

ON OUR WAY - OUTER REEF YACHTS



Builder: [OUTER REEF YACHTS](#)

LOA: 80' 0" (24.38 m)

Year Built: 2008

Beam: 21' 0" (6.40 m)

Model: 800 MY

Max Draft: 18' 1" (5.50 m)

Price: \$2,650,000 USD Subject to change.

Cruising Speed: 10 Knots (11.51 MPH)

[See full listing on our website](#)

Location: West Palm Beach, United States

Max Speed: 14.50 Knots (16.69 MPH)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 4

 Accommodations 4

 Hull and Deck Information 5

 Engine Information 5

GALLERY 6

DETAILED DESCRIPTION 7

CONTACTS 24

OVERVIEW

M/Y ON OUR WAY is an Outer Reef bluewater motor yacht that artfully marries sumptuous onboard comforts with tranquil, confident passagemaking; Outer Reef builds these yachts to robust open-ocean Category A standards, engineered to handle 18'-20' seas and configured for straightforward operation by a traveling couple. Fresh photography will be available shortly.

SPECIFICATIONS

Basic Information

Model Year:
2008

Country:
United States

Year Built:
2008

Dimensions

LOA:
80' 0" (24.38 m)

Max Draft:
18' 1" (5.50 m)

Beam:
21' 0" (6.40 m)

Speed, Capacities and Weight

Cruise Speed:
10 Knots (11.51 MPH)

Water Capacity:
500 Gallons

Max Speed:
14.50 Knots (16.69 MPH)

Fuel Capacity:
3000 Gallons

Accommodations

Total Heads:
3

Crew Cabin:
1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Caterpillar

Fuel Type:

Diesel

GALLERY



DETAILED DESCRIPTION

Overview

ON OUR WAY is a meticulously maintained 80' Outer Reef that has undergone an extensive program of critical upgrades during her current ownership. Mechanically she has received complete top-end rebuilds of the Caterpillar C18 engines along with a full exhaust replacement, and those engines have recorded only five hours since the rebuilds. The twin Northern Lights generators have been fully serviced and are ready for operation. Major mechanical renewals include replacement shafts, new engine and gear mounts, a rebuilt hydraulic system, new battery chargers and batteries, new inverters, and new shore cords equipped with shore-power boosters. The HVAC plant has been comprehensively overhauled with new circulation and raw-water pumps and new frequency drives. Electronics and connectivity were modernized with a complete Garmin navigation package and Starlink, complemented by a new AV system. The interior has been entirely refurbished with all-new soft goods, fresh stonework, new furniture and carpeting throughout, and updated galley appliances. She offers a voluminous four-stateroom layout with separate, private crew quarters aft. Every system aboard has been inspected and either renewed or replaced as required, underscoring her exceptional seakeeping and suitability for extended offshore cruising. Delivered completely turnkey and prepared to cruise anywhere in the world, ON OUR WAY is a must-see.

Vessel walkthrough

Access aboard is effortless from multiple points: the teak swim platform, the port and starboard boarding gates opposite the pilothouse doors, or via the aft deck gates. Two stairways rise from the swim platform, each fitted with both

inboard and outboard handrails—a clear indication of the practical refinements that prioritize passenger safety and comfort. The aft deck is an open, overhead-sheltered entertaining area with wing doors on both sides; a staircase to port provides direct passage to the boat deck while a storage cabinet is discreetly placed to starboard. A built-in settee, four teak chairs and a generous teak table create alfresco seating for six to eight guests. For additional security at sea, the owner commissioned an aft-deck hatch that leads directly into the crew quarters and the lazarette below, offering a safe alternative to the transom door when conditions are unfavorable and an extra means of egress from the crew area in an emergency.

Double doors open into the main salon, where a beam exceeding twenty-one feet gives the space the presence and openness of a much larger yacht. Rich cherry wood paneling, upgraded throughout the interior, imparts warmth and refinement. On the port side, an L-shaped settee, an easy chair and a bespoke coffee table form a serene lounging area, while the starboard side houses an entertainment center accompanied by two custom chairs. Immediately forward of the seating, the formal dining area showcases a custom glass table with four chairs, elegantly positioned for intimate dining.

To starboard a well-appointed wet bar features a U-line ice maker and a Sub-Zero under-counter refrigerator, complemented by a custom cabinet with dedicated racks for glassware and china. A step up leads to the fully equipped galley, where cherry-paneled appliances sit against granite countertops and backsplashes, marrying durability with style. Storage is ample and thoughtfully executed with custom drawers for cutlery and flatware, a full-height glassware and plate cabinet to starboard, and an adjacent pantry for provisions; a dayhead is located forward for convenience.

The pilothouse helm is fitted with a newly installed, professionally engineered electronics package configured with multiple backup systems for redundancy and safety. Pilot and co-pilot helm chairs flank a large U-settee with table,

creating a comfortable command and observation station. A starboard-side stairway provides direct access both down to the guest accommodations and up to the flybridge.

Outer Reef's Deluxbridge offers an expansive, intelligently arranged flybridge with abundant storage. Pilot and co-pilot Stidd helm chairs face a full-beam helm featuring complete Navionics and a custom-designed chart well.

L-settees on both port and starboard serve Corian-topped hi/lo tables, and a wet bar with refrigerator/ice maker plus a gas BBQ grill make the space ideal for entertaining. A gas alarm, specified by the owner, monitors the propane tanks as an added safety measure.

Gates open onto the boat deck where a centerline, heavy-duty 2,000 lb. davit is installed, capable of launching tenders and life rafts to either port or starboard; to support this capability the boat deck structure has been reinforced and the rails modified accordingly.

Below deck are four staterooms and three heads, each equipped with a shower. Forward, the VIP cabin benefits from an overhead watertight hatch skylight, a queen berth with drawers beneath, two cedar-lined hanging lockers, and storage cabinets along both port and starboard bulkheads, together with an ensuite head and shower. Aft to port is a guest cabin with twin berths and drawer storage below, a nightstand and a cedar-lined hanging locker; this cabin shares its ensuite head and shower arrangement with the starboard guest cabin. Opposite, just beyond the port cabin, a washer/dryer and linen closet are located to starboard. The starboard guest cabin is arranged with over/under bunks, storage and its own cedar-lined closet.

Situated amidships, the full-beam master suite features a centerline king berth set against a custom headboard wall, flanked by vanities and drawer storage running the length of both bulkheads; the vanity includes a custom mirror. The master head, as with all heads on NV, is finished with granite flooring and countertops, and a spacious walk-in cedar-lined closet occupies the starboard

side aft of the suite.

The engine room is reachable either through the master stateroom's closet or via the transom door from the swim platform, and it is laid out to allow excellent access and ample working room around all machinery. Aft of the engine room, the crew quarters—also capable of serving as a fifth guest cabin—provide comfortable accommodations: to starboard a double cabin with a full head and shower, and to port a crew lounge and galley. A sizable storage area with washer/dryer sits aft of the crew lounge, and a watertight transom door opens directly onto the swim platform.

Construction

The yacht is built around a hand-laid FRP hull with PVC foam sandwich construction above the waterline and protected by a vinylester barrier lamination to guard against osmosis, while the deck, house and flybridge follow the same hand-laid FRP with PVC foam sandwich methodology. Structural integrity is assured by full-length longitudinal engine stringers, reinforced by athwartship stringers for added stiffness, with additional full-length hull stringers running port and starboard without altering the standard lamination or hull thickness and with targeted reinforcement around the stabilizer housings. Salon glazing is fitted with 3/8-inch tempered glass and the pilothouse is secured with 1/2-inch tempered glass, and the sheer is protected by stainless-steel capped rub rails; the bilge has been faired smooth and finished with epoxy paint. The built-in swim platform, which incorporates a stainless-steel swim ladder and safety rails, has been widened by an additional twelve inches and works in concert with the Quiet Roll integrated spray rail system to deliver a drier, quieter passage. Kevlar reinforcement has been incorporated into the fiberglass lay-up at the bow and an extra watertight bow compartment is sealed by a Freeman watertight hatch. Offshore Freeman heavy-duty exterior doors strengthen the pilothouse envelope, and an

emergency hatch from the aft deck to the crew quarters, equipped with a removable stainless-steel ladder, provides an additional safety egress. During construction the hull remained in the mold for a minimum of ten weeks, and convenient access between decks is provided by built-in stairs from the aft deck to the boat deck, complete with a hatch and stainless-steel handrails.

Mechanical equipment

Power is provided by twin Caterpillar C-18 Acert (1,000 bhp) diesel engines coupled to ZF transmissions with electronic instrumentation for dual stations, and the propulsion package currently shows 5,042 engine hours (August 2026). Steering is effortless via Hynautic power steering at both stations, while ABT Trac 220 hydraulic stabilizers with 9.0 square feet fins and ABT 38hp hydraulic bow and stern thrusters ensure composed behavior and nimble control. Precision handling is further supported by Glendinning handheld remote engine controls for three stations (Fore deck, flybridge and aft deck).

The engineering layout includes an underwater exhaust system with a bypass and FRP mufflers, complemented by a Northern Lights uplift water exhaust system. Tides packless shaft seals are fitted with one spare seal for each shaft, working in concert with stainless steel propeller shafts driving Nibral propellers and spur line cutters, all carried on stainless steel struts with bearings and controlled by stainless steel rudders with bearings. Additional durability and quiet operation are delivered by fiberglass drip pans beneath the engines, an Evolution anti-vibration system with soft engine mounts, and a second dripless shaft seal on shaft for added redundancy.

Fuel handling and serviceability have been meticulously addressed with two Racor 75/1000 Max dual fuel filters dedicated to the mains, two Racor 75/1000 Max single fuel filters for the generators, and one Racor 75/1000 Max dual filter devoted to fuel polishing through the transfer pump and day tank, augmented by an Algae-X fuel polishing system and a Groco 24v fuel transfer

pump. Seaworthiness and safety are reinforced by ball-valve bronze seacocks on all through-hulls below the waterline and an emergency tiller lock mechanism. Routine maintenance is simplified by a Reverso oil change system for ZF 360A engine transmissions with two additional valves for engine transmissions, and climate control aboard is delivered by a 230v Cruisair chilled water A/C system with an additional raw water pump back up for the A/C system.

Electrical systems

Two Northern Lights 25 kW (60 Hz) generators with sound shields provide the vessel's primary electrical generation, showing hours as of August 2026 of port 5,492 and starboard 5,237, and power is routed through a central distribution panel with gauges and circuit breakers that governs the 230/115V AC and 24/12V DC systems. Shore power is handled with refinement: Glendinning cabling fore and aft each stow 100 feet of 50 amp cable to feed dual shore power inlets equipped with rotary select switches, with additional flexibility supplied by a 100A to dual 50A splitter, while an accessible wiring raceway runs throughout and all batteries are secured in FRP lockers. The battery arrangement comprises two engine banks with two 8D 225Ah batteries apiece, two house banks each holding four 8D 225Ah AGM batteries, and two generator banks with one AGM 31T 105Ah battery per generator, supported by one 24V and one 12V battery charger, two Professional Mariner battery isolators, two Trace Engineering 4 kW inverters and a dedicated engine battery interconnection system. For international operation the yacht is fitted with two ASEA AC 12 power converters to accommodate world voltages, and machinery ventilation is comprehensive with two 115V AC and two 24V DC engine room blowers, five 24V DC head ventilation blowers and two forward bilge blowers; a Newmar 24V to 12V DC converter provides convenient step down capability. Navigation and safety systems include two Ritchie

six inch magnetic compasses, a full copper bonding system to all underwater fittings with zinc anodes, and wiring executed in tin copper to ABYC standards. The signal suite features a Kahlenberg D/OA dual trumpet air horn with compressor, and the yacht's lighting plan is extensive with a 24V DC chart light, three red chart lights on the flybridge, 24V DC courtesy and step lights with automatic wardrobe switches, 24V DC overhead halogen fixtures throughout, 24V DC rope style valance lighting in the salon and staterooms and 12V outlets in the pilothouse and on the foredeck; the engine room is illuminated by 115V AC fluorescent and 24V LED fittings. Navigation lighting is by Aqua Signal with five fixtures, propulsion grounding is maintained by two shaft brushes in the engine room, and visibility is exceptional thanks to two ACR searchlights mounted on the hardtop with pilothouse and flybridge remotes plus a Carlisle & Finch searchlight rated at 1.5 million cp with remote control at both stations.

Plumbing and tankage

Designed to inspire confidence on long passages, the plumbing and tankage systems marry rugged engineering with thoughtful redundancy. A bilge high water alarm tied to a pilothouse warning panel stands watch alongside four automatic 24v DC bilge pumps with emergency bilge suction on the engine, five additional backup bilge pumps and a manual bilge pump located in the engine room. Grey water is quietly handled by three automatic 24v DC shower pumps. Fuel is carried in aluminum tanks with a combined capacity of 3000 gallons and is managed through a stainless steel fuel manifold that provides dedicated supply and return lines, while fresh water is stored in a 500 gallon stainless steel tank and distributed through rigid freshwater piping; fuel lines are color coded copper for clarity and safety. Two shore water inlets—positioned on the foredeck and transom—ensure effortless connection at the dock.

Waste is contained in an FRP holding tank with a 200 gallon macerator pump, the system overseen by a Headhunter electronic holding tank level indicator and pump control, with cleanout and sight gauges and dedicated tank gauges for both fuel and water for complete monitoring. Domestic pressure is delivered by two Headhunter XR 124 24v freshwater pumps with accumulator tanks arranged in a manifold for smooth, reliable flow, supported by an M5 115v freshwater pump. Hot water is supplied by two 18 gallon 115v AC water heaters equipped with heat exchangers. Appointments are refined throughout: Grohe single level mixing taps in the galley, heads and showers, four Headhunter Royal Flush Superbowl marine toilets in Sand with chrome trim serving the guest heads, and a Tecma electric toilet in the crew head. Deck conveniences include a recessed transom shower with hot and cold supply, freshwater washdown outlets on the foredeck, aft deck and flybridge, plus a saltwater washdown pump with an outlet on the foredeck. Offshore self sufficiency is further supported by a Max Q 1800 gpd Reverse Osmosis watermaker, a Water Sanitron UV water purification system and a portable water softener.

Engine room

Painstakingly conceived to deliver both serene operation and uncomplicated service, the engine room is acoustically insulated and fully lined with sound absorbing material, while Edura coin dot flooring ensures secure footing underfoot. Routine upkeep is made simple thanks to a fresh water hose bibb and intelligently arranged sea chests, and a dedicated stainless steel workbench, tool cabinet and parts shelving create an orderly workshop protected by stainless steel safety rails running throughout the space. Power and lighting are ample and safeguarded, with 115v GF outlets protected by waterproof covers and a refined lighting scheme that combines 115v AC fluorescent fixtures with 24v LED DC illumination. Ventilation and temperature

control are optimized by port and starboard intake and exhaust fans, augmented by an additional 18,000 BTU air handler, and structural integrity and safe access are assured by two watertight bulkheads and watertight aluminum engine room doors fitted with sight windows.

Safety equipment

Fire protection aboard is comprehensive, centered on a Fireboy automatic suppression system that protects the engine room and incorporates both intake and outlet air shutdown capabilities fitted with aluminum louvers. This primary system is complemented by six Kidde ABC fire extinguishers distributed throughout the yacht, an electrical/electronic extinguisher positioned on the bridge and a dedicated CO2 unit located in the engine space. Safety at sea is equally well provided for with a Givens offshore life raft certified for 10 persons, twelve orange adult life vests, two life rings complete with supports, and an EPIRB ready to transmit a distress signal.

Crew quarters and lazarette

Beneath decks, the crew quarters and lazarette are laid out for both refined comfort and efficient operation, featuring a double berth arranged athwartship with an additional single upper berth, plentiful lockers and a dedicated hanging locker, while a head with shower is positioned to starboard for convenient access. A welcoming crew lounge with a dining table anchors the space and is supported by a fully appointed service area that offers a GE microwave oven, GE Spacemaker cooktop, a Sub-Zero refrigerator/freezer and two Sub-Zero undercounter freezer drawers, all set beneath a granite countertop with a stainless steel sink. Everyday convenience is assured by a Whirlpool washer and dryer, entertainment needs are met with two 20" TVs and a DVD player, and storage and organization are provided by shelves and a

cabinet for parts and optional equipment.

Exterior

Purposeful refinement greets the eye, beginning with a robust anchoring arrangement: a 100 lb. CQR plow anchor with 400' of 1/2" chain paired with a 154 lb. Ronca model #70 also on 400' of 1/2" chain, both managed through a dual anchor chute/roller and twin Maxwell HWVC4000 hydraulic windlasses equipped with chain counters and controls at the pilothouse and on the flybridge. The foredeck is composed with practical elegance, featuring two deck boxes that double as seating and a Textilene sunshade shielding the pilothouse glazing, while port and starboard wing doors on the after deck improve sheltered access and circulation. Seakeeping and safety are emphasized by stainless steel-framed, tempered-glass portlights fitted with screens and deadlights, and stainless steel railings that run the main deck and continue up the inboard stairways from the swim platform. Boarding arrangements are effortless, with a Marquipt ladder that includes an extension swivel platform and a portable passerelle suitable for Mediterranean mooring. A sense of comfort and fine joinery continues aft, where a bench seat with concealed storage faces a fixed teak table and teak decking accents the swim platform, stairway, after deck, and side decks. Dockside operations are aided by two Maxwell VC1500 capstans mounted on the aft deck, and a hideaway swim ladder is recessed neatly into the swim platform. The platform's modified U-rails have been raised 4" and fitted with an additional rail, making five in total for enhanced security. Sunbrella cushions dress the aft deck and Portuguese seats, and a full screen enclosure converts the after deck into a light, sheltered salon. Protection for exterior elements is comprehensive, with canvas covers provided for the foredeck bench seat, pilothouse windows, BBQ gas grill, flybridge electronics control panel, flybridge settees, boat deck windscreen, aft deck settee and table, and the tender and outboard.

Lighting and security have been thoughtfully integrated, with two aft-facing spotlights illuminating the boat deck and swim platform, four Aqualuma underwater lights at the swim platform for dramatic nighttime presence, and a hard-wired security system that monitors both doors and deck sensors.

Flybridge

The full-beam flybridge presents an expansive, refined outdoor living area anchored by a molded FRP instrument console and two Stidd helm chairs on chrome bases beneath a sleek hardtop whose two integrated lights illuminate aft toward the boat deck. The fore section is finished in light beige non-skid and features generous L-shaped FRP bench seating with abundant concealed storage, paired with two Corian-topped hi/lo tables gliding on 45° slides and upholstered in durable Sunbrella fabric. A Venturi windscreen crowned with stainless steel grab rails enhances protection and poise underway, while aft cabinetry thoughtfully integrates a wash basin, a U-line refrigerator/icemaker and a DCS BBQ grill, all supplied by two 20 lb. propane tanks with regulator hoses and solenoid control panels and monitored by a gas alarm.

Full-surround weather screens provide adaptable shelter when conditions demand. On centerline a heavy-duty 2,000 lb. Brower hydraulic davit stands ready; stainless steel safety rails encircle the flybridge and boat deck, with a purposeful modification to the boat-deck rail to permit launching the life raft and the tender to either port or starboard. Dedicated deck brackets and special stainless steel tie-down straps securely stow a Novurania 430 DL tender powered by a 60 hp Yamaha outboard.

Electronics

The yacht's electronics package marries refined sophistication with deliberate redundancy, with Garmin color radar, plotter and GPS installed at both the

pilothouse and the flybridge and Garmin autopilot functionality available at each helm. A Concord Custom Computer System runs Nobeltec TimeZero with updated GPS, while a separate, independent Nobeltec TimeZero installation—also equipped with updated GPS—provides expanded charting capacity. Situational awareness is further elevated by a FLIR Navigator II with dual control stations, a Garmin AIS, and WX Weather, all supported by a UPS power system to ensure continuous operation. Communications are handled with clarity and range by a Panasonic phone system and intercom, alongside twin Icom IC M605 VHF sets—one located in the pilothouse and fitted with a hailer and an additional microphone on the flybridge, the other positioned on the flybridge with its own microphone back in the pilothouse—and supplemented by a Speco hailer for precise ship to shore and onboard announcements. Vessel security and systems management include seven surveillance cameras covering the aft deck, side decks, forward areas and the engine room, an onboard computerized parts and records system organizing items by part number, purchase date, warranty and service history, and always on connectivity via Starlink.

Pilothouse

The pilothouse is anchored by a full-beam helm console that provides panoramic sightlines and ergonomically arranged controls; flanking the console are twin Stidd 550-XL Luxury Admiral helm seats dressed in Ultra leather with polished chrome bases, offering exceptional comfort and poised support underway. A U-shaped settee paired with a teak table creates an inviting enclave for relaxed conversation or precise chart plotting just steps from the helm, while an integrated U-Line wine cooler keeps refreshments perfectly chilled. A dedicated door between the galley and pilothouse preserves a refined circulation, marrying convenient access with a purposeful degree of separation.

Audio/visual equipment

The yacht's entertainment and communications ensemble has been carefully appointed: in the main salon a 42" Samsung plasma HDTV rises gracefully on a hydraulic lift, the master stateroom is fitted with a 32" Samsung LCD HDTV, the VIP stateroom features a 20" Samsung HDTV/DVD that descends from the overhead, and the guest stateroom offers a 20" Samsung LCD flat panel HDTV. Viewing in the crew quarters is equally well catered for with a 20" Samsung HD LCD TV/DVD alongside a 20" Samsung LCD flat panel HDTV. Media distribution and connectivity throughout the vessel are managed by three satellite ready JVC DVD/CD receivers, complemented by a KVH Tracvision M7, a KVH FB500 SAT phone and fax for dependable communications, and Starlink for high speed broadband.

Interior

Inside, the yacht is graciously appointed with a four-stateroom, three-head configuration and crew quarters tucked aft, all finished in warm cherry veneer paneling with a satin luster against vinyl-covered bulkheads. Complementary cherry cabin and cabinet doors and cherry-framed mirrors reinforce the cohesive palette, while teak-and-holly soles flow through the living spaces and give way to durable granite soles in each head. Thoughtful storage and comfort are evident in cedar-lined hanging lockers with automatic lighting, subtle light valances in the salon and staterooms, and a foam-backed removable headliner for refined acoustics and maintenance. Practical elegance continues with a Nutone central vacuum system, Formica-finished drawers equipped with full-extension guides, and telephone outlets provided in every room.

Salon

Enter the salon where a cherry overhead grab rail sweeps elegantly above, and four wall sconces fitted with dimmer controls allow you to sculpt the lighting to suit the moment, while sound deadening insulation placed between the engine room ceiling and the salon sole maintains a tranquil hush when underway. On the port side an L-shaped settee, accompanied by a cocktail table and a comfortable armchair, creates an inviting area for relaxed conversation, while the starboard side features an integrated entertainment center with a cabinet housing a hydraulic lift for the television, two chairs and a dedicated storage cabinet for neat stowage. A dining table comfortably accommodates four, and refreshments are conveniently close at hand thanks to an under counter Sub Zero refrigerator finished with a cherry panel, paired with a Scotsman automatic ice maker finished to match.

Galley

Designed for the epicurean, the galley is appointed with granite worktops that flow into a matching backsplash, while each major appliance is finished with cherry veneer front panels to beautifully echo the cabinetry. Cold storage duties are handled by a KitchenAid side-by-side unit that integrates refrigerator, freezer and ice maker functions, and culinary preparation is supported by a GE electric range with convection oven alongside a GE microwave for swift, precise reheating. An Asko dishwasher streamlines cleanup, and waste is discreetly managed by a KitchenAid garbage disposal together with a trash compactor.

Staterooms

Accommodations are centered on a full-beam master suite featuring a

king-size berth and a lavish ensuite appointed with a custom marble shower and double sinks. A generous walk-in closet and coin-dot flooring beneath the master sole provide tidy, practical storage, while additional sound insulation on the bulkhead between the master and the engine room delivers quieter nights underway. Fully forward, the VIP stateroom includes a queen berth, an ensuite head with shower and extra storage lockers along the hull sides. Guests are hosted in a port stateroom with twin berths and an ensuite head with shower, alongside a starboard cabin with over/under twin berths, and a Whirlpool washer/dryer is conveniently positioned in the hallway for effortless extended cruising.

Refit 2024

A comprehensive 2024 refit brought substantial mechanical and exterior improvements designed to enhance reliability and sea-keeping performance. The yacht now features new stainless-steel propeller shafts equipped with dripless shaft seals, accompanied by replaced engine and gearbox mounts and precision alignment to factory tolerances, while the rudders were carefully repaired and modified to refine handling characteristics. The deck davit hydraulics were completely rebuilt, fitted with new cylinders and hoses, and the stabilizer hydraulics were similarly overhauled. The main engines received a new exhaust system and the starboard engine was fitted with a replacement heat exchanger, and the vessel's waterline was refreshed with a new coat of paint in 2024.

Electrical and power systems were significantly upgraded to modern standards, including new 12V and 24V battery chargers and the replacement of all house and starter batteries, installation of two new inverters, and the addition of shore-power boosters valued at \$20,000 together with new shore-power cabling. The fuel transfer pump was enhanced, the autopilot pump replaced, and all scheduled service for the engines and generators has

been completed and kept current.

The navigation and electronics package was renewed to support safe, connected cruising: AIS was integrated into the navigation suite, dual-band VHF radios were replaced with new units and antennas, and the vessel now carries a new depth sounder, radar, and Garmin displays both in the wheelhouse and on the flybridge. Onboard connectivity and entertainment were upgraded with the addition of Pepwave, an improved CCTV system, brand-new televisions throughout, and a full conversion of all lighting to energy-efficient LED fixtures. Climate control received focused attention with the replacement of the air-conditioning circulation pump, two air-conditioning raw-water pumps, and two air-conditioning frequency drives, ensuring dependable cooling performance. Interior refinements include new countertops in the galley, the day head, and the crew area, while safety equipment is supported by life rafts dated 2022.

Upgrades

A carefully considered series of upgrades enhances comfort, aesthetics and utility throughout the yacht. Soft Lite shades have been fitted in the salon, day head and galley, while the salon itself benefits from refreshed settee fabric and foam, an elegant new dining table with matching chairs and a Sound Down acoustical pad to refine the onboard ambiance. New carpet and under-pads extend throughout the vessel, with the galley as the sole exception. Lighting has been elevated with new sconces in the master stateroom, salon and pilothouse, and the pilothouse settee now sports new fabric. The master stateroom features a new headboard and a marble shower, and the port twin stateroom also has a new headboard; all staterooms and the companionway below have been unified with fresh wall covering. Practical additions include an extensive spare parts inventory and 50-gallon fluids storage racks installed in the bilge forward of the engine room.

Exclusions

Please note the vessel is offered excluding all personal photographs and artwork, and it does not include the owner's clothing, tools, gear or other personal belongings.

Broker remarks

ON OUR WAY was conceived and executed with meticulous attention, using premium materials and carefully selected upgrades that place her among the most thoughtfully considered yachts in her size category. Redundant mechanical and electronic systems have been incorporated to enhance safety and provide reliable backup options. Powered by Cat C-18 engines, she maintains an efficient cruising speed between eight and ten knots. Now fully proven at sea and refined with further enhancements, she is genuinely better than new and poised to carry her next owners wherever they wish to explore.

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.

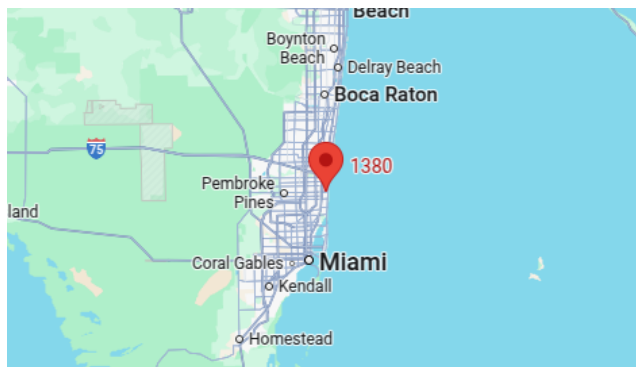
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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