

NO NAME — CHRIS CRAFT



Builder: CHRIS CRAFT

LOA: 50' 0" (15.24m)

Year Built: 1986

Beam: 16' 1" (4.90m)

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

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SPECIFICATIONS

Overview

This is truly a unique yacht, produced by a unique set of circumstances. The owner (a skilled craftsman) retirement hobby has been reworking and upgrading the vessel. This yacht has spent its entire life in a covered slip in clean fresh water and it shows. The meticulous attention to even the smallest detail has to be seen to be believed. Virtually all chromed and aluminum metal has been duplicated in high quality brightly polished stainless. All outside teak is varnished with multiple coats of clear Awlgrip with a finish that rivals the best pianos. Here is a chance to own a fine yacht yacht produced to the old full size, heavy, high quality standards with the latest in navigation, accommodations and equipment with a new appearance. If you are interested in a boat in this size and price range, you owe it to yourself to see this one before you buy. **Dimensions** LOA: 56 ft 4 in Beam: 16 ft 1 in Dry Weight: 54000 lbs **Engines** Engine 1: Engine Brand: Detroit Diesel Year Built: 1986 Engine Model: 6 V 92 Engine Type: Inboard Engine/Fuel Type: Diesel Location: Starboard Engine Hours: 1500 Drive Type: Direct Drive Engine(s) Total Power: 550 HP Engine 2: Engine Brand: Detroit Diesel Year Built: 1986 Engine Model: 6 V 92 Engine Type: Inboard Engine/Fuel Type: Diesel Location: Port Engine Hours: 1500 Drive Type: Direct Drive Engine(s) Total Power: 550 HP **Tanks** Fresh Water Tanks: 1 (160 Gallons) Fuel Tanks: 1 (600 Gallons) **Accommodations** Number of twin berths: 2 Number of double berths: 1 Number of cabins: 3 Number of heads: 3 **Electronics** Radio - radio with five station intercom GPS - Two 10.4 Radar - 48 mile Raytheon CRT Log-speedometer Autopilot - Robertson AP2000 DL VCR Wind speed and direction - Standard Horizon wind and weather station TV set - with satellite dish on the fly bridge Depthsounder - Datamarine 3000 digital depth sounder Computer VHF - Uniden MC 795 DVD player Compass Cockpit speakers - speakers are mounted through thw boat **Inside Equipment** Electric head Battery charger Electric bilge pump Deep freezer Washing machine Oven Manual bilge pump Refrigerator Hot water Heating Microwave oven Air compressor Fresh water maker Air conditioning **Electrical Equipment** Shore power inlet Inverter Generator Electrical Circuit: 110V **Outside Equipment/Extras** Cockpit cushions Gangway Swimming ladder Total Liferaft Capacity: 6 Electric windlass

Accommodations

Sleeps 6 in 3 state rooms. The master state room is aft with queen size bed, dressing table, 2 door walk in cedar lined hanging locker. This state room also has an LCD TV , its own air conditioning and heating, and an inside head with fresh water flush toilet, lavatory and enclosed shower and BATH TUB. Like the rest of the interior the floor is very thick carpet. All cabinet work and most walls is satin varnished teak. Some walls are thick padded soft vinyl. Everything appears new.

Forward of the master state room is a state room office combination with built in desk, hanging locker, and couch with overhead fold down bed. The desk is perfect for a computer with a USB outlet from a 4' marine wi-fi antenna on the fly bridge with built in electronics and booster to work a lap top or a desk top computer with or without a built in wi fi card. Directly adjacent to

the state room office combination is a second full head with fresh water flush toilet, lavatory and shower with a glass door.

Up three steps forward is the main salon. It has a dual recliner love seat facing a custom mirror enclosed T.V. with a DVD recorder/player and plug station for satellite T.V. The dish is on the fly bridge, together with the enclosed T.V. antenna with rotary control and booster. Forward to port is the dining room area with an L shaped lounge and a glass topped heavy teak dining table. This salon also has its own air conditioner & heater.

The galley is across from the dining area to starboard. It is truly a chef's delight, complete with a full size double door refrigerator with an ice maker and dispenser in the freezer door. The double stainless sink has a garbage disposal, a built in water filter, and instant hot water dispenser. There is also a built in dish washer, and trash compacter. The cook stove is a stainless Galley Maid Empress three burner electric with a stainless oven complete with a rotisserie and fold down cook top with cutting board. The micro wave oven with turn table is in with the venter hood. The forward hold is through a hatch in the galley floor. When the hatch is opened the light comes on as does every hatch and compartment door on the boat that needs a light. The hold has an automatic halon fire extinguisher as does every compartment large enough for one.

The forward state room has two large stacked beds together with hanging locker and a compartment housing the stacked washer/dryer. It has its own air conditioner and heater. It also has a full in suite head with lavatory, shower with a glass door, and salt water flush toilet.

The upper salon and wheel house has wicker furniture. It has a full wet bar complete with a stainless bar sink with built in water filter and a liquor locker below, an ice maker, a small refrigerator and its own air conditioner and heater.

Just forward in the upper salon separated by a small glass partition is the lower helm station. It has all of the standard gauges, oil pressure, temperature, tach, etc. it also has several additional owner installed gauges for each engine that match the original and appear to be factory installed.

From the lower helm station direct access to the flybridge is provided by a flight of brightly polished stainless stairs. The flybridge helm station has two deluxe helm chairs with footrests, three large lounge seats with seating for 12 or more people and a custom made table with a Starboard top trimmed in brightly varnished teak. The fiberglass fold down radar arch has forward and aft Sunbrella bimini tops. There is a custom installed gear control station mounted on the aft handrail directly overlooking the swim platform. This makes it very easy to back into narrow slips. The dash is complete with most of the controls and instruments on the lower station. The dash and all exposed seats throughout the boat have matching Sunbrella covers for storage.

Additional Information

1. Raw water pressure. This monitors the condition of the raw water pump. If the pressure begins to drop below the red line on the gauge it indicates a problem with the pump. Usually a bad impeller. There is a spare on board together with a custom made puller to easily remove the old one and tools to help replace the new one.

1. Racor fuel vacuum gauge. This monitors the condition of the filters. When the vacuum increases past the red line it is time to change the filter. The filters are plumbed so both engines can be run on either one in an emergency. Spare filters are on board. Any filter change or routine service on this boat can be done from the center isle. No need to crawl out board. This gauge is also on the fly bridge dash and each has a red warning light to indicate high vacuum.

1. Fuel pressure. This monitors the condition of the final fuel filter on the engine. When the pressure falls below the red line on the gauge it is time to replace the filter. Spare filters together with a filter wrench are on board.

1. Air filter vacuum. This monitors the condition of the Walker Aircept filters. Clean or replace the filter when any vacuum is indicated. A spare filter goes with the boat.

1. Steering pressure. This monitors the air pressure on the Hynatic steering system. If it falls below the red line of the gauge, the pressure can easily be increased with a built in compressor switch, valve and gauge in the engine room.

1. Rudder angle indicator gauge. Indicates angle of rudders.

1. Trim tab position, Indicates position of trim tabs.

1. Heart Tank Tender fuel gauge. Very accurately indicates fuel level in all four tanks. Non electric, no maintenance, no problems.

1. Water maker electronic control panel . The 400 gallon per day water maker unit is located

in the generator room. It also has controls attached.

Below Decks

A hatch in the main salon goes to the generator room and on to the engine room. The generator is a 20KW Onan diesel in a sound shell box with its own Racor fuel filter with a vacuum gauge and attached 1500-3500 inverter to run the galley refrigerator and all equipment in the wheel house bar from the main battery bank of six group 24 deep cycle marine batteries. A remote control for the inverter is in the main electrical panel in the salon. The generator has its own 4D starting battery with a jumper switch to the main battery bank. The generator has 510 hours on it.

A two way 12V oil change pump is next to the generator. With this it is possible to drain and refill both engines and the generator through beautiful custom made stainless hose connections on the outside of either side of the boat.

This room also has two folding bicycles and a custom made scuba tank rack complete with two tanks , a regulator, face mask and fins. All of which go with the boat. The air conditioner pump and raw water strainer for all five units are also here. The boat has a unique system that can provide fresh water to the air conditioners through beautiful custom made stainless hose connections on the outside of either side of the boat, or from a connection inside the boat. This is especially useful in a slip that has a lot of grass, seaweed or plastic bags in the water. It can also be used to back wash the raw water inlet to remove anything that may be blocking the intake without having to run the boat or go overboard.

The boat has both a 12V and a 120V stainless pump to supply fresh water from the 160 gallon tank. The 12V control is remote on the lower station dash complete with indicator light. Another nice custom feature here is a valve to fill the water tank from the dock without having to use a hose. When the tank is full it overflows through the outside outlet. This also allows the tank to be flushed. Although both the generator room and engine room are well lighted with both 12V and 120V, each room has a 12V drop light on a reel.

The boat came with five 1500 GPH bilge pumps with float switches. Indicator lights for pumps & high water are in the master state room, on the lower station dash and on the flybridge. The pump in the generator room is the first one to come on and is wired through a relay to turn the battery charger on which is on a time clock to prevent overcharging the batteries. The three small shower pumps failed to work properly and were replaced with 1500 GPH pumps that do work and also provide three additional bilge pumps in an emergency.

This boat has a dual fuel polishing system with a pump, 1000 Racor filter, and Algae X magnetic fuel conditioner on each engines fuel tanks. Fuel can be polished in both 200 Gal. rear or both 100 Gal. front tanks at the same time. These pumps also serve as instant fuel primers so that no bleeding of injectors or fuel lines is necessary if the fuel runs out. This polishing system when used about every two months together with the vacuum gauges has eliminated dirty fuel problems. The boat also has an engine coolant injection system with a coolant reservoir tank, a pressure pump, dual overflow collectors on each engine and a drain system to return surplus coolant from the overflow collectors back into the reservoir. With this system the coolant can be checked and added without removing the heat exchanger caps, when the engines are cold, hot or even while running. Both engines have Wix coolant filters in addition to the standard oil and fuel filters. The port engine also circulates hot coolant through the adjacent 20 Gal. stainless hot water heater tank. You always have hot water when you arrive. The water heater also has electric heating with L.E.D. indicators in the galley and captains head indicating if the heater is on and if the water is hot. The engine room has two Halon automatic fire extinguishers with an alarm indicator on the lower station and flybridge. Either one has a greater capacity than required by the engine room.

Engines

The engines are 550 HP 6 V 92 TIB with 1500 hours, and provide an honest 20 KT cruise at 2100 RPM. Top speed is about 24 KTs. Each engine burns about 25 Gal. of fuel per hour at cruise. They smoke very, very little and leak very, very little oil. They have 1000W electric block heaters with control switch and indicator light on the lower station dash. Each engine has its own bank of three group 24 starting batteries with a jumper switch on the lower station dash. They have a Glendinning automatic RPM synchronizer with a control switch and indicator light at the lower station and on the flybridge. They drive 2 1/2" stainless shafts through MG 509 Twin Disc transmissions and PSS dripless shaft seals that DO NOT LEAK. The shafts have muff couplings so that the tail shaft can be replaced without disturbing the forward section even while in the water. A spare tail shaft is mounted in the engine room and a second one together with a pair of muff couplings go with the boat. The props are 30" D X 32" P NIBRAL 4 blade and were reworked by computer. They are very smooth. They are protected with a pair of Spurs line, net & weed cutters.

Hull and Deck

The working anchor is a 35 Lb. Danforth with a beautiful custom made stainless swivel attached to 200 Ft. of 5/16" HT Galvanized chain attached to 300 Ft. of 5/8" 3 strand nylon working through an automatic Ideal windless from a 6 Ft. davit on the bow. The anchor can be deployed, returned and locked down from the windless or from remote controls at the lower helm station or from the flybridge. The emergency storm anchor is a 55 Lb. aluminum Fortress mounted in quickly detachable custom made stainless mounts on the cabin roof. It has a custom made

Sunbrella cover. The rope locker in the bow is divided into two compartments. The storm anchor has 20 Ft. of 7/16" HT galvanized chain on 300 Ft. of 1" 3 strand nylon and feeds through a custom mounted stainless houser pipe at the davit base. It is secured by 15" heavy stainless cleats and very strong custom made stainless chocks. The bitter end of both anchor lines are securely fastened in the rope locker.

Two large fiberglass deck boxes are located on the foredeck. The one on the port side contains a generous supply of 5/8" braided dock lines, chafe protectors, custom bridle anchor chain attachments for extended anchoring and a six person self inflating life raft in a valise containing emergency survival equipment, an emergency ditch bag containing a 12 gauge Olin flare gun & flares, a hand held Magellan GPS Blaster I2 with dry cell batteries, a hand held Uniden Atlantis VHF marine radio with dry cell batteries together with other useful survival equipment included. The deck box on the starboard side contains working fenders, water hoses, etc. All the contents go with the boat.

Electronics

The boat has a 10.4" color CP1000 C Standard Horizon chart plotter at both stations. Either one can feed the autopilot through a selector switch. They are completely independent of each other so one serves as a back up for the other. They both have C Map navigation chips that cover Miami to Mobile, and the Keys. They also display color video from a camera in the engine room and another on the stern with a mirror image to aid in docking. An independent Micrologic GPS can also feed the autopilot and serves as a back up for both plotters. The autopilot is a Robertson AP2000 DL with the main control custom mounted in the lower station dash and a remote on the flybridge. The boat has a 48 mile Raytheon CRT radar. The control-display has mounts and plugs at both stations and can be used at either one. Dual air horns and a large search light are mounted on the flybridge with remote controls at both stations. A loud hailer horn is also mounted on the front of the flybridge and is used through the Uniden MC795 VHF radio that is custom mounted in the flybridge station dash or through the Uniden Polaris VHF that is custom mounted in the lower station dash. Both VHF radios have large custom mounted external speakers. A Standard Horizon hand held VHF also goes with the boat. A Datamarine 3000 digital depth sounder is on the lower station with a remote display on the flybridge. A back up Standard Horizon digital depth sounder is also on the flybridge. The boat has a five station intercom, and a radio, tape player stereo system with speakers mounted throughout the boat, and wired so that the TV can play through them. It also has a stereo radio, tape player custom mounted in the flybridge dash. It has a Standard Horizon wind & weather station on the lower station. An 8 Ft. cell phone antenna with stainless fold down mount is also on the flybridge with the cable connection on the lower station dash. This antenna greatly increases the range of a cell phone.

Basic Information

Category: Motor Yacht

Model Year: 1986

Year Built: 1986

Country: United States

Fly Bridge: Yes

Dimensions

LOA: 50' 0" (15.24m)

Beam: 16' 1" (4.90m)

MFG Length: 50' 0" (15.24m)

Speed, Capacities and Weight

Displacement: 54000 Pounds

Water Capacity: 160 Gallons

Fuel Capacity: 600 Gallons

Accommodations

Total Cabins: 3

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: Detroit Diesel

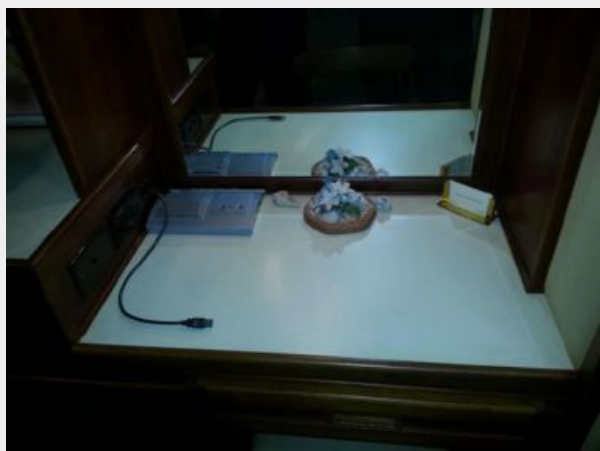
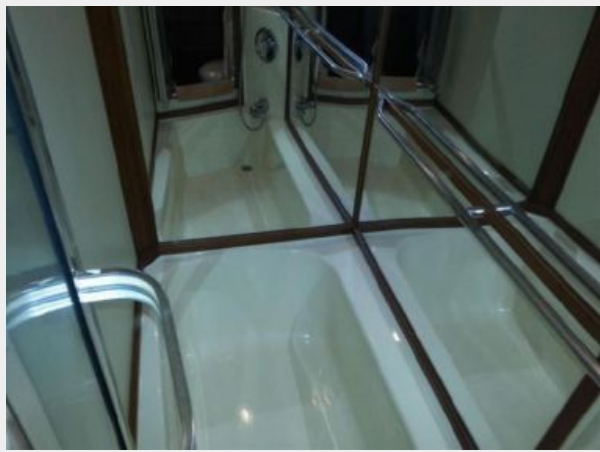
Model: 6 V 92

Engine Type: Inboard

Fuel Type: Diesel

PHOTOS







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