



ALPHA



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ALPHA

50

Custom Yacht

In the semi-displacement boat segment with hulls ranging from 50' to 55', Alpha 50 LR outperforms the entire market in terms of construction strength, performance range/autonomy, and hull design (center fuel tanks, full keel, double chine, watertight compartments, access to systems and engines).

Yachts such as G Banks, Kroger Exp., and Fleming are vessels with magnificent features and beautiful exterior designs. However, they cannot match Alpha's strength and hull design (center of buoyancy and gravity location), which limits their ability to cope with oceans with seas Beaufort 8. The hull incorporates characteristics of the best designers Pat Bray and Ed Monk (Tollycraft 67).



SPECIFICATIONS

- Length Overall (eslora):	53'
- Length On Deck (eslora en cubierta):	50'
- Beam (manga):	17'7"
- Draft (calado):	3'10"
- Fuel Capacity (capacidad combustible):	1,500 GAL
- Water Capacity (capacidad de agua):	275 GAL
- Holding Tank (tanque de residuos):	70 GAL
- Displacement (desplazamiento):	75,000 LBS

ENGINES

Standard 2 x Cummins 8.3Lts @ 493 HP - Top Speed 20 knots
 Cruise Speed 9 knots: range 1950 NM / 7 GPH
 Cruise Speed 16 knots: range 840 NM / 26 GPH
 (Optional 2 x D11 Volvo @ 725 HP - Top 28 Knots Cruise 23 knots)

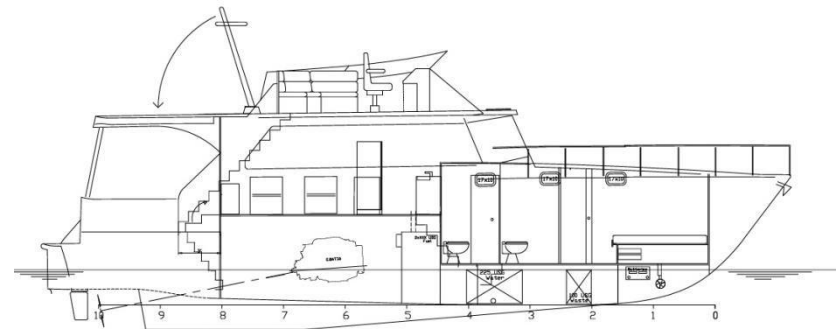
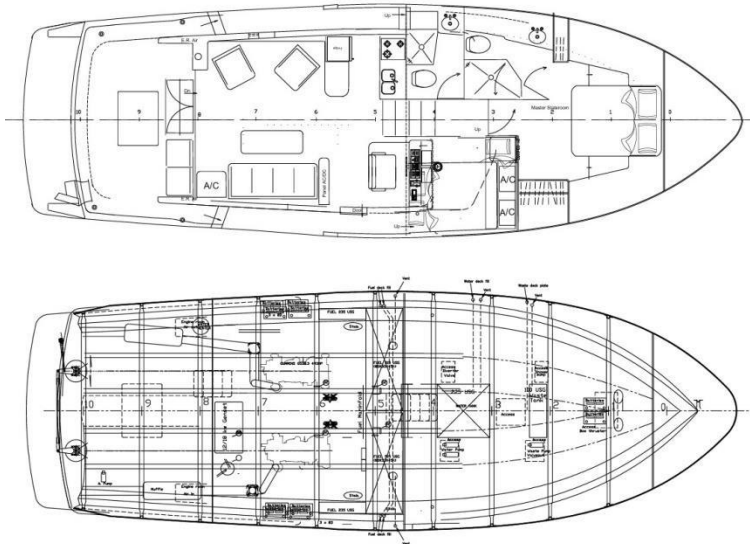
ALPHA 50

The Alpha 50 LR as a Semi-Custom yacht with Commercial hull ruggedly and Heavy Constructed full keel ballasted, a long range with the advantage to cruise at 15-16 knots. Defined as a trawler, the Alpha LR 50 hull allows to cruise long distances for an economical cruise of 8 knots resulting in a range of 2,800 miles. At 10 knots 1,500 nmi (standard engine Cummins Intermitent QSC 8.3 lts 493 HP). Commercial hulls are solid glass 50% heavier and thicker.

Innovation; the most visible design trademark was the double chines (the second split chine out of water line reducing beam sea).

This is part of the philosophy of making Alpha the strongest year-round cruising yachts, that feeling of a boat that is built to last forever. *"For Alpha, safety and comfort is more important than absolute speed and luxury".* Alpha's hulls are designed to reduce roll and pitch. Her almost 4-foot draft and, if needed, her lowered mast give her access to waters that many other 50-footers couldn't reach.

The yacht's design emphasizes function: central fuel tanks with a long and heavy keel producing a low gravity center and perfect center of buoyancy, to qualify as class A, prepared to cruise under seas Beaufort 8. Access around the engines as well to each system and valves throughout. Direct shaft, providing performance without the inconvenients and complexities associated with pod drives.



ALPHA 50 INNOVATIONS

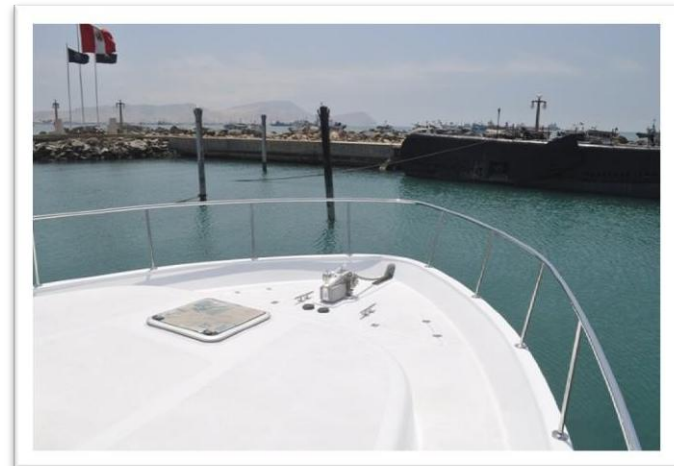
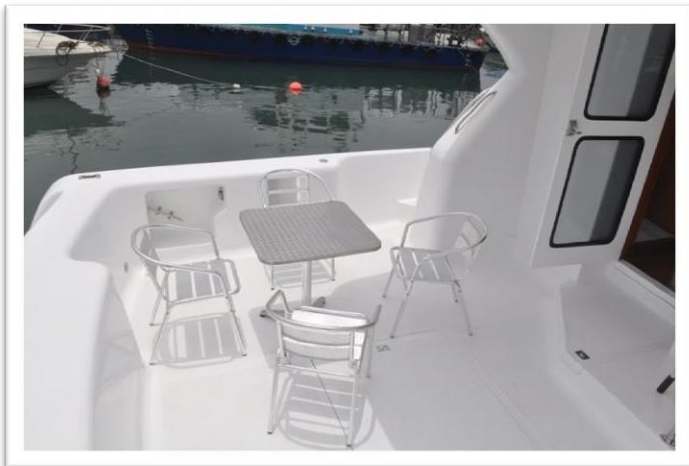
Here is a brief list of its innovations:

1. Alpha features a double-chine hull design that enhances both stability and fuel efficiency.
2. Wider and safer side walks.
3. Longer keel. Same to Fleming 55.
4. The tender platform is prepared to be extended.
5. For inland cruising, the radar mast on the flybridge can be retracted, reducing air draft to just over 11 feet.
6. Three watertight compartments.
7. Use of central tanks to keep the right center of buoyancy.
8. Alpha is prepared to receive additional equipment (stabilizers, hyd. platform, additional units of Air Conditioner, Oil Changer system).
9. Reinforced steering system
10. Optional solar panel system.

"Areas of design that govern the stability of the vessel in storm seas:

- Center of buoyancy
- The vertical and horizontal center of gravity
- Beam of the vessel
- The shape of the hull
- Tankage and location of same
- Non-watertight openings and where they are located"

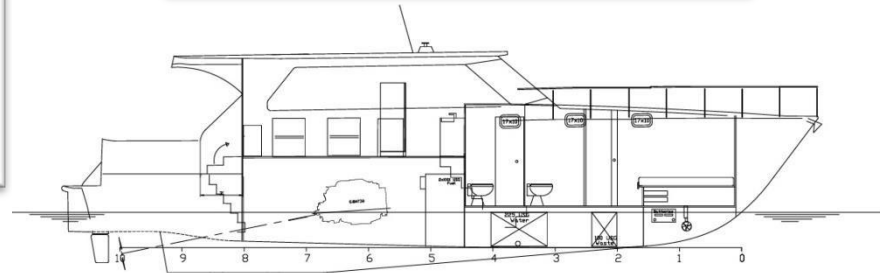
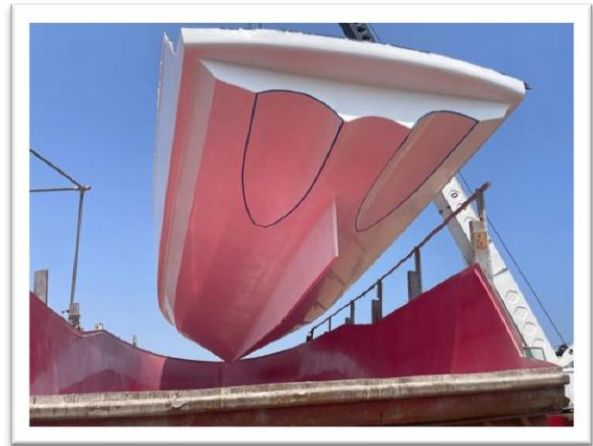
— Stephen R. Seaton, Naval Architect



ALPHA 50 EXPRESS LR UNDER CONSTRUCTION

Hull No. 4 currently in production; 8-month production time.

Each model takes approximately eight months to complete. Alpha demands that all designs maintain fully accessible wiring and pipework, even after the yacht is ready to cruise. In many composite hulls, systems are often installed with little regard for long-term access, leaving owners no choice but to cut away bits of the structure.



The builder offers opportunity to acquire a custom design semi displacement vessel. List price:

- Tankage and location at Saint Helena or Panama (Puerto Balboa): \$ 1'295,000.00 (only dealers prepayment)
- Vessel at the showroom in Florida or California (USA) (including taxes, shipping, options: bowthruster, crane, deco):
\$ 1'675,000.00 + 25%. Dealers fee \$ 2'093,750 USD

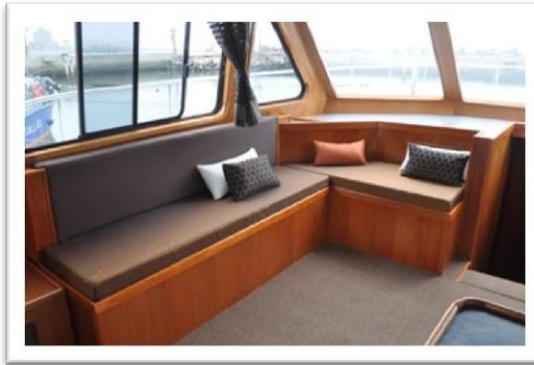
Payments

1st Payment	15%
Initial Deposit	
2nd Payment	30%
60 days later with hull and cabin glassed	(included deposit Wt to Cummins representative)
3rd Payment	30%
120 days	(included balance engines and systems)
4th Payment	25%
210 days (before sea trial)	





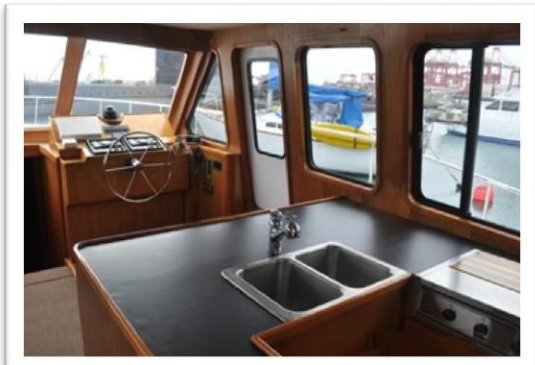
Main Helm



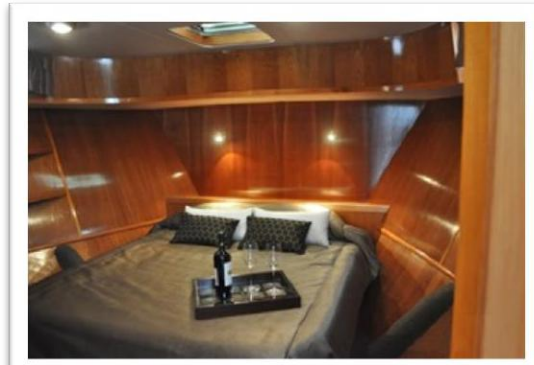
Main Salon



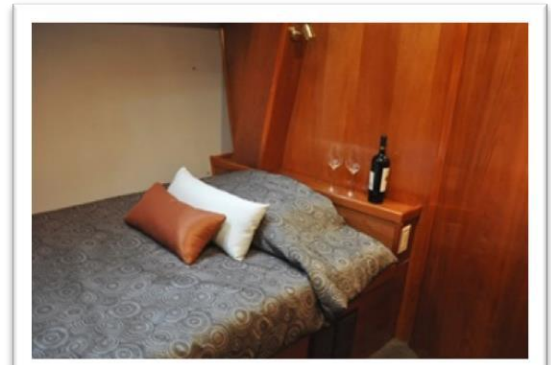
Galley



Galley and Main Helm



Master Bedroom



Guest Bedroom



Bathrooms



Main Electric Panels



Windlass Lofrans