

Carver C52 Command Bridge (2019-)

Brief Summary

The Carver C52 Command Bridge is a truly customizable yacht, filled with luxury features, a strong build, three staterooms and two heads. She has plenty of gathering areas, creating several social zones for large groups and intimate gatherings. She’s powered by twin Cummins QSB 67 480-hp diesel engines. She sleeps six.

Price

Base Price\$1103760.00

Key Features

- Full-beam master stateroom with private entrance
- Master head with a large stall shower
- Large aft galley
- Open-concept cockpit with fully opening glass doors
- Fixed transom platform with swim ladder and grab rail
- Generator (US 13 kW – 60Hz, International: 11 kW – 50 Hz)
- 24V starting system

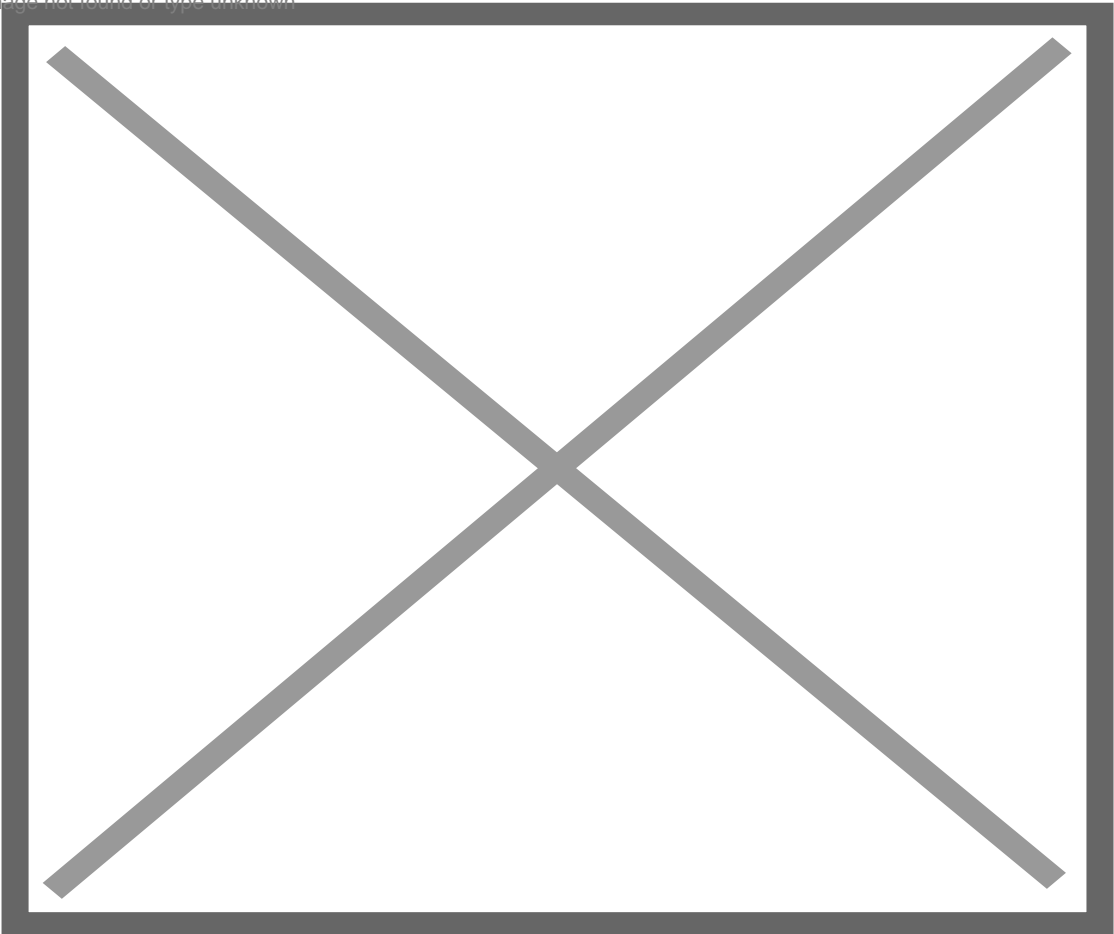
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	5.7	5	1	5.7	5	2822	2453.5	63
1000	8.2	7.1	3	2.7	2.4	1345	1169.3	65
1250	9.2	8	7	1.3	1.1	651	5665.7	69
1500	9.7	8.4	13	0.7	0.6	367	319.5	70

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1750	12.2	10.6	24.5	0.5	0.4	246	214.3	76
2000	19.2	16.7	27.5	0.7	0.6	345	299.7	76
2200	22.1	19.2	32.5	0.7	0.6	337	292.7	77
2400	25.7	22.3	39.5	0.6	0.6	321	279.5	77
2600	28.1	24.4	46.5	0.6	0.5	299	260.1	77
2800	31.5	27.3	56.5	0.6	0.5	276	239.6	78
3000	34.4	29.9	64	0.5	0.5	266	231	79

[View the test results in metric units](#)

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Specifications

Length Overall	51' 10" (15.80 m)
BEAM	15' 8" (4.78 m)
Dry Weight	42,000 lbs. (19,051 kg)
Tested Weight	47,800 lbs. (21,682 kg)
Draft	48" (1.22 m)
Draft Up	N/A
Draft Down	N/A

Air Draft	N/A
Deadrise/Transom	N/A
Max Headroom	6' 6" (1.98 m)
Bridge Clearance	18' 9" (5.72 m)
Weight Capacity	N/A
Person Capacity	N/A
Fuel Capacity	550 gal. (2,082 L)
Water Capacity	150 gal. (568 L)
Length on Trailer	N/A
Height on Trailer	N/A
Trailer Weight	N/A
Total Weight	47,800 lbs. (21,682 kg)
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	N/A
0 to 20	
Ratio	2.5:1
Props	Acme 29 x 35 x4
Load	4 persons, 9/10 fuel, 3/5 water, 50 lbs. of gear
Climate	N/A

The C52 Command Bridge is a new design for Carver which employs modern Euro styling for owners who want to maximize living space in a 52’ (15.85 m) sedan cruiser. It also has amenities and a level of fit-and-finish that is impressive in a brand that has always specialized in offering good value in large cruising boats.

still not found or type unknown

The C52 Command Bridge has multiple covered and uncovered social areas.

hardtop not found or type unknown

The flybridge hardtop provides shade and protection from the weather, and becomes a good structure for isinglass making this a three-season venue.

Major Features

- Fiberglass: combination of vacuum-infused and hand-laid
- Fiberglass hat section stringer system
- FailSafe shore power galvanic isolator
- Trim tabs, 12" (30.4 cm) x 30" (76.2 cm) planes
- Bow hatch integrated to deck styling
- Diamond pattern, non-skid fiberglass decks
- Welded premium grade aluminum electronics arch, painted with AWLCRAFT 2000 acrylic urethane topcoat

V-hull not found or type unknown

The V-hull forward is clearly visible when the C52 Command Bridge gets up on a plane.

running not found or type unknown

Carver hopes the C52 Command Bridge's looks will catch customers' eyes and invite them to get to know her better.

deck plan not found or type unknown

The layout of the main deck on the Carver C52 Command Bridge.

Hull Shape

The C52 Command Bridge has a modified V-hull, plumb bow, hard chine with knockdown rail and lifting strakes – a 14-degree deadrise at the transom. Her forefoot is particularly sharp and should cut through waves without pounding.

running2 not found or type unknown

The C52 Command Bridge rides remarkably flat during acceleration.

Performance

The Carver C52 Command Bridge has an empty weight of 42,000 lbs. (19,051 kg). With 98-percent fuel and four people onboard, we had an estimated test weight of 46,590 lbs. (21,133 kg).

With the twin 600-hp Cummins QSC 83L engines drive ZF V-drive transmissions connected to straight shafts turning 29 x 35 4-bladed Acme props.

Top Speed. Spun up to 3000 rpm, we reached our top speed of 29.9 knots.

Best cruise came in when we pulled back to 2000 rpm. That 16.7 knot speed produced a 27.5 gph fuel burn that resulted in a range of just under 300 nm all while still holding back a 10-percent reserve from her 550-gallon (2,082 L) total fuel capacity.

running6
running6 found or type unknown

Turns at speed felt smooth, stable, tight, and secure.

Handling

She has a plumb bow with a full-length stainless-steel stem protector to shield against anchor strikes. This leads to hard chines carried well forward to throw water clear of the hull and present a dry ride, even at speed. At cruise she rides 5-degrees bow high with flat calm test conditions.

Unfortunately, we weren't able to comment on how that plumb bow carves into head seas, but crossing wakes created no concerns. Because her forefoot is sharp, we suspect that she will not pound in moderate chop and sloppy conditions. Otherwise, she had the solid feel of a comfortable cruising yacht with easy handling characteristics.

Turning. Because the C52 Command Bridge has straight drives, as opposed to pod drives, she can be turned at a much sharper turning radius at higher speed. This can pay off if coming up fast on an obstruction that was obscured for some reason.

Another advantage of straight shafts is that a dinged bronze prop is far less costly for repair than stainless steel props. Further, even more damage such as a bent shaft, is still much cheaper to repair than the lower unit of a pod drive.

Docking. The large 29 x 35 four blade props make the C52 easy to dock even without the bow thruster and the joystick. Their large surface area makes arch-like paddles to move the stern to port and starboard with rudders turned in the opposite direction when docking. Boaters should remember that twin screw boats were docked without much trouble in experienced hands for nearly 100 years before the advent of thrusters and a joystick.

But if that was not enough, on our test boat, Carver took a belt and suspenders approach, installing both a bow thruster and a joystick. A bow thruster is all most people will need to help move the bow and perhaps work against an adverse current or wind.

The joystick is another option which someone new to boating might want to consider as it will give peace of mind and make docking far easier. Watch the video of our Captain backing the C52 Command Bridge into a very narrow slip.

In all cases, the operative word is – slow. Never go faster than you want to hit the dock.

joystick not found or type unknown

Docking using the Cummins joystick was a non-event that was accomplished easily.

Interaction between the joystick and the drives was dialed in perfectly. We made the approach, rotated, and backed into the narrow slip with exacting precision, and good visibility thanks to the flybridge stairs.

Overall, this was an extremely comfortable boat with docile handling characteristics. Her joystick functionality made her a breeze to handle around the dock, and with her big props, there's enough thrust to negate even difficult crosswinds or cross currents.

Boat Inspection

swim not found or type unknown

The 63" (160.02 cm) swim platform offers no place for water to collect.

Swim Platform

The 63" (160.02 cm) swim platform is accessed from stairs to the starboard side. It's full fiberglass with a non-skid surface. A 58" (147.32 cm) hydraulic version is an option. It allows easier launching of a PWC (personal watercraft) and creates a private beach. The remote-control stores in the starboard side enclosure.

It also includes an undermount reboarding ladder to starboard that drops 34" (86.36 cm) below the waterline, well exceeding ABYC standards for NMMA certification.

ladder not found or type unknown

A full-length 34" (86.36 cm) NMMA-certified reboarding ladder enables swimmers of all sizes and athletic ability to lift themselves from the water.

storage not found or type unknown

The 71" x 51" (180.34 cm x 129.54 cm) transom storage compartment is remarkably large for this class of boat.

The storage compartment can be swapped out for one that goes right down to the bilge area or even an access from the cockpit seat to a crew space for one. Gas-assisted support struts hold the hatch open. A hatch to port conceals the hot and cold shower. The twin 50-amp shore power lines are to starboard.

hatch not found or type unknown

The storage compartment can be swapped out for one that goes right down to the bilge area or even an access from the cockpit seat to a crew space for one. Gas-assisted support struts hold the hatch open. A hatch to port conceals the hot and cold shower. The twin 50-amp shore power lines are to starboard. Washdown connections are to port. The 12" (30.48 cm) cleats are recessed into the deck just ahead of the hydraulic swim platform, with additional cleats higher up on the bulwarks.

cleats not found or type unknown

Recessed 12" (30.48 cm) cleats prevent stubbing toes and snagging footwear.

gate not found or type unknown

On the starboard side, the stainless steel and Plexiglass gate has a magnetic catch. Shore power No. 1 and 2 hookups are to the lower right.

cleat not found or type unknown

Above the stern cleat is the diesel fuel fill.

Engine Room

access not found or type unknown

Access the engine room from a hatch in the aft deck.

engines not found or type unknown

Our test model was powered by twin 600-hp Cummins QSC 83L engines.

Raw water intakes are easily accessed between the engines. Dual fuel tanks are mounted forward. Each tank has its own Racor fuel filter and water separator. A crossover at the bottom allows them to self-level.

hoses not found or type unknown

All hoses are double clamped and metal components are properly grounded with green wires per ABYC standards.

Seakeeper 9, optional equipment, will do a very good job of stabilizing the boat without adding underwater drag. Our test boat's generator was 23 kW, which can run virtually all onboard systems, and is the proper

size for a 52' (15.85 m) boat with the appliances on board, including the Seakeeper.

sightlines not found or type unknown

We also have good sightlines to the steering gear.

The vessel's main electrical panel is in a cabinet next to the private stairs to the master suite. AC and shore to genset transfer are to the left, DC and battery switches are to the right.

switches not found or type unknown

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Aft Deck

helm not found or type unknown

The structure for the upper helm and seating area is 7' (2.13 m) high and partially shades the aft deck.

An aft gate divides the transom bench seat, which provides another area for guests to relax. A solid cherry table expandable to 51.5" (130 cm) is mounted to a single pedestal ahead of the 94" (238.76 cm) x 26" (66 cm) at the widest port side seating which is 16" (40.6 cm) high.

deck not found or type unknown

The 96" (243.8 cm) x 77" (195.5 cm) aft deck floor also includes a 36" x 36" (91.4 x 91.4 cm) opening to the engine.

table not found or type unknown

When the table is folded, beverage holders and a curved rail are revealed.

The custom embroidered cushions are plush. A single seat is mounted to starboard.

storage not found or type unknown

Both side seats have storage that measures 20" (50.8 cm) x 34" (86.3 cm) at their widest point and are 28" (71.2 cm) deep. That's large enough to hold fenders vertically or horizontally.

icemaker not found or type unknown

Ahead and to port is an icemaker under one of the deck's speakers.

steps not found or type unknown

There are steps port and starboard rising from the cockpit to the side decks to go forward to the bow.

Three molded 10 ½" (2667 cm) steps to port and starboard with courtesy lights ease boarding from a fixed pier and allow access to the side decks. Non-skid surfacing is everywhere. Channels cut into the toe rail

direct water overboard.

height not found or type unknown

Rail height meets and exceeds the ABYC standards of 24" (60.96 cm) to help keep people safely on board. The 6" (15.24 cm) toerail increases to 14" (35.5 cm) at midships.

We're happy to see that the 13.5" (33.02 cm) side deck width on both sides hasn't been sacrificed to add interior space. The 24" (60.96 cm) handrails leading forward add safety. They are mounted atop a 6" (15.24 cm) toe rail that increases to 14" (35.5 cm) at midships. In fact, we find convenient grab rails everywhere we move on the C52's exterior.

Bow

The 12" (30.48 cm) cleats are safely mounted out of the trip zone in cutouts to the bulwarks.

bow not found or type unknown

Comfortable seating forward is convertible to multiple positions. In front is a 20" (50.8 cm) x 20" hatch.

cups not found or type unknown

A console with a stereo, padding, and beverage holders separates the two seats. This is a welcome amenity of the foredeck, and one we rarely see.

Ground Tackle

The ground tackle is on an elevated platform 12" (30.48 cm) off the main deck. It includes a Quick windlass leading out to a deck-level stainless steel anchor roller supporting a polished plow-style anchor.

windlass not found or type unknown

The horizontally mounted Quick electric windlass has no sharp edges to cause injury.

A 12" (30.48 cm) centerline cleat takes the standing load off the windlass. Foot controls are to port. A 32" (81.28 cm) deep rode locker with good access is to starboard. A remote-controlled spotlight is mounted at the top of the bow rail.

Inspection

Starting inside, the hallmark of every Carver yacht is the amount of interior space provided in the salon, staterooms and, even in the heads. It almost seems as if the C52 Command Bridge was designed from the inside out to optimize room and comfort. The design process also ensures that every cabin is built for good ergonomics and livability.

Lower Helm

Our test boat had the optional lower helm. It alleviates the penchant to enclose the flying bridge in isinglass. Access to the lower station is down 8" (20.32 cm) and 4" (10.16 cm) steps, highlighted with stainless steel.

The lower station consists of a compass atop a soft touch, non-glare dashboard. The panel includes two, 12" (30.48 cm) displays. It can accommodate a 16" (40.64 cm) engine display screen in the center.

helm2 not found or type unknown

The engine display is front and center for easy reading. Port and starboard screens are multiscreen and can display all of the navigation data that is necessary.

To the lower left, a burl wood panel includes a beverage holder, the joystick, a row of electrical switches, trim tab rockers, and the remote spotlight control. The wheel is mounted to a tilt base.

joystick2 not found or type unknown

A left-side joystick may take some getting used to for right-handed skippers – however, if backing not a slip and facing backwards, it is in a perfect position for a righthander.

The Seakeeper control panel and the engine control levers are to the right. Wiper controls are variable speed, and the autopilot head unit is just above. The VHF radio is mounted all the way to the right.

windscreen not found or type unknown

A steeply angled 130" (330.2 cm) x 55" (139.7 cm) windscreen is in two pieces with a narrow mullion in between.

Two sections of windshield separated by a narrow mullion provide visibility. Defogging vents help keep the windscreen clear.

wiper not found or type unknown

The wiper mechanism is easily accessible through removable panels.

The helm seat is a double-wide 48" (121.92 cm) bench and is fully electrically adjustable.

seat not found or type unknown

The double-wide 48" (121.92 cm) seat also has a flip-up bolster, and storage is underneath.

A footrest is mounted forward of the seat. Two storage drawers are located aft. An additional drawer is located on the side. Above the footrest and to the left, the VHF speaker is mounted below a climate control vent. A second vent and a 110-volt outlet are located to the right.

Flying Bridge

The flying bridge is accessed from 29" (73.66 cm) wide molded 105" (266.7 cm) non-skid steps with storage underneath, which is much safer than the typical ladder.

commandbridge not found or type unknown

Flying bridge access stairs are steep but less daunting than a ladder. It is absolutely necessary to put teak treads on these fiberglass stairs even though they have a nonskid surface.

Accommodations start with an aft gathering area consisting of a U-shaped settee wrapping around a table on a fixed stainless pedestal.

bench not found or type unknown

The bench seat is accessible from both ends of the table, so everyone doesn't have to move to let people in and out.

A refreshment center is located forward of the seating area. It includes a recessed sink and an optional electric grill under a lid supported by twin gas struts.

fridge not found or type unknown

There's storage behind doors on the face of the refreshment center and an optional refrigerator. Moving forward, there's an L-shaped observer's position with a storage compartment alongside. The entire deck is guttered to channel water away and overboard. An overhead hardtop, which is 6'5" (1.96 m) off the deck, has supports aft and heavy-duty stanchions forward. An opening hatch is cut into the center of the top.

dark not found or type unknown

Darkening the underside of the top that is 6'5" (1.96 cm) off the deck helps reduce glare on displays.

Upper Helm

flyhelm not found or type unknown

The standard flying bridge helm is starboard-mounted, like the optional lower helm. Components are located below a soft touch dash with a centrally mounted compass. Dual 16" (40.64 cm) displays sit on either side of the vessel view engine monitor, just below the dash.

flyhelm2 not found or type unknown

Electrical switches are grouped to the left. Trim tab rockers are just below the spotlight remote. The 14" (35.56 cm) wheel is mounted to a tilt base. The autopilot control head is to the right as are the Cummins joystick and VHF handheld remote.

A panel on the right side of the console and ahead of the engine controls houses the Seakeeper controls. A convenient storage compartment is located behind those controls.

helmseat not found or type unknown

The comfortable high-backed seat includes a flip-up bolster and two flip-up armrests. Seat controls can be seen under the seat.

seating not found or type unknown

To port of the helm is L-shaped seating.

view not found or type unknown

Visibility is nearly unobstructed from the upper helm.

Main Deck Cabin

Salon

salondoor not found or type unknown

The opening into the salon is 79" (200.6 cm) wide and 76" (193 cm) tall.

The salon is the main gathering area of the C52 Command Bridge.

The main salon is well-appointed in cherry wood with a urethane finish. The high ceilings run from 7'4" (2.34 m) in the galley area to 6'6" (1.96 m) in the salon.

salon3 not found or type unknown

The 7'4" (2.34 m) headroom creates a more comfortable atmosphere for guests and makes the boat seem bigger inside.

The space, coupled with the surrounding windows, create a feeling of openness that isn't often found in yachts in this class. Keeping the ceiling height consistent throughout the boat creates the feel of a much larger yacht.

salon4 not found or type unknown

The standard layout features opposing seating to port and starboard.

The port side couch wraps around a high-low table. The seating is 180" (457 cm) with a seat base of 22" (55.8 cm) and a back rest of 12" (30.4 cm) around a 51" (129.5 cm) x 28" (71.1cm) table. It can be converted to an additional berth in a pinch. The starboard couch can be swapped out for a smaller version

behind the lower helm. This seating is upholstered in Ultraleather.

~~seat~~ not found or type unknown

Underneath the abaft seat is a storage compartment that measures 31" (78.7 cm) x 25" (63.5 cm,) x 14" (35.5 cm).

~~window~~ not found or type unknown

Opening windows are located to port and starboard.

Lighted overhead soffits conceal climate control vents, so the salon warms or cools evenly. This is a far better treatment of A/C than having an open grate blowing cold air in one place. Cellular shades add an insulating component.

The entertainment center is mounted on the starboard side. It includes a 42" (106.68 cm) TV with a soundbar underneath. A cabinet housing the entertainment components is located alongside. A concealed trash receptacle and additional storage are found below.

~~cabinet~~ not found or type unknown

Angled drawers below the solid surface counter take best advantage of the useable space. To the left are controls for the lights and the Dometic appliances.

Decking is all engineered wood consisting of plywood with a 3/8" (0.95 cm) thick piece of maple. All furniture, cushions, and cabinetry are made in-house by Carver. Controlling that part of production allows the company to offer a lot of customization.

~~entertainment~~ not found or type unknown

Swap the starboard couch for an entertainment center.

Galley

The galley is located aft on the main deck and down two 8" (20.32 cm) steps, keeping it centrally located between the two primary social zones. There are 12 ½' (3.81 m) of solid surface counters with outlets on the forward and aft ends.

~~galley~~ not found or type unknown

The 12.5' (3.81 m) counter is available in stone upon request and is customizable.

Galley features include a two-burner induction cooktop with overhead ventilation. The double basin stainless steel sink can be covered when not in use. The covers are stowed under the sink.

~~stovetop~~ not found or type unknown

The two-burner induction stovetop is concealed by a flip-up cover.

cabinets not found or type unknown

Overhead, there are seven storage cabinets with high-gloss finish. Note the indirect lighting which adds a classy effect at night.

sink not found or type unknown

When the galley goes into action, the covers come off to reveal two deep, stainless steel sinks.

Below and to the left are the microwave and optional dishwasher, beside an optional freezer/refrigerator.

Storage is found below. Seven separate storage compartments are located above those galley components.

The high gloss finish on the cherry woodwork is found throughout the galley.

cooking not found or type unknown

Everything needed for gourmet cooking and clean-up fits nicely in the C52 Command Bridge's galley.

Soap and sponge storage are hidden in a pull-out drawer under the sink. Another window has pull-down

blinds. A second, identical refrigeration set-up is located directly across from the first. Glass doors behind

the galley open completely to combine the galley and aft deck into a single area, all on a single level.

Belowdecks

deckplan2 not found or type unknown

The Carver C52 Command Bridge has a private entrance to the master, something that is somewhat unusual in this size range, and adds privacy for both the owners and guests.

step not found or type unknown

Stainless steel step edges take the guesswork out of where the 8" (20.32 cm) and 4" (5.08 cm) steps begin and end.

Master Stateroom

masterentry not found or type unknown

The master stateroom has a separate 25" (63.5 cm) entry so guests do not have to pass this area to get to their staterooms.

A ceiling height of 6'5" (1.96 m) leaves 44" (112 cm) over the berth. It is unusual to see decking that creates one level rather than steps to accommodate the contours of the hull.

master not found or type unknown

The only rise in the deck level is this step to accommodate entering the berth.

The 78" (198.12 cm) x 59" (149.86 cm) berth is mounted on the centerline. At the bottom of the stairs, there's a 40" (101.60 cm) bench beneath a hull side window with an opening port.

headboard
not found or type unknown

We'll see the stylized headboard repeated in the other staterooms.

Cedar lined storage uses the space beside the port. A 61" (154.94 cm) sofa is found under a portside hull window. More storage is alongside.

hanging locker
not found or type unknown

To starboard is a large storage closet/hanging locker and drawers. The dark, rich wood stain gives the stateroom an elegant look.

sofa
not found or type unknown

The 61" (154.94 cm) full-sized sofa averages 22" (55.88 cm) in depth and creates a comfortable seating area in the master stateroom. The overhead at the headboard is just over 5' (1.54 m).

The 32" (81.28 cm) TV is mounted in a bulkhead across from the berth and in an above carving that matches the headboard.

Master Head

Enter the en suite through a door beside the TV. It's a fully featured head, but notice the separate walk-in shower is arguably the largest in class while still not sacrificing space in the head.

teak seat
not found or type unknown

The L-shaped, teak seat adds an unexpected bit of luxury.

head
not found or type unknown

There is also ample storage space.

The shower includes a rainfall showerhead and a separate wand. An opening port provides ventilation.

VIP Stateroom

As we make our way down the forward companionway, there's a bit of a finger pinch point beside the handrail.

handrail
not found or type unknown

We'd like to see a little more space around the handrail.

vip
not found or type unknown

Guests could easily mistake this VIP for the master at first glance.

The VIP stateroom is located forward and has the typical layout of an island berth measuring 67" (170.18 cm) x 77" (195.58 cm) with 8" (20.32 cm) high stepped access to both sides. Headroom above the berth measures 45" (114.30 cm).

vip2 not found or type unknown

With 45" (114.30 cm) of room above the berth, smaller kids might be able to jump on it.

Storage is found to both sides and below. Two hull side windows combine with the overhead hatch to add lots of natural light. Blinds are manual pull so there's no cords or mechanism to fail.

drawers not found or type unknown

There is a raised edge on the high gloss cabinetry surface to keep things from sliding off. We'd like to see more of a fiddle here, an inch or two high (2.5 to 5 cm).

Climate control, stereo and connectivity are all within easy reach to the starboard side. There's also a convenient shelf space for items we want to keep within reach.

stereo not found or type unknown

There is no need to get up to change the radio channel or plug in a charger.

A 24" (60.96 cm) TV is mounted on the aft bulkhead with a design panel matching the headboard just below. Refrigeration and a vanity are a couple examples of customization requests Carver has accommodated.

VIP Head

The en suite has its own private 19" (48.2 cm) entrance. It's fully featured, including a separate walk-in shower. A skylight in the 6'7" (2.01 m) overhead adds natural light. This head also has a second entrance to the companionway, allowing it to serve as a day head and as the head for the guest stateroom.

viphead not found or type unknown

A 19" (48.26 cm) companionway entrance makes this head handy to everyone on board.

Guest Stateroom

A stacked washer and dryer are located immediately inside the door. This is a welcome piece of optional equipment that we recommend to anyone planning on cruising. Even for day boating, it is a good place to wash and dry bathing suits.

washer dryer type unknown

Inside the guest stateroom are a washer and dryer.

twins not found or type unknown

The starboard side stateroom features side by side berths, each measuring 75" (190.50 cm) head to toe. The inboard berth is 23" (58.42 cm) wide while the outboard is 26" (66.04 cm). A long hull side window includes an opening portlight. A 23" (58.42 cm) TV is attached to the forward bulkhead. Storage and entertainment connectivity are found below. One customer had all this removed in favor of a pantry and office space.

Construction

The key to greater performance and better fuel economy is a lighter boat. To keep their boats lighter without sacrificing strength, Carver uses a vacuum infused resin technology that draws in a precise amount of resin to saturate the fiberglass laminate, rather than "over wetting" like hand layup can do. This state-of-the-art-technology results in the elimination of voids and excess fiberglass and resin build-up, making the part both lighter and stronger.

factory not found or type unknown

Vacuum-infusing resin requires considerable skill and some complex technology. Here we see a part with resin being vacuum infused.

Options to Consider

- Bow and stern thruster (\$21,870)
- Cummins joystick (\$36,485)
- Air conditioning – includes dual 240V 50 mp shore service (\$25,640)
- Cablemaster for shore power (\$7,960)
- Generator up to 23 KW (\$47,785)
- Central vacuum (\$1,575)
- Crew quarters (\$21,700 to \$35,860)
- Galley island (\$6,970)

- Bridge hardtop enclosure (\$31,520)
- Colored hull upgrade: Sterling Taupe, Carbon Black, Mariana Blue or Anthracite Grey (\$8,830 to \$10,670)
- Hydraulic swim platform (\$49,155)

Price

The C52 Command Bridge has a base price \$1,103,760 with twin Cummins QSB 67 480-hp diesel engines and an MSRP of \$1,624,125 with twin Cummins QSC 8.3L 600-hp diesel engines.

profile2 found or type unknown

The Carver C52 Command Bridge motoryacht is right at home cruising the city front or crashing waves in the Gulf Stream.

Observations

The C52 Command Bridge has a lot to offer owners/operators. She's well-built and NMMA Certified to ABYC standards. The C52 Command Bridge has an appealing layout and clearly, her fit-and-finish should be seen to be fully appreciated.

We particularly like her V-drive propulsion system which eliminates costly pods, their maintenance, and costly repair if damaged. While pods may be slightly more efficient at cruising speeds, the savings in fuel will never make up for the added cost. The V-drive also permits the builder to make the living quarters below slightly larger.

By ordering the bow and stern thruster combo, there is no need for the joystick and even a newbie will get the hang of docking in a tight slip quickly. Even for old twin-screw boat-handling veterans we would recommend the bow and stern thrusters, because there are times when a side current in a tight marina can be problematical without them.