

NAVSTAR — RYDER



Builder: Ryder

Year Built: 1980

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 43' 0" (13.11m)

Beam: 12' 11" (3.94m)

Max Draft: 5' 4" (1.63m)

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

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	4
Overview	4
Basic Information	4
Dimensions	5
Speed, Capacities and Weight	5
Accommodations	5
Hull and Deck Information	5
Engine Information	5
DETAILED INFORMATION	6
Overview	6
Exclusions	7
Disclaimer	8
PHOTOS	9
3	9
2	9
4	9
5	9
6	10
7	10
8	10
9	10
10	10
11	10
13	11
12	11
15	11
14	11

16	11
17	11
18	12
19	12
20	12
21	12
22	12
23	12
24	13
25	13
26	13
27	13
29	14
28	14
30	14
31	14
32	15
33	15
CONTACTS	16
Contact details	16
Telephones	16
Office hours	16
Address	16

SPECIFICATIONS

Overview

The Southern Cross 39 was designed by Thomas Gillmer for the C.E. Ryder Corp to be a strong and capable offshore cruiser. Double-ended, with an easy-to-handle cutter rig, an Airex-cored hull with cutaway forefoot and skeg-hung rudder, and a sensible deck plan and attractive and spacious interior, the Southern Cross 39 quickly established herself as a go-anywhere vessel, equally suitable as a coastal family cruiser. NAVSTAR was commissioned in 1979 by Marvin Creamer, a geography professor at Glassboro State College in New Jersey, now Rowan University, and is hull #2 of the series. Creamer had her built in order to attempt to confirm the theory that it would have been possible for ancient mariners to successfully navigate and manage on long sea journeys before sophisticated navigational instruments had been developed. He would be guided only by stars, winds, currents, and occasional signs of life.

Creamer departed from New Jersey and made landfall in Dakar on the west coast of Africa. His return trip, via the Cape Verde Islands and Bermuda, was also without the use of traditional navigational instruments, not even a clock. He successfully completed his round-trip historic trans-Atlantic voyage in 1980. NAVSTAR's tall rig and 7.4 knot hull speed give her excellent cruising performance, either along the coast or offshore. Her buoyant stern and significant freeboard have proven to make heavy weather sailing safe and enjoyable. NAVSTAR's owner reports that her Airex-cored hull provides exceptional rigidity and resiliency, as well as both sound and thermal insulation and claims that she feels like a wooden boat. NAVSTAR was purchased by her current owners in 2013 and has been thoughtfully and regularly upgraded. Price reduced from \$59,000 on 9/19/20!

Basic Information

Category: Cruising Sailboat

Model Year: 1980

Year Built: 1980

Country: United States

Dimensions

LOA: 43' 0" (13.11m)

LWL: 31' 0" (9.45m)

LOD: 39' 10" (12.14m)

Beam: 12' 11" (3.94m)

Max Draft: 5' 4" (1.63m)

Clearance: 55' 6" (16.92m)

MFG Length: 39' 0" (11.89m)

Speed, Capacities and Weight

Displacement: 21000 Pounds

Water Capacity: 100 Gallons

Holding Tank: 30 Gallons

Fuel Capacity: 100 Gallons

Accommodations

Total Cabins: 1

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Designer: C.E. Ryder

Exterior Designer: Thomas Gillmer

Engine Information

Engines: 1

Manufacturer: westerbeke

Model: 50

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overview

TankageWater: Total 100 gallons. One 80 gallon fiberglass and one 20 gallon stainless steel tankFuel: Total 100 gallons. Two separate mid/aft fiberglass tanks. Holding: Total 30 gallons. One 30 gallon fiberglass tank.AccommodationsSleeps six. V berth forward. Shelves port and starboard,outboard, storage below. Enclosed head with vanity and shower (hot and cold pressurized water as well as foot pump for cold water) next aft to port, hanging locker and storage lockers opposite to starboard. Main cabin next aft features pilot berth and settee to port, settee opposite to starboard. Bulkhead-mounted teak dining table with leaf. Bulkhead book shelves behind where table is stored. U-shaped galley aft to port, forward-facing nav station and quarterberth opposite to starboard. Interior cushions all recovered in 2014 with blue Sunbrella fabric. Taylor 079K-Model #723 Blake & Sons Ltd. bulkhead-mounted kerosene cabin heater.GalleyGalley features 12 volt Seafrost air-cooled refrigerated ice box with ice trays (2017), Hillerange two-burner,gimballed, kerosene stove with oven, portable butane stove (2014), double sinks (2017), new faucet (2017), hot and cold pressurized water system, foot pump (fresh water), foot pump (salt water), Force 10 Seacook propane, one-burner, gimballed stove (2013), new countertops (2017).Electric12 volt DC system and 110 volt AC dockside system. 12 volt system includes four 12 volt house batteries (2018), one 12 volt starting battery, battery selector switch (2020), circuit breaker distributional panel, two 17.5" x 39" solar panels, Heart Freedom 10 inverter. 110 volt AC dockside system includes circuit breaker distribution panel and 30 amp shore power cord.Electrical and NavigationStandard Horizon CPN700i GPS/chartplotter (2015), Raymarine EV-200 Sail autopilot with linear drive (2017), Raymarine i60 apparent wind direction/windspeed indicator (2020), Raymarine i60 depth sounder (2013), Datamarine knotmeter, Standard Horizon GX2200 VHF DSC radio transceiver with GPS/AIS (2016) with portable speaker with listen, Standard Horizon VHF RAM microphone/speaker for cockpit (2016), pedestal-mounted compass, Ritchie BN202 bulkhead-mounted compass and cover (2016). VHF/AM/FM antenna splitter (2016).Engine, Mechanical, and Plumbing1980 Westerbeke 50 four cylinder, 40 horsepower, freshwater-cooled diesel engine with V-drive. Transmission has a 1.9/1 reduction ratio. 1 1/8" stainless steel shaft.Fuel injectors rebuilt (8/2020). Engine alternator rebuilt (2013), voltage regulator new (2013), heat exchanger boiled out (2017), all engine hoses, including oil cooler/transmission cooler replaced (2016), Martek folding propeller factory reconditioned (2017), dual Racor fuel filters (2014), Groco SSC engine flush kit with GRO-SSC1000 Raw Water Seacock with adaptor for winterizing engine (2013). Raritan SeaEra Model 162HF012 electric, freshwater Whisper Flush toilet with STC Smart Toilet Control (2016), all sanitation hoses replaced in 2016 with 1.5" Trident sanitation hoses (2016).Thru-hulls replaced: engine raw water seacock (2013), galley sink drain (2017), deck wash salt water intake (2014).Cockpit scupper hoses replaced (2013) with wire-reinforced exhaust hose.Tank Tender

(measures fluid levels in tanks): rear fuel; rear water; front fuel. 11 gallon Kuuma water heater. Hull and Deck Modified full keel design with skeg-hung rudder. White topsides, blue bottom, blue cove and boot stripes. White deck and nonskid. Airex-cored hull. Edson pedestal wheel steering. Teak bowsprit (longer than standard Southern Cross 39 bowsprit), bow pulpit and stern rail, bow anchor roller. 10 opening ports, two opening overhead hatches. Two stainless steel dorade vents, Nicro day/night clamshell vent. Folding stainless steel swim ladder. Portable plastic boarding ladder. Bow pulpit, stern rail. Double stainless steel, vinyl-covered lifelines (2014) with gates port and starboard. Maxwell-Nillson electric anchor windlass (manual operation only). Foredeck anchor locker (contains chain and rode for Fortress anchor). Teak outboard motor bracket. Headlight (2018) mounted below bowsprit. Cockpit sole hatch provides engine access. Cockpit shower with hot and cold pressurized water. Salt water deck washdown pump. Sails and Rigging Keel stepped aluminum mast and boom. Twin headstays and backstays. Sail inventory includes North Sails Performance cruising, loose-footed mainsail with one set of reef points (2016), Mack Sails 8.77 oz. roller-furling 90% yankee (2019) with white Sunbrella sunshield and foam luff, staysail (repaired and refurbished by Sailcare in 2014), 110% roller-furling genoa, 130% 3.8 oz. hank-on genoa with deck bag, cruising spinnaker. Standing rigging all replaced in 2013 by Sound Rigging in Essex, CT. Hood H325 Seafurl 5 genoa roller-furling system on starboard headstay. Garhauer heavy duty, curved MT-2CT mainsheet traveller (2016). Garhauer rigid boom vang (2014). Gybe Easy Boom Brake, model 9691312. Whisker pole. Bobstay turnbuckles replaced (2018). EZ-Jax custom lazy jack system (2014). Folding mast steps from boom to top of mast. Barient winch inventory includes: two #32 two-speed, self-tailing headsail (yankee) sheet winches, two Barient #26 two-speed secondary winches for staysail sheets, #21 mainsheet winch, #10 mainsail traveller winch, #10 reefing winch on boom (also one Lewmar #8, not installed), two #22 mast-mounted halyard winches (mainsail and jib/yankee), and one #10 mast mounted winch. Mast was unstepped in 2020. New Hella tricolor with anchor light installed. New mast boot, new spreader boots, new VHF antenna, new Windex with bracket. New steaming light. New wiring installed for masthead wind instrument and tricolor/anchor light. Additional Inventory Toast color Sunbrella cockpit dodger and dodger extension (2017) with collapsible stainless steel hand rails for lowering dodger, toast color Sunbrella mainsail cover (2013), toast color Sunbrella cover for wheel and pedestal guard (2017). 7' Quicksilver Mercury inflatable dinghy (no engine). Kenwood stereo (2016) with Blue Tooth and USB. 12 volt flat screen TV with DVD player (2017). Rocna 25 anchor on bow anchor roller with 100' 5/16" HT chain with chain lock. Fortress anchor on bow pulpit rail bracket (2013) with chain and nylon rode. 35 lb. CQR plow anchor (no chain or rode). 12 volt brass electric lantern for use in main cabin or cockpit. Icy Breeze "air conditioner/cooler" (as seen on Shark Tank). Custom three-section, frameless winter cover, uses boom for support (2015). Life Sling (new storage cover 2013). Misc. PFD's, Misc. docklines, fenders, boat hook. Misc. spares. Exclusions Personal property including yellow wood fish.

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS

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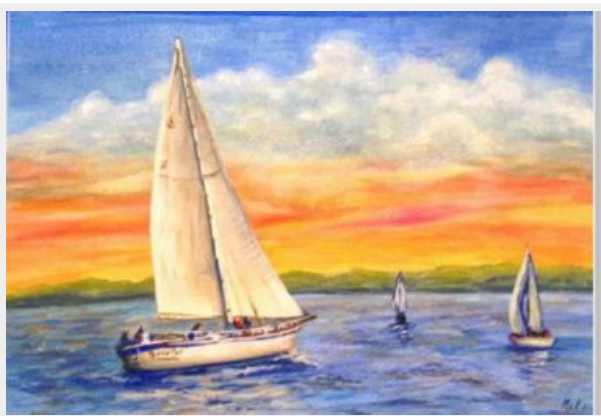
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