



DOUBLESTAR - BENETEAU



Builder: [Beneteau](#)

Beam: 17' 0" (5.33 m)

Year Built: 2020

Min Draft: 25' 8" (7.83 m)

Model: N/A

Max Draft: 25' 8" (7.83 m)

Price: \$1,350,000 USD Subject to change.

[See full listing on our website](#)

Location: Savannah, United States

LOA: 62' 0" (19.15 m)

If you would like to buy a yacht **DOUBLESTAR - BENETEAU** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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 15

CONTACTS 25

OVERVIEW

Doublestar, a 2020 Beneteau Oceanis Yacht 62, embodies refined bluewater sailing luxury, having undertaken cruises across the Mediterranean, the Caribbean and the U.S. East Coast. Meticulously equipped for extended passages and comfortable living aboard, she features an onboard genset and watermaker, comprehensive climate control and bow and stern thrusters for effortless maneuvering. A Code 0 provides superior light-air performance, and an aft tender garage stows a Highfield RIB for day excursions and shore access. Not available for sale to U.S. residents while in U.S. waters.

SPECIFICATIONS

Basic Information

Model Year:
2020

Country:
United States

Year Built:
2020

Dimensions

LOA:
62' 0" (19.15 m)

Beam:
17' 0" (5.33 m)

Min Draft:
25' 8" (7.83 m)

Max Draft:
25' 8" (7.83 m)

Speed, Capacities and Weight

Water Capacity:
280 Gallons

Fuel Capacity:
264 Gallons

Accommodations

Total Heads:
3

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Berret-Racoupeau Yacht Design

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

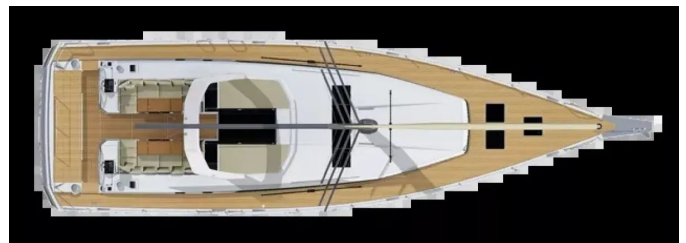
Fuel Type:

Diesel

GALLERY



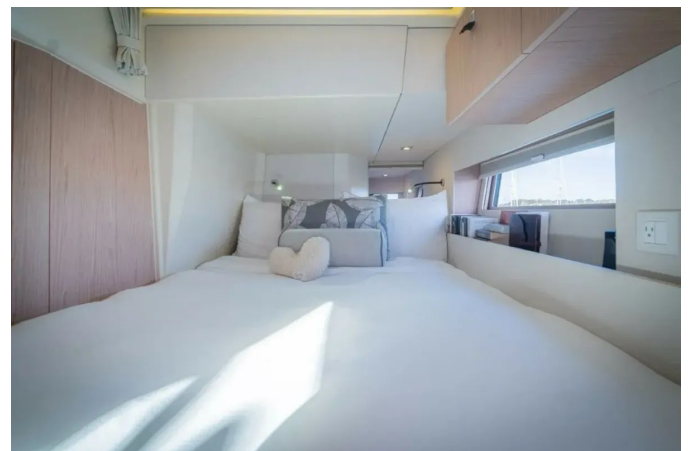
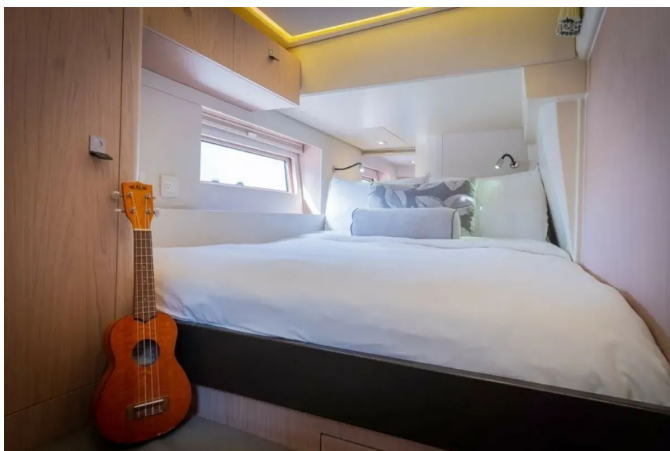


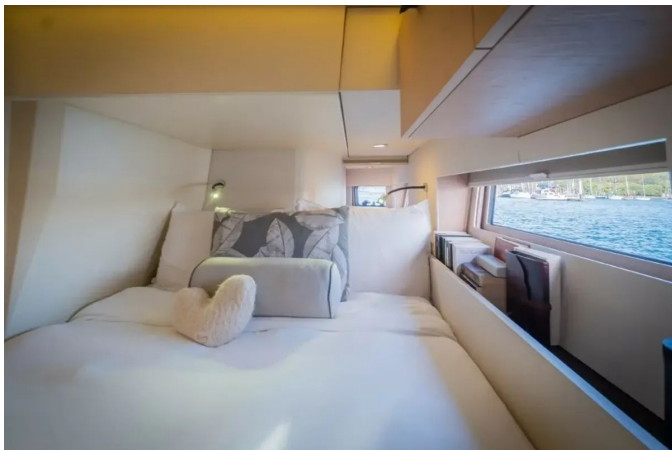














DETAILED DESCRIPTION

Description

Doublestar will be available for inspection in Savannah, Georgia, in early October. For those seeking a near new luxury cruiser equally at home on ocean passages, coastal exploration, or polished anchorage entertaining, Doublestar merits close consideration. Commissioned by seasoned owners and finished without compromise, she blends liveaboard comfort with a pedigree for safe, stylish long distance voyaging.

Custom ordered and delivered new to Annapolis, Maryland, in 2020, this Beneteau Oceanis Yacht 62 has logged successful cruises throughout the Mediterranean, Caribbean, and the U.S. East Coast, earning a demonstrated reputation as a capable and confidence inspiring bluewater yacht. Below decks, a light filled, contemporary interior conceived for extended time aboard provides a spacious three cabin, three head arrangement that balances privacy and hospitality. The expansive salon, a thoughtfully equipped gourmet galley, and a dedicated navigation station create a welcoming atmosphere whether underway or at rest, while large hull windows, overhead hatches and plentiful opening ports bathe the interior in natural light; climate control is delivered by a chilled water, reverse cycle air conditioning system rated at 48,000 BTU to ensure comfort in virtually any environment.

On deck Doublestar presents a refined and uncluttered layout that facilitates effortless movement and relaxed entertaining. Multiple lounging areas and a generous cockpit serve equally well for long offshore watches and sunset gatherings, and a large folding transom offers convenient water access. A purpose built dinghy garage stows the tender neatly when not in use, and the yacht is equipped with a HIGHFIELD CL 310 aluminum tender with Hypalon tubes powered by a 20 HP Mercury EFI short shaft outboard.

Under sail the Oceanis Yacht 62 combines pleasing performance with forgiving seakeeping. A powerful yet manageable sail plan featuring an in-mast furling mainsail and an electric furling headsail delivers excellent sailing without the need for a large crew, while a Code 0 and a spinnaker extend her capabilities in light air and downwind conditions. The shoal-draft keel drawing 7'10" broadens cruising options, and bow and stern thrusters with controls at both helms make close-quarters handling and docking reassuringly simple.

The yacht's systems are equally well specified: a 22.5 kVA generator (220V / 60Hz) supports hotel-class amenities, a watermaker producing 100 L/h (26 G/h) provides extended independence, and a dive compressor adds capability for waterside adventures. Maintained to a high standard by knowledgeable owners, Doublestar is presented turnkey and ready for immediate cruising. Registered in the Marshall Islands and owned by a Marshall Islands LLC, she represents a rare opportunity to acquire one of the most comprehensively equipped Oceanis Yacht 62s currently on the market, ideal for Mediterranean sojourns, Caribbean hopping, East Coast passagemaking or extended offshore exploration.

Overview

The Beneteau Oceanis Yacht 62 Doublestar is the embodiment of refined cruising, penned by Pierangelo Andreani and outfitted for long passages and comfortable liveaboard life. Natural light pours through expansive hull windows that frame panoramic sea vistas and create an airy, contemporary atmosphere accentuated by Alpi Brushed Oak joinery, Gris leather upholstery in the salon, upgraded Luxe interior doors with leather inserts, and bespoke marine carpeting. Headroom throughout the accommodation areas measures six feet eight inches or more, while a 48,000 BTU reverse-cycle air conditioning system with heating maintains a comfortable interior even when seawater temperatures fall to six degrees Celsius. The practical and luxurious

accommodation plan comprises three private cabins, three heads, a welcoming salon, a fully equipped galley, a dedicated navigation station and abundant, cleverly arranged storage.

The salon is designed for conviviality and relaxation with an L shaped settee with armrests to one side and a central arm rested settee opposite, all oriented to a pop up television paired with a Bose Sound Bar. An electric lift wooden table with a leather inlay glides from an elegant coffee table height to a full dining table for eight, while open hull storage and plentiful lockers beneath seating preserve a calm, uncluttered environment.

The navigation station is thoughtfully configured with a proper chart table, storage, a swiveling navigator's chair, a clearly organized electrical panel and a dedicated instrument panel. The galley has been specified to support serious provisioning and entertaining: a GN Espace induction/electric cooker, an exhaust fan, a Wolf microwave drawer, a Jura coffee, latte and macchiato machine, and a full complement of cooking equipment, utensils, cutlery, plates and bowls. Daily chores are simplified by a six place dishwasher with cabinet panel (2026), a twenty three bottle wine refrigerator, and stainless steel front loading refrigeration, freezing and icemaker appliances. Custom storage behind these units, drawers and cupboards for pans and lids, compartment bins and a Corian Deep Mink worktop with built in fiddles complete the culinary workspace; a large rectangular stainless steel sink with hot/cold mixer and two Corian covers is provided. Please note that the knives shown in a photo of the galley are personal items and are not included with the sale.

Access to systems is intelligently arranged: a technical locker adjacent to the aft starboard cabin entrance provides direct reach to circuit breakers, the electrical panel and the generator room. At the forward cabin entry an Asko washing machine is matched by a dryer above, and bottle stowage is discreetly located beneath the sole.

The forward owner's suite is a private retreat entered through its own doorway

and centered on a centerline bed with a slatted base and a custom memory foam mattress (2,05 x 1,72 m / 6'9" x 5'8"). Ample storage is provided by shelves, drawers, a miscellaneous locker and two under bed drawers, with gas strut assistance for access to the technical area below. To starboard a wardrobe, cupboard and shoe cabinet face a hanging locker to port.

Appointments include a Samsung Frame TV mounted on the bulkhead, a large mirror on the entrance bulkhead, an onboard safe, a Fusion stereo and new Ocean Air hatch blinds with insect and blackout screens. The owner's en suite provides a separate shower with a teak slatted seat and teak shower sole, a Tecma toilet selectable for fresh or salt water, a basin with storage and two mirrors.

Aft, the port guest cabin features a double bed on a slatted base with a custom memory foam mattress (2,42 x 1,40 m / 7'11" x 4'7"), a hanging locker, shelving and under bed drawer; its en suite head, accessible from the port cabin and via a second door from the salon, mirrors the owner's arrangement with a separate shower, teak slatted seating and flooring, a Tecma toilet for fresh or salt water, a sink with storage and two mirrors. The starboard aft cabin provides a double bed (2,04 x 1,40 m / 6'8" x 4'7") on a slatted base with a custom memory foam mattress, a hanging locker, shelving and an under bed drawer, while the starboard aft head is equipped with a Tecma fresh/salt water toilet, sink with storage and two mirrors.

Doublestar's sailward kit is arranged for versatility and control: a Hydranet in mast furling mainsail complements a Hydranet genoa flown on a Facnor electric furling system, with light wind options provided by a Quantum Sails Code 0 on an integrated furler (2022) and a Quantum Sails spinnaker (2021). New Sunbrella sail bags for the Code 0 and spinnaker are due in 2026, and a stainless steel bowsprit readies the yacht for asymmetrical spinnaker and Code 0 operation. Harken electric winches handle line work, including two Harken H50.2 STC electric winches assigned to halyard and mainsheet duties and two H70.2 STCEH genoa sheet winches. The painted white triple spreader

aluminum mast and boom support the in mast furling mainsail and incorporate folding mast steps, a split backstay, a Sparcraft mechanical kicker vang and an electric genoa furler with its drum mounted on deck. An integrated mainsheet arch with two stand up blocks keeps the cockpit clear, twin genoa tracks with adjusted traveler cars and two genoa sheet turning blocks are led to the cockpit via adjustable fairleads, and high modulus Dyneema is specified for the mainsail halyard, genoa halyard and outhaul. Running rigging includes a boom topping lift, a new mainsheet (2026), two genoa sheets, two single line reefs and one dual line reef, all led through nine clutches with two further clutches provisioned for staysail and spinnaker halyards. Two rope tail bags keep the working area tidy, downwind sail rigging is in place, LED spreader lighting provides six up lights and two down lights, and hardware is ready for a staysail.

The electronics and entertainment fit is comprehensive and designed for offshore confidence. Doublestar carries the manufacturer's Offshore, Coastal and Autopilot Pack options and employs SEANAPPS Smart Technology to display GPS position, battery condition, engine data, navigation information and more. At both helm stations a B&G Zeus twelve inch multifunction display interfaces with the B&G H5000 control system for vessel management, logging speed, temperature and wind data, and the H5000 autopilot is installed at both helms with supplemental WR 10 wireless autopilot control. The nav station houses a B&G MO16T multifunction display serving as GPS, chartplotter and chart reader with Navionics Silver charts, operated via a B&G ZC2 series keyboard and supported by B&G Blackbox inputs. Radar and sensing equipment include a B&G Halo 5 radar on a gimballed mount, a B&G Forward Scan depth sounder, a B&G AIS 500 and a B&G VHF V 90. Global connectivity and security are provided by a KVH VTS 7 high speed broadband satellite system (subscription required), a WiFi booster, an LTE booster and a GOST Global Ocean Security Technologies system offering access control, security, bilge alarm, low voltage alarm, CO2 alarm, geo fence alarm and tracking,

complemented by Starlink. Entertainment flows to two Samsung Frame TVs and a Bose Sound Bar and is supplied by a Fusion stereo that drives two Bose 2.1 interior speakers, two Bose 2.1 speakers beneath the cockpit seats near the companionway, two Fusion speakers at the helm stations and two at the mast base; a multimedia system over Ethernet/WiFi with a hard drive connects both TVs.

On deck the cockpit, transom and tender garage create a generous outdoor living area. Twin helm stations deliver excellent sightlines and fingertip control while dual teak cockpit tables with electric height adjustment convert into broad loungers or an occasional berth. Settee cushions, table sun pads and a Sunbrella Diamante Snow companionway mattress invite leisurely afternoons, and a 40 liter top opening fridge near the port helm adds onboard convenience. A hardtop bimini with full enclosure, a self draining cockpit sole finished in teak with black seams, abundant under seat lockers, a gas locker with strut opening and an additional gas locker beside the starboard helm console provide comfort and pragmatic stowage. The helm consoles are finished with black Cabonautica steering wheels, a steering lock, cable transmission, a lines locker, cup holders, deck plates for an emergency tiller system and complete duplication of engine control units and throttle controls at both stations. Bow and stern thrusters are controllable from both helms, with emergency engine and throttle control stowed in the starboard cockpit locker.

The twin teak cockpit tables sit on fixed pedestals and feature two leaves, a protective handrail and cup holders beneath the leaves. LED lighting bathes the cockpit, transom and forward sun pad, while a top opening cockpit refrigerator near the port helm, two Diamante Snow companionway sunbed mattresses and companionway doors with a sliding hatch enhance daily usability. Six waterproof speakers—two Fusion units beneath the seats by the companionway, two at the helms and two at the foot of the mast—supply open air audio, and a deck wash system provides fresh and seawater supply.

A large aft locker beneath the central seat, two lifting helm seats that allow passage to the bathing platform steps, shore power via two fifty amp sockets and a hydraulic transom gate that opens to a wide teak slatted bathing platform with steps aft of each helm add to the yacht's utility; the bathing platform integrates a stainless steel ladder and a hot and cold cockpit shower. A liferaft is mounted on the aft rail with a hydro release for immediate deployment. The integrated tender garage is accessible either through the hydraulic transom or via a cockpit sole hatch between the helms and measures approximately 3,49 x 1,70 m (11'5" x 5'7"), stowing a HIGHFIELD CL 310 aluminum tender with Hypalon tubes and a folding transom powered by a twenty horsepower Mercury outboard with EFI and a short shaft. Custom rollers permit the tender to be stored fully inflated without removing the outboard, the garage is illuminated by three lights and an onboard air compressor services both tender and inflatable fenders.

The canvas suite has been selected for protection and aesthetic cohesion: a Macrolon sprayhood offering excellent visibility and adjustable airflow (2026), a custom black Sunbrella cockpit enclosure with ventilation, insect screens and sun shades, and new cockpit side shades (2026). Sunbrella winch and helm covers, a Sunbrella fishing bag, Diamante Snow cockpit upholstery, Diamante Snow forward sun mattresses with protective vinyl covers, Diamante Snow companionway sun mattresses and Sunbrella accent cushions complete the exterior textiles.

Mooring and anchoring arrangements are robust and well arranged. A stainless steel bowsprit with a single anchor roller accommodates a primary Ultra Marine stainless steel anchor and swivel deployed on 300 feet of chain, with a freshwater foredeck washdown and a self draining chain locker accessed through a lockable panel in the sail locker. A 24 V, 2 000 W vertical electric windlass operates by remote with cockpit control and a chain counter. Eight aluminum mooring cleats, eight inflatable fenders with new covers, and Megabraid dock lines—six one inch and four three quarter inch—are

aboard, and an on board air compressor inflates or deflates both fenders and the tender. Stainless steel safety architecture includes a two part pulpit open at the bow (750 mm height, 28 mm diameter), two aft pushpits (750 mm height, 28 mm diameter), a ring lifebuoy bracket and an ensign mount. Triple lifelines run on stainless steel stanchions at 750 mm with side boarding gates to port and starboard, supported by two sideboarding ladders, four stainless steel handrails on deck, two on the coachroof, two on each side of the forward sun pad and four on the fixed arch. The fore sail locker opens via a deck hatch to a stainless steel ladder and is laid out for orderly storage of lines, fenders, cushions and sails, offers direct access to the anchor well and is fitted with a fridge/freezer (2026), electrical outlets and lighting so it can double as a practical workroom.

Mechanical systems center on a Yanmar 4LV engine producing 127 kW (170 MHP) from four cylinders, with approximately 2,850 hours of service and recent works including a replaced turbo (2026) and a new stuffing box (2026). Engine and transmission/throttle controls are duplicated at both helms, and propulsion is delivered via a shaft drive turning a three blade feathering propeller. Electrical charging underway is supported by two alternators—one 12 V, 150 amps and one 24 V, 90 amps. The engine room benefits from 40 mm foam soundproofing and breathes through four air intakes and two extractors. Close quarters maneuvering is assisted by both bow and stern thrusters, each operated from either helm.

Ship's electrical generation is provided by a 22.5 kVA, 220 V, 60 Hz generator mounted in a cocoon with approximately 6,000 hours and with a seawater pump replaced in 2026. A 2,000 W inverter handles silent shipboard loads, and power distribution is divided between a 110 V circuit with breaker and voltmeter, a 24 V electrical panel with breaker, voltmeter, water and fuel gauges and readouts for 24 V charging and consumption, and a 12 V circuit with electrical controls in the starboard technical area dedicated to engine and generator start. The house battery bank was renewed in June 2026 and

comprises eight 12 V Mastervolt AGM batteries wired as four 24 VDC strings, managed by a battery switch accessible from the port aft cabin and charged by two 24 V, 60 A battery chargers. Dedicated engine and generator start batteries are both 12 V, 140 amps (2026). 110 V sockets are distributed shipwide: three in the forward cabin, one in the forward head, one in the port salon, four in the galley, one at the chart table, one in the port aft cabin, one in the aft port head, one in the starboard aft cabin and one in the aft starboard head.

Fuel, water and plumbing systems are specified for autonomy and reliability. Fuel is carried in three tanks—two of 230 liters and one of 540 liters (two of 61 US gallons and one of 143 US gallons)—monitored by an electronic gauge, filled via three deck fillers and routed with quarter turn by pass valves. Two fuel transfer pumps move fuel from the reserve tank to either port or starboard day tanks and a Keenan Fuel Polishing System with dual filters and a bypass valve protects the engine supply. Dock water is taken in and polished shipwide by a Dometic Spot Zero Double Pass purifier to below ten ppm before reaching the tanks, and a Dometic Sea Xchange watermaker produces water at sea feeding four rotomolded freshwater tanks—one of 106 US gallons and three of 53 US gallons. Pressure is smoothed by an expansion tank and inline filter and the system is driven by a Marco freshwater pump installed in 2026; a new Marco pump (2026) handles deck wash duties. Hot water is supplied by a 16 gallon heater. Each WC discharges to a rigid 80 liter (21 US gallon) blackwater holding tank and there are three 21 gallon blackwater tanks in total. Bilge management comprises two electric bilge pumps and one manual pump. The propane system includes a cockpit gas bottle locker, regulator, solenoid and a gas leak detector.

Safety equipment and considered extras reinforce the yacht's blue water readiness. A Viking RescYou liferaft is mounted on the aft rail with a hydro release for rapid deployment, accompanied by a fully stocked ditch bag with flares and survival gear. Two EPIRBs—one fixed and one handheld—are

supplemented by a handheld GPS, Spinlock Deckvest lifejackets with tethers, personal locator beacons and two jacklines. A bilge camera with night vision offers remote monitoring to phone or tablet, and the engine bay is protected by an automatic fire suppression system. Eight inflatable fenders with covers, Megabraid dock lines (six one inch and four three quarter inch) and an air compressor simplify mooring operations. The HIGHFIELD CL 310 aluminum tender with Hypalon tubes and folding transom plus the twenty horsepower Mercury EFI short shaft outboard stow in the integral tender garage on custom rollers that permit fully inflated storage without removing the outboard. For diving and maintenance the Yacht Pro Essential dive compressor can fill two tanks simultaneously and is supported by a dedicated dive bottle rack, an inflatable maintenance platform with a Sunbrella cover and a passerelle for elegant boarding.

From its luminous, custom finished interior to its powerful and flexible sail plan, sophisticated electronics and redundant systems, Doublestar is presented as a thoroughly equipped Oceanis Yacht 62 prepared to carry you farther with assurance and refined comfort.

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.

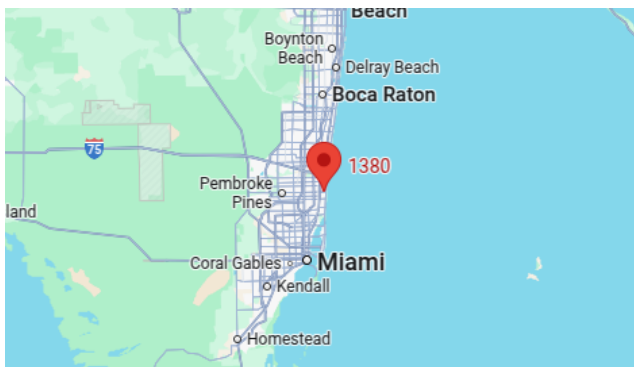
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019