



Night Owl

50' (15.24m) 1978 Gulfstar 50
San Diego California United States



OVERVIEW

Manufacturer:	<i>Gulfstar</i>	Hull Material:	Fiberglass
Engines:	1 Yanmar	Cruise Speed:	
Engine Model:		Max Speed:	
Engine HP:	0	Cabins/Heads:	3 / 2
Beam:	13' 6"	Fuel Type:	Diesel
Max Draft:	5' 6"	Fuel:	
Water:	200 G (757.08 L)		

\$147,777



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Data Sheet

Category: Cruisers

Condition: Used

Model Year: 1978

Beam: 13'6" (4.11m)

Max Draft: 5' 6" (1.68m)

LOA: 50' (15.24m)

LWL: 39' 6" (12.04m)

Cabins: 3

Double Berths: 2

Heads: 2

Fuel Type: Diesel

Hull Material: Fiberglass

Bridge Clearance: 55'

Displacement: 35000 lbs

Fresh Water: 200 gal (757.08 liters)

HIN/IMO: GFS501180678

Stock #: B92125

Engines/Generators

Engine 1

Yanmar

Inboard

Fuel: Diesel

Hours: 20

Summary/Description

The GS 50 was the best boat Gulfstar ever built. Lots of recent upgrades!

LOTS OF RECENT UPGRADES

NEW ENGINE

NEW REFRIGERATORS

NEW WASHER/DRYER

The GS 50 was the best boat Gulfstar ever built and also the most popular, with 172 hulls launched during a six-year production run that ended in 1980. Designed by Lazzara, the GS 50 boasts superior interior joinery, generous accommodations, robust construction, and a well proportioned hull and rig. These days it is one of the best values on the brokerage market in a larger center-cockpit boat.

The hull is stiffened, not with liners, but with full bulkheads and furniture components that are tabbed in place. The full-length rudder skeg is also bolted in place. The ballast, which consists of lead chunks embedded in concrete slurry, is encapsulated within the long fin keel.

The master stateroom aft with an en suite head and separate shower boasts an enormous U-shaped double berth with enough space for a couple to sleep together athwartship while in harbor or separately in lateral positions while at sea. The forward stateroom, which shares a head with the saloon, has a large V-berth that fills in to form a double. The L-shaped galley runs down the walk-through alley under the center cockpit to port, with twin sinks close enough to the centerline to drain on either tack. The saloon has a dinette to port and a settee plus a pilot berth to starboard. In the two-stateroom layout, which is more appropriate for a cruising couple entertaining occasional guests.

In a seaway the GS 50 is very well mannered. Its forefoot has enough bite and its bilges are deep enough that it does not slam much in a chop. It is relatively narrow with a moderate hull form and does not gripe when sailing to weather. All tanks are below the floorboards, which keeps the center of gravity low, sweetens the motion, and also creates extra storage space under berths and settees.

The GS 50 is not exactly a slouch when it comes to speed, though it does like moderate to heavy weather better than the light stuff. It's not hard to keep the boat moving at 7 knots or better under working sail if the wind is blowing over 12 knots; below that you'll need to break out spinnakers and mizzen staysails to maintain good speed.

Features

ELECTRONICS

- Compass
- GPS
- VHF
- Radar

SAILS

- Battened Mainsail
- Furling Genoa

RIGGING

- Steering Wheel

INSIDE EQUIPMENT

- Washing Machine
- Refrigerator
- Deep Freezer
- Battery Charger
- Manual Bilge Pump
- Hot Water

ELECTRICAL EQUIPMENT

- Shore Power Inlet

OUTSIDE EQUIPMENT / EXTRAS

- Teak Cockpit
- Teak Sidedecks
- Solar Panel
- Davit(s)

- Radar Reflector
- Tender
- Liferaft
- Cockpit Table

COVERS

- Bimini Top
- Mainsail Cover
- Spray Hood
- Lazyjacks

Disclaimer

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