

## LORI BELLE — PRESTIGE



**Builder:** PRESTIGE

**Year Built:** 2014

**Model:** Motor Yacht

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 55' 0" (16.76m)

**Beam:** 15' 5" (4.70m)

**Min Draft:** 3' 8" (1.12m)

**Cruise Speed:** 24 Kts. (28 MPH)

**Max Speed:** 28 Kts. (32 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Lori Belle — PRESTIGE** 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 **Lori Belle — PRESTIGE** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# TABLE OF CONTENTS

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TABLE OF CONTENTS	2
SPECIFICATIONS	5
Overview	5
Basic Information	5
Dimensions	6
Speed, Capacities and Weight	6
Accommodations	6
Hull and Deck Information	6
Engine Information	6
DETAILED INFORMATION	7
Vessel Overview	7
Salon	11
Galley	11
Master Stateroom	12
Master Head	12
VIP Stateroom	12
3RD Stateroom	13
Guest Head	13
Helm	13
Flybridge	14
Electronics	14
Electrical System	14
Mechanical Equipment	14
Engine Room	15
Cockpit	15
Decks	15
Hull	16
Factory Installed Options	16

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Crew Quarters	17
Exclusions	17
Broker's Remarks	17
Exclusions	17
Disclaimer	17
PHOTOS	18
DSCN2620.jpg	18
DSCN2621.jpg	18
DSCN2625.jpg	18
DSCN2648.jpg	18
DSCN2627.jpg	18
DSCN2623.jpg	18
DSCN2622.jpg	18
DSCN2624.jpg	18
DSCN2649.jpg	19
DSCN2626.jpg	19
DSCN2640.jpg	19
DSCN2642.jpg	19
DSCN2647.jpg	19
DSCN2643.jpg	19
DSCN2641.jpg	19
DSCN2639.jpg	20
DSCN2650.jpg	20
DSCN2644.jpg	20
DSCN2645.jpg	20
DSCN2594.jpg	20
DSCN2595.jpg	20
DSCN2596.jpg	20
DSCN2598.jpg	20

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DSCN2599.jpg	21
DSCN2601.jpg	21
DSCN2615.jpg	21
DSCN2613.jpg	21
DSCN2616.jpg	21
DSCN2617.jpg	21
DSCN2610.jpg	21
DSCN2609.jpg	21
DSCN2618.jpg	22
DSCN2603.jpg	22
DSCN2611.jpg	22
DSCN2619.jpg	22
DSCN2606.jpg	22
DSCN2612.jpg	22
DSCN2602.jpg	22
DSCN2604.jpg	22
DSCN2605.jpg	23
DSCN2607.jpg	23
DSCN2593.jpg	23
DSCN2597.jpg	23
CONTACTS	24
Contact details	24
Telephones	24
Office hours	24
Address	24

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# SPECIFICATIONS

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## Overview

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2014 Prestige 550 Flybridge Motor Yacht

"Lori Belle"

- 3 Stateroom 2 Heads Plus Crew Quarters
- Joystick Control with Cummins Zeus Drives
- Full Beam Master with Walk In Closet
- In Motion Satellite T.V.
- Full Electronics with FLIR NIGHT VISION
- Hydraulic Swim Platform
- Upgraded Generator
- Underwater Lights
- Electric Retractable Sun Awning in Cockpit
- Tropical Air Conditioning 84,000 BTU
- Extended Engine Warranties

"Lori Belle" is a lightly enjoyed Prestige 550 Flybridge that was delivered new by Galati. She has always been captain maintained and has all maintenance records. Photos are recent and I can describe this vessels condition accurately.

Ask about a relocation credit!

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## Basic Information

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**Category:** Motor Yacht

**Sub Category:** Flybridge

**Model Year:** 2014

**Year Built:** 2014

**Country:** United States

**Vessel Top:** Bimini Top

**Fly Bridge:** Yes

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## Dimensions

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**LOA:** 55' 0" (16.76m)

**Beam:** 15' 5" (4.70m)

**Min Draft:** 3' 8" (1.12m)

**MFG Length:** 55' 0" (16.76m)

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## Speed, Capacities and Weight

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**Cruise Speed:** 24 Kts. (28 MPH)

**Max Speed:** 28 Kts. (32 MPH)

**Displacement:** 53131 Pounds

**Gross Tonnage:** 49 Pounds

**Water Capacity:** 211 Gallons

**Holding Tank:** 31 Gallons

**Fuel Capacity:** 581 Gallons

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## Accommodations

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**Total Cabins:** 4

**Sleeps:** 8

**Total Heads:** 3

**Crew Cabin:** 1

**Crew Heads:** 1

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## Hull and Deck Information

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**Hull Material:** Fiberglass

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## Engine Information

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**Engines:** 2

**Manufacturer:** Cummins

**Model:** QSC8.3

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Vessel Overview

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All Prestige Yachts share a family resemblance with large windows in the topsides and an overall timeless profile. The 550 Flybridge looks poised to leap ahead, thanks to her raked stem and transom. Standard power is twin 600-hp Cummins diesels with Zeus pods.

### Distinguishing Features

- Engines mounted forward. Instead of putting the Cummins diesels directly in front of the pods, they are moved farther forward to more evenly distribute the weight around the boat's longitudinal center of gravity. This keeps the 550 from having excessive bow rise and allows for the ride at a more sedate 5-degree bow high attitude. The Zeus pods are located well aft, under the crew quarters berth, and a jackshaft connects the engines to the pods.
- Low draft. Because her pod drives are in tunnels and she is of a moderate displacement her draft is only 3' 8" (1.17 m), which is shoal for this size boat.
- Private entrance to a huge master. Most yachts in class have one access to all accommodations. One problem with this design is that much valuable space is wasted on a long passageway. By creating a separate staircase to the master stateroom Prestige provides not only more privacy, but also more usable space for a walk-in closet and larger head.

The Prestige 550 motoryacht is able to go most anywhere, and should be easy to handle by most owner/operators.

### Major Features

- Three stateroom layout. The VIP guest stateroom is located forward. The port side guest stateroom has twin berths that can easily be converted to a queen.
- Cockpit access to the flybridge. This is the only access to the flybridge, which eliminates a salon staircase that only takes up space, in our opinion.

### Performance and Handling

With a pair of 600-hp Cummins QSC8.3 diesel engines powering our test boat we reached a top speed at 3080 rpm up 30.2 kts. At that speed we had a fuel burn of 62.85 gph for a range of 251 nautical miles. Best cruise came in at 2500 rpm and 22.4 kts. Now the fuel consumption to dropped to the 41.2 gph giving us a range of 284 nautical miles. We reached planing speed in 8.5 seconds and accelerated to 30 mph in 21.7 seconds.

The Prestige 550 hull was designed specifically for the Zeus 3800 pod drives. You can also see a flat keel at the stern which acts as a lifting pad giving the 550 a quick 8.5 sec time to plane. Note the tunnels which permit a draft of just 3'8" (1.17 m). The hydraulic platform is optional.

When accelerating, the bow comes up roughly 8-degrees which means the horizon remains in clear view from the lower helm. Once on plane she'll settle into a 5-degree bow high attitude. Because of the maneuvering characteristics of pods, you won't find any break-neck turns on the 550. The throw of the pods is limited at speed so you will only get a 5-degree bank angle which allows for very slow turns. In fact, it took 70 seconds for the 550 to come around a full 360-degrees. Of course this is perfectly adequate for the short maneuvers, such as dodging the occasional trap buoy that seems to pop up all over the world. When you take power off, the 550 will settle back into the water and a level attitude, again producing no loss of visibility to the horizon.

### **Steering Considerations**

While on the subject of visibility, the 550 Flybridge has outstanding sightlines. From the lower helm you'll find yourself looking through the bow rails, but the bow itself remains well below the horizon line. Naturally, from the flybridge you have a nearly unobstructed 360-degree view. More importantly, you have a clear view of the port quarter through the companionway hatch.

The helm of the 550 Fly has a double wide seat for more eyes looking forward. The leather wrapped grab handle is a nice touch. Side windows are electrically actuated and open from a button to the left side of the helm.

One interesting feature to note is that the upper and lower helms are on opposing sides so you can choose which helm to operate from based on which side of the boat you will be tying up to. Of course for backing into a slip or The rails continue all the way back to the cockpit making transitions to the bow a safe affair, even when underway. The unique geometry to the hullside windows really serves to identify the brand.

### **Docking Manners**

In my opinion, the combination of Cummins diesels and Zeus pods is outstanding, and nowhere can this be felt to its maximum benefit than when maneuvering in close quarters. I easily brought the 550 in between two other yachts in the very close confines of a med-moor while controlling from the cockpit station. Even while standing in close proximity to the engines and pods, there was no "clunking" into gear and the operation was silky smooth. So smooth in fact, that the only indication that things were working normally was the gentle response that the 550 Flybridge had to my slight movement of the joystick. More to the point, when you make a control movement on the joystick the 550 follows precisely as opposed to you making a control input, seeing where the boat goes, and then correcting that movement to what you want it to be.



## Accommodations Deck

The 550 Flybridge motoryacht is set up to sleep six guests in three cabins, plus a crew cabin aft that we predict will serve as added guest accommodations in this boat that can and should be an owner/operator vessel. With pods making handling easier, yachts this size are should be owner-operated in most cases. No crew means the aft cabin will surely be taken over by one of the owner's kids who want to sleep as far from the adults as possible (and wash down the boat at night.)

The master stateroom is full beam and in the most comfortable place in the boat. The table for two and the large hull-side windows will make this a wonderfully scenic cabin. In keeping with Prestige's practice of building master stateroom's as comfortable as possible given the length of hull available, the midships cabin on the 550 has a large centerline bed, a small booth-type seating for two to port and a walk-in closet. Of course, there is a large en suite head with separate shower stall. We especially like the private access via a curved companionway leading from the salon. The forward two cabins share a head.

This is a huge master stateroom and 80' motoryachts usually don't have one much bigger. Everyone loves walk-in closets and this one is good-sized with plenty of creative space for storage. Notice the separate shower stall that separates the head from the walk-in closet. It has glass door access from both sides. We would eliminate the door from the closet and put in another clothing rack. We'd also get rid of the bidet, move the toilet over and put in a second sink. In the VIP forward stateroom look closely and you will see dotted lines indicating how the queen bed can be split in two and swung outboard, making twins. We very much prefer this arrangement as it accommodates a variety of guests better. The head is shared with the guest stateroom and has a separate shower stall.

The forward VIP has split berths that pivot together, and latch, making a queen berth. This is a great use of space and adds to the versatility of the types of guests you can accommodate, whether kids or a couple.

While the lower deck is given over completely to accommodations, the main deck is where the real living takes place. There's a large galley aft with an L-shaped countertop and an island for more counter and storage space. It's at the aft bulkhead, so will be bright and well-ventilated. Forward there's a large dinette and a lounge opposite. The lower helm is to starboard.

## Main Deck

The main deck houses the galley and dining areas, making preparing and serving food less of a trial for the cook. The tri-doors open onto a large aft deck almost completely covered by the flying bridge overhang – maybe not good for the sun tanning crowd, but overall more functional in a variety of weather. And -- it can be buttoned up with isinglass to prove for three-season living.

The aft galley is handy to serve both dinner in the main salon or lunch on the aft deck. The chef will like it because the galley is close to conversations in both venues. There is a sunpad forward, big enough for several to bake together. And, of course, there is the flying bridge.

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The aft deck is large and Prestige has correctly not placed a standard table in front of the bench seat as each owner has his own ideas as to how this space will be used. Many people will add folding director's chairs or something of the like. Because the overhead extends so far aft, the aft deck can be fully enclosed. The crack in the lower part of the bench seat marks the hatch to the crew's quarters below.

The aft deck will surely be one of the most popular gathering area on the 550. It's also right next to the aft galley. Notice the optional retractable sunscreen allowing you to extend your time outside. What a place for al fresco dining.

The Prestige 550 has a huge swim platform, which we like. It becomes a "teak beach" or mini marina when friends come by tender to visit. The passerelle is an option that those Med mooring will want to order. Note that there is only one stairway to the aft deck, thus saving space, and the crew's cabin has a large window in the transom to allow natural light to enter. This detail makes what would otherwise be a dank lazarette become a useable cabin.

## **On the Flying Bridge**

Access to the flying bridge is a stairway from the forward port corner of the aft deck. The bridge is mostly seating and sunning space, with its after section taken by a shallow U-lounge, a big sunpad adjacent to the helm and room for chairs and a table.

The lower helm is to starboard, but the upper helm is to port. If we were docking portside-to, we'd run the boat from the bridge; starboard-side to, from the saloon. With the maneuverability of pods, either way would work fine, we believe. We'd prefer more forward-facing seats at the helm instead of such a large sunpad.

## **Observations**

There are several important things that we like about this new motoryacht. First is her size. She is not so large that she needs professional crew, but on the other hand she is big enough to take most anywhere and be able to handle snotty conditions without much fuss or concern. Secondly, her design is not the flavor of the month. It is not "Euro," nor "American," nor "Downeast," nor "Expedition" nor whatever. Rather, the 550 is a modern design based on classic lines that will stand the test of time and be as

much in style 40 years from now as today; sort of like a pin-striped business suit or a herringbone sport jacket -- they are always in style anywhere in the world. She is a big motoryacht and people looking at larger yachts should ask themselves if they really need that much room. Conversely, people looking at smaller express cruisers should ask themselves if they might not be happier in the long run by spending a little more money now and get a boat that will probably last a lifetime. While the 550 Flybridge has a top speed of 30 knots we would probably cruise her at 2250 rpm, going almost 18 knots and burning 33 gal. (126 L) per hour. That is about as efficient as a boat this size can be operated. Drop her down to displacement speeds and she has a range of 1,000 nautical miles. We've been aboard several Prestige yachts over the past year and have been impressed with each one.

Originally published by BoatTest.com

## **Captain's Report by Capt. Steve--**

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### **Salon**

- Moabi Wood Cabinetry
- Wood Flooring with Removable Carpet
- Port & Starboard Sofas Mediterraneo Old White
- 32" High/Low Flat Screen TV
- Large Salon Windows with Blinds
- CD/MP3 Player in Salon
- Bose Speaker System
- Dinette Table with Expandable Top
- Helm Station with Double Wide Seat
- Dedicated Reverse Cycle Marine Air Conditioning 84,000 BTU
- Central Vacuum System
- Ice Maker
- Built In Storage

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### **Galley**

- Aft Walk Thru Galley
- Full Size Refrigerator w/Freezer
- Convection/Microwave Oven
- 4 Burners Electric Induction Top Stove
- Dish Storage/Drying Area
- Corian Countertops
- Stainless Sink w/Cover
- Built In Storage for Flatware

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## Master Stateroom

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- Private Access from Salon
- King Sized Island Berth
- Side End Tables w/Storage
- Natural Lighting
- Ensuite Settee
- Roman Shades for Windows
- Walk-In Closet
- Moabi Wood Cabinetry
- Hanging Lockers
- Reading Lights
- Ensuite Head with Shower
- 40" Flat Screen TV w/Satellite Receiver
- Electronic Safe

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## Master Head

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- Vessel Style Sink
- Corian Counter Tops
- 110V GFI Outlet
- Vent Fan
- Techma Freshwater Marine Toilet
- Separate Stall Shower
- Privacy Door
- Walk Thru to Closet
- Built In Storage

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## VIP Stateroom

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- Scissor Berth-Queen or Twin Berths
- Natural Lighting
- Marine Reverse Cycle A/C with Digital Control
- Hanging Locker (2)
- Overhead Hatch with Shade & Screen
- Flat Screen TV wired for SAT
- Reading Lights
- AM/FM CD Player with Speakers
- Privacy Door
- Private Entry to Guest Head

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## 3RD Stateroom

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- Twin Berths with Filler Cushion
- Reading Light
- Natural Lighting
- Hanging Locker
- Reverse Cycle A/C & Heat
- Built In Storage
- Flat Screen TV SAT wired

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## Guest Head

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- Vessel Style Sink
- Corian Counterop
- Techma Freshwater Marine Toilet
- Large Stall Shower
- Natural Lighting w/Blinds
- Built In Storage
- 110V GFCI Outlet

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## Helm

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### Lower Helm

- Double Wide Helm Seat
- Steering Wheel
- Electronic Binnacle Controls
- Zues Joystick
- Bowthruster Control
- (2) Raymarine E 125's
- Chartplotter/Radar/Sonar/FLIR/Auto Pilot
- VHF Radio Raymarine

### Upper Helm

- Double Wide Helm Seat
- Steering Wheel
- Electronic Binnacle Controls
- Joystick/ Bow Thruster Control
- (1) Raymarine E-125
- Chartplotter/Radar/Sonar/AutoPilot
- Raymarine VHF Radio
- Compass

- Helm Cover

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## Flybridge

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- Bimini Top
- U-Shaped Settee Aft
- Natural Teak Dining Table
- Covers for all Seats
- Wetbar with Sink and Electric Grill
- Built In Storage
- Refrigerated Drink Box
- Huge Sun Lounge Pads

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## Electronics

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- (3) Raymarine 125's
- Raymarine HD Rdar 4-KW
- Digital Depth Finder/Sonar
- AIS
- AutoPilot
- VHF Radios
- KVH SAT TV
- Skyhook
- FLIR Night Vision

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## Electrical System

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- 50 AMP Shore Power with Glendinning Cable Master
- 110/220V Electrical System
- 12/24 Volt DC System
- 700W Inverter System
- Battery Chargers
- Bonding System

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## Mechanical Equipment

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- Washer/Dryer Combo
- Central Vacuum System
- Tropical Air Conditioning System 84,000 BTU
- Cruisair Marine Chiller System

- Bow Thruster
- Macerator for Overboard Discharge
- Electric Windlass for All Chain Anchor
- Trim Tabs with Auto Trim Option
- Glendinning Cablemaster System
- Cockpit Mooring Windlass
- Hydraulic Swim Platform

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## Engine Room

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- Very Spacious and Well Laid Out
- Twin Cummins QSC 8.3 600 HP Diesels w/Zeus PODS (230HRS)
- Raymarine Engine Room Camera
- Automatic Fire Extinguishing System
- Onan 21.5KW Generator (500hrs)
- Fuel Filters
- Sea Water Strainers
- Chiller System For A/C's
- Sight Tubes For Fuel Tanks
- Battery Banks

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## Cockpit

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- Power Sun Shade
- Large Aft Seat
- Natural Teak Table
- Teak Decking
- Cockpit Docking Controls
- Stairway to Flybridge
- Stern Mooring Cleats
- Stern Mooring Windlass
- Engine Room Access Hatch
- Overhead Lights
- Bose Stereo Speakers
- Access To Crew Quarters
- Covers for Seating and Table
- Transom Door
- Hot & Cold Freshwater Transom Shower
- Raw Water & Freshwater Washdowns

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## Decks

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- Sun Lounge Pads with Covers
- Forward Bimini W/Sunshade
- Windlass Controls
- Anchor with All Chain Rode

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## Hull

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- Anti-Fouling Bottom Paint (Less than 1 year old)
- Trim Tabs
- Underwater Lights (4)
- Hydraulic Swim Platform

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## Factory Installed Options

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- Vitroceramic Burner
- Front sundeck Cushion
- Bow Thruster
- Inverter 700W
- Bose Speaker System
- Aft Mooring Windless
- Aft Closing Kit
- Dock Water Inlet
- Mattress Battens (Fore & Aft Cabins)
- Raymarine Electronics Package
- Anchoring Kit
- Stainless Steel Bow Protector
- Hydraulic Swim Platform 793 lbs.
- Bimini on flybridge
- Retractable Sun Awning In Cockpit
- Underwater Hull Lights
- Icemaker
- Vacuum system
- Teak Wood Floor on flybridge
- Wooden Floor in Salon
- 260E Ray VHF Dual Station
- Electric Pump for Deck Washing
- Raymarine Aft Camera
- Engine Room Camera
- Combo Washer & Dryer
- Taupe Salon Carpet
- Foredeck Bimini Top (Taupe)
- Covers for Outdoor Cushions



- Electronic Safe
- Teak Wood Sidedecks

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## Crew Quarters

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- En Suite Head with Shower
- Single Berth
- Reverse Cycle Air Conditioning & Heat w/Digital Control
- Large Window for Natural Lighting w/Shade
- Reading Light
- Access to PODS
- Built In Storage
- Swim Ladder Storage

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## Exclusions

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Seller's Personal Items

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## Broker's Remarks

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"Lori Belle" was a new boat delivery from Galati. All services are complete and current. This boat is a must see. Sellers motivated. Bring us an offer.

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## Exclusions

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Owner's personal belongings.

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## Disclaimer

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The Company offers the details of this vessel or yacht 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 representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

# PHOTOS

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**DSCN2620.jpg**



**DSCN2621.jpg**



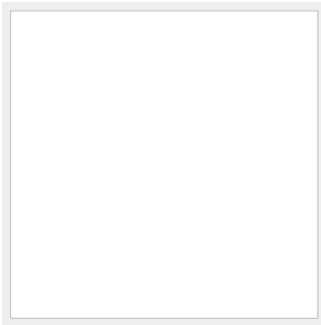
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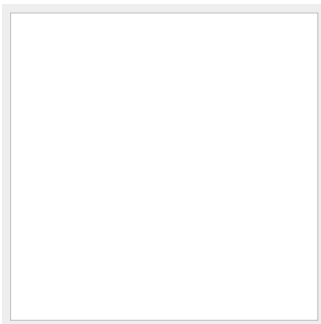
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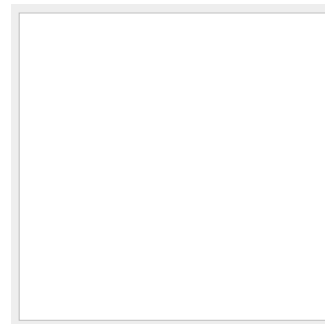
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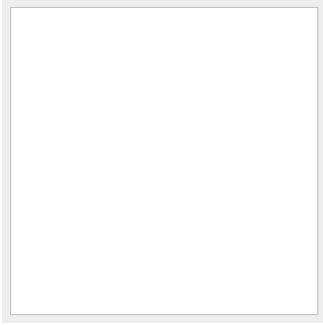


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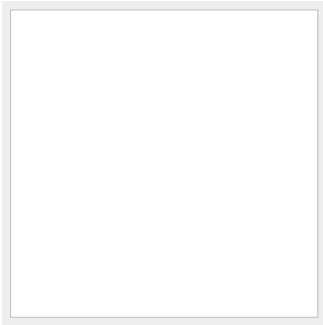


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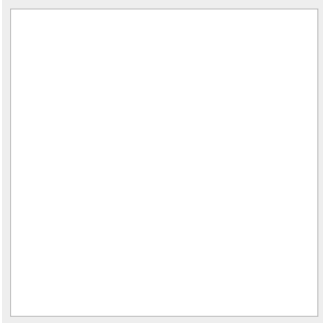




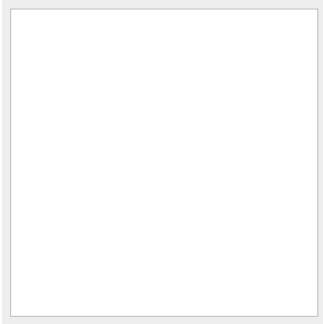
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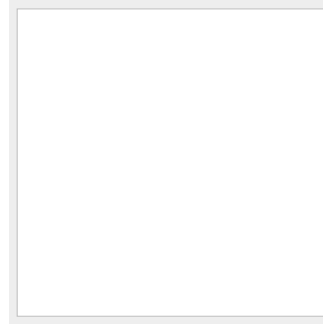


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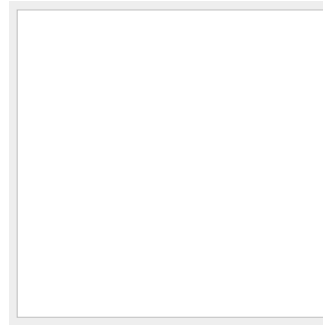


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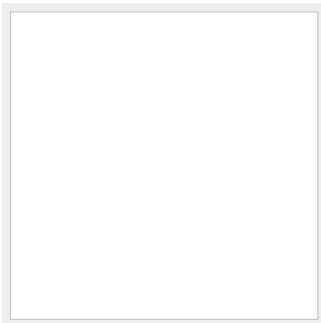
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# CONTACTS

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## Office hours

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

Sunday: **closed**

## Address

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