

ELSKA - STRIKER



Builder: [STRIKER](#)

LOA: 62' 0" (18.90 m)

Year Built: 1988

Beam: 21' 0" (6.40 m)

Model: N/A

Min Draft: 14' 6" (4.42 m)

Price: \$530,000 USD Subject to change.

Max Draft: 15' 10" (4.83 m)

[See full listing on our website](#)

Location: Fort Lauderdale, United States

Cruising Speed: 20 Knots (23.02 MPH)

Max Speed: 25 Knots (28.77 MPH)

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OVERVIEW

ELSKA commands attention at every dock. A 62' example of the Striker line, she was built by Hakvoort in the Netherlands and embodies the hard charging, go anywhere ethos of her lineage while representing the finest expression of the marque.

Her generous beam creates a sprawling owner's stateroom and commodious guest cabins, and the interior is finished with Mother of Pearl inlays, contrasting banding and rich mahogany joinery that speak to a high end Dutch construction equal to a blue water sportfisher or a luxury motor yacht. With fresh electronics, a CAT 3412 repower and a new tender, ELSKA is elevated for serious offshore fishing and refined cruising alike—tournament ready as a sportfish, adaptable as a convertible and utterly compelling as a flybridge yacht.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1988

Sub category:
Sport Fisherman

Country:
United States

Model Year:
1989

Dimensions

LOA:
62' 0" (18.90 m)

Beam:
21' 0" (6.40 m)

Min Draft:
14' 6" (4.42 m)

Max Draft:
15' 10" (4.83 m)

Speed, Capacities and Weight

Cruise Speed:

20 Knots (23.02 MPH)

Water Capacity:

315 Gallons

Max Speed:

25 Knots (28.77 MPH)

Fuel Capacity:

2135 Gallons

Gross Tonnage:

91 Pounds

Hull and Deck Information

Hull Material:

Aluminum Yachts

Hull Designer:

Striker

Deck Material:

Aluminum

Interior Designer:

Striker

Hull Configuration:

Planing

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

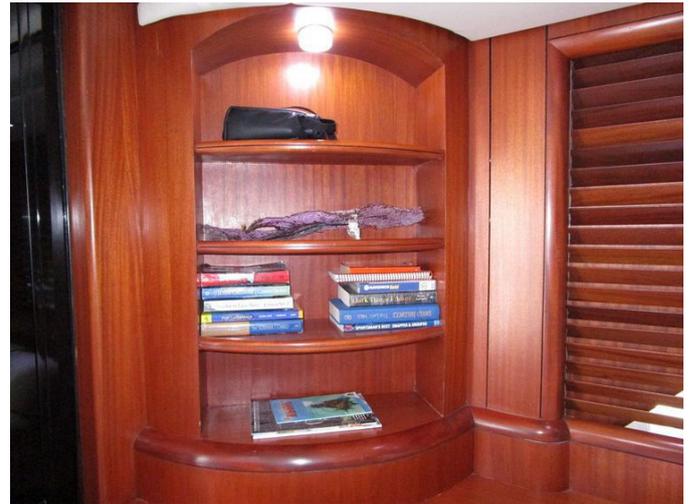
Caterpillar

Fuel Type:

Diesel

GALLERY





























DETAILED DESCRIPTION

Walkthrough

Boarding ELSKA is accomplished across wide teak coverboards into a large, tournament ready cockpit, then up four centerline steps through twin air operated doors into a salon crafted for action and ease, where every transition feels deliberate and purposeful. To starboard, the main level day head is uniquely configured with both interior and exterior access, while moving forward along the starboard side reveals three lower cabinets topped by the main electrical panel and a graceful curved dinette; to port an L shaped settee invites conversation and relaxation. Ahead, a dramatic two level bar top with mounted bar stools leads into a fully equipped galley ready for seamless service. Centerline steps descend to the accommodations: to starboard a bunk room with upper and lower berths, a private head, and a stall shower; to port a twin lower cabin with Pullman berths above to sleep four in total and its own private head forward with a stall shower; and fully forward a raised king size island berth on centerline offers abundant storage and a large en suite head with a stall shower. The engine room is accessible from both inside and outside, and a port side ladder at the mezzanine level rises to the bridge, where a well aft centerline helm affords the captain clear sightlines to the cockpit, two Stidd helm chairs anchor the command center, wrap around seating welcomes ten to twelve guests, and a bar adds a sink, storage, and a refrigerator to complete an uncompromising command and entertainment level.

Salon

The salon opens through double pneumatic doors into a refined retreat that balances function and finish. Immediately to port, a four cushion off white

ultra leather sofa seats four with discreet storage beneath the cushions, while a softly lit four shelf display niche glows in the aft corner, combining display and warmth. Wide wood blinds on the house side windows echo the rich mahogany joinery, and an upholstered, hinged top footstool conceals additional storage for linens or gear. To starboard, the day head presents a Headhunter compact toilet and a vanity with a china undermount sink beneath a marble top, storage below, a mirror, and a house side window, all set over a marble tile sole; its rare dual interior/external access is a hallmark of practicality on board. Forward of the day head are three storage cabinets, the main electrical panel, a top loading storage well, and a Lucite liquor bottle holder that typifies thoughtful entertaining design. An off white ultra leather dining settee in a crescent embraces a granite topped oval table whose base cleverly integrates both a drawer and a cabinet, flanked by three house side windows with wood blinds. Center forward, a built in fifty inch Samsung TV crowns a locker that houses a Sony AM/FM/AV receiver model STR DH790 and a Samsung Blu ray player, creating an elegant media focal point. Underfoot, a carpeted sole with a runner softens step and sound, while soffit style A/C delivery, twenty overhead LED lights, a newer vinyl overhead, and elegant inlaid banding within the mahogany joinery complete the ambiance of a truly finished living space.

Galley

Open to the salon forward to port and directly opposite the dinette, the galley is designed for effortless service and intuitive flow. Granite countertops frame a suite of below counter refrigeration anchored by a Cospolich stainless steel refrigerator with temperature gauge and two Cospolich stainless steel freezers each with a temperature gauge, ensuring chilled provisioning for long days. A Broan stainless steel trash compactor, wood mini blinds, and a four burner Dacor stovetop complement a Frigidaire Gallery microwave with

task lighting over the burners, while the double basin stainless steel sink with a removable spray faucet serves a thoughtfully organized bank of six cabinet doors and seven drawers for culinary gear. A warm wood sole with a granite border defines the galley area, LED under cabinet lighting and six overhead LED lights brighten every task, and an electrically operated storage cabinet rises from beneath the aft counter to add surprising capacity. For fresh blends and on demand drinks, a Nutone in counter blender is ready at hand, rounding out a galley built to entertain and perform.

Companionway

From the space between the galley and dining settee, five carpeted steps lead down to the lower deck, and the stairs lift to provide interior access to the engine room for convenient service. Immediately to starboard lies a cabin with upper and lower twin berths and a private head, comfortable and privately appointed for crew or guests. Forward to port is a larger guest cabin with two lower berths and two upper Pullman berths, also with a private head, offering flexible sleeping arrangements. Just forward of the master entrance a locker houses a new separate Whirlpool washer and dryer for on board convenience, and fully forward the master benefits from the generous Striker designed beam to deliver remarkable volume and a sense of openness uncommon in vessels of this size.

Starboard side guest cabin

Entered from the centerline companionway, the starboard upper/lower bunk cabin places its berths forward, with two drawers beneath the lower and an escape and ventilation hatch above the upper to ensure safety and airflow. Outboard and forward, a full size mirrored hanging locker with two drawers below expands storage capacity, while private head access is aft for

convenience. The space is finished with a carpeted sole, two overhead LED lights and rope lighting below the lower berth for subtle illumination, a twenty four inch Vizio TV at the foot of the upper berth for entertainment, and, at the foot of the lower berth, an Alpine stereo with two speakers to complete a compact but fully appointed guest environment.

Starboard guest cabin head

Accessed aft within the twin cabin, this head features a granite countertop with storage and one drawer below, brushed nickel faucet and fixtures, a porcelain undermount sink, and three piece mirrored walls with a center medicine cabinet to organize essentials. Safety and convenience include a GFCI and a Headhunter jet head. The shower is enclosed by a glass and aluminum bi fold door with a brushed nickel shower head and a tiled sole, while a mirrored ceiling with five mini spots, a teak and holly sole, exhaust fan, and brushed nickel towel racks elevate the finish. Five overhead lights and a large outboard storage cabinet with three shelves complete the specification, delivering both functionality and a refined aesthetic.

Portside guest cabin

Entered from the forward end, the port guest cabin offers twin lower berths and folding Pullman berths above to sleep four when required, providing flexible arrangements for families or guests. The lower berths each provide two drawers beneath, separated by a two drawer nightstand, while the aft bulkhead above mirrors the space and centers a three shelf storage cabinet above the nightstand to maximize usefulness. A full size hanging locker stands at the forward end of the outboard berths, with additional outboard storage beneath the upper berth behind three cabinet doors for abundant stowage. Amenities include LED rope lighting below the berths, reading lights for the

lowers, a Dual Bluetooth twelve volt stereo, an escape hatch for ventilation, and three overhead LED lights, along with a carpeted sole, digital A/C controls, a twenty four inch Vizio Smart TV, and forward access to the cabin's private head.

Portside cabin head

Accessed at the forward end of the cabin, this head presents a granite countertop with a two door cabinet below, an undermount porcelain sink, and brushed nickel faucet and fixtures that combine durability with refined taste. The shower is enclosed with a glass and aluminum bi fold door and fitted with a brushed nickel removable shower head and two overhead shower lights for comfortable rinsing. A mirrored medicine cabinet, Headhunter head, GFCI, brushed nickel towel rack, teak and holly sole, mirrored ceiling with three mini spots, a large outboard storage cabinet with three shelves, and an exhaust fan round out the specification to deliver a complete and polished private head.

Master cabin

All the way forward, the master suite centers a raised, one step king size island berth with two drawers in the riser and two more in the base, offering both presence and storage. Modern upholstered panels wrap the forward bulkhead and conceal backlit etched glass depicting a leaping marlin; the panels lift away easily so the original décor feature remains aboard for those who appreciate provenance. Built in shelves form port and starboard nightstands and are followed aft on both sides by two door hanging lockers with six drawers within for ample wardrobe capacity. On the aft bulkhead a thirty two inch Samsung TV on an adjustable arm faces the berth, with a cabinet below housing a Pioneer AM/FM/AV receiver and a Samsung Blu ray player above three drawers, creating a private entertainment center. Finishes

include a carpeted sole, twelve overhead LED lights, digital A/C controls, stereo speakers in the overhead, and access to the bow thruster area, while a large deck hatch above provides ventilation and an escape route, framing the master as both sumptuous and practical.

Master head

Accessed at the starboard aft corner of the suite, the master head showcases colored stone tile countertops, a hammered nickel undermount sink, and brushed nickel faucet and fixtures that convey considered luxury. A storage cabinet below includes two mahogany drawers, while a three door mirrored medicine cabinet, Headhunter heads, and bi fold glass and aluminum shower doors with a rain pattern speak to thoughtful detailing. Brushed nickel shower fittings culminate in an overhead showerhead, and the mirrored ceiling, seven overhead lights, exhaust fan, brushed nickel towel rack, wood sole, and mahogany wood accents complete an elegant, durable space designed for both form and function.

Foredeck

Forward, painted non skid aluminum decks surround a Striker seven foot signature bow pulpit with welded bow railing and painted welded aluminum bow rails, presenting a purposeful and secure foredeck. Ground tackle is handled by an Ideal windlass with foot switches and a recently rebuilt motor, a polished eighty pound stainless steel plow anchor, and a spare Fortress FX 55, with two rope deck pipes, bow cleats with gunwale hawse holes, and dual spring line cleats with gunwale hawse holes for sure handling at the dock. A built in bow seat carries removable cushions and a cover, foredeck aluminum dunnage boxes are integrated into the seating, and tender chocks are in place for safe stowage. A Marquipt Hydraulic/Electric davit was rebuilt in

August 2025 at \$25,000, underscoring the investment in gear, and three bow deck hatches, international navigation lights, and engine room air intakes complete this purposeful and well equipped foredeck.

Tender

A fourteen foot Highfield aluminum hull RIB tender is powered by a thirty horsepower Tohatsu outboard and arranged for versatility with a two person folding bench seat aft, a floating helm console, and a Bimini top for weather protection. Practical details include a bilge pump, SeaDek decking with a SeaDek topped bow step, a fold up bow cleat, a removable fuel tank, and a twelve volt battery with switch, while a full cover, a removable center seat, and dolphin fins on the outboard complete this nimble and well specified shore boat ready for launch and retrieval.

Cockpit

Purpose built teak cover boards frame padded vinyl bolsters and painted aluminum decking in a cockpit that announces tournament intent, while a large stainless steel lined cockpit bait freezer and a bait prep station with hot and cold water sit ready beside a Kenyon grill to keep the action running. A starboard side gin pole with block and tackle partners with a one thousand pound winch aligned to the transom door for hauling big fish through the walk through transom door and gate, and Rupp outriggers at thirty feet with triple spreaders have been recently re rigged, with twin center riggers to broaden the spread. Ten flush mount rod holders, a Blue Water offset fighting chair recently refinished and supplied with a cover, and three new underwater lights sharpen the edge, backed by cockpit floodlights, two built in fish boxes in the sole, two electric reel outlets, and three access hatches to the rudder area. Two portable fish chairs expand seating while a

six position rocket launcher to port and a seven position rocket launcher to starboard keep gear at hand; a transom livewell with a clear top, twin railings at the salon steps, under gunwale rod and gaff storage, and a six foot teak rod locker to port behind a hinged door at the mezzanine level add capability alongside portside under gunwale storage lockers and oversize cockpit deck drains. Ten tackle drawers starboard under the mezzanine, three LED lights on the aft brow just abaft the salon, port and starboard plastic boarding steps, cockpit speakers, and both freshwater and saltwater washdowns complete this tournament ready arena. Beneath a hinged hatch, the cockpit station adds Hynautic controls, emergency shut doors, a Standard Horizon Eclipse VHF, an emergency fire pull, cockpit light switches, and a hydraulic hatch lift to the engine room for safe and efficient operations.

Flybridge equipment

The flybridge carries painted non skid decking and a chart locker topped by an upholstered bench, plus a life rescue sling and a life ring with retrieval line for safety. Seven place rocket launchers line the aft bridge rail behind Stidd helm and companion chairs, creating a functional spread; to port seating welcomes six with a center two door locker, and to starboard seating for four completes the guest accommodation. A three side seven panel enclosure protects the bridge from the elements, while a bar with a stainless steel sink, a Sub Zero fridge, and two storage lockers serves refreshments. Two stereo speakers, an aft facing camera for docking, and a forward facing camera complete the suite, making the flybridge a commanding and comfortable observation and angling station.

Helm equipment

At the helm, a Simrad autopilot partners with a Fusion Bluetooth stereo head,

twin ACR URP102 searchlight controls, and a Jabsco searchlight control to provide integrated systems at hand. Hynautic clutches and throttles with gears outboard give mechanical precision, supported by a SidePower bow thruster and CAT analog engine gauges—three per engine—for clear engine monitoring, while a six inch Danforth Magnetic Constellation compass anchors heading information. Two flow scan analog/digital fuel flow gauges and an EPIRB add safety and operational awareness, with two storage cabinets beneath the helm for stowage. Overhead, two twelve inch Garmin 861Z MFDs and two Icom M510 VHF live in a dedicated box to provide redundancy and high resolution navigation, and switchgear includes anchor and navigation light switches, instrument light controls, a battery switch, three bilge pump switches, windlass control, synchronizer control, a power steering switch, engine start and stops, forward and aft flood switches, a bilge light switch, and a dock light switch to centralize vessel command. A starboard side breaker panel carries thirty breaker protected circuits alongside key switches for the engines, completing a helm that is both comprehensive and logically arranged for long days at sea.

Tower

A twelve step tuna tower crowns the profile and carries Starlink on the hardtop and a four foot Garmin open array radar antenna to extend communications and radar coverage. Controls include Hynautic clutch and throttle with gears outboard, a ten inch Garmin MFD, and an Icom M424 VHF at a compact helm wheel, providing full command in the perch. A three person bench seat under a buggy top offers comfort for team members, two quartz lights on the tower deck illuminate night operations, and a Fusion stereo head with two stereo speakers plus two USB outlets equip the tower for long days on the bite.

Engine room & mechanical equipment

Twin 3412 CAT diesels rated at 1300 HP each, rebuilt in 1999, turn three inch stainless steel shafts and thirty six and a half inch by thirty eight and a half inch five blade Nibral propellers, assisted by a SidePower five blade twenty four volt bow thruster for maneuvering ease. Fuel is polished by two sets of triple Racor engine fuel filters feeding ZF BW 195 gears with a two to one ratio, ensuring clean fuel delivery to the driveline. The compartment breathes via engine room blowers and Delta T engine room fans, is protected by a Kidde fire suppression system, and drains to three Rule 3700 GPH bilge pumps; the space was repainted in 2023. Domestic systems include a stainless steel thirty gallon water heater, two Headhunter Mach 5 freshwater pumps, a head system macerator, water filtration systems, a holding tank vent filter, a Headhunter composite freshwater storage tank, and a freshwater spigot for service. Climate is controlled by five new Dometic A/C compressors rated ten thousand, ten thousand, twelve thousand, sixteen thousand, and sixteen thousand BTU, and illuminated below by three underwater lights in color. Fuel management is simplified by a fuel fill manifold for three tanks with only one dock fill, plus a Racor 500 filter for each generator. Additional equipment includes start/stop switches on the engines, an AirSep crankcase ventilation system, two engine room cameras, two V1000 self starts for engine room fans, four Sea chest style raw water intakes for each engine and two aft for the generators, A/C, and watermaker, remote mount fridge and freezer compressors, access from the lower deck companionway through a watertight door, two CAT coolant recovery bottles, central vac, a Husky air compressor for the air door, epoxy hard coat engine exhaust, engine block heaters, a 230V power steering pump, an Eskimo icemaker, and a Village Marine Tech watermaker. Lighting is provided by five fluorescent fixtures and four incandescent lamps, making this machinery space comprehensively equipped and maintained.

Electrical system

A robust one hundred fifteen volt/two hundred thirty volt sixty hertz AC electrical system complements a twelve volt/twenty four volt DC system to support vessel systems and hotel loads. Shore power arrives via two fifty amp two hundred thirty volt cords with a Glendinning fifty amp two hundred thirty volt shore cord reel and protection from a galvanic isolator and two isolation transformers to safeguard electronics. Generation is provided by two twenty seven kilowatt Phasor generators running at one thousand eight hundred RPM in sound shields for quiet onboard power, while storage and charging are handled by six 8D batteries, three twenty four volt thirty amp ProNautic battery chargers, and one twelve volt thirty amp ProNautic battery charger, all integrated within a bonded system for reliability and corrosion protection.

Salon electrical panel

The salon panel integrates owner added USA four 230V breaker protected circuits, Delta T engine room fan controls, two salon A/C thermostats with digital controls, a Headhunter Tank Sentry for the waste tank, and a VDO analog water tank gauge to centralize comfort and monitoring. In the 115V/230V section, Shore 1, Shore 2, Buss 1, and Buss 2 are monitored on an analog meter, with four 230V breaker protected circuits and sixteen 130V breaker protected circuits available, while the 24V section provides five analog volt meters and sixteen DC breaker protected circuits to manage house systems and auxiliary loads.

Striker history

In 1945, as war raged, a mine in Odessa Harbor on the Black Sea tore the bow

from Herbert Phillips's Liberty Ship; the ship survived, and after three months of in-water repairs, the young Kings Point Merchant Marine Academy graduate noted how well the mass-produced, welded metal cargo vessel absorbed the blow. Convinced that metal was the ideal material for oceangoing craft, he returned to build metal boats for pleasure under the name Striker Yachts—a company that would eventually launch nearly seven hundred boats from thirty-three to seventy feet and be spoken of from Boston to Boca and beyond. As his son, Dick Phillips, recalls, "My dad hired Phil Bolger, who had designed U.S. Coast Guard cutters like the forty-one, to design him a twenty-six-foot steel boat," and in 1951 Herb lofted the lines of his first metal boat on the living room floor in Massapequa, Long Island, renting a garage in nearby Amityville to make the dream real with a pair of Ford Lehman diesel inboards. Steel was the material of the day, but aluminum alloy captivated the builder; Dick remembers his father testing strips of the new alloy in brackish water near their home for varying periods to assess corrosion resistance. By 1958, Phillips had moved from Long Island to Florida, finding success with steel construction there, but for aluminum he turned to Holland's deep shipbuilding expertise. In 1959, the first thirty-five-foot Striker was completed in what is today the Heesen yard, and Hakvoort—now famous for mega-yachts—built numerous Strikers as well. With aluminum proven, a family of models followed—thirty-four, forty-four, fifty-four, fifty-eight, sixty-two, and ultimately seventy feet—the last, a seventy, launching in 1995. All bore Thomas De Groot hulls, a modified V with inner and outer chines and a box keel reported to generate lift onto plane. Mostly convertible sportfishermen, with some motor yachts, Strikers were assembled on jig frames over which aluminum plating was formed, creating the angular lines beloved by offshore anglers in the 1960s, 70s, and into the 80s before speed became essential. Often, one crew completed the hull and deck while another built the superstructure; everything—from cap rails to handrails, piping to flying bridge—was welded into a rigid, immensely strong whole. Borrowing from

commercial practice, Phillips specified multiple watertight bulkheads forward and aft of the engine room, plus a collision bulkhead in the bow—perhaps inspired by Odessa—while integral fuel tanks were welded into the hull, delivering a double bottom and manhole covered water and fuel tanks for easy access and maintenance. “They were framed up like little ships,” Dick says, adding that Strikers were about thirty percent lighter than same size fiberglass boats of the era, though they demanded diligent maintenance to check oxidation and paint blisters at thru hulls and welds. Striker’s ad agency promoted these “little ships” with a compelling legend: the Striker, it claimed, was the harpooner in a whaleboat—steadfast, dependable, strong—providing a potent brand image; in truth, Dick notes, his mother saw the name on the stern of a ship and thought it perfect. Over its life, Striker launched and sold around seven hundred aluminum vessels, with the seventy foot convertible among the largest. At its peak, the company turned out forty four footers at about one every six weeks. Priced on par with fiberglass in the 1970s, Strikers grew costlier by the 1980s, and today, Dick says, building an aluminum boat of the same quality under one hundred feet is almost cost prohibitive: the original mid 1990s seventy cost around \$1 million; a new build today would be in the neighborhood of \$5 million.

Comments

ELSKA is a rare find. These sixty two foot Strikers earned their “battleship” reputation, and being built at Hakvoort in the Netherlands places ELSKA at the pinnacle of the Striker lineage. Her massive master suite and generous accommodations owe much to the wide beam, while refined touches—Mother of Pearl inlays and contrasting inlaid banding in the mahogany joinery—speak to the high end pedigree of a renowned Dutch shipyard. Fresh electronics, a 3412 CAT repower, and a new tender only heighten the allure of ELSKA, making her a turnkey proposition for serious offshore anglers and discriminating yacht

owners alike.

Disclaimer

The company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.

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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