

## EDGEWATER 318CC — EDGEWATER



**Builder:** EDGEWATER

**Year Built:** 2007

**Model:** Center Console

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 32' 0" (9.75m)

**Beam:** 10' 2" (3.10m)

**Max Draft:** 1' 10" (0.56m)

**Cruise Speed:** 33 Kts. (38 MPH)

**Max Speed:** 4500 Kts. (5179 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Edgewater 318CC — EDGEWATER** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **Edgewater 318CC — EDGEWATER** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

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## Basic Information

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**Category:** Center Console

**Model Year:** 2007

**Year Built:** 2007

**Country:** United States

## Dimensions

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**LOA:** 32' 0" (9.75m)

**Beam:** 10' 2" (3.10m)

**Max Draft:** 1' 10" (0.56m)

**MFG Length:** 32' 4" (9.86m)

## Speed, Capacities and Weight

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**Cruise Speed:** 33 Kts. (38 MPH)

**Max Speed:** 4500 Kts. (5179 MPH)

**Water Capacity:** 30 Gallons

**Fuel Capacity:** 300 Gallons

## Accommodations

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**Total Heads:** 1

## Hull and Deck Information

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**Hull Material:** Fiberglass

## Engine Information

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**Engines:** 2

**Manufacturer:** Yamaha

**Engine Type:** Outboard

**Fuel Type:** Gas/Petrol

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# DETAILED INFORMATION

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## Manufacturer Provided Description

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The EdgeWater 318 is built using a unique single-piece infusion (SPI) method in which the structural grid and the hull laminates are simultaneously vacuum-bag infused with vinylester resin. This process allows the grid and the hull laminate to cure at the same time and essentially makes the boat one solid piece. No wood is used in the construction so the boat's structural integrity won't be compromised by rot or delamination. The SPI process also adds strength and rigidity without a lot of extra weight, so the boat is lighter than it looks--a terrific asset when it comes to maneuverability and fuel consumption. In addition, closed-cell foam is injected between the structural grid members to make the EdgeWater practically unsinkable. Given the layout, I could easily use this boat for fishing, water sports or just running downriver to the nearest crab house. Beginning forward, the anchor locker has a finished gelcoat interior equipped with an anchor windlass and wash-down system. Just aft, an integral bench seat conceals self-bailing storage. A fish locker (equipped with a macerator pump) fits snugly underfoot. The bench seat just forward of the console comes with a removable Igloo cooler. Both side decks have lockable rod storage lockers hidden in the outboard bulwarks. One thing I noted in particular was the fire extinguisher built into the portside deck--a safety feature that can't be underestimated. The stern accommodates two live wells and a transom door that leads to the integral swim platform and engine-mounting area. To starboard is a sink with a freshwater washdown/shower hose. The test boat came equipped with an optional fold-down transom bench seat. A fish-cleaning station, rocket launchers and a cooler are located conveniently behind the helm seating. Pumps, tanks and storage are easily accessible through the aft deck hatch. The console "dashboard" has plenty of room for multiple electronic displays and offers access to the head, located below. The head compartment is roomy and provides excellent access to the batteries and electrical connections--a great way to keep everything dry. The test boat has an optional T-top with built-in lights and speakers, plus an overhead emergency equipment bag. Under way, the EdgeWater 318 CC really shone. Twin Yamaha 250s responded to the lightest touch on the throttle, and the boat climbed onto a plane with minimal engine noise. I easily carved tight turns at speed, slicing through my own wake. With a 24-degree deadrise at the transom and a fine entry forward, the hull is built to handle big water. At a cruising rpm of 4500, we made 33 knots and only burned 25.5 gallons of fuel per hour. Because the engines were new, we couldn't open her up, but according to Yamaha's test results, the twin 250s should top out just over 50 mph.

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## Equipment

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- Twin Garmin 5212's with 8" Screens with Radar and plotter

- All railing powder coated White
- 4- 10" cleats under gunwale
- 4- 10" pop-up cleats
- 2 bow storage lockers
- 620 Qt. in deck fish box with pump-out
- 10 Stainless rod holders
- 2 lighted rod storage
- Raw water wash-down
- Transom 28 Gal. Baitwell
- 66 Gal. Fishbox
- Dual high volume baitwell pumps
- Transom sink with wash
- Walk through transom door
- Built in fire extinguisher
- Fiberglass Hard Top with 6 Rod holders, Helm lights, Deck lights
- Edison Stainless Steering wheel
- Richie Compass
- 54 Qt.Cooler
- LED cockpit lighting
- 3 Auto-Manual Bilge pump
- Dual ram electric trim tabs with dash indicators
- Battery Charger
- 22 Lb.anchor with 15' chain and 200' rode
- Cutting board with leaning post and storage
- Twin captain chairs
- Two tone hull
- New Load-Master twin axle, galvanized trailer with aluminum mag wheels
- Poly-Planer waterproof speakers X 4
- Radio-CD Player
- Icom VHF IC-M304
- Forward seating cushions
- Removable table forward
- Fold down rear bench seat
- 2 stainless fold up chairs
- Covers for helm chairs, console, and a full 1 piece cover.

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## Engine notes

2 X 250 Yamaha's with 370 Hours

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## Exclusions

Owner's personal belongings.

## Disclaimer

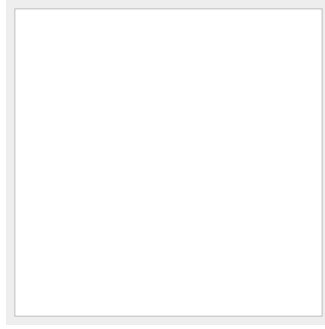
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# PHOTOS

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# CONTACTS

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Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

## Contact details

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Email: **andrey@shestakovyachtsales.com**

Web: [shestakovyachtsales.com/en/](https://shestakovyachtsales.com/en/)

## Telephones

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USA: **+1(954)274-4435**

## Office hours

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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

## Address

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Harbour Towne Marina, 850 NE 3rd St, STE 213, Dania, FL 33004