



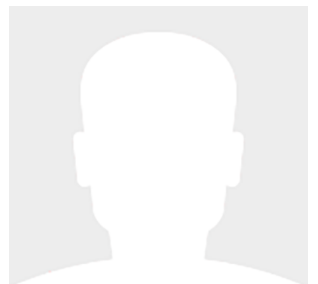
37' (11.28m) 1969 Striker 37
Fort Lauderdale Florida United States



OVERVIEW

\$39,900

Manufacturer:	Striker		
Engines:	2 Yanmar	Hull Material:	Fiberglass
Engine Model:	6LYA-UTE	Cruise Speed:	
Engine HP:	315	Max Speed:	
Beam:	13' 8"	Cabins/Heads:	2 / 1
Max Draft:	2' 8"	Fuel Type:	Diesel
Water:	155 G (586.74 L)	Fuel:	300 G (1135.62 L)



Data Sheet

Category: Sport Fishing
Condition: New
Model Year: 1969
Beam: 13'8" (4.17m)
Max Draft: 2' 8" (0.81m)
LOA: 37' (11.28m)
Cabins: 2
Heads: 1

Fuel Type: Diesel
Hull Material: Fiberglass

Dry Weight: 14000 lbs
Fuel Tank: 300 gal (1135.62 liters)
Fresh Water: 155 gal (586.74 liters)
HIN/IMO: 366822

Engines/Generators

Engine 1

Yanmar
6LYA-UTE
Inboard
315HP
Fuel: Diesel
Hours: 2200

Engine 2

Yanmar
6LYA-UTE
Inboard
315HP
Fuel: Diesel
Hours: 2200

Summary/Description

The boat was built in Norway in 1968-69 of welded aluminum construction. The boat weighs approximately 14,000 pounds (light and dry), and 20,000 pounds fueled and fully loaded with typical cruising gear. It has a hull length of 37 feet (41 with pulpit), a beam of 13 feet, 8 inches, and a draft of

The boat was built in Norway in 1968-69 of welded aluminum construction. The boat weighs approximately 14,000 pounds (light and dry), and 20,000 pounds fueled and fully loaded with typical cruising gear. It has a hull length of 37 feet (41 with pulpit), a beam of 13 feet, 8 inches, and a draft of 32 inches at rest. The boat is 12 1/2 feet tall (air draft, above the water) with Bimini and antennas folded down. It is of typical Striker configuration, with a flybridge helm and a lower (levers only) station in the cockpit. Inside, a v-birth forward is followed by a lower cabin with upper and lower bunks on the starboard side. The head is on the port side aft of the v-birth. The main salon had a steering station on the starboard that was removed and relocated to the cockpit in 2003-04. The front windows were eliminated from the salon, and new 315 hp Yanmar 6LY-UTE propulsion engines were installed at this time. The galley is on the starboard side.

Key Features

- Guest 2614A dual Bank Battery Charger (5 amp & 10 amp)
- Seachoice Dual Trumpet Horn
- ONAN 9kW Diesel Generator
- Hynautic Hydraulic Steering System
- (1) Helm Station
- 24" 3-Blade Bronze Props
- Second Set of Props are stored under the Aft Part of the Cockpit
- Racor Fuel Filters
- (2) Fuel Tanks; (1) 230 gallon and (1) 70 gallon
- Shurflo Fresh Water Pump
- Isotemp 20-liter Water Heater
- Air Conditioning
- Raritan Manual Pump Head
- Macerator
- Upper Bimini Top designed to Fold Aft
- Aft Bimini can be stowed fully forward for fishing, etc...
- 7 cubic foot Chest Freezer installed in Cockpit for longer trips
- Jabsco Salt Water Wash Down Pump
- Forward and Central Bilge Pumps
- (2) Anchors positioned on the Bow Sprit

Superstructure and Other Modifications

The forward salon windows have been removed and replaced with a forward-facing padded loveseat with storage under.

The interior helm station has been eliminated and a lever-only station has been added in the portside cockpit.

A removable aluminum dive platform has been attached to the stern. It is accessible through a lift-out transom door on the starboard stern.

A SCUBA tank rack has been constructed to fit over the fighting chair pedestal. It holds 10 SCUBA cylinders. It can be removed and replaced with a cocktail table or a classic Lee fighting chair (all three will be sold with the boat).

Electronics

- (2) VHF Radios (Flybridge and Main Salon)
- DSC Radio
- ICOM Portable Handheld Waterproof VHF Charging Station installed in V-Berth

Engines

In 2003, Yanmar 6LYA-UTE engines were installed, rated at 315 hp at 3300 rpm. This engine displacement is 5.2 L (316 cu in). This engine has the turbo transverse mounted on the back, with a 5" exhaust coming off the left rear. The engine overhaul interval is said to be 10,000 hours. Turbo boost at full load is 25 psi. The engine has an 80-amp alternator driven by a single v-belt that also drives the water pump.

The transmissions were purchased in 2003 with the new Yanmar diesels

Disclaimer

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

