

ECLIPSE 505 SHADOW HULL #001 - ECLIPSE



Builder: [ECLIPSE](#)

Beam: 15' 0" (4.60 m)

Year Built: 2025

Max Draft: 9' 7" (2.92 m)

Model: 505 Shadow

Price: \$2,295,000 USD Subject to change.

[See full listing on our website](#)

Location: West Palm Beach, United States

LOA: 50' 0" (15.24 m)

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OVERVIEW

Hull #001 of the ECLIPSE 505 Shadow arrives adorned with the exclusive Shadow Performance Package, a curated suite of upgrades that lifts interior craftsmanship, onboard technology, and total horsepower well beyond the standard 505 specification. Sleek lines and commanding presence meet effortless propulsion and meticulous finishes, creating a yacht that reads as both a striking statement and a refined instrument of performance.

Conceived by the most highly awarded yacht designer of our era, this 505 Shadow marries Michael Peters' patented SVT hull with interiors that are as forward-thinking as they are inviting, resetting expectations across the luxury motor yacht, performance yacht, and express cruiser categories. The result is the pinnacle of engineering and aesthetics: a vessel that delivers a ride and an ambiance that feel singular and unmistakable.

Inside, a genuine two-stateroom, two-head configuration and a true flush-deck social plan produce entertaining and livable spaces more commonly found on larger motor yachts, while an owner-focused layout preserves intuitive, elegant operation. Thoughtful material choices—exquisite fabrics and refined touchpoints—combine with practical tech such as surround view cameras and Starlink connectivity to make every outing effortless and connected.

Performance is amplified with the addition of a Mercury Verado V12 600-horsepower engine, expanding capability with poise and authority so the 505 Shadow can embody a sport yacht, premium dayboat, weekender, or superyacht chase tender with equal conviction. For those who accept nothing less than the summit, the apex of modern yachting has arrived in the ECLIPSE 505 Shadow.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2025

Sub category:
Cruisers

Country:
United States

Model Year:
2025

Dimensions

LOA:
50' 0" (15.24 m)

Max Draft:
9' 7" (2.92 m)

Beam:
15' 0" (4.60 m)

Speed, Capacities and Weight

Water Capacity:
75 Gallons

Fuel Capacity:
568 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Composite

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

3

Engine Type:

Outboard

Manufacturer:

Mercury

Fuel Type:

Gas/Petrol

GALLERY













DETAILED DESCRIPTION

Description

Introducing Hull Number 001 of the ECLIPSE 505 Shadow, fitted with the exclusive Shadow Performance Package—a premium upgrade that elevates interior appointments, onboard technology, and raw horsepower far beyond the standard 505. This remarkable edition marries head-turning luxury with effortless acceleration and revolutionary interior execution, placing it unmistakably in a class of its own. Conceived by the most decorated yacht designer of our era, the ECLIPSE 505 Shadow showcases Michael Peters' patented SVVT (Stepped Vee Ventilated Tunnel) hull to deliver unrivaled performance, while its groundbreaking interiors set new industry standards for fit, finish, and feel. A true two-stateroom, two-head layout with expansive flush-deck entertaining areas—spaces typically reserved for larger yachts—underscores its owner-centric design and singular identity. Surround view cameras, tactile fabrics, refined touch points, and always-on Starlink connectivity amplify every passage, while an additional Mercury Verado V12 six hundred horsepower outboard joins the lineup to intensify thrust and cruising confidence. From the helm's Silver Arrows integration to the final stitch of upholstery, the ECLIPSE 505 Shadow makes your expression of on-the-water luxury and exclusivity a vivid, everyday reality. For those who aspire to the highest level, the pinnacle of yachting has arrived—and it is unmistakably the ECLIPSE Shadow.

Design and construction

At the core of the ECLIPSE 505 Shadow lies a proprietary twin-stepped, hard-chine planing hull with a centerline tunnel, engineered by Michael Peters Yacht Design to the esteemed Stepped Vee Ventilated Tunnel blueprint,

protected under Patents Number US 8,291,850 B1 and US 8,800,464 B1. Owners may specify engines in white or black, while the composite hulls, decks, and coach roof feature a gel-coated outer layer with all final finishes painted in Alexseal. Below the waterline, a Vinylester barrier coat safeguards against osmosis, with polyester resin joined to a high-performance E Glass laminate and PVC foam core for a stiff, light, and enduring structure. Everywhere you look, the build is optimized for strength-to-weight: interior joinery and floorboards employ cored panels for rigidity without bulk; exterior surfaces are gel-coated and/or sprayed and painted to a high-gloss standard; while interior and below-deck areas are finished in Marine Flo Coat. The one-piece hull lamination is paired with high-density foam-cored construction using vacuum-bag technology, and carbon fiber-reinforced structural components further consolidate strength and precision.

Dimensions

With an LOA including motors of fifty feet ten inches and a molded LOA of forty-six feet eleven inches, the ECLIPSE 505 Shadow balances presence and agility. Its waterline length is forty feet eight inches, with a maximum beam of fifteen feet one inch and a chine beam of eleven feet two inches. Draft of the hull, excluding motors, is two feet eleven inches, while the air draft, also excluding motors, is twelve feet ten inches. Lightship displacement is twenty-six thousand pounds. The yacht provides two staterooms and two heads, and is certified to ISO Category B while meeting USCG requirements and ABYC recommendations.

Shadow performance package upgrade

The Shadow Performance Upgrade transforms the 505 into a limited-production athlete with presence: triple Mercury six hundred V12

outboards are precisely color-coordinated to your chosen palette or rendered in traditional white or black, backed by Mercury Marine Platinum Extended Warranties for all three power plants and associated hardware. Design Unlimited Shadow reimagines the interior with a custom-level execution, unveiling an entirely unique seating design and appointments inside and out, complemented by color-matched leather and trim accents throughout. Six limited-edition hull colors—exclusive to a single model year—are tailored to harmonize with your interior, while the Shadow-exclusive mast can be finished to match the hull or in silver. A no-cost badging delete option on both boat and engines completes the stealth aesthetic. The Shadow Technology Upgrade integrates a full Garmin electronics suite seamlessly into the luxurious Silver Arrows helm, including a four-foot open array radar, AIS, sounder, VHF, the Garmin Surround View Camera System, and a Starlink satellite data system—bringing a command-center clarity to navigation, communication, and awareness.

Mechanical

Propulsion is delivered by triple Mercury Verado six hundred horsepower 7.6L V12 outboard motors, each with a steerable dual-prop gearcase and a two-speed transmission for precise handling and relentless thrust. The genset's cooling water is discharged below the waterline, with the gas outlet at the starboard transom, while air conditioning uses individual Dometic split systems mounted in non-corrosive trays; condensation trays lead to grey-water sumps, and seawater drains to the proprietary Infinity drain within the boot stripe, port side aft. ElectroSea comes standard for reliable seawater system protection. Fuel lines are 316 stainless steel or USCG-approved marine hose as appropriate, and the underwater generator exhaust employs Centek FRP components and tubing with approved silicone marine hose. Domestic systems include a Kuuma eleven-gallon (42 L) water heater operating on 120

VAC and/or generator cooling circuit, a pressurized freshwater pump by Headhunter Mach5, and pumps and rotating machinery mounted on rubber isolators with flexible connections for low vibration. A thermostatic mixing valve prevents scalding. A transom mounted high speed seawater pickup feeds a central sea chest—Hooker or equivalent—located in the lazarette, supplying seawater consumers throughout the vessel.

Electrical

The yacht is wired to 120 VAC 60 Hz US standard voltage with a fifty amp shore connection aft to starboard, handled by a Glendinning CM 7 cablemaster and tub. Anchoring is effortless with a 24 VDC Lewmar VX2+ vertical windlass offering powered up/down and free fall, with local control and remote operation at the helm. Cabling and switching are streamlined via CZone or similar digital switching, with controls on unit and at the helm or main electrical panel. A Northern Lights thirteen point five kW 60 Hz generator pairs with a one kW inverter for small loads, and all starts are cleanly segregated: outboards and generator on 12 VDC; house and other loads on 12 or 24 VDC as specified. Each outboard motor has a Group 31 AGM start battery, the generator has a Group 24 AGM start battery, and there are two Group 31 AGM house banks. Multi bank chargers maintain all start and house batteries on shore or generator power, while isolation and switching allow emergency starting of all outboards and generator, feeding 12 V from start to house loads, and charging all batteries from alternators underway. Switchboards, sub boards, breakers, and equipment are by BlueSeas and CZone. Interior and exterior lighting is LED, with local switching and centralized mood setting capability; the mast carries a forward facing searchlight with remote control at the helm. Machinery spaces, the forepeak, and storage areas are LED lit, as are the navigation lights. The DC electric steering system is integrated with the outboards. The sea chest is fitted with 12 VDC booster pumps to ensure

supply, with a standard thru hull feeding the sea chest in the tunnel section as an over pressure relief/astern pickup. Seawater outlets are consolidated and led aft to the Infinity drain system, and an optional seawater wash system can feed from the sea chest or a dedicated thru hull with quick connect outlets at the anchor locker and in the cockpit.

Salon

Climate comfort is assured by two sixteen thousand BTU air conditioning units, while a vast Vetus Marex flush glass sunroof—approximately eight feet six inches by six feet eleven inches—floods the main deckhouse with light. Plush seating invites conversation, and a custom sliding aft door delivers a seamless, flush deck transition between the aft deck and salon. A fifty-inch Samsung Smart LED television rises on a powered lift, paired with a Samsung audio system for immersive entertainment, and thoughtful storage keeps bottles and glassware secure. Convenient access leads to the lower hull cabin areas, creating an effortless flow between social, dining, and private spaces.

Helm

Command comes naturally with Mercury digital controls, joystick, Skyhook, and a VesselView display integrated into a comprehensive, touchscreen driven navigation and communication suite. Garmin GPS with electronic charting, radar and satellite overlays, and multiple GPS sources pairs with an autopilot featuring route following and a dedicated electronic compass, a fixed mount VHF with its own antenna, an AIS transceiver with a dedicated antenna, a four foot open array radar, and a digital depth sounder. Optional Seakeeper Sk6 stabilization resides below the aft galley, while Humphree systems bring interceptors with two 450S trim tabs and an optional auto stabilization feature on the trim control. A twelve volt electric bow thruster, Side Power

SEP120/215T or equivalent, is sized for seamless joystick integration. Main engines, generator, and electrical systems are fully monitored with alarms at the helm, and tank fluid levels are displayed via electronic sensors. For acoustic refinement, the overhead in the machinery/storage space below the aft cockpit is lined with Sounddown. Underfoot, the bow cockpit features a twelve millimeter first grade teak sole.

Galley

The gourmet galley centers on Thermador under counter refrigerator/freezer drawers—two in total—with a built in icemaker within the Thermador freezer, all beneath elegant quartz countertops. FRP modules form robust cabinetry and counters around a Thermador four burner induction cooktop, Thermador integrated power ventilation, and a Thermador convection and microwave oven. A sink with garbage disposal, a concealed under counter trash drawer, custom accent wood carpentry, pot and spice drawers, and fitted cutlery storage to prevent rattling complete the culinary experience, while an extended built in bar and wine cooler add capacity and flair with additional storage.

Master stateroom (forward)

The forward master is a sanctuary with a twelve thousand BTU air conditioning unit, FRP modules combined with custom carpentry, and a custom queen size bed. Reading lights and ambient cabin lighting complement a refined headliner with recessed LEDs, while color coordinating blinds temper light over the hull side windows. A Lewmar Size seventy Flush 3G hatch crowns the forecabin roof, and a full height wardrobe with cedar lining keeps attire fresh and impeccably organized.

Guest stateroom

Guests enjoy a ten thousand BTU air conditioning unit and berths that smoothly convert from twins to a double via slides with DC electric actuation. FRP modules and custom carpentry frame the space, with dedicated reading and cabin lights, nightstands with switches and outlets, and a headliner with recessed LEDs. Blinds soften light over the hull side windows, while a full height wardrobe with cedar panels offers generous stowage. Overhead, two Lewmar Size sixty Flush 3G hatches—port and starboard in the forecabin roof—bring in natural light and breeze.

Master & guest head

Both the master and guest heads are appointed with separate walk in shower, head, and basin areas, and robust shower doors fitted with three hinges each to withstand high speed shock loads—luxury engineered to perform under way.

Tankage

Fuel capacity is generous, with gasoline totaling five hundred sixty eight gallons (2150 L) across two custom welded and baffled aluminum tank assemblies—one port and one starboard—each protected with anti corrosion coatings and fitted with bonding and grounding connections. A dedicated diesel supply of thirty gallons (115 L) resides in a single custom welded and baffled aluminum tank with anti corrosion protection, bonding and grounding, and a clean out port. Fresh water totals one hundred fifty gallons carried in two seventy five gallon (285 L) midships tanks in poly or FRP, while black water capacity is sixty five gallons (245 L) forward in a single poly or FRP tank. Grey water is managed without a dedicated tank via sumps with DC pumps

and float switches.

Fuel

For gasoline, twin stainless steel deck fills expedite bunkering, feeding a purpose designed fuel manifold and tanks whose fill and vent lines are partitioned and sealed off from interior, mechanical, and storage spaces. Two flush style stainless steel vent fittings on the topsides ensure proper breathing, while water separating fuel filters safeguard engine health. The gasoline supply is contained within two custom welded and baffled aluminum tank assemblies—one port and one starboard—with anti corrosion coatings and comprehensive bonding and grounding. For diesel, a flush style stainless steel vent fitting on the topsides, a stainless steel deck fill, and a water separating fuel filter ensure clean delivery to the genset. The diesel is held in a single custom welded and baffled aluminum tank with anti corrosion coatings, bonding and grounding connections, and a clean out port for serviceability.

Water systems

A self contained shower sump/pump unit serves both showers, and dockside blackwater pump out is handled via a stainless steel deck discharge fitting. Independent blackwater discharge pumps for the port and for the starboard blackwater tanks each have dedicated underwater outlets, enabling flexible operation. Piping systems are designed with fittings for thorough flushing, draining, and winterization. Fresh water piping uses PEX tubing or approved marine hose, while waste and black water piping employs PVC or approved marine sanitation hose. Sanitation is delivered by two Headhunter Bravo or equivalent water jet macerating toilets, with two Wye selector valves featuring locking provisions, and two thru hulls with seacocks for overboard toilet

discharge.

Deck / exterior

The aft deckhouse overhang discreetly incorporates Seasmart hardware for a canvas sunshade supported by removable poles that seat into sockets at the transom. All molded FRP parts carry a gelcoat finish, and cap rails in molded FRP ring the main deck, optionally finished in faux teak paint with an LPU UV inhibitor. Exterior cushions are upholstered in Sunbrella fabric with anti microbial, self draining foam inserts and hidden tie downs, and both cushions and cabinets are protected by removable soft covers made from waterproof Stamoid. Throughout the aft cockpit and swim platform—extending onto the fold down side platform—the decking is twelve millimeter first grade teak, while main deck and housetop walking surfaces are finished in non skid. Drains feature polished, removable stainless steel grates, and a custom hinged or vertically sliding aft salon window with polished stainless trim erases the boundary between indoors and out. The hull and boot stripe are expertly painted for enduring brilliance. Boarding and safety are elegantly solved with a removable stainless steel swim ladder that locks into sockets in the fold down side platform, plus a retractable emergency reboarding ladder at the transom. Mooring hardware includes eight two hundred fifty millimeter Gemlux stainless steel pop up cleats—two at the bow, two at the stern, and two on each side deck—paired with seven custom stainless steel fairleads that fit flush and integrate with the toe rail and transom cap, and eight flush Seasmart stainless steel fender attachment points, four per side. A stainless steel bow eye and transom tie down eyes support trailering. Exterior railings and fittings are 316L stainless steel, with all welds ground, smoothed, and polished; bases use hidden fasteners where possible, with countersunk flush screws elsewhere. An optional bow rail features a minimum thirty millimeter top rail and twenty five millimeter

stanchions, and rail heights comply with ABYC and ISO guidelines.

Large section rub rails trimmed in stainless steel encircle the perimeter with 316 stainless fasteners. Two removable stools, a custom composite table on a fixed base, and composite seat units and cabinets with gelcoated, molded exterior surfaces—each with drains and concealed vents, and bases arranged for drainage and internal storage—underscore thoughtful design. The port side hull topside abaft the deckhouse folds down to ninety degrees to form a level beach club area flush with the cockpit deck. A hot and cold shower with mixing valve completes the waterside comfort. All glass in windshields and windows is treated for heat and UV resistance; laminated safety glass is clear at the forward windshield as required and lightly tinted grey elsewhere, with bonded windows finished with a black frit perimeter to conceal and protect adhesive from UV. Three Exalto pantograph wipers on the forward windshield integrate a high pressure freshwater wash system.

Miscellaneous

Above water thru hull fittings are neatly aligned along the boot stripe and painted to match. A chrome plated Kahlenberg Model K 380 airhorn announces your presence with authority. Anchoring is secured by a Lewmar Delta forty five pound (twenty kg) polished stainless steel anchor on a roller assembly that protrudes through the stem for self stowing and free fall deployment. The rode comprises sixty five feet seven inches (twenty m) of eight millimeter galvanized chain plus two hundred forty six feet (seventy five m) of sixteen millimeter eight plait nylon with stainless steel stop and a two hundred fifty millimeter stainless steel cleat, with a stainless padeye near deck level to secure the bitter end and convenient deck hatch access to windlass, rode, and stowage. Cabinetry throughout is engineered to be rattle free, with doors and hatches fitted with rubber bump stops or gaskets as appropriate. Damping tiles are applied along the chines near the static waterline, and doors

are each mounted with three hinges to handle high speed shock loads; all door and hatch hardware is flush with surrounding surfaces. Fire protection includes a fixed system—Kidde, Fire boy, or equivalent—in the lazarette equipment space with automatic and manual controls and alarms at the main helm or control panel, supplemented by portable extinguishers per USCG requirements. Stainless steel burgee fittings are integrated in the bow rail, with a stern staff socket and a removable staff sized for a twenty four inch by thirty six inch yacht ensign. All FRP hatches feature molded gelcoat inside and out, are supported by one or more gas struts, and include gutter drain lines unless gutters are self draining. The composite mast, LPU painted to harmonize with its surroundings, has a swept back design with swept spreaders ready for radar, antennas, and lighting. Underwater thru hulls are bronze or Marelon, each with approved seacocks.

Additional options

Further personalization includes a Seakeeper Sk6 stabilizer, raw water washdown with quick connect hose in the anchor locker as well as in the cockpit, the Humphree Dynamic Plus automatic trim tab upgrade, cap rails finished in faux teak with UV protectant clear coat, and, of course, the Shadow Performance Package Upgrade for the ultimate in speed, presence, and polish.

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.

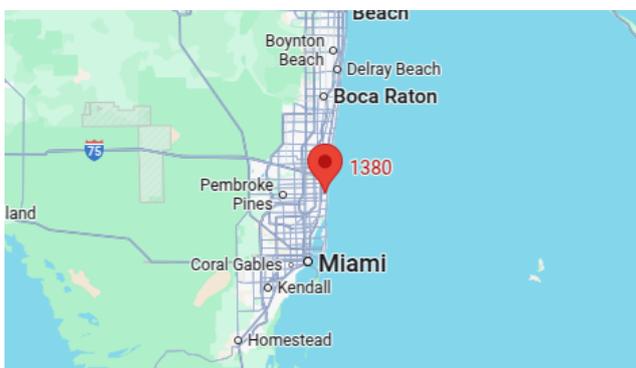
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019