



SHESTAKOV

Yacht Sales

64 - OUTREMER



Builder:

OUTREMER

Model:

64

LOA:

64' 0" (19.51 m)

Min Draft:

13' 1" (4 m)

Beam:

32' 0" (9.83 m)

Max Draft:

32' 3" (9.83 m)

Cruise Speed:

11 kn / 12.66 mph

Max Speed:

13 kn / 14.96 mph

Water Capacity:

211 Gallons

Fuel Capacity:

211 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

If you would like to buy a yacht **64 - OUTREMER** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

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OVERVIEW

The 64 from OUTREMER combines the efficiency of a performance sailing yacht with the liveaboard comforts of a cruising design, all set on a robust fiberglass and plastic platform. Listed by Shestakov Yacht Sales and broker Andrey Shestakov, this model offers sail-driven passage-making backed up by twin diesel power for dependable motoring when required.

Selecting a 64

Deciding on a 64 begins with matching its performance envelope to your intended cruising profile. Its expansive 32 ft (9.83 m) beam and the variable draft of 13.124–32.263 ft (4.0002–9.8339 m) will influence berth choices and route planning, while twin Yanmar inboard diesels provide auxiliary thrust and close-quarters handling. Rated to cruise around 11 kn with a 13 kn top end, the design sustains a reliable passage-making pace under power. For a full review of specifications, current availability, and delivery considerations, contact Andrey Shestakov at Shestakov Yacht Sales.

Features of the Model

- Classified as a sailing yacht with a distinct cruising emphasis
- Hull built to fiberglass and plastic standards with a fiberglass deck
- Twin Yanmar inboard diesel engines for trustworthy auxiliary power
- Practical performance figures: 11 kn cruising speed and 13 kn maximum speed (12.66 / 14.96 mph)
- 64 ft LOA and a 32 ft beam for a solid platform
- Matching tankage with 211 gal fuel and 211 gal water capacity

Technical Specifications

- LOA: 64 ft (19.51 m)
- Beam: 32 ft (9.83 m)
- Draft: 13.124–32.263 ft (4.0002–9.8339 m)
- Cruising speed: 11 kn (12.66 mph)
- Maximum speed: 13 kn (14.96 mph)
- Engines: 2 x Yanmar, Inboard, Diesel
- Hull: fiberglass and plastic
- Deck: Fiberglass
- Fuel capacity: 211 gal
- Water capacity: 211 gal

Pricing and Ordering

Price points and build or delivery timelines for the 64 are provided upon request. Shestakov Yacht Sales will assist with specification choices, securing a build slot or sourcing existing inventory, and arranging transport. Reach out to broker Andrey Shestakov to review configurations, estimated schedules, and the next steps aligned with your program.

Questions and Answers

Q: What type of yacht is the 64? A: The 64 is a **sail-powered** sailing yacht designed with a **comfort-forward** cruising focus built on a fiberglass and plastic hull architecture.

Q: What are the **cruising speed** and **maximum speed** ? A: The **cruising speed** is 11 kn (12.66 mph) and the **maximum speed** is 13 kn (14.96 mph).

Q: Which **engines** power the yacht? A: It is fitted with **2 x Yanmar inboard**

diesel engines, offering dependable auxiliary propulsion and maneuvering capability.

Q: What are the key **dimensions** and **draft range** ? A: LOA is 64 ft (19.51 m), beam is 32 ft (9.83 m), and **draft** varies from 13.124 ft (4.0002 m) up to 32.263 ft (9.8339 m).

Q: What are the **fuel** and **water** capacities? A: **Fuel capacity** is 211 gal and **water capacity** is 211 gal. For specific range calculations and provisioning guidance, contact Andrey Shestakov at Shestakov Yacht Sales.

Owner Experience Review

Owners and skippers commonly regard the 64 by OUTREMER as a bluewater-capable performance catamaran, proven on extended offshore legs and rally events. A skipper's log from a 64 Light records an Atlantic crossing of roughly 2,100 nm completed in about 10 days during the ARC. On passage, crews report the hulls "starting to plane as if she is made to fly," delivering strong downwind surfing and sustained speeds; one entry recorded approximately 15 knots under spinnaker while the vessel remained comfortable and unstruggled. The light-displacement nature means gusts typically convert into forward drive, and it was noted that reefing the mainsail was unnecessary for the entire crossing.

Comfort underway is described as both lively and reassuringly steady, with generally low motion and a well-functioning saloon and cockpit layout for passages. The platform has been used in professional charter operations—one example accommodated 7 guests across 4 cabins—while owner-operators favor the larger-volume owner suite and the twin "MyFreeSpace" modular zones that can be configured as a private crew cabin, office, or extra guest quarters. A dedicated skipper cabin supports owner-plus-crew arrangements for family use or charter programs.

From a maintenance perspective, owners and trade press emphasize the requirement for specialist attention to carbon components (mast and reinforced daggerboards), including scheduled inspections and keeping critical spares. Charter operations highlight the need for routine professional upkeep to maintain itineraries. Practical experience also notes that machinery and utility spaces on comparable Outremer models can be compact, so planning for access during major servicing is advisable. Owners have undertaken refits—such as installing a hardtop with integrated solar—to lower engine hours and simplify onboard systems.

Pros and Cons

- Ocean-proven performance with accounts of fast, stable passages, including an approximately 2,100 nm Atlantic leg completed in roughly 10 days.
- Light-displacement architecture turns gusts into speed, with owners reporting 15 knots under spinnaker without excessive load.
- Flexible interior arrangements featuring a substantial owner suite, dual MyFreeSpace areas, and a separate skipper cabin suitable for family, crewed, or charter roles.
- Carbon mast and reinforced daggerboards demand specialist inspections, parts, and servicing plans.
- Machinery and utility spaces may be tight on similar designs, so access for significant maintenance requires consideration.
- Achieving energy self-sufficiency may call for refits—such as a hardtop with integrated solar—to reduce reliance on engines.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
64	64' 0" (19.51 m)	32' 0" (9.83 m)	13' 1" (4 m) – 32' 3" (9.83 m)	11 kn / 13 kn	

55	54' 0" (16.73 m)	27' 0" (8.30 m)	4' 6" (1.36 m)		
42	42' 0" (12.80 m)	22' 0" (6.78 m)	5' 9" (1.75 m) – 23' 6" (7.17 m)	9 kn / 11 kn	

SPECIFICATIONS

LOA:

64' 0" (19.51 m)

Beam:

32' 0" (9.83 m)

Cruise Speed:

11 kn / 12.66 mph

Water Capacity:

211 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Engines:

2

Engine Type:

Inboard

Min Draft:

13' 1" (4 m)

Max Draft:

32' 3" (9.83 m)

Max Speed:

13 kn / 14.96 mph

Fuel Capacity:

211 Gallons

Deck Material:

Fiberglass

Manufacturer:

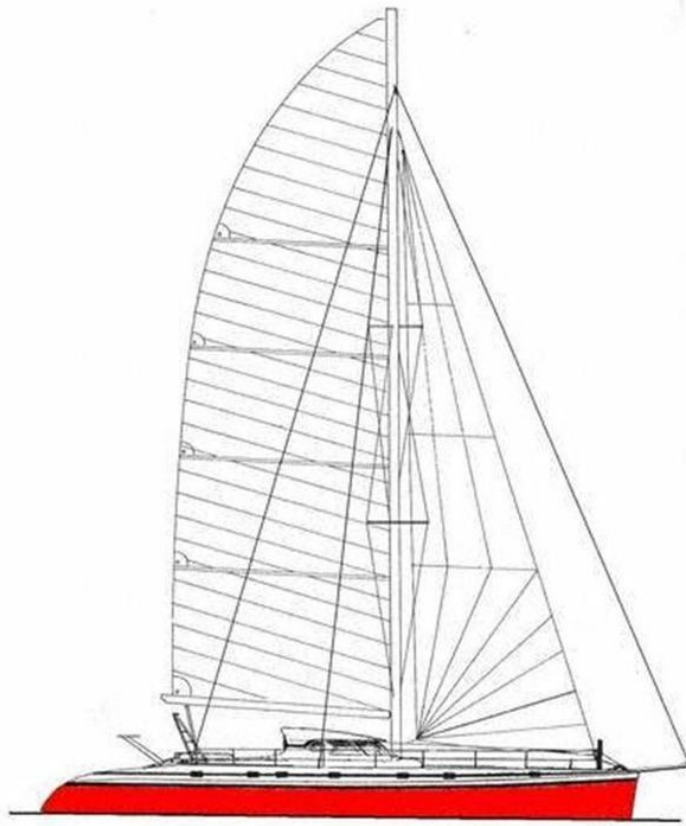
Yanmar

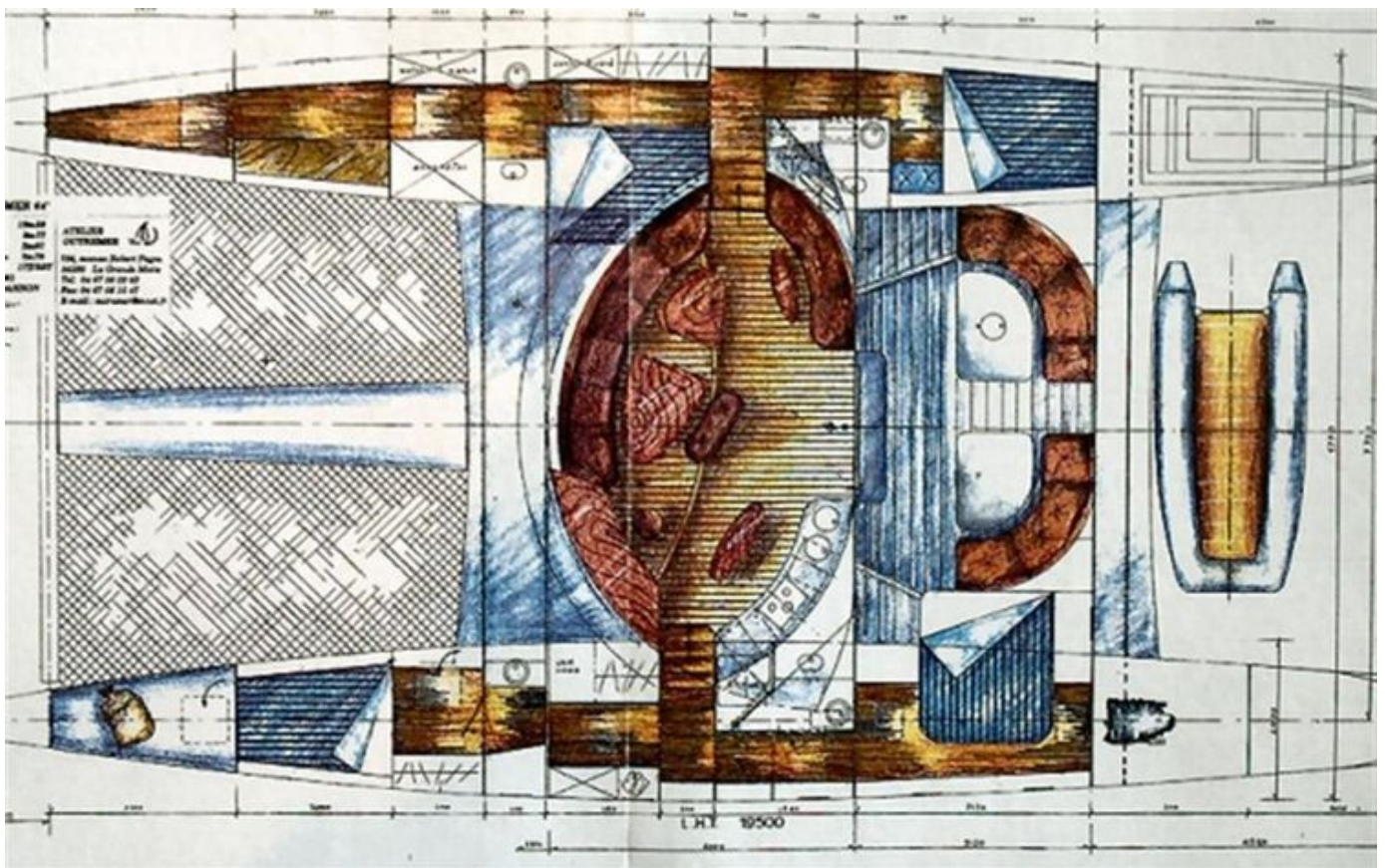
Fuel Type:

Diesel

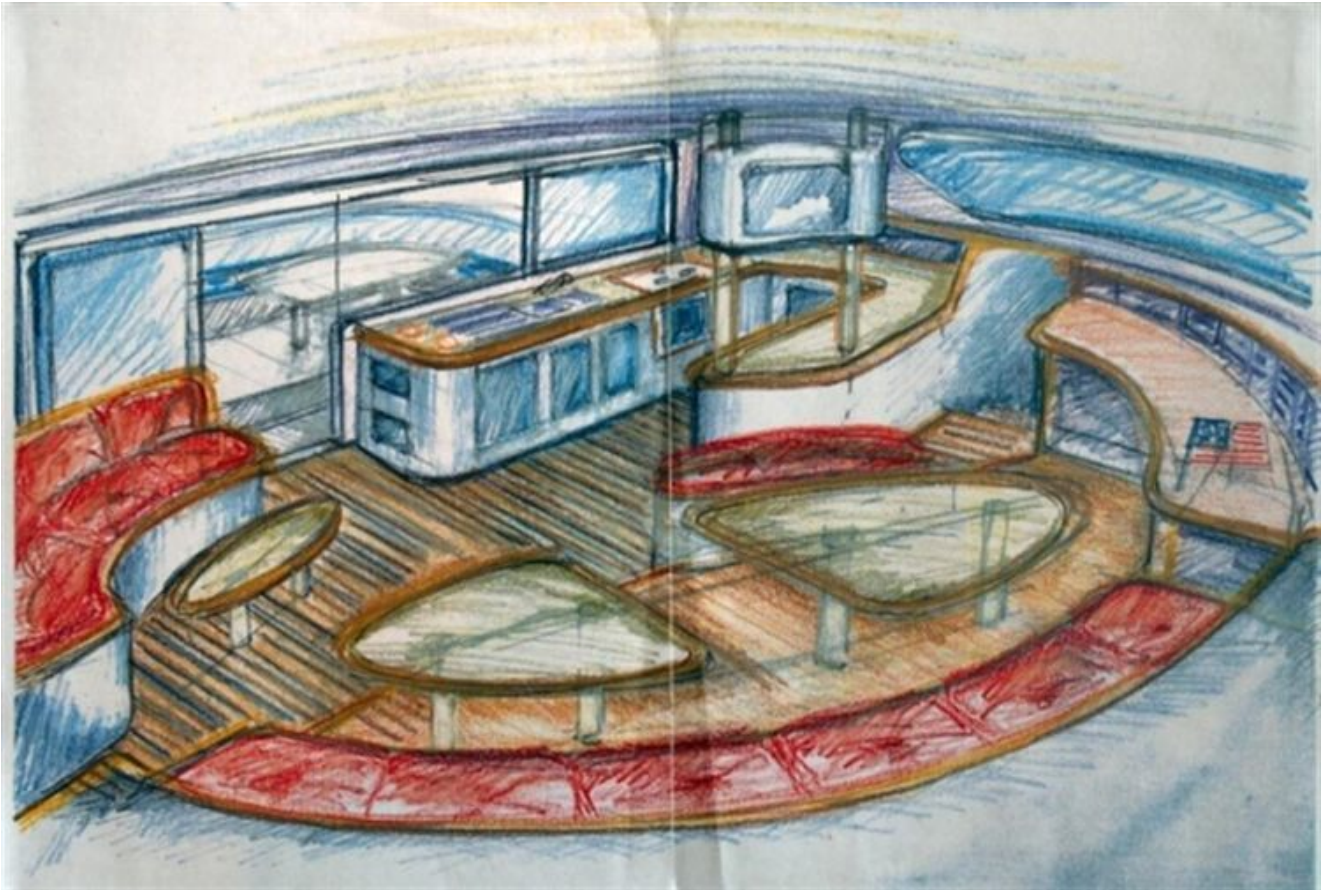
GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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