



# Luna

50' (15.24m) 1980 Lu Crestitalia Dick Carter  
Charleston South Carolina United States



## OVERVIEW

**\$150,000**

Manufacturer: *Lu Crestitalia*  
Engines: 1 Yanmar  
Engine Model: 4JH3-HTE  
Engine HP: 100  
Beam: 14' 5"  
Max Draft: "  
Water: 240 G (908.5 L)

Hull Material: Fiberglass  
Cruise Speed: Knots  
Max Speed: Knots  
Cabins/Heads: 4 /  
Fuel Type: Diesel  
Fuel: 120 G (454.25 L)



## Data Sheet

Category: Cruisers	Knots	lbs
Subcategory: Schooner	Knots	Dry Weight: 19000 lbs
Condition: Used	Fuel Type: Diesel	Fuel Tank: 120 gal (454.25 liters)
Model Year: 1980	Hull Material: Fiberglass	Fresh Water: 240 gal (908.5 liters)
Refit Year: 2023		Holding Tank: 30 gal (113.56 liters)
Beam: 14'5" (4.39m)		Imported: No
Min Draft: 4' 5" (1.35m)		Builder: Lu Crestitalia S.p.A
LOA: 50' (15.24m)		Designer: Dick Carter
Cabins: 4		HIN/IMO: DLZ276561D080
Sleeps: 4		
Double Berths: 2		

## Engines/Generators

### Engine 1

Yanmar  
4JH3-HTE  
Inboard  
100HP  
74.57KW  
Fuel: Diesel  
Hours: 2089  
Hours Date: 03-18-2024  
Year: 2005  
Serial #: E22669

### Generator 1

Northern Lights  
M673L3 3g  
6KW  
Hours: 52  
Hours Date: 03/22/2024

## Summary/Description

Luna is a fifty-foot schooner with a center cockpit, schooner-rigged, and a variable draft swing keel controlled by a hydraulic ram. She is well-suited for extended blue water cruising.

Luna is a center cockpit, schooner-rigged, fifty-foot fiberglass sailboat with a variable draft swing keel controlled by a hydraulic ram. The vessel was designed by Dick Carter (designed several Southerly Yachts) and originally constructed to RINA standards by Lu Crestitalia S.p.A in Ameglia, La Spezia, Italy. She was launched at Cantieri Navali de La Spezia, Italy in 1980. She is solid. She loves the wind and handles rough weather smoothly. She has circumnavigated and spent most of her life in the Caribbean.

LUNA, one of the later Dick Carter offshore designs, is a 50' Schooner showcasing some groundbreaking innovations for the time: it sports a "boomless" Luna Rig that carries a furling, self-tacking headsail on each forestay as well as a variable draft swing keel.

Luna was updated in 2005 and 2023. She sleeps 8 in four cabins and has two heads.

The lead variable draft swing keel allows for a deep, powerful, ocean-going draft of 9.5' (2.85m), while the retracted draft of only 4.5' (1.4m) allows for entrance to otherwise inaccessible locations. Imagine the possibilities!

## Interior

The interior of Luna is well-suited for blue-water cruising and living aboard. Accommodations include four cabins, two heads, a salon, a galley, and a nav station.

On the port side of the salon, there is a large circular table and seating for eight people and a settee to the starboard. Aft of the starboard side settee is a nicely appointed chart table.

Aft of the salon is the galley to port and a center-line island counter with storage. The galley has large deep drawers and trays for storage of galley items. It has a Force 10 propane stove/oven, a double sink, and a six-cubic-foot water-cooled built-in refrigerator (2022), coffee grinder, microwave (2023), and ice maker (2023). There is an extra 110-volt chest freezer in the starboard bunk cabin.

Forward of the salon is the swing keel trunk, three cabins, and one head. The starboard cabin has a single berth and is currently used for storage. The forward cabin has a double V-berth and an overhead bunk on the starboard side. The port cabin includes two bunks (over and under) and a fold-down desk. The shared head has a manual flush toilet (2023), a sink, and a shower head (2023). Each cabin has large lockers and plenty of extra storage.

The aft cabin walkway is to starboard of the center cockpit aft of the chart table, with substantial storage cabinetry outboard and a double berth to the port. An en-suite 'wet' head with a shower is forward of the berth with a manual flush toilet (2023). Access to the rudder post and hydraulic steering is below the aft bunk.

The vessel's cabin soles are ornate hardwood with a semi-gloss finish. Bulkheads, cabinets, and passage doors have a matte gloss finish. The countertops and workstations in the galley and head areas are veneer and wood with matte finish fiddles. Headliners are wrapped in vinyl. Salon furniture is built-in with leather upholstery.

- (2) Mermaid reverse cycle marine HVAC units heat and cool the vessel (2022)
- Stainless steel opening ports and aluminum Bomar hatches provide natural light and ventilation.
- (6) Bomar aluminum opening deck hatches (2022)

- Stainless steel portlights
- LED interior lighting
- Fans throughout the vessel

## Sails and Rigging

Luna is a schooner rig with two self-tacking, roller-furling jibs, and a fisherman. There is no BOOM! The self-tacking headsails are easy to manage and reef.

- Self-tacking both sails is as easy as turning the wheel and pointing to a new course.
- No boom! She is happy to jibe with nothing more than a gentle slap of the sails.
- Two single spreader aluminum deck stepped masts.
- Two self-tacking headsails (2019)
- Fisherman (inverted triangle sail flown between the fore and main masts)
- (2) Furler roller furlers (2022)
- Removable inner forestay
- Checkstays
- Main mast headsail sheet traveler mounted on the cockpit hard top.
- Foremast headsail sheet traveler mounted on the foredeck.
- The foremast is fitted with double headstays.
- Spinnaker pole track with two locking cars on the foremast
- (2) Spinnaker poles (can be secured to the lifelines)
- Mast steps
- 1/19 wire standing rigging with Hi-Mod terminal ends aloft and is secured to closed body turnbuckles terminating at stainless-steel chainplates bolted to substantial fiberglass knees (2005).
- Chainplates replaced (2005)
- The mastheads are connected with a triatic utilizing Hi-Mod fittings, with an adjustable closed body turnbuckle at the foremast (2022).
- Running rigging (2023)
- The masts have accommodation for additional running rigging where spinnaker pole topping lifts, additional halyards, and other rigging could be added.
- Turning Blocks (2023)
- Control lines are led to the cockpit.
- Each mast has a single winch with a clutch.
- Cockpit Winches: (2) Lewmar EVO #65 self-tailing and (2) Lewmar EVO #55 self-tailing (2023)
- Mast Winches: (2) Lewmar Ocean #40 with clutches on the foremast and one on the main mast (2023).

## Lead Variable Draft Swing Keel

A hydraulic pump and ram control the solid lead swing keel. The hydraulic ram and pump were replaced in (2022). Retraction and deployment utilize a 2023 Hydro drive self-contained DC power pack with an integral reservoir tank and manual override pump (2023). Visual inspection of the centerboard trunk is possible through an opening port in the midship walkway and a fixed port in the port bunk cabin. Electric controls are mounted in a panel at the midship walkway and shown down, up, and stop operation smoothly to the retracted position. The retracting keel allows for a deep, powerful, ocean-going draft of 9.5' (2.85m), while the retracted draft of only 4.5' (1.4m) allows for entrance to otherwise inaccessible locations. Go aground sailing? Just lift the keel and back off.

## Electronics

- B&G Electronics (2023)
- AIS-enabled VHF antenna on the main mast (2022)

- Anemometer on the foremast
- B&G Zeus 3S 12" Chartplotter and
- B&G Radar Halo 20+ (at helm)
- B&G Zeus 3 9" Chartplotter (at nav station)
- B&G Triton 2 Display (at the helm and nav station)
- Satellite overlays include Sirius Weather and Predict Wind.
- B&G NAC-3 Autopilot Computer - Rudder Sensor
- Precision 9 Compass
- B&G Triton 2 Autopilot Controller
- B&G V60 VHF
- B&G H60 VHF Wireless Handset
- B&G ZG100 GPS Antenna
- B&G NAIS-500
- Iridium Satellite phone, complete kit
- Satellite Internet connection equipment
- AIS Transceiver
- B&G NSPL-500 Antenna Splitter
- B&G SiriusXM WM-4 Satellite Weather Module B&G NEP-2 Network Expansion Port
- NavPod GP2040
- Radar Mount
- B&G transponders for wind (located on the mast) and sea (forward bilge)
- Binnacle mount magnet compass at helm pedestal
- NEW Fusion AM/FM/ Alt Radio and Speakers
- Smart TV entertainment center (both 12-v and 110-v)
- STARLINK satellite dish and deck cable for uninterrupted signal
- Roku channel selector

## Deck

- The deck was painted with Awlgrip in late-2023. The original teak decks were removed in 2005.
- (6) Bomar aluminum Ocean Series opening hatches (2022)
- Stainless-steel opening ports
- Aluminum slotted toe rail
- Aluminum deck cleats
- A double-course stainless steel bow pulpit, with port and starboard running lights, leads to a double-course surrounding lifeline showing a one-inch tubular stainless steel top rail and wire rope lower lifeline supported by stainless steel stanchions.
- Side boarding gates
- The stern pulpit is integral to the radar and dinghy davit arch, and solar panels are mounted above them. (2005)
- Sugar scoop transom for easy boarding from the stern with a stainless-steel swim ladder
- Port and starboard bow running lights and a stern light.
- Deck lights were installed on the main mast.
- Foredeck light, steaming light, masthead tricolor, anchor light on the foremast.
- Static dissipator on the foremast
- Vented propane locker aft
- Aft storage locker with a vented propane storage area
- Rebedded the deck hardware and cabin side ports
- **RIB: 2021 Highfield CL360 MEHLER/PVC. (HIN: HFM19070A121)**
- **Outboard: 20 HP Tohatsu**
- The tender and Tohatsu are like new, with very few hours. Safety cables and locks are present to lock the tender

and motors to the dock and to the rail.

## Center Cockpit

- Center cockpit with a hard top bimini (2005). The bimini supports the solar panels and the main jib traveler track.
- Drop down canvas curtains with Eisen glass windows stow, rolled to the hard top on both port and starboard.
- Helm pedestal, wheel, and instrument cluster
- Single lever engine shift/throttle mounted to the helm.
- Cockpit cushions
- Teak cockpit grate
- Fixed "spray hood" windows.

## Electrical

- 120-volt panel
- 24-volt panel
- 12-volt panel
- Shore power connections
- Electric installation and electric panels replaced (2005)
- 6 kW Northern Lights generator (2022)
- (4) 4D lead acid house batteries (800 AH) (2023)
- (2) Group 27 batteries for starting, autopilot, and windlass (2023)
- House and starting batteries are secured under the saloon settees.
- Solar: (8) solar panels (total of 1 kW solar panels) to charge the 12-volt battery bank.
- Solar: (2) 80-watt solar panels wired to charge the 24-volt battery bank.
- 24-volt solar charge controller (2023).
- Charge controllers are mounted at the chart table and the salon settee battery compartment.
- 12-volt solar charge controller Morningstar Tristar TS-RM-2
- 1500-watt Xantrex X-Power inverter/charger (2023)
- Xantrex (Bluetooth monitoring) remote monitors at the chart table
- Xantrex TrueCharge2 40-amp, 12-volt battery charger (2023)
- ProTech-4 2425 - 25-amp, 24-volt battery charger (2023)
- Battery Charger/Inverter: Freedom XC Pro Marine 3000 inverter/charger (2023)
- 24-volt and 12-volt Balmar alternators with Balmar regulator
- LED lighting throughout the vessel (2023)

## Plumbing

- Diesel: 120-gal fiberglass tank
- Water: 2 x 120-gal fiberglass tanks (2005)
- Water Pumps: Jabsco Par Max 4 and Flojet pump (2023)
- The freshwater lines were replaced in 2023.
- Hot Water: Force 10 six-gallon water heater
- The black water holding tank for the forward head is a +/-30-gallon fiberglass tank with overboard and deck discharge.
- The aft head discharges directly overboard. It is for offshore use only.
- Water and fuel tank pneumatic "Tank Tender" gauge (INOP)
- (2) Jabsco Twist N' Lock soft close manual pump marine heads (2023)
- LP Gas: 30 lbs. canister stored in a vented aft deck locker (2023).

## Mechanical



- **Engine:** Yanmar 100 HP turbo diesel (4JH3-HTE) SN# E22669 (2,089 hours) (Installed in 2005)
- The motor enclosure can be opened from four sides (three sides and the top) for fantastic access when required. Above the enclosure is plenty of pantry storage space and "island-style" counter space.
- Transmission: Kanzaki KBW21
- Single-level engine control at the helm (2023).
- Engine gauges (oil pressure, water temp, tachometer, and hour meter with alarms) are mounted at the companionway.
- Balmar 12-volt alternator with an additional large frame high output 24-volt alternator on a custom frame mount
- Shaft Drive: 1 ½ inch stainless steel shaft (2023).
- Three-blade bronze propeller (2023)
- Access to the rudder post and hydraulic steering is below the aft bunk.
- The engine compartment is accessible via side panel cabinetry doors below the galley island. Lifting top hatches are available for additional access. Fuel hoses and water-separating filters are easily accessible.
- **Generator:** 6 kW Northern Lights M673L3 3g, Serial: 6732-58411 (2022) (50 hours)
- Hydraulic steering connected to stainless steel pitman arm fastened to rudder post located under aft bunk.
- Hydraulic autopilot pump
- B&G feedback sensor is mounted to the pitman arm.
- New hydraulic lines are flexible with swage fittings at the cylinder, and copper lines run to the helm.

## Construction

The hull construction is hand-laid resin fiberglass reinforced laminate with molded gelcoat topsides. Inward turning hull flange is bonded hull to the deck joint. Flush weather decks and the cabin trunk are raised at the center cockpit, with a hard top and forward-fixed windows. Deck surfaces are polyurethane painted nonskid in a light grey with good nonskid properties. All deck hatches are NEW Bomar aluminum Ocean Series. The nonskid is bordered by painted white surfaces.

Hull and deck support is derived from seven bulkheads, and partial bulkheads with longitudinal stringers on either side of the bilge continuing to the hull deck join. Bulkheads have continuous secondary bonding to the hull interior with fiberglass tabbing. The interior cabin sole framing and integral molded furniture provide additional support and reinforcement throughout.

The bottom has a rounded bilge with moderate deadrise on either side of the variable draft swing keel trunk.

The topside surfaces have a mild tumblehome, a virtually straight sheer line, a polyester-painted white finish, and a navy-blue sheer stripe. An aluminum slotted toe rail surrounds the vessel and fastens at the hull deck joint. The transom has a swept counter with a sugar scoop and stainless-steel swim ladder storage.

- Quality 1980s fiberglass construction, certified by RINA "Registro Navale Italiano."
- Solid, rigid, and healthy structure, built with high-quality Italian craftsmanship
- Deep 9.5' draft for powerful upwind performance
- Lead variable draft swing keel (4.5' keel down & 9.5' keel down)
- Major refit in 2005 and 2023
- Centre cockpit
- Accessible, hefty chainplates
- Large fiberglass water tanks low in the bilge

## Safety Gear

- **Ground Tackle:**
- Primary: 1- CQR 40# galvanized anchor with stainless swivel and 250 ft of galvanized chain.
- Secondary: #55 Lewmar Delta galvanized anchor with 300 feet of ½ "nylon rode."
- Windlass: Lofrans Tigress Model TG014258 Horizontal windlass with capstan and chain gypsy.

- **Fire Fighting:**

- 4 - 10# ABC Dry chemical
- 6 - AFO Throwable Fire Extinguishers - automatically explode at 320°F or in flame, 4 in cabins, 2 in engine room
- 2 - 2# ABC Dry Chemical located on fore and aft main saloon step-downs
- 2- Fire Blankets

- **Smoke/ CO Alarm:**

- Flotation: Numerous - Type II Adult PFD
- 1 - Type V horseshoe throwable mounted on the rail
- 1 - MOB Rescue system with throwable and floating buoy
- Distress Signals: Handheld red day/night flares.
- Ships bell
- Life Raft: SeaSafe Manual deploy 6-person life raft (2019) (certification expired)
- Dewatering: 2 - 12v Rule 1500GPH bilge pumps with automatic float switch
- 2 - Flojet Gulper electric pumps controlled from the chart table
- 2 - manual bilge pumps
- The high water alarm is located in the engine space and is not being tested at this time. There are also four bilge water alarms located in the bilge spaces.
- First Aid: Complete first aid kit
- EIPRB: ACR Global Fix Pro 406mhz GPS EPIRB UIN: 2DCC8E64B4FFBFF (02/2025 expiration)
- Placards: Oil and waste placards displayed at the galley overhead
- Emergency tiller
- Ships bell (engraved with boat name)
- Fenders and dock lines

## 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.





1980 Dick Carter 50



Dick Carter 50 "Luna"



Swing Keel Down

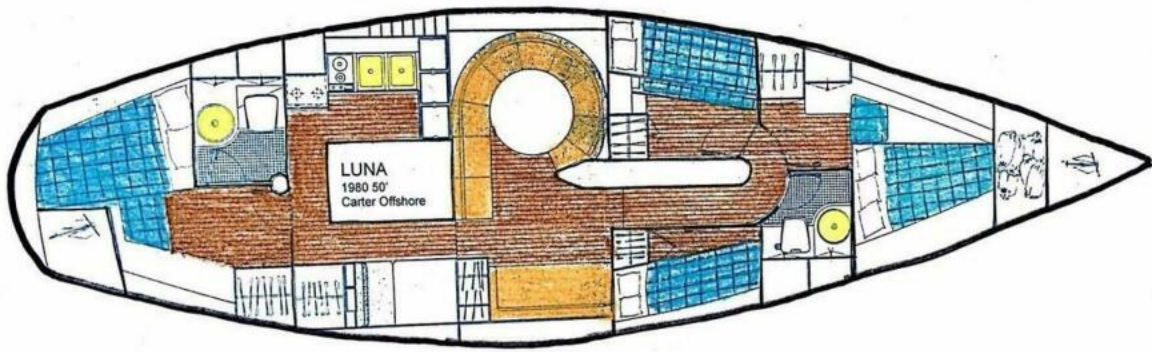




Swing Keel Retracted



Cockpit



Layout







Bohicket Marina, Johns Island, SC



Sugar Scoop Transom





Arch, Davits & Solar







Arch, Davits, Radar, & Solar





Awlgrip Deck 2023



2021 Highfield CL360 Rib & 20 HP Tohatsu





Salon Table









Swing Keel Trunk and Fwd Passage





Starboard Side Salon





Nav Station



Nav Station





Nav Station







Galley Island/Mech Space



Island Mechanical Access





Eng and Gen Access



Galley



Galley





Galley



Aft Cabin



Aft Cabin





Aft Head



Aft Head



Fwd Cabin





Fwd Cabin



Fwd Cabin



Bunk Cabin



Bunk Cabin Swing keel viewing port

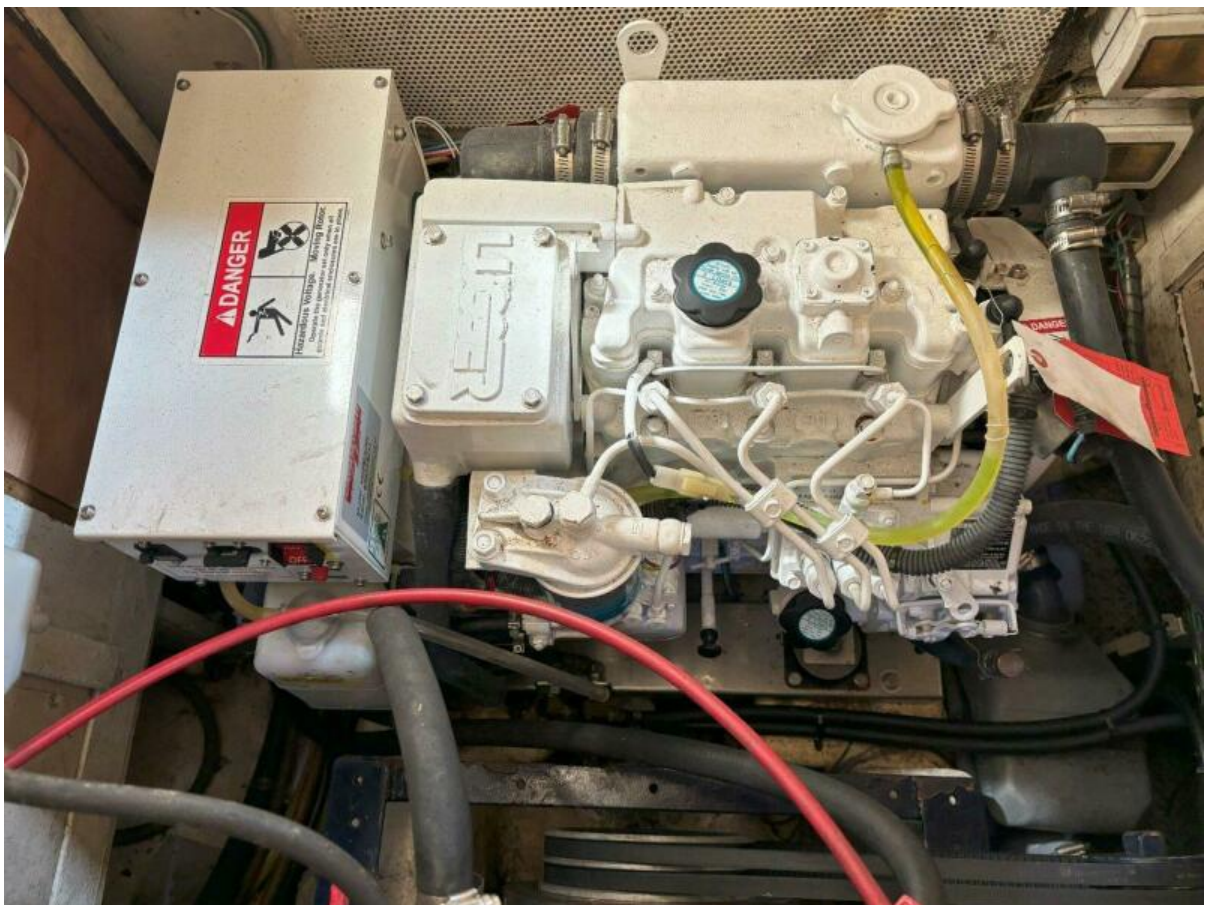




Fwd Head



Yanmar Engine - 4JH3-HTE



6 kW Northern Lights Generator





Luna 50 Build Placard



Self Tacking Sails



Fisherman



Hardtop Solar and Traveller





Arch Solar



2023 Winches



Dick Carter Yacht Designer