



WYNWARD

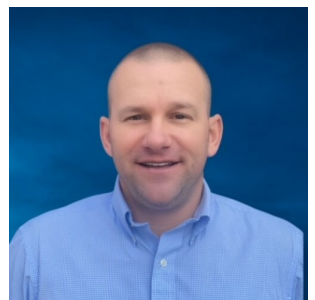
48' (14.63m) 1976 Marine Management
Newburyport Massachusetts United States



OVERVIEW

\$83,500

Manufacturer:	<i>Marine Management</i>		
Engines:	2 Detroit	Hull Material:	Fiberglass
Engine Model:	8V-71 N	Cruise Speed:	14 Knots
Engine HP:	325	Max Speed:	22 Knots
Beam:	15' 1"	Cabins/Heads:	2 / 2
Max Draft:	3' 11"	Fuel Type:	Diesel
Water:	300 G (1135.62 L)	Fuel:	900 G (3406.87 L)



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Data Sheet

Category: Motor Yachts
Condition: Used
Model Year: 1976
Beam: 15'1" (4.60m)
Max Draft: 3' 11" (1.19m)
LOA: 48' (14.63m)
Cabins: 2
Single Berths: 2
Twin Berths: 2
Heads: 2

Maximum Speed: 22 Knots
Cruise Speed: 14 Knots
Range NM: 700
Fuel Type: Diesel
Hull Material: Fiberglass

Dry Weight: 38000 lbs
Fuel Tank: 900 gal (3406.87 liters)
Fresh Water: 300 gal (1135.62 liters)
Holding Tank: 100 gal (378.54 liters)
HIN/IMO: MMGX48310676
In Stock: Yes

Engines/Generators

Engine 1

Detroit
8V-71 N
325HP
242.35KW
Fuel: Diesel
Hours: 2500
Year: 1976

Engine 2

Detroit
8V-71 N
325HP
242.35KW
Fuel: Diesel
Hours: 2500
Year: 1976



Summary/Description

This 1976 Marine Management 48 is a true DIAMOND in the ROUGH with an INCREDIBLE HISTORY AND VALUE looking for a new owner to realize her potential.

Designed and owned by renowned powerboat racer and boat design influencer Jim Wynne, **WYNWARD** was Jim's personal yacht. Jim founded Wynne Marine, a firm specializing in the design of powerboats, yachts, and commercial vessels. Designing models for more than thirty manufacturers, including Carver, Chris-Craft, Cobalt, Cruisers, Inc., Donzi, Grady-White, Hatteras, Larson, Stamas, and Trojan, Wynne Marine has been acclaimed as one of the most influential independent design houses in the boating world. **WYNWARD is a spacious trawler and all-weather comfortable cruiser designed for serious entertaining and fishing.** Jim lived aboard for eight years and did extensive cruising in the Bahamas and the Florida Keys. Her current owner purchased her in 2017 in Ft. Lauderdale and made many unique design features and custom improvements to ease maintenance and enhance livability. She is powered by twin GM 8V-71 N Detroit Diesels (325 hp) that were overhauled in 2005. She sleeps 4+, in 2 staterooms with 2 heads and 2 showers. The

full-beam Main Salon is open and unfinished, with the option to have an L-shaped settee or dinette. There is a full Galley with a full-size fridge with freezer, a microwave, a coffee maker, a washer/dryer, and plenty of storage. She has a shallow draft of less than 4 feet and keel with propeller pockets offering excellent protection for the running gear in shallow water.

SO WHAT'S THE DEAL? The current owner has relocated out of state and wants to leave it to the new owner to customize **WYNWARD** to their liking. **WYNWARD** is a well-kept, well-loved, example of a twin diesel, flybridge live-aboard cruiser in need of some TLC. She is a Project Boat, sold as is. Mechanically she is sound and all systems are "a go", but she is in need of a new owner with a creative eye, willing to roll up their sleeves and finish unfinished projects (carpentry, fiberglass repair, paint, etc.). She is on the hard in Newburyport, ready for finish work. **The owner is MOTIVATED and just dropped the price.** This is a tremendous opportunity for the right person.

Call NOW for more details and to schedule a private showing.

Information & Features

1976 Detroit Diesel 8V-71 N (Engine 1)

Type: **Inboard**

Fuel Type: **Diesel**

Hours: **2500**



Drive Type: **Direct Drive**

Power: **325 hp**

Propeller Type: **4 Blade**

Propeller Material:

Bronze

1976 Detroit Diesel 8V-71 N (Engine 2)

Type: **Inboard**

Fuel Type: **Diesel**

Hours: **2500**

Drive Type: **Direct Drive**

Power: **325 hp**

Propeller Type: **4 Blade**

Propeller Material:

Bronze



Dimensions

LOA:	48 ft
Beam:	15 ft 1 in
Max Draft:	3 ft 11 in

Weights

Dry Weight:	38,000 lb
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Speed

Cruising Speed:	14 kn
Max Speed:	22 kn
Range:	700 nmi

Tanks

Fuel:	2 x 450 gal Aluminum	Fresh Water:	2 x 150 gal Plastic	Holding:	2 x 50 gal Plastic
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Accommodations

Single Berths:	2
Twin Berths:	2
Cabins:	2
Heads:	2



Electrical Equipment

- Shore Power Inlet
- Generator
- Inverter

Electronics

- Depthsounder
- Radar
- TV Set
- Navigation Center
- Plotter
- Autopilot
- Radio

- Compass
- GPS
- VHF

Inside Equipment

- Washing Machine
- Electric Bilge Pump
- Manual Bilge Pump
- Microwave Oven



- Marine Head
- Air Conditioning
- Electric Head

- Heating
- Hot Water
- Refrigerator
- Deep Freezer
- Battery Charger

Outside Equipment/Extras

- Gangway
- Cockpit Cushions
- Cockpit Table
- Swimming Ladder

Accommodations

Sleeps 4 owners and guests in two staterooms with two heads and two showers. The Master Stateroom sleeps two and is aft with a queen berth, head, and separate stall shower. There is one Guest Stateroom forward with two berths, head, and separate shower stall.

Wynward was the personal yacht of the late Jim Wynne; he lived aboard for eight years and did extensive cruising in the Bahamas and the Florida Keys aboard her.

Some of Jim's accomplishments and designs are the invention and granting of a patent for the inboard/outboard stern drive which he sold to Volvo Penta, the Hatteras 32', Hatteras 36', and the complete Cruisers Inc. line -up to 1991, the complete Phoenix line -up to 1991, as well as models for Albin, Carver, Chris Craft, Cigarette, Donzi, Magnum, Queen Long, Trojan, and many other well-known boats. Jim also originated the "propeller pocket" or tunnel and he used that design onboard WYNWARD.

WYNWARD combines the qualities of both a planing hull and a displacement hull. Wynward will cruise economically @ 9kts consuming 8 gallons per hour or she will cruise up to 17 knots for those times when speed is important.

WYNWARD has many unique design features including 36 patents applied for at the time of build. There is one ladder from the stern cockpit down to the swim platform, all areas are accessed by stairs. The machinery space is located all the way aft under the cockpit with very short shafts turning propellers in tunnels eliminating vibration; this machinery



space is separated from the rest of the living area by an insulated full bulkhead. The swim platform is actually part of the Hull increasing the waterline length and inhibiting exhaust mist from being pulled back into the cockpit from her under-transom exhaust. The hardtop flybridge (Portuguese Bridge) area is accessed by the steps, either port or starboard - the full walk-around bridge deck gives an added sense of security as well as easy access to the foredeck.

Below decks, the Guest Stateroom is forward and has two large comfortable berths, ample lockers, shelves, and hanging locker space with en-suite head and separate shower stall. Amidships is the full beam Main Salon with the option to have an L-shaped settee or table and chairs, to port is the Full Galley with ample storage, ice maker, full-size fridge with freezer, microwave, and coffee maker. Aft of the salon, down two steps, is the full-beam Master Suite.

This stateroom has a queen-sized berth on centerline with six oversized drawers underneath, and double hanging lockers. There is a lady's dressing table to port with eight drawers and an additional mirrored area forward with two drawers. The En-suite head is to starboard with a full stall shower. The current owner has done many customs upgrades and has left some of the boat undone so the next owner can customize it to their liking.

Engine & Mechanical

Twin GM Detroit Diesel 8V-71 N - 325 Hp - they were overhauled in 2005. 1000 Hours (smoh)

Mechanical Upgrades -

Rebuilt Main Engines including New Camshafts, cylinder kits, pistons, rings, bearings, valve covers, and rebuilt injectors

New Delta-T System, engine room ventilation system New Mufflers

Both A/C compressors replaces and air handlers cleaned (2017)

- ☒ Bridge Controls
- ☒ Hynautic Hydraulic Steering
- ☒ Electric heads with Y-valve for discharge to holding tank or overboard ☒ Acoustical and thermal insulation
- ☒ 3 Automatic bilge pumps ☒ Freshwater cooling
- ☒ Racor Fuel Filters
- ☒ Allison 2:1 transmission ratio ☒ Raw Water sea strainers
- ☒ Morse Controls
- ☒ Automatic CO2 fire extinguisher in Engine Room ☒ New 2021 - 4 x 8D batteries with parallel switch ☒ Shore power Cable
- ☒ 12 Volt DC; 110 Volt AC
- ☒ New 2016 - 12 V - Battery Charger
- ☒ Phasor 7kw - 2017 (smoh) 1000 hours.
- ☒ Rewired or repaired the bonding system throughout the entire vessel, added isolation transformer and galvanic isolator.
- ☒ New Fuel lines were installed in 2021 and both fuel tanks "polished" using a filter and air blasting method.



Electronics

NEW 2015 -



Raymarine T70030 c125 Network Multifunction Display with USA Coastal Charts Raymarine T70031 c127 Network Multifunction/Sonar Display with USA Coastal Charts Navionics Chart - CF906p + US Southeast & Bahamas - Platinum

Raystar 130 GPS Receiver

Raymarine E92143 RD424HD 4KW 24" Digital Radome

A80173 (B164) High Performance Transducer, Multi-element 20 Degree, 200/50kHz Depth/Temp

Raymarine T70157 EV-200 Hydraulic Pilot consisting of Control Head, Sensor Core, Hydraulic Pump, Evolution Cable Kit

E43037 Ray 55E VHF Radio

- All the wiring has been cleaned up and New LED lighting has been installed throughout.

Deck

- Danforth Anchor
- Bow pulpit with rails
- Side Stanchions with life lines
- Ideal electric 12 Volt windless
- H/C hand shower in cockpit
- Fenders and Lines
- Swim Platform
- Swim Ladder
- Life Ring
- Navigation Lights
- Flybridge Hardtop with windshield and side windows
- Air Horn
- 50' x 5/16th chain and 300' x 1/2" three strand rode

Additional

WYNWARD was built in Medley, Florida by Marina Management and then taken to Dania where she was finished by well-known shipwright Howard Abbey.

Wynward was built to cruise the shallow waters of south Florida and the Bahamas. She has a shallow draft of less than 4 feet with her keel being the lowest point. Her design has a full keel with propeller pockets offering excellent protection for the running gear in shallow water as well as providing very good longitudinal tracking underway.

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.



























































