



54' (16.46m) 1987 Hatteras Motoryacht
Savannah Georgia United States



OVERVIEW

Manufacturer:	<i>Hatteras</i>		
Engines:	2 Detroit Diesel	Hull Material:	Fiberglass
Engine Model:	8V92TI	Cruise Speed:	12 Knots
Engine HP:	650	Max Speed:	16 Knots
Beam:	17' 5"	Cabins/Heads:	3 / 3
Max Draft:	4' 8"	Fuel Type:	Diesel
Water:	250 G (946.35 L)	Fuel:	814 G (3081.32 L)

\$210,000



Data Sheet

Category: Aft Cabin
Subcategory: Motor Yachts
Condition: Used
Model Year: 1987
Beam: 17'5" (5.31m)
Max Draft: 4' 8" (1.42m)
Min Draft: 4' 4" (1.32m)
LOA: 57' 6" (17.53m)
Cabins: 3
Sleeps: 6
Heads: 3

Maximum Speed: 16 Knots
Cruise Speed: 12 Knots
Fuel Type: Diesel
Hull Material: Fiberglass
Hull Shape: Semi Displacement
Air Conditioning: Yes
Bridge Clearance: 17'

Displacement: 62500 lbs
Bow Thruster: Yes
Fuel Tank: 814 gal (3081.32 liters)
Fresh Water: 250 gal (946.35 liters)
Holding Tank: 118 gal (446.68 liters)
Imported: No
Builder: Hatteras
Designer: Hargrave

Engines/Generators

Engine 1

Detroit Diesel
8V92TI
Inboard
650HP
484.71KW
Fuel: Diesel
Hours: 4150
Year: 1986
Serial #: 8VF115403
Location: Port

Engine 2

Detroit Diesel
8V92TI
Inboard
650HP
484.71KW
Fuel: Diesel
Hours: 4150
Year: 1986
Serial #: 8VF115396
Location: Starboard

Summary/Description

1987 Hatteras 54 Motoryacht

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More Photos to Come

Here's a great opportunity to own a well maintained, classic hull design from Hatteras. Generous design offering berths for 6, a full beam master with queen and 4 singles. Whether you want to fish, enjoy the sun from the flybridge or just cruise this Hatteras has it all. Reliable twin 650hp Detroit 8V92 engines with Allison transmission. Boasting 3 cabins and 3 heads, she is ready for an extended cruise or weekend getaway with friends and family to Chubb Cay.

Dimensions

LOA: 57 ft. 6 in - includes pulpit and swim platform

Max Bridge Clearance: 17 ft. with arch down, 24 ft. arch up

Quick Vessel Walkthrough

The interior bulkheads are mainly light shaded wood paneling (limed white oak finish).

The salon and main helm are on the main deck.

On the lower deck forward is a guest stateroom with two single berths and a private head with shower.

Aft and up a few steps is a full galley and dinette.

Next aft is the passageway between the engine rooms.

Further aft is the second guest stateroom that sleeps two and a guest head with shower.

The Master Stateroom is aft with an walk-around berth, loads of storage and private head with shower.

MAIN DECK:

Main Salon:

- 360-Degree views with windows all around from salon and lower station
- Upholstered valances, valance lighting and window blinds
- Furnishings are loose for rearrangement. Currently: leather 10 ft. L-Shaped 3-Piece couch, leather recliner and stool, low circular glass/wood center table, desk and chair
- Wet bar with wine cooler (could be ice maker)
- Flat screen TV and entertainment center (distributes to all cabins)
- Carpeted deck
- Aft salon bulkhead is a wide glass wall with sliding glass door to port

Main Helm Station:

- Main helm is forward and separated from salon by a half bulkhead

- Steering and helmsman are on the vessel's centerline
- Main helm has port and starboard sliding doors to the side decks
- High two-person settee at helm
- Ladder to flybridge adjacent to helm
- Large chart table
- Windshield cover

LOWER DECK:

Forward is a stateroom with two berths (over/under) with private head and shower, hanging locker and drawer storage.

There is a stacked washer and dryer in a cabinet.

An overhead hatch leads to the foredeck.

Next, aft and up a couple of steps, is the galley and dinette with side windows and drapes. Full-size Kenmore refrigerator with a lower roll-out drawer freezer, four-burner stove/oven, dishwasher, microwave, sink/disposer, and storage.

The U-Shaped galley is starboard with dinette on the port side, the dinette can convert to a youth double bed.

Next, aft and down a few steps, is the center passageway between the port and starboard engine rooms with fore and aft access to each.

Further aft to starboard, is the two-berth guest stateroom with TV, hanging locker and drawer storage.

Across the hall is the guest head and shower.

Two linen lockers are in the passageway.

All the way aft is the full-beam master stateroom with queen-size walk-around berth.

Adjacent is the private head and shower.

There is a 6 ft. hanging locker, numerous drawers and TV.

All hanging lockers are lighted and cedar lined.

DECK EQUIPMENT:

- Electric windlass
- Anchor s/s chute/roller in bow pulpit
- Danforth anchor and spare
- 150' anchor rode with short s/s chain leader
- Sturdy waist-high railings on all decks
- Mooring lines and fenders
- Six-step Marquipt sea-stair and railing
- Four-step Marquipt boarding ladder
- Pneumatic dual horn
- Pneumatic windshield wipers, freshwater wash
- Two 50-amp shore power cables and adapters
- Port and Starboard railing gates
- Port and starboard electrical and water inlets
- Solid weather boards under handrails from midships aft

MAIN DECK:

Foredeck:

- Pulpit with railing and anchor chute
- Bench seating at front of deckhouse
- Port and starboard storage deck boxes with seating
- Full length side decks

Aft Deck:

- Semi-enclosed with full overhead
- Wing doors port and starboard to side decks
- Aft side enclosable with clear vinyl curtains
- Aft rail gate to ladder to swim platform with folding swim ladder
- Current wicker style furniture: 6ft sofa, two armchairs, stool, two side tables, low oval table

FLYBRIDGE:

Accessed by ladder from the main helm, the upper helm repeats the controls and electronics of the main helm.

Two helm seats are provided. A large U-Shaped seating area is further aft.

Behind that seating is the electric davit and chocks for a small boat.

The foldable arch carries the radar and various antennas.

A large folding canopy covers the area forward of the arch.

Normal air draft is 24 ft. Air draft with arch down is 17 ft. (passes under low bridge in Chicago).

ELECTRONICS:

Navigation Electronics:

Lower Station Electronics:

- Garmin: linked radar, chartplotter, depthsounder, compass
- Raymarine chartplotter
- Standard Horizon VHF
- Simrad autopilot
- Danforth compass

Upper Station Electronics:

- Garmin: linked radar, chartplotter, depthsounder, compass
- Simrad autopilot
- Raymarine and ICOM VHF radios

Entertainment:

- Located in salon cabinet
- Receiver/amplifier/selector - Marantz
- Five CD player - Mash
- DVD player - Pioneer

- Speakers in all cabins with local volume control
- Roku flat screen TV and Pioneer DVD player

Main Helm:

- Engine gauges, engine controls, steering
- Bow thruster control
- Stabilizer controls
- Systems monitor
- Bennett trim tabs
- Fire system controls
- Bilge pump controls

Flybridge:

- Engine gauges, engine controls, steering
- Bow thruster control
- Stabilizer controls
- Systems monitor
- Stabilizer controls
- Bennett trim tabs

ELECTRICAL:

- Hatteras electrical distribution and breaker panels
- 220/110 volt AC shore and generator power
- 12/32 volt DC power
- Sentry 32 volt/30 amp battery charger
- 20 KW Onan generator

Engine Details and Mechanical Equipment:

- Twin 650hp Detroit Diesel 8V92 diesel engines with Allison transmissions, approximately 4,150 engine hours
- 2 1/2" Monel shafts, main and stub, bronze coupling
- 4-Blade bronze props
- (2) Spare propellers
- 814-Gallon fuel in two tanks
- Racor duplex fuel filters
- Hynautic engine controls
- Glendinning synchronizer
- Hynautic steering control
- 20kW Onan generator with about 4,400 hours
- Reverso oil change pump for 3 diesels
- Vetus electric bow thruster - installed 2014
- Naiad stabilizers
- Kidde fire suppression systems
- Port and starboard stand-up engine rooms
- Galleymaid freshwater pump
- Galleymaid - toilets
- Titan flash water heaters
- Cruisair air-conditioning, four separate systems
- Danforth compass x 2

Exclusions

- Owner's Personal Effects
- 2000 Boston Whaler 13 Sport Tender with 30 hp Mercury outboard (Tender in photo is not included in the sale)

Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.

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