

## GC54DC

### DESIGN BRIEF

The GC54DC like the GC64DC evolved as a result of the weakening world-wide economic conditions. Gold Coast has had to rethink our current line of highly technical vessels in order to be as cost sensitive as possible for those getting ready to test the new world order.

We've kept the basic Gold Coast passenger-friendly (and safe) layout as well as the guaranteed structural and mechanical integrity that we're known for. We have (wisely) combined the best of the latest in hull infusion technology (because it does cost less) and vacuum-bagged deck plates (because it costs the same but makes a better product) but replaced the structure with the material that we built our early reputation on: Douglas fir! Yes, all of the primary structural components and most amenities are being built of Douglas fir because it not only costs less in materials and labor but it typically saves weight over glass components.

The number of amenities and mechanical items that you want to add is totally up to you, but the basic vessel cost has definitely been lowered. Designed for maximum guest space at the lowest cost. 39" underwing clearance. Two head compartments with sink and toilets. U-shaped bar for food and beverage service. Contoured fiberglass bench seating for 58. Single level walk-around wet deck with fixed canopy roof.



### SPECIFICATIONS

LOA	54'
BOA	29' 6"
Draft	3'
Light Displacement	20,000 lbs
Heavy Displacement	32,000 lbs
Passengers	80
Engines	2 x 54 hp Sail Drive
Fuel Capacity	2 x 50 gal.
Cruise Speed	9 knots
Full Speed	11 knots

### FEATURES

#### HULLS, DECKS AND SUPERSTRUCTURE

##### **Construction**

Hulls and all decks built of Corecell foam, glass and CPD epoxy resin using resin infusion and vacuum-bag. All primary structural components and amenities built using West System construction methods.

##### **Exterior Finish**

- Dupont polyurethane paint system
- Commercial yacht finish

##### **Head Interior Finish**

- Semi gloss Dupont polyurethane

##### **Paint and Graphics**

- Snow White topsides and cabin
- Choice of colors for topside stripe
- 2 Coats Islands 77 Black bottom paint, 3 on waterline
- 4" Name and hailing port on aft beam
- Hull graphics supplied by Purchase

## ACCOMMODATIONS

- 2 - Heads w/ door, sink, head and mirror
- U-Bar with icebox, storage cabinet and sink
- Fixed fiberglass seating for 60
- Rigid cambered protective roof
- Aft capt steering station

## DECK FITTINGS AND EQUIPMENT

### **Cleats**

- 7 - 12" 316 Stainless

### **Lifelines**

- 39" Welded aluminum port and starboard athwartship and aft deck rails with 3/8" halyard braid intermediaries. Boarding gates are 3/16" vinly covered SS wire with pelican hook.
- Welded aluminum port and starboard upper deck handrail
- Welded aluminum handrails along head stairwells

### **Deck Hatches**

- 2 - Lewmar Size 50 hatches
- 2 - Lewmar Size 70 hatches
- 2 - Composite wet locker hatches
- 2 - Bomar aluminum deck hatches

### **Windows**

- 2 - Beckson opening ports

### **Controls**

- 5-part mainsheet
- 2-part internal main halyard
- Internal jib halyard and topping lift
- Outhaul and slab reefing on boom
- Fixed jib sheet blocks
- Lewmar blocks, organizers and stoppers as required

### **Winches**

- 5 - Lewmar 44 Ocean Series
- 1 - Lewmar 40 Ocean Series
- 2 - 10" Double grip locking winch handle

## STEERING

- 32" SS Destroyer wheel via Hynautic hydraulic steering system with Parker high pressure hose in series to bronze tiller arms.
- GCY fabricated fiberglass rudder. Schedule 80 S.S. rudder shafts

## MAST

- Charleston Spar 62' 'Sparcraft' anodized aluminum mast, internal halyards, integral tangs.
- Charleston Spar anodized boom with provisions for two reefs & outhaul run internally and 2-part lazyjacks.

## RIGGING

- Standing: All standing rigging is Norseman 1x19, 316 SS wire terminating with Norseman fittings, turnbuckles and toggles to 316 SS chainplates
- Running: All running rigging is GWB Halyard Braid

## SAILS

- Doyle loose-footed main with two reefs, two battens
- Mainsail cover
- Working jib with hanks and custom sail cover

## GROUND AND MOORING TACKLE

- 1 - 44 lb. Lewmar claw bow anchor with roller and 15'- 3/8" chain and 200' of 3/4" rode.
- 1 - 44 lb. Danforth style anchor with 15'- 3/8" chain and 200' of 3/4" rode.
- 4 - 50' 3/4" dock lines
- 4 - A4 Fenders

## ELECTRICAL

- 1 - Clarion XMD stereo with AM/FM, IPOD adaptor and remote control. 4 Bose Speakers
- 1 - Standard Instruments Matrix VHF w/ mast head antenna
- 1 - 4" Danforth Constellation Compass
- 1 - Lightning rod dissipator
- 3 - Dynaplate ground plates
- 1 - Paneltronics DC electrical panel
- 1 - Port and starboard bow light, sternlight, steaming and anchor lights
- 6 - 12V Fluorescent interior light fixtures; Heads, fwd & engine room
- 4 - 12V SS Dome lights for salon

## PLUMBING

### **Piping**

- Water supply hosing is rigid PVC, nylon and reinforced vinyl
- 1 - Henderson MKV emergency manual bilge pump
- 2 - Rule 500 bilge pumps in heads
- 2 - Rule 500 bilge pumps in engine rooms

### **Water Systems**

- 2 - 55 gal water tank each with Shurflo pressure pump and deck fill
- 3 - Sink spigots

### **Heads**

- 2 – Jabsco manual toilets, w/ marelon thruhulls and seacocks.
- Manual control overboard auto discharge

## ENGINES

2 - 4JH4CE 54hp Yanmar diesel engines with SD50 saildrive and fiberglass bed. Morse SL - 3 controls, Morse cables, Yanmar instrument panel, with oil pressure, water temp, and engine hour meters, safety alarm, tachometers, 55 amp alternator, (2) 50 gal polyethylene fuel tanks, Vernalift wet exhaust, bronze 3 blade prop, 2-Optima(1000 CCA) starting batteries, engine room lights,

## OTHER SAFETY FEATURES

- 2 – Sunrise nets forward, p&s flush to deck
- 1 - Aluminum 'Stairway to the Sea' forward
- Multiple watertight bulkheads