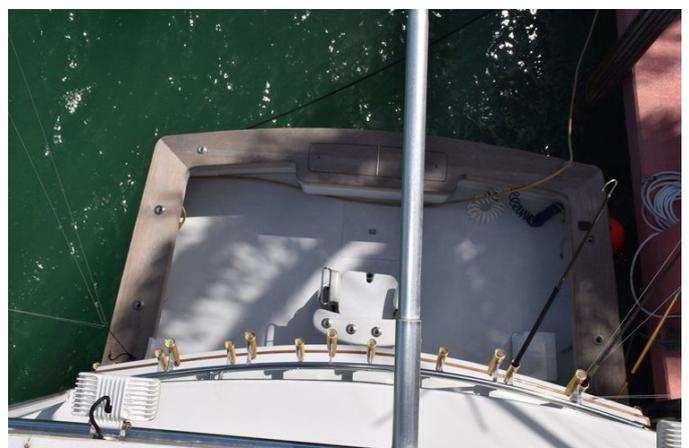
















DETAILED DESCRIPTION

General description

LOW BIDDER X is a cold-molded yacht built from multiple alternating layers of Okume marine plywood with three quarter ounce fiberglass matting between the marine grade plywood, delivering the celebrated Carolina strength and ride. The entire hull is insulated with 1" foam/Mylar while the forward deck benefits from 2 1/2" insulation, and the complete exterior was repainted around 2007 with the deckhouse windows re-bedded; additional partial paint work was completed around 2019 and the deckhouse brow is in the process of being painted in 2025. Built by one of the legendary Carolina builders in Wanchese, North Carolina, she has had only four owners since new. The salon is inviting and practical, featuring two free standing sofas to port and starboard each with storage beneath, a teak parquet high low table that folds open to expand into a dining table, and aft a built in bar cabinet hosting a new U Line ice cube maker and a top opening wet bar sink; the solid surface counter is fitted with a molded fiddle rail and a dedicated storage cabinet with four drawers below and an additional cabinet under the sink. The main electrical panel is thoughtfully placed to starboard aft of the entry door. Tinted deckhouse windows with mini blinds tucked beneath the valance temper light and provide privacy. Forward to starboard, a Samsung flat panel TV pairs with an LG Blu ray player and stereo amp set above a countertop with cabinet storage below, while to port a generous countertop serves beautifully as a galley pass and presentation area with more cabinet storage beneath. The carpeted sole runs seamlessly down the steps to the stateroom level, and convenient hanging rod storage is integrated into the headliner above the sofas. The galley, down to port, features a teak edged countertop with cove lighting and a stainless steel sink, with a large refrigerator and freezer aft and

a Galley Maid three burner stove with oven forward beneath a metal lifting cover; a GE microwave is positioned above the sink and abundant cabinet and drawer storage keeps provisions shipshape, complemented by a classic teak and holly sole. Opposite the galley, the companionway leads to the guest head with a separate shower stall and seat and a Kenmore stacked washer/dryer neatly enclosed in a cabinet, while a white solid surface vanity top, bright lighting, and a mirrored medicine cabinet enhance the space and the teak and holly sole continues the yacht's warm finish; a separate door connects directly to the guest stateroom just aft to starboard. The guest stateroom offers upper and lower twin berths and a cedar lined hanging locker set over a carpeted sole. The master stateroom forward presents a walk around queen berth set athwartships with the headboard to port and cushioned changing seats on both sides, a mirrored aft bulkhead above a countertop and dresser cabinet, and two hanging lockers to starboard including one cedar lined locker and a second designated for weather gear, with cedar soled drawers to either side at the base of the berth. The private master head lies all the way forward in the bow, appointed with a teak and holly sole and the Galley Maid Delta head system; both heads are plumbed to a holding tank and a white solid surface vanity top with molded sink and bright lighting flanks the mirror/medicine/linens cabinet to create a beautifully lit space, while furthest forward a triangular shower compartment with seat includes direct access to the anchor locker.

Electronics and flybridge equipment

Command comes effortlessly from a teak helm pod with single lever controls and a custom teak rimmed helm wheel, complemented by a Plastimo magnetic compass with light and trim tab toggle switch control. Navigation and fish finding are anchored by a Garmin XSV GPS/chartplotter, a Garmin MFD display, and a Garmin radar with a six foot open array scanner, supported by

a Furuno FCV 1100 recording depth sounder and a Raymarine Tridata digital information display. A Simrad autopilot and an ICOM VHF ensure confident passage making and communication, while two ACR remote control spotlights stand ready for night operations. Comfort on the bridge is assured with ladderback helm and companion chairs fitted with contoured cushions, forward and starboard companion bench lounges with cushions and storage beneath, and a spray screen Isinglass enclosure that tempers wind and weather.

Fishing equipment and cockpit

Purpose built for the offshore game, the cockpit is equipped with a full Bausch tuna tower featuring a lace top on the flybridge and a buggy top at the upper control station. Rupp triple spreader outriggers and a Rupp center rigger frame the spread, while an International fighting chair anchors the action. A transom live well/fish box, a stainless lined cockpit freezer integrated into the tackle center, and a dedicated tackle rigging station with drawers, sink, and bait cooler streamline every turn. Under the aft cockpit gunwales, electric reel plugs stand ready, complemented by an LP reel control box in the engine room. Practical touches abound, from the transom door and teak covering boards with six flush mounted rod holders to thirteen rod holders on two aft flybridge railings and four more on the tower legs. The non skid cockpit deck with corner drain scuppers, fresh and saltwater washdowns, and tower mounted cockpit spreader lights complete a tournament ready platform.

Hull and deck equipment

On deck, an aluminum bow rail and a pulpit with anchor roller lead the way for a Fortress anchor with stainless chain lead and rode, driven by a Galley Maid

Ideal windlass with wildcat and foot pedal controls, with a deck hawser feeding the anchor locker. A single forward deck hatch centers the foredeck, while varnished teak half round trim accents the deckhouse and white safety grabrails line both sides of the deckhouse top along the side decks. Access and security are assured with an aluminum flybridge ladder with teak treads and aluminum grabrails at the ladder top and beside the helm console. Hallmark Carolina grace shows in the traditional "crowned" foredeck and deckhouse shaping; the hull carries a classic broken shearline and a tumblehome contour at the transom. Two ACR spotlights are mounted on the upper station platform, paired with a Celestial TV antenna and an FBG tower control box with wheel, single lever controls, compass, and VHF radio with external speaker. A tower belly band cushion adds comfort, while the varnished teak helm pod features a chrome bezel/glass top with VDO gauges beneath. Canvas covers protect the helm chairs, flybridge helm console, and cockpit fly canvas when at rest.

Mechanical & electrical systems

Power comes from Detroit Diesel 8V92 TI engines with overhauls reported approximately 510 hours ago, turning through Twin Disc transmissions and commanded via Mathers electric engine controls with Panish single levers and a Glendinning engine synchronizer. Reliability has been furthered with recently updated exhaust manifolds and turbos, newer risers and flex hoses, and a Walker AirSeps crankcase breather system with new air filters. Engine room mechanical gauges with start/stop, Racor primary fuel filters with vacuum pressure gauges on the mains, and aluminum fuel tanks with sight gauges in the engine room underscore serviceability. Cooling is supported by Sen Dure gear coolers with several updated raw water cooling hoses, while PYI dripless shaft logs, an oil change system with Oberdorfer pump, and a teak and holly sole in the center engine room elevate both function and finish. Main engine

raw water thru hull seacocks have been replaced, and a recent Fireboy automatic engine room fire suppression tank stands guard, with emergency manual engine stop pull cables led to the starboard side of the flybridge helm. Ship's power is supplied by a newer Northern Lights twelve kW generator with around eight hundred hours since new, complete with a raw water sea strainer. Domestic systems include a recent Dayton AC freshwater system pump with accumulator tank and pressure gauge, a Tank Tender pneumatic level indicator located in the galley area, and a Raritan hot water heater. Batteries are housed in fiberglass boxes with radial shut off switches, maintained by a Sentry twelve V, sixty amp, three bank automatic battery charger, and fed by a fifty amp shore power cord. The main electrical panel in the salon provides circuit breakers, generator/shore power switching, AC amp and volt meters, and a DC volt meter, while a flybridge DC sub panel serves electronics, lights, alarm, and control circuits with dedicated breakers and a DC volt meter. Bilge management is assured by six automatic/manual bilge pumps and a shower sump pump/box. Deck and fishing support systems include a recent Pentair saltwater washdown/livewell pump with accumulator pressure tank and Hynautic hydraulic steering. Climate control is by a chilled water A/C system with three air handlers—salon, master, and guest staterooms—and a newer freshwater circulation pump, complemented by an air conditioning unit in the engine room. The engine room is well lit with fluorescent lighting, ventilated by a blower fan system, fitted with a fresh water spigot, and accessed from the cockpit through the tackle center.

Custom disclaimer

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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.

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