

MIKELSON 50 SPORTFISHER: PEACEFUL BLISS

As
Seen In

Pacific Coast SPORTFISHING

Water Magazine for America's West Coast and Mexico

Getting
**BLACK
& BLUE**
(Marlin That Is)

Calicos, Kayaks &
Mothership
**A Perfect
Match**

HOT '07
PRODUCTS

Offshore Conditions
DE-MYSTIFIED



Mikelson 50 Sportfisher



SPECIFICATIONS

- **LOA: 50'5"**
- **Beam: 16'8"**
- **Draft: 3'10"**
- **Fuel Capacity: 1,000 gallons**
- **Water: 250 gallons**
- **Base Price**
with 540 hp Cummins:
\$971,000 (\$1,100,000 as tested)

I met Patrick Sullivan of Mikelson Yachts at their office on Shelter Island for a sea trial on a new 50-footer. As we walked down to the dock, the first thing I noticed was the reverse shear at the stern, which was just

Mikelson Yachts is a family business that understands the needs of their customers and readily accepts input from those customers to build semi-custom yachts tailored to those specific needs. The Tom Fexas-designed Mikelson 50 Sportfisher has been around since 1988 with nearly 80 hulls produced to date. Fexas, president of Tom Fexas Yacht Design, Inc., has been designing yachts since 1966. I can say without a doubt that he got it right with the Mikelson 50 Sportfisher. Mikelson Yachts have also proven over time that a semi-custom yacht delivered at a reasonable price will maintain its value for resale even after many years of enjoyment.

begging to back down on a big marlin. Standing on the deck to greet us was the owner, Philip Kinchen. As we boarded the test boat, they told me that the 12-year old 50-foot Mikelson Sportfisher directly across the slip also belongs to Mr. Kinchen. You have to admit this speaks volumes for the Mikelson Company in regards to quality and customer service. Needless to say my interest was piqued as to why someone would own a yacht for 10 years and then buy the exact size and model again. There was obviously something good about it.

The test began when the Cummins 540 QSC engines fired up without any smoke or noise at the flybridge level, about the only way to tell they were running was to look

at the tachometers. Kinchen eased us out of the tight slip with the help of the bow thruster and we were off for a cruise. The flybridge is very spacious with a settee and table to seat six, which doubles as a berth when the table is lowered. The forward helm area provides excellent visibility of the bow with two captains chairs side by side for comfort. The available space for electronics is expansive and with the advent of the new electronic engine gauges, even more room is freed up. In place of the typical analog gauges were two Furuno NavNet screens with all the



bells and whistles including bow, cockpit, and engine cameras. The optional secondary helm station is positioned to the rear of the flybridge on the port side. The optional rear helm provides great visibility of the cockpit for leadering and tagging marlin. Speaking of marlin, she was also equipped with the optional marlin tower accessible by ladder through the hard top with full controls, electronics, and seating for three.

The transition from the flybridge to the cockpit is made using stairs instead of the traditional ladder. The width of the stairs makes the trip up or down with full hands a breeze and keeps your dinner off of the deck. The cockpit controls are located on the starboard side next to the stairs making it a quick transition from the bridge. The teak deck on the stairs and cockpit make for sure footing as well as adding a look that just can't be matched with fiberglass.



A 140-gallon bait tank is located in the transom for convenient access and is designed as two 70-gallon wells with viewing windows and lights. The reason the Mikelson 50 Sportfisher is so quiet is

due to not only the excellent sound shielding done in the engine compartment but the fact that the engines are mounted below the cockpit, which keeps the noise out of the salon. Access to the engine compartment is through the cockpit deck where power-actuated cylinders raise and lower the hatches. This not only gives the owner the ability to easily view both sides of the engines, it also allows the owner the ease of performing routine maintenance keeping the yacht in top shape. With the engines mounted more towards the stern, a v-drive is incorporated into the setup allowing for shorter drive shafts thereby reducing any vibration that might occur.

The swim step is located lower than the deck and surrounded with waist high rails. This allows any leader man to work on the swim step safely while keeping the

view clear for the angler and captain. Along the port bulkhead leading to the salon is a day head located on deck to keep your fish-covered buddies out on the deck while they're fishing instead of tracking through the galley and the salon just to use the head. A cockpit sink and tackle station is located adjacent to the head for quick cleanups and lure changes. Located above the sink and tackle station is another Furuno display that allows access to all of the onboard cameras as well as the fish finder, radar, and chartplotter. Since the engine compartment is located below the cockpit, you take two steps down to enter the salon. This effectively lowers the center of gravity making for a more stable ride.

The first notable feature of the salon is the aft galley to port. Those of you that have chased pots and pans all over the galley and trying to cook while underway will immediately appreciate this feature, as you know the closer to the stern, the smoother the ride. The galley is equipped with all the appliances needed to prepare your day's catch and more. To the starboard is the flat screen television. While this may sound like no big deal in this day and time, the innovative use of space in this area will have you scratching your head and wondering why you didn't think of that. The innovation you ask? The boats electrical panel is located directly behind the flat panel television, which is on hinges providing great access to all breakers and wiring. The leather settee is situated for optimal viewing of the flat screen and includes a double berth. The other settee with the hi-lo table is great for dining and converts into a berthing. There's ample storage located beneath the salon deck, which includes a combination washer and dryer. It seems that everywhere you look on this yacht, there's available storage. The twin-stateroom layout provides plenty of private sleeping space for you and your guests. With the hanging lockers, two heads, and entertainment systems located within each, you will surely find it comfortable for an overnight trip or a month-long cruise.

Mikelson Yachts has built a reputation on providing customers with semi-custom fishing machines with the ability to go long in comfort and the Mikelson 50 Sportfisher is no exception. Equipped with a thousand gallons of fuel capacity and the clean and efficient Cummins 540QSC engines, you can stay away from the fuel dock for a considerable amount of time. With the engines running at wide-open throttle or 2,600 rpm, we were able to

obtain a speed of 25 knots with a fuel burn of 50 gallons an hour. At a fast cruise of 2,400 rpm, we sped along at 23 knots using 42 gallons per hour. That's a conservative 500 hundred mile range and when you drop the throttles back to hull speed, it's a non-stop trip to Cabo San Lucas with fuel to spare.

I really can't say enough about how quiet and comfortable the Mikelson 50 Sportfisher
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is and I know that Mikelson hulls have proven their ability to raise fish as demonstrated during tournaments. As I've said, there's no way to review the details of a yacht of this size and splendor in so few words. I think Mikelson has hit the nail on the head when it comes to melding a super quiet and comfortable cruiser with a sport-fisher that can get the job done on any day.

You have to give the guys at Mikelson Yachts a call because with their approach to selling and building product, there's no doubt they know just about everything there is to know about these yachts and they pride themselves on customizing certain aspects to suit owners like Philip Kinchen. I doubt he would have purchased a second 50 without the great quality of these boats backed by great service. Mikelson Yachts is located at 2230 Shelter Island Drive, Suite 202, San Diego, CA 92106. They can also be reached at 619-222-5007 or MikelsonYachts.com. ■



A MIKELSON 50 CAN:
SAVE YOU UP TO \$691 /DAY IN FUEL COSTS! *
TRAVEL UP TO 264 MILES FURTHER PER TANK! *

BOAT/ENGINE	HATTERAS 50/CAT C18'S	RIVIERA 51/CAT C-12'S	BERTRAM 510/CAT 3406E'S	MIKELSON 50/CUMMINS 540'S
CONSUMPTION PER ENGINE AT NOTED RPM	36.6GPH @ 2100RPM	25.7GPH @ 2100RPM	29.0GPH @ 2100RPM	22.2GPH @ 2400RPM
8 HOURS VOYAGE AT RPM'S SHOWN, FUEL @ \$3/GAL	585 GAL @ \$1,757.00	411 GAL @ \$1,234.00	464 GAL @ \$1,392.00	355 GAL @ \$1,066.00
25 KT. ASSUMED SPEED AT RPM'S SHOWN ABOVE	363 NM RANGE PER TANK	348NM RANGE PER TANK	299NM RANGE PER TANK	563 NM PER TANK

*Notes: Based on information gathered from manufacturers' websites. Actual performance may vary with weight and sea conditions. Engines listed may be optional equipment. Information deemed reliable but not guaranteed.



The All New MIKELSON 59 NOMAD LONG RANGE SF Has Arrived! Huge cockpit, in-transom bait tanks & massive fish boxes! Call For a Private Showing.



MIKELSON 43
 Beam: 15' 08"
 Range up to 700nm



MIKELSON 50
 Beam: 16' 08"
 Range up to 1200nm



MIKELSON 61
 Beam: 18' 06"
 Range up to 1500nm



MIKELSON 70
 Beam: 19' 06"
 Range up to 2000nm



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