

SILVER BULLET - CUSTOM BUILT



Builder: [CUSTOM BUILT](#)

Year Built: 1998

Model: N/A

Price: \$255,000 USD Subject to change.

[See full listing on our website](#)

Location: New Bern, United States

LOA: 55' 0" (16.76 m)

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OVERVIEW

Built by the acclaimed Hike Metal yard, this aluminum pilothouse bluewater cruiser, a Scolfield design, is being offered by her original owner as a genuine go-anywhere explorer. The vessel features a Rubatex insulated hull, an enclosed interior helm laid out for high latitude voyaging, and heavy duty, extended range systems engineered for robust, globally capable passagemaking.

SPECIFICATIONS

Basic Information

Model Year:
1998

Country:
United States

Year Built:
1998

Dimensions

LOA:
55' 0" (16.76 m)

Speed, Capacities and Weight

Fuel Capacity:
110 Gallons

Accommodations

Sleeps:
5

Total Heads:
2

Hull and Deck Information

Hull Material:
Aluminum Yachts

Hull Designer:
Mike Scolfield

Deck Material:
Aluminum

Interior Designer:
N/A

Hull Configuration:
N/A

Engine Information

Engines:
1

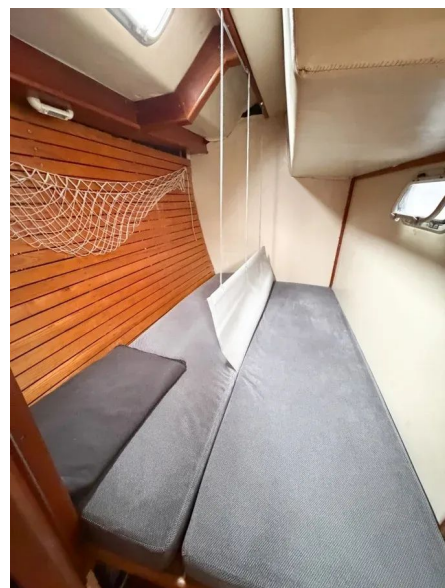
Engine Type:
Inboard

Manufacturer:
Yanmar

Fuel Type:
Diesel

GALLERY





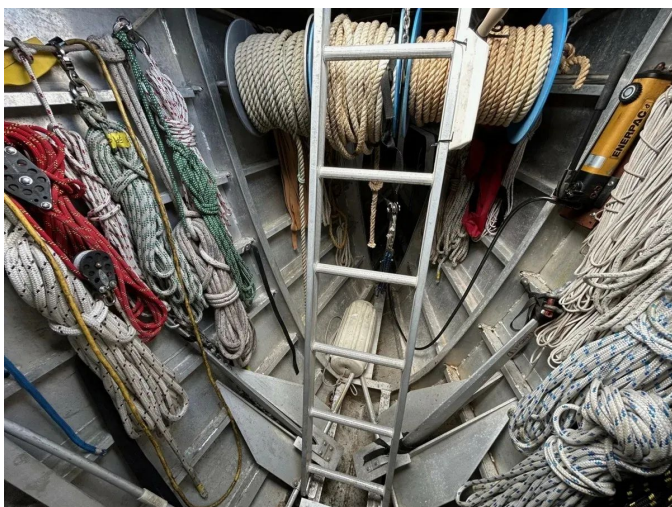


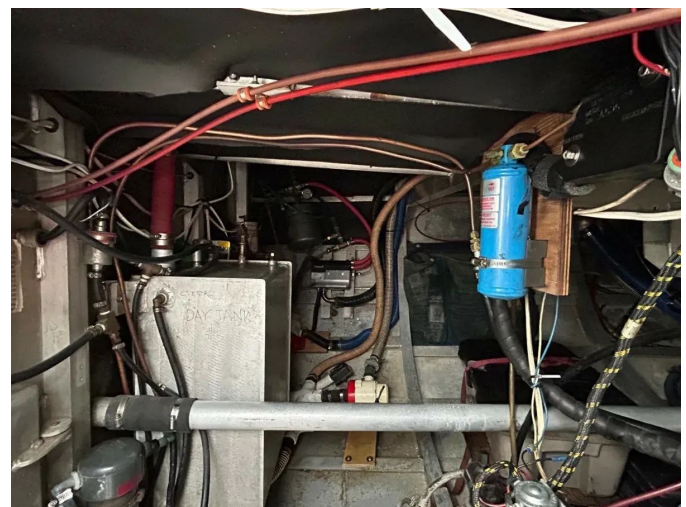
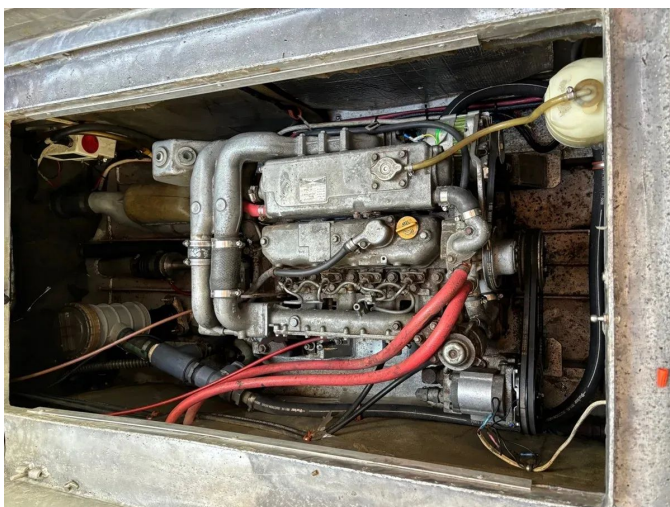
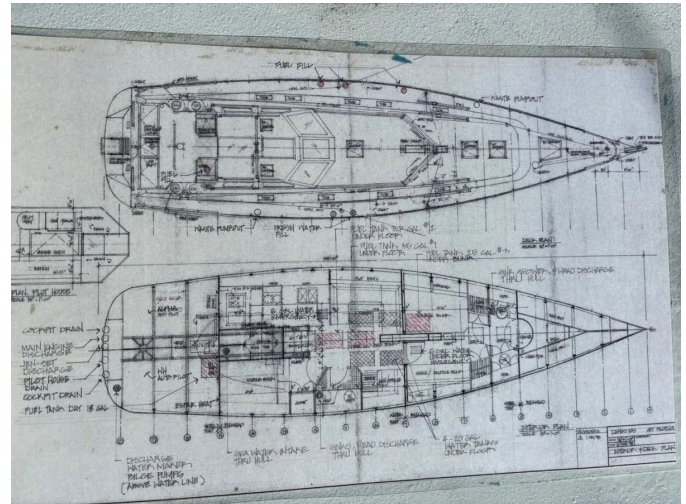














DETAILED DESCRIPTION

Description

Venture to the farthest anchorages in confidence and comfort aboard the Hike Metal 55 Pilothouse Silver Bullet, lovingly maintained by her original owner and marrying expeditionary robustness with refined yacht living. Conceived by Mike Scolfield, an American Bureau of Shipping naval architect and engineer celebrated for advancing contemporary yacht construction, and constructed by the esteemed Hike Metal Industries shipyard, this rare aluminum pilothouse yacht pairs commercial grade strength with an inviting, warm interior to make long range ocean passages effortless.

Built to expedition standards, her aluminum hull incorporates reinforced zones and four watertight compartments to deliver exceptional offshore security, while a protected pilothouse helm affords uninterrupted sightlines, a gimballed helm seat and a dedicated pilot berth for comfortable watches in wet or demanding conditions. A hydraulic lifting keel provides 10 feet of draft down for offshore performance and 6 feet 6 inches up for access to shallow anchorages, greatly extending cruising options without sacrificing seakeeping. A comprehensive sail inventory set on a Hall Spars rig with a carbon spinnaker pole includes heavy weather options such as a storm jib alongside spinnakers, ensuring versatility across every sea state.

Systems are specified for true self sufficiency on extended passages. Auxiliary power is supplied by a Yanmar 4JH TNE 100 hp engine, supported by a Yanmar 15 hp generator to reliably run ship's services. Heating comes from an Espar Hydronic Heater and freshwater autonomy is provided by an Aqua Marine watermaker. Energy generation is diversified with a Primus wind generator, a Watts at Sea cruising electric generator driven by a water impeller, and a solar panel to minimize engine hours. Hull monitoring and protection

include a Capac hull monitor with real time display of hull continuity and performance, sacrificial zinc protection, and an Ultrasonic Marine hull antifouling system operable on 12 V DC or 110 AC, while thermal comfort is enhanced by Rubitek one half inch hull insulation.

Electronics and communications are arranged with redundancy for offshore reliability: twin chartplotters—located in the pilothouse and in the cockpit—are supported by Simrad AIS, B&G radar with its own dedicated display, and Raymarine instruments for wind, speed and depth. A Simrad autopilot, integrated with Whitlock torsion bar steering, manages long miles with authority, and an SSB radio with Proctor modem and antenna tuner extends long range communications. Below, a handcrafted cherry and ash interior offers a welcoming liveaboard environment with accommodations for two double berths and two single berths, a dedicated pilothouse watch berth, and two heads to comfortably serve crew and guests. Equipped with a robust sail plan, protected helm, lifting keel and comprehensive safety gear including a six person Elliot liferaft, Silver Bullet is prepared for high latitude exploration, tropical cruising or a full circumnavigation.

Overview

Enter from the aft cockpit into a purposeful pilothouse where a gimballed navigation and helm seat secures the port side adjacent to a comprehensive electronics array, while to starboard a cushioned pilot berth with lee cloth converts into an inviting seating area. The pilothouse is enclosed by 3/8" tempered glass, offering both structural integrity and clear sightlines. A ladder descends to an interior finished in warm cherry and ash, the main salon enhanced by varnished cherry decks that were renewed in 2025. Aft to port the galley is laid out for serious voyaging with full cooking capability, abundant storage and refrigeration, while opposite on the starboard side sits the aft head. Immediately aft of that head a generous cabin provides a double berth

and substantial stowage. Forward of the salon a watertight door opens to the forward accommodation containing a large double berth to port and three single berths to starboard, all served by a forward head with an ample shower; the shower bulkhead also functions as the collision bulkhead, and forward of it a deep sail and line locker and the anchor chain locker are accessed via a bow ladder beneath a large deck hatch. Overall the living spaces showcase cherry and ash joinery and comprise two double berths and three single berths, two heads with holding tanks and a shower, with watchkeeping comfort augmented by the pilothouse's gimballed helm chair and the convertible pilot berth/settee.

Underway propulsion is provided by a Yanmar 4JH2-TNE 100 HP main engine with 4,700 hours, and the alternator was replaced in 2026. Routine servicing is streamlined by an electric oil-change pump that services both the main engine and the generator. Freshwater autonomy is supported by an Aqua Marine reverse-osmosis watermaker showing 2,103 hours, and interior climate control is delivered by an Espar Hydronic heater.

Off-grid capability is further strengthened by a Primus 12V wind generator with bearings renewed in 2025, a Watts at Sea 12V generator that received a manufacturer overhaul in 2021, and a Yanmar 15 HP genset with 2,103 hours that supplies 12 volt charging, runs the RO watermaker pump and drives the refrigeration compressor. A solar panel provides supplemental renewable energy, while electrical system monitoring is handled by a Heart Interface Link 2000. The house battery bank was renewed in 2026 and the start battery replaced in 2025. Below the waterline a low maintenance ultrasonic antifouling system using W4 transmitters operates on either 12V DC or 110V AC.

Navigation and communications equipment are comprehensive and deliberately positioned: Raymarine depth, speed and wind instruments installed in 2017; a Garmin chartplotter at the pilothouse navigation station

installed in 2023; a Raymarine chartplotter at the cockpit helm installed in 2022; and a B&G radar with a large dedicated display at the pilothouse navigation station installed in 2016. Steering precision is achieved by a Simrad autopilot integrated with Whitlock torsion bar steering (2022) and an NMEA 2000 interface, while situational awareness is enhanced by Simrad AIS. Long range communications are provided by an SSB radio with Procter modem and antenna tuner from 2015, supplemented by a Standard Horizon VHF for routine use.

Constructed for durability, the aluminum hull features a 1/4" bottom and 3/16" topsides, a 3/16" aluminum deck, and reinforcement to 3/8" and 1/2" in high stress areas. Four watertight compartments increase safety offshore, and Rubitex 1/2" closed cell insulation lines the hull for quieter, more efficient interior comfort. Tankage includes four fuel tanks totaling 110 gallons and four 20 gallon water tanks, well suited to extended passages.

Deck and spar equipment are robustly specified: a Hall Spar keel stepped mast and Offshore spar boom, a carbon fiber spinnaker pole, and rod rigging replaced circa 2016. Headsail handling is made simple with a PROFURL 42 roller furling jib, while Harken and Lewmar deck hardware manage running loads. Ground tackle is handled by a Lewmar hydraulic anchor windlass and Lewmar hatches and portlights secure openings. A staysail is set on a removable shroud for heavy weather versatility. The sail inventory is extensive—three mains, four jibs, two spinnakers, plus a staysail, a storm jib and a storm tri sail—backed by anchors that include a Bruce 70 lb., a Fortress 55 lb. and a Fortress 37 lb. The main backstay carries antenna insulators and is adjustable via a hydraulic ram.

Safety equipment includes a six person ELLIOT offshore life raft certified USCG SOLAS. A signature engineering feature is the variable draft keel: raised and lowered by a hydraulic pump driven by the main engine through an electric clutch, it activates two stainless steel hydraulic rams to provide 42

inches of travel. The keel assembly consists of a 1,500 lb aluminum structure filled with 10,000 lbs of lead and is faired to a NACA foil for lift and reduced drag—particularly upwind—drawing on designs developed by the National Advisory Committee for Aeronautics. When fully lowered the lead ballast positions the center of gravity 8 ft below the waterline, and the vessel can be sailed with the keel retracted when depth or conditions require.

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.

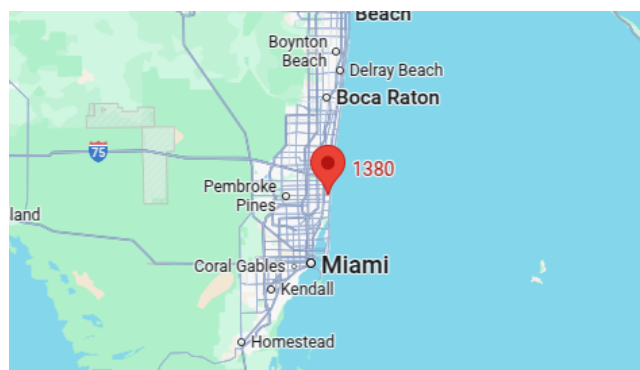
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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