

# UHURU OF LYMINGTON — OYSTER MARINE LTD



**Судостроитель:** OYSTER MARINE LTD

**Год постройки:** 2008

**Модель:** Крейсерская яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** Spain

**Длина общая:** 63' 4" (19.30m)

**Ширина:** 17' 8" (5.38m)

**Мин. осадка:** 8' 11" (2.72m)

Купить **UHURU OF LYMINGTON — OYSTER MARINE LTD** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **UHURU OF LYMINGTON — OYSTER MARINE LTD** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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# ХАРАКТЕРИСТИКИ

## Обзор

Extraordinary Oyster 62 which was built to cross oceans and to deal with both warm and chilly waters in style and with panache. Now totally detailed and ready for her new owner.

## Основная информация

**Тип судна:** Крейсерская яхта

**Подкатегория:** Center Cockpit

**Модельный год:** 2008

**Год постройки:** 2008

**Страна:** Spain

## Размеры

**Длина общая:** 63' 4" (19.30m)

**Длина по ватерлинии:** 54' 11" (16.74m)

**Ширина:** 17' 8" (5.38m)

**Мин. осадка:** 8' 11" (2.72m)

## Скорость, вместимость и масса

**Водоизмещение:** 73303.702115 Pounds **Вместимость воды:** 343.4236676 Gallons

**Объем топливного бака:** 528.344104  
Gallons

## Размещение

**Всего кают:** 4

**Всего коек:** 8

**Всего ком. состава:** 3

## Корпус и палуба

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**Материал корпуса:** GRP

**Материал палубы:** GRP

**Отделка корпуса:** Fiberglass

**Дизайнер корпуса:** Rob Humphreys

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Perkins

**Модель:** Sabre M185C

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Broker's Comments

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*UHURU* is a safe, fast and very comfortable passage maker. Built for world cruising, *UHURU* features a fantastic specification and equipment list. Still in her original ownership since new, *UHURU* has been carefully owned and operated and benefits from a recent winter refurbishment programme, which will ensure the boat is in super condition and ready for her next owner.

Viewing is highly recommended.

## Owner's Comments

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In commissioning *UHURU*, my goal was to build a true Adventure Cruiser that would be as safe and comfortable in the Antarctic as she is in the Caribbean. Comfort, reliability, quality engineering and safety were my priorities, and after sailing in some of the most challenging waters in the world she has exceeded all my expectations.

Over the last six years *UHURU* has sailed in the Mediterranean, crossed the Atlantic twice, cruised the length of the East Coast of the Americas and spent two very enjoyable seasons in the Caribbean before heading south. She then spent five months cruising in the South Atlantic visiting the Falkland Islands, Antarctica, Argentina, and spending two months exploring the Chilean Channels. During that time she met with many severe weather challenges and coped with them all in true Oyster fashion, with dignity.

She is a beautiful and exciting boat that is now offered after a minor refit and topside paint refresh. She has the highest specification of any Oyster 62 built and still has all the additional 'High Latitudes' equipment available should the new owner wish to continue her adventures.

## Construction

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*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean"*

*Hull:*

- The hull is moulded in GRP from female moulds built by Oyster in their own facility under the designer's supervision, ensuring a smooth accurate finish. Hull construction incorporates conventional stringer and floors structure.
- The hull and deck structures are moulded to the designer's specification under controlled conditions and all laminating is carried out by hand.
- Hull and deck mouldings are produced using Lloyd's approved gelcoat and laminating resin. On the hull the gelcoat is a special Isophthalic resin and the outer laminates incorporate a vinylester resin and powerbound matts. This combination provides exceptional UV, weathering and water resistance properties.
- The hull is executed in dark blue Awlgrip paint executed at Berthon 2011. The coveline and twin boot tops are in white.

#### *Deck Structure:*

- Moulded in GRP with a balsa core for strength and insulation. In load bearing areas the core is replaced with plywood for additional strength, and all load-bearing fittings have aluminium backing plates.
- Within the foredeck is a recessed locker, the top part of which may be used for the stowage of kedge anchor, warps, etc., and is fitted with hinged lids and a flush-fitting type locking device. The lower part of this forms the chain locker.
- Within the aft deck there is a large locker, which will allow the stowage of two 13kg propane typed bottle gas cylinders. A storage locker is incorporated into the portside of the aft coachroof. The liferafts are stowed on the pushpit, one each side. 2 Lewmar Size 60 deck hatches are fitting port and starboard above the owner's cabin, to provide added light and ventilation to the aft cabin.
- The superstructure mouldings are in white gelcoat.
- Aft a custom Rondal flush hatch fitted with twin gas struts, drain channels, rubber seal and positive closing, gives access to a full width, large lazarette locker.
- There are mug racks and holders under the sprayhood and at both helm stations.
- The deck edge incorporates a bulwark. This bulwark facilitates relatively flat side decks whilst providing a good foothold when working the yacht in a seaway. The top of this bulwark is finished with a teak capping in teak. Six 38mm internal scupper drains are installed along the deck edge preventing the topsides from staining when the decks are washed down.
- The sugar-scoop has teak treads on transom steps.

### *Hull and Deck Connection:*

- The hull to deck connection is achieved by the deck sitting on a return flange moulded into the hull. This forms a raised bulwark.
- The hull and deck are joined with mechanical fastening as well as a GRP bond between flanges.
- In addition, the teak caprail is mechanically fastened through the flange to give additional strength.

### *Deck Finishes:*

- Side deck, forward and aft coachroof, winch coamings, cockpit seats, sole, helmsman's seats and deck saloon roof are trimmed with laid teak.
- The teak decking is laid in 48mm wide (approximately) teak planking, using quarter-sawn planks and no visible fastenings, laid on epoxy glue.
- Planking is nibbed into the king plank and the decking is installed with margin boards around hatches, dorade vents, cabin sides and all major deck fittings.

### *Eyebrow Detail:*

- The yacht is fitted with an eyebrow detail on the main saloon deck house which combined with recessed windows lowers the apparent height of the main saloon. This is executed in the Oyster G5 style.
- A pair of stainless steel grabrails are also fitted.
- The roof of the main saloon is fitted with recessed laid teak decking aft of the sprayhood rail.

### *Keel & Rudder:*

- The keel is a high performance bulb (HPB) design.
- The ballast keel is a lead casting with approximately 2% antimonial hardening bolted to the GRP keel stub with aluminium bronze bolts.
- Ballast weight is approximately 9,400kg (20,723l) (standard).
- The GRP keel stub incorporates a wide footprint area to facilitate secure attachment of the



ballast keel and a deep bilge sump with suitable limber holes to allow easy evacuation of bilge water.

- The HPB keel is designed to combine moderate draft with good sailing performance due to its efficient shape and relatively low centre of gravity.

## Finishes

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### *Interior Joinery:*

- The teak interior joinery is the Oyster Millenium style and is first sealed with a U/V resistant varnish. The final smooth, satin finish is achieved with the last coat in a matt varnish.
- The companionway steps are finished with gloss varnish and a non-slip coating to produce a secure foothold and added durability.

### *Soleboards:*

- The soleboards are edge sealed with epoxy and coated on both sides with satin varnish. They are in the Millenium chequerboard style in teak.

### *Spars:*

- Cutter headed sloop with white painted aluminium keel stepped spar by Selden fitted with hydraulic in-mast furling and hydraulic furlers to yankee and staysail.

### *Bilges:*

- In the engine room the bilges are coated with grey Flocoat.
- All other accessible bilge areas are coated with international bilge paint.

### *Woodwork:*

- All unseen woodwork, including headliner battens, backs of furniture etc. are sealed with grey paint or varnish.

### *Stainless Steel:*

- All stainless steel is either electro-polished or is hand-polished.

## Machinery

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### *Engine & Gearboxes:*

- A single Perkins Sabre M85C 6-cylinder turbo-charged diesel engine of maximum potential power of 136kW (187hp) at 2100RPM is fitted.
- The gearbox is a ZF63A gearbox, which gives a reduction of 2.04:1.
- The engine is fitted with a 40 amp 24v alternator (equivalent to 80 amps at 12v) for start battery charging, and a
- Mastervolt 150 amp 24v high output alternator for domestic battery charging.
- Controlled by a Mastervolt Alpha Pro Regulator.
- The standard engine instruments include alarms for low oil pressure and high water temperature, plus a rev. counter, oil pressure and water temperate gauges.
- Engine hours approximately 2,165.
- A Halyard Marine GRP exhaust water separator and GRP waterlock are installed.
- Racor fuel filtration system to a duplex system with vacuum gauge.
- Aquadrive couplings are installed at the inboard end of the shaft to allow the engine to be flexibly mounted and to reduce noise and vibration.

### *Bowthruster:*

- Maxpower 18hp electric tunnel bowthruster.

### *Propulsion & Steering:*

- The rudder has a substantial GRP blade, foam filled, bonded to a solid stainless steel rudder stock. This is fitted to a substantial protective skeg which includes stainless steel reinforcement.
- The bottom pintle is attached by way of a through-bolted bronze heel casting.
- The rudder tube incorporates top and bottom roller bearings.

- The top of the rudder stock terminates at deck level and is covered by a screw-in stainless steel emergency tiller from a usable position on deck.
- Stowage for the tiller is provided within the lazarette locker.
- Regular steering is by a Whitlock torque rod system, installed with a pair of remote pedestals each incorporating a
  - 1.20m diameter Mini-Maxi type stainless steel wheel, friction brake, and three bearing pedestal steering unit.
- The steering wheels are covered with brown suede leather. This extends to partially cover the pokes too.
- The steering tiller arm is protected within the lazarette locker with an easily removable access panel to facilitate routine maintenance.

#### *Stern Gear:*

- A 3-bladed, 710mm (28") diameter Max-Prop feathering propeller is connected to the engine via a 50mm (2") diameter stainless steel propeller shaft, through a bronze cast P-bracket and stern gland fitted with a remote greaser.
- The Max-Prop feathers its blades to improve sailing performance. It eliminates stern gear noise and wear, whilst sailing.
- An Ambassador rope cutter is fitted.
- Spare 3 bladed fixed propeller stored under the port berth forward.

#### *Engine Room:*

- The engine bearers form a self-contained sump to contain and prevent oil spillage running into the main bilge area.
- A limber tube runs through the sump to enable any bilge water from the aft part of the yacht to run forward into the main bilge sump.
- The engine room is built of sound insulating plywood.
- The engine room is insulated with a composite of foam and high density polymer sound absorbing materials with an overall thickness of 45mm.
- The engine room access is via a door from the starboard midships cabin.

- Access panels are fitted with rubber sealing strips to minimize noise and secured by positive catches.
- The engine room has 24v lighting and two 24v x 100m extractor fans installed and switched at the DC electrical panel.
- These fans are ducted to the transom and are designed to be used after the engine has been shut down, to evacuate hot air from the engine space.
- Seafire automatic fire extinguisher is installed with a remote indicator light and automatic and manual cable discharge.

## Electrical Systems

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### *D.C. Electrical System:*

- The yacht's DC electrical supply is 24v and a bank of 8 x 6v 20 hour rated batteries give 820 amp hours (approximately) at 24v for the domestic supply. These batteries are heavy duty "deep-cycle", Rolls Surette (Batteries replaced new in March 2013).
- A separate bank of 6 x Optima RTS 4.2 red top batteries is devoted to engine and generator starting. This bank also powers the Max power bowthruster.
- All batteries are positively secured against inversion in the case of a knockdown.
- All battery stowage areas are vented to the exterior of the vessel.
- Emergency link between engine and domestic bank.
- Charging of the engine starting batteries is via the 40 amp alternator and a diode isolator.
- Ship's domestic batteries are charged via the Mastervolt 150A heavy-duty, second engine alternator with Alpha Pro regulator.
- The generator starting battery is charged by its own alternator.
- All electrics are connected to circuit breakers incorporated into a central panel system.
- Heavy-duty battery switches are located near to the batteries.
- Every effort is made to keep all runs as short as possible.
- A sacrificial zinc anode is bolted through the hull and grounded to the rudder bearing, P-bracket, engine and generator cooling water seacocks, gearbox and shaft log.
- In addition to alternator charging, the batteries can be charged by a Mastervolt MASS 24v, 100 amp battery charger, which feeds on 220v from generator or dockside power. This is

controlled by a Mastervolte BTM1 and C3-RS charger controller.

- 220v Mass Sine inverter.
- 220v Mass Sine inverter 24/5000 dedicated to the computer is also fitted.

#### *A.C. Electrical System:*

- Mains 220v AC circuit with 7 double, 13 AMP, 3-pin Clipsal sockets, in white or beige finish. 1 x 30 amp dockside power cable of yellow, 3core double insulated PVC, 20.0m in length. A Hubbell socket is located in the liferaft locker. The dockside end of the cable is fitted with a 3-pin, 16 amp plug.
- 1.25kW immersion heater fitted in hot water tank.
- Waterproof 12v dri plug in anchor locker for anchor light.
- 12v cigar lighter at chart table.
- Aquasignal LED Anchor Light at masthead.
- Perko 24v light in service pit, engine room and lazarette.
- Caframo 757DC-WBX white 12v with circuit breaker and dropper for fan circuit and additional fans.
- 24v Dri-plug socket in cockpit to power fire pump – socket on the end of the instrument console – permanent live with separate breaker in breaker cupboard.
- Red LED tube courtesy lights at sole level.
- 4 x red low wattage LED Cantalupi Spillo courtesy lights at deck level in cockpit, one each side of cockpit table and one at each helm to light the sole.
- Red overhead night lights over the galley and chart table with red neon fitted into the red switch.
- Seafender alarm system with 2 x remote fobs, pre alarm, courtesy switching of all spreader lights, boom light and transom lights.
- Panic button in aft cabin using push button switch in same style as lighting.
- Waterproof socket and plug in lazarette for dinghy pump.

#### *Generator:*

- An Onan MDKAV 13.5kW 220v/50Hz with 24v start **diesel generator** installed in manufacturer's sound shield, located under the steps in the saloon. An exhaust water separator and waterlock are installed. The unit has a remote start/stop and instruments mounted on the AC electrical panel. Generator hours approximately 2,719.

## Plumbing Systems

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### *Bilge Pumping System:*

- Bilges throughout the vessel are limbered into one deep central bilge sump (the aft cabin and lazarette bilge is piped through the engine room to ensure than only engine water and spillages are contained therein).
- Electric bilge pump Par 346000010 with Par hydro air switch. This switch is mounted in the bilge on an easily removable arm to facilitate maintenance. There is an alarm at pedestal.
- A three-position switch is fitted to allow Off/On/Auto operation.
- Henderson MkV manual bilge pump (rated at 135 lpm) operated from the cockpit and fitted with metal deckplate.
- Each bilge pump is fitted with a Whale type strum box of the appropriate size for that suction line and all suction lines can be lifted to enable debris to be cleared.
- SS Manifold for seawater inlets with twin Aquafax filters on 2 x 2" inlets to reduce through hull fittings.
- Tank tender for 4 tanks.
- Anchor deckwash pump in forecastle using

### *Grey & Blackwater:*

- Showers and washbasins drain into small, local greywater sump tanks and are then evacuated by an electric Whale "Gulper" pump. These pumps discharge directly overboard.
- The galley sink also empties via an electric Whale "Gulper" pump. These pumps are operated by waterproof rocker switches.
- Shower boxes have float switches with a manual back-up switch.

### *Seacocks:*

- All seacocks are dezincification resistant (DZR) cooper alloy quarter-turn ball valves with bronze through-hull fittings.
- The main engine and generator exhaust have GRP standpipes.

## Tankage

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### *Fuel:*

- Fuel supply is from two GRP tanks totalling approximately 2000 litres (440 gallons) installed under the deck saloon.
- The tanks are fitted with a number of Polyvent 240mm diameter removable screw down inspection covers with
- O-ring seals to facilitate periodic maintenance.
- A special tool for opening and closing the Polyvent covers is included with the vessel's loose equipment.
- The tanks have their own remote deck fillers and separate breathers.
- GRP tanks are coated internally with inert gelcoat and are fitted with baffles.
- All tanks are pressure-tested upon fitting and are then re-tested upon completion of build.
- Fuel suctions and returns are from the starboard tank, and fuel is transferred from the port tank to the starboard tank using a 24v fuel transfer system controlled from the DC switch panel.
- Two Racor model 500 FG fuel filters/water separators are installed with a warning light at the electrical panel – one for generator, one for engine.
- These units are more than just a fuel filter as they are specifically designed to remove water from the fuel system by a centrifuge action. They incorporate a water trap and drain cock.
- Racor in-line fuel filter for fuel transfer pump.

### *Fuel and Water Tank Measurement:*

- Fuel and water tanks are fitted with a Tank Tender contents gauge and back-up dipsticks.

### *Fresh water:*

- Water supply is from two GRP tanks totalling approximately 1300 litres (285 gallons).

- These tanks are treated with inert gelcoat, fitted with baffles and provided with Polyvent covers as per the fuel tanks.
- The tanks are filled from separate remote deck fillers.
- An individual breather pipe is also fitted.
- Seagull IV X-IF fresh water filter to galley sink.
- Hot water is from an insulated 73 litres (approximately) tank heated by the engine's heat exchanger, or supplied from the yacht's hot and cold pressurized freshwater system. This system is based on a Par Twin-Max CW335A pump with CW288 pressure accumulator tank, and polypropylene pipework and fittings.

#### *Watermaker:*

- Seafresh 206A 220v AC **watermaker** (104 l/hour) with auto freshwater flush.

#### *Grey/Blackwater holding tanks:*

- All three toilets have gravity discharge polypropylene holding tanks fitted in-line with their discharge pipes.
- These tanks are fitted with a contents gauge and deck pump out and flushing points.

#### *Gas System:*

- Gas quality, flexible hose to cooker, to allow it to be drawn forward for cleaning. Supply line pipe size 15mm o.d. (1/2") soft, seamless copper.
- A gas regulator is fitted with a flexible proprietary connector to the bottle.
- An electric fail-safe solenoid shut-off valve is installed in the gas line, within the gas bottle locker, with an illuminated, neon rocker switch to operate it fitted in the galley.
- 8 x 3KG Camping Gaz cylinders are supplied.

## **Navigation Equipment**

- Raymarine 290 system with boat speed, wind speed/direction and depth displayed at the forward end of the cockpit, in the hatch garage. In addition to this there is one graphic display at the port pedestal. This system gives: water depth, deep alarm, shallow alarm, sea temperature,



current boat speed, average speed, trip log, total log, apparent wind speed, apparent wind direction.

- Raymarine ST290 instruments 1 graphic, 1 analogue wind (port pedestal) 1 data (over hatch).
- Raymarine ST290 data x 4 chart table, aft cabin, and both forecabins, flat mounted to bulkheads.
- Raymarine ST290 Graphic display at starboard pedestal.
- Raymarine ST290 Analogue wind display at starboard pedestal and over hatch garage.
- Raymarine ST290 Analogue close hauled wind at both pedestals and over the hatch garage.
- Raymarine ST290 MOB button on starboard pedestal.
- Raymarine automatic pilot with Whitlock Mamba 24v 1/2hp drive unit close coupled to the reduction gearbox at the rudder head, Type S3G 24v course computer and ST7002 control head at one pedestal.
- Smart Pilot remote control with cradle at chart table.
- Spare whitlock 1/2hp autopilot motor in lazarette under gas locker ready wired for easy swap over in case of motor failure.
- Second autopilot course computer next to original and wired so that connections can be crossed over.
- Raymarine Ray 240E class D-DSC VHF radio-telephone with masthead antenna and programmed with US weather channels and with loud hailer and a second handset and speaker in cockpit on starboard pedestal.
- 12 Channel GPS mounted at the chart table with 4kW Radome mounted on the mast, and E80 plotter/radar.
- Raymarine E120 radar/plotter at starboard pedestal.
- Raymare Cam100, with infrared, in engineroom connected to radar/plotters and a forward looking camera on mast, with natural and infrared, connected to radar/plotters.
- Furuno NX 300 Navtex.
- See Me radar enhancer/transponder.
- Comar AIS CSB 200 Class B system, which both sends and receives.
- 2 x grounding plates and copper strips for SSB earthing.

- Sailor Fleet 250 B-Gan Satellite system, power supply from 24v service batteries.
- Iridium system.
- Yacht Cube PC at chart table with 19" LCD NEC Multi-Sync screen.

## Domestic Equipment

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### *Refrigeration:*

- Separate Frigomatic 24v keel cooled refrigeration unit to cool the front-opening galley refrigerator in stainless steel and a water cooled top opening freezer. Both insulated boxes have evaporator plates fitted.
- Frigomatic 24v keel-cooled refrigeration unit to cool the cockpit table icebox.

### *Galley:*

- Twin stainless steel Franke CLX11045 sinks.
- Gimballed Force 10 FT63451 cooker with 4 burners, oven and grill.
- Fire blanket is fitted above the counter.
- Front opening refrigerator and a top-opening freezer.
- Panasonic stainless steel combi microwave/grill.
- Alise Washer/Dryer.

### *Heads/Showers:*

- All 3 x heads are PAR Quietflush fresh water flushing, the forward heads has a valve for switch over to seawater in emergency.

### *Heating & Ventilation:*

- Webasto diesel fired heater with 5 outlets – 2 in main saloon, 1 aft and 2 forward.
- Reverse cycle air-conditioning in all sleeping cabins except the side cabin.
- The Saloon as 2 x 16,000 BTU stowaway units to a twin outlet on the port side.

- The starboard side has a twin outlet with a closable spur to the starboard mid cabin from aft.
- 16,000 BTU Stoway unit for aft cabin and there is a 16,000 BTU compressor in the main saloon with remote air handlers for the forward cabins.
- An additional 30A shore power connection is fitted to cope with this additional load.

#### *Entertainment:*

- Alpine CD/DVD/Tuner in port forward cabin and in starboard forward cabin – both have 2 speakers in headlinings.
- Alpine CD/DVD/Tuner in aft cabin with Gallo surround sound speakers mounted in headlinings and active subwoofer and LCD screen in forward alcove behind the mirror.
- Alpine CD/DVD/Tuner in saloon with 5 Gallo surround sound speakers mounted in the headlining and an
- Alpine.
- 10" subwoofer, there are 2 speakers in the cockpit.
- 2 x LCD TVs in port and starboard guest cabins with Vesa mounts.
- 33" LCD wide screen TV on lift up screen mount in port hull port recess in main saloon.
- 30" Flat screen TV embedded within the mirror in the owner's cabin.

#### *Lighting:*

- Interior lighting consists of downlight halogen type enclosed lights, white with cabin glassline minor reading lights installed adjacent to reading areas.
- There are small reading lights for each berth.
- This specification allows for: 53 x Overhead lights, 3 x Perko dome lights, 8 x Cabin minor reading lights in stainless steel with ceramic white shade, 1 x Flexible chart table light, 2 x Automatic door lights, 6 x Meta rail lighting strips.
- Saloon, aft and cabin and galley lights will be double switched; in direct lights will be centrally switched; reading and berth lights are self-switched.
- Clipsal beige or white light switches and 220v sockets are used throughout.

## Accommodation

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### *Summary of Accommodation:*

- The interior is executed in teak in the Millenium style.
- Some main bulkheads are in a cream colour for increased light throughout the interior.

### *Joinery Style:*

- Sculpted fiddles and grabrails.
- “Shadow-gap” joints between joinery panels.
- Solid, shaped teak and stainless steel grab handles.
- Oyster “2000” custom logo’d knobs for locks and drawers.
- Solid framed doors, with an inlaid style border.
- Chequerboard veneered floor panels.
- Upholstered and padded panels for headboards and berth sides, where appropriate.
- Rolled edge, vinyl-covered mouldings for the saloon deck/coachroof carlin line.
- Off-white inside frames to deck saloon windows.
- Stitched panel detailing to upholstered seat cushions.
- Flyscreens to all Gebo ports in superstructure and on the deck
- Avonite work tops in all heads compartments in Teal Steel
- Avonite worktop at galley in Desert Ridge with a draining board routed out of the material
- Cabin soles of teak veneered boards.

### *General Material Details:*

- Exposed hull and deck surfaces are lined, principally with fabric-covered ply panels which are demountable for access.
- Insides of upper lockers in heads and galley are white mica laminate.
- Lower lockers are white Flocoat.

- Lockers in the saloon, hanging lockers and all upper lockers in cabins are timber-lined with removable outboard panels vinylcovered.
- Lockers are fitted with shelves and fiddles as appropriate.
- Cabin soleboards are removable and are fitted with flush lifting rings and machine screws into captive inserts, as appropriate.
- Board edges are flush-fitted and sealed with epoxy and the boards seat on a rubber gasket.
- All drawers use metal runners which give extremely smooth operation.
- Door furniture is by Timage with chrome hinges and handles.
- Headlining vinyl is an off-white fabric. This is also used to cover the deck saloon sides.
- Hull ports are set into GRP liner mouldings.

#### *Upholstery:*

- Upholstery for the saloon settees, headboards, berth panels, aft cabin and navigator's seats is in Amber Glow Alcantara, and the yacht has a full set of crew covers.
- There are Skyskol blinds in the main saloon and curtains are executed in an attractive off white.
- Mattress covers are buttoned and fitted with a zippered side opening and rot-resistant vinyl on the underside.
- All the berths have lee screens with lanyards to through-bolted eyes.
- The owner's aft double berth is fitted with a special high quality sprung mattress, to give excellent comfort with additional flexibility.
- All cabin windows have curtains (except next to the cooker) made from the standard Oyster, off-white, fabric.
- In the deck saloon these are pleated on rods or blinds and the overhead tracks are concealed as part of the headlining system.
- The bottom of the curtains in the saloon and aft cabin slide within a robust handrail fitted along the carlin line.
- A tailor-made cover is fitted to that part of the mast visible in the saloon, in white.

The layout allows for a maximum of 8 berths, in 4 cabins without using the saloon for sleeping, with 3 heads and showers.

The aft cabin is configured with a double berth offset from the centerline to port. There is a dressing table and a seat, a large hanging locker and abundant drawer and locker space. There is a large desk to starboard providing a useful work area. There is access forward to the aft toilet and shower to starboard, with a door to the galley to port. The owner's shower is square in shape to allow more volume

The galley is located to port of the cockpit.

Forward accommodation consists of a large workroom/locker right forward with access either via its own deck hatch or starboard guest bathroom.

To starboard, forward of the saloon, is a double guest stateroom with one hanging locker and its own head complete with separate shower stall.

Adjacent, to port, is a double guest cabin with hanging locker and its own head and stall shower.

This W.C./shower compartment also doubles as a day heads with easy access from the saloon.

There is a watertight bulkhead forward of the heads and the forward cabin, separating this section of accommodation from the workshop forward.

Both guest cabins have ample storage for long term cruising.

The saloon features an oval table with wine store and settee area to starboard, outboard of which are two lockers and a central shelf to the hullport. The aft locker contains a bar area which accommodates glass and bottle stowage.

To port of the main settee is a comfortable reading chair, and a chair which can swivel to face the chart table and navigation area at the forward end of the saloon. Outboard of the aft of these two chairs is a locker and it is here that a TV/video/DVD is found. The chart area is at the forward port

end of the saloon. It allows for all instruments to be mounted in the optimum viewing position at the correct angle for ease of reading. The table can accommodate a half folded Admiralty chart.

The AC and DC electrical panels are located on the starboard side, just aft of the main saloon settee and above a generous lower locker which is used to house a washer/dryer. Aft of this is a twin berth crew cabin with upper and lower berths. The upper berth is set up so that it can also be used as a workbench if needed. Excellent engine access is provided in this area.

#### *Galley:*

- The galley has its working surfaces covered with mica, and has twin stainless steel sinks.
- A large rubbish bin is fitted inside a locker door at the forward end of the galley.
- A gimballed Force 10 cooker in stainless steel with 4 burners, grill and oven is fitted, all protected by a flame failure gas cut-off device.
- The cooker incorporates an electronic ignition system for all functions.
- A heavy gauge fiddle rail is fitted around the top of the cooker which incorporates a pair of adjustable clamping pan holders.
- A harbour lock and cooker crash bar are fitted and the cooker is housed in a moulded GRP surround with radiused corners for ease of cleaning.
- A front-opening refrigerator and a top opening freezer are built into the galley.
- An automatic door light is fitted within the refrigerator.
- Both boxes are fitted with drains plumbed to the bilge area.
- A small stainless steel strut is fitted to support the galley freezer lid.
- Box construction incorporates closed-cell PVC foam with a vapour barrier.
- These boxes are fitted out with shelves in the refrigerator and baskets in the freezer for food and drink stowage.

#### *Heads/Shower Compartments:*

- 3 WC areas are fitted with electric toilets.
- Each compartment will be fitted out with a Swanstone/Delphi washbasin set into an avonite

surface of sandpiper colour.

- Hansgrohe quality mixer taps and pressure balanced showers are installed together with matching towel rail, pair of toothbrush folders, soap dish and WC roll holder.
- Mirror installed.
- The finish to the shower W.C./shower compartments will utilize a GRP lower moulding with the upper surfaces constructed in joinered timber and white velour mica laminate.
- Lockers for washbag and linen stowage are provided.
- All three shower stalls are provided with acrylic shower doors to separate them from the W.C. area.

#### *Saloon and Chart Table:*

- The Oyster 62's chart table area is customised around the electronics and navigational equipment which are strategically sited and flush-mounted in a dark grey Alcantara fascia.
- A small support stay is fitted on the chart table lid.
- There is provision for the stowage of Admiralty-size, half-folded charts.
- Stowage will be provided for navigational books, almanacs, etc.
- The saloon table is a substantial piece of furniture with a bottle locker located in its base and a fixed grabrail on its top.
- The saloon is extremely light and airy, with seven windows, of which two of the three forward ones open.
- There is also an opening hullport each side.
- These contribute to the great feeling of space and light in the saloon.
- A drinks locker is located at the aft starboard end of the saloon and this will be appropriately laid out with stowage for bottles and the Oyster supplied glasses.
- Access to the saloon from the companionway is down a set of shaped timber and stainless steel steps.
- Two timber grab handles are fitted either side of the companionway opening.
- A vertical drop-down, acrylic washboard is installed in a vertical channel, which in turn drains to the bilge.



- Flush-fitting locks enable the washboard to be set at two different heights.
- Incorporated into the boat are grabrails at the companionway, the saloon deckhead and other locations appropriate to the layout, to give one secure handhold in each compartment, where necessary.
- In addition the saloon, galley, workshop cabin and aft cabin also feature a shaped grabrail along the carlin line.

## Spars and Rigging

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- The mast has 3 x sets of spreaders.
- The boom is by Formula Spars.

*Note: Detailed inspection of mast every winter since 2011 (as of 25-08-15).*

### *Spars:*

- Cutter headed sloop with white painted aluminium keel stepped spar by Selden.
- Jumper struts on mast to reduce the need to set running backstays, but these are retained.
- Spinnaker gear with 2 x halyards the second in Spectra, sheets, guys, single pole, topping lift and downhaul.
- Windex and EchoMax radar reflector.
- Boom light over cockpit switched at pedestal with dimmer, spreader lights on lower spreaders and uplighters on middle spreader.
- Masthead light includes strobe to be switched at pedestal, ion dissipaters x2 and chain plates bonded to keel.
- Formula Stoway inmast furling hydraulically operated with hydraulic outhaul – push button controls at starboard helm.
- Trisail track on mast.

### *Headsail Furling:*

- Reckmann hydraulic headsail furling gear.

- Reckmann hydraulic staysail furling gear.

#### *Backstay and Vang Control:*

- Navtec hydraulic backstay and boom vang adjusters, operated by a stainless steel panel at cockpit by port helm.

#### *Standing Rigging:*

- The vessel is fitted with continuous 1 x 19 stainless steel wire and Dyform rigging for the three spreader rig, including a split backstay and monkey plate.
- Rigging sizes: V1, V2, D1 and 16mm Dyform. D2, D3, Backstay spars and inner forestay are 12mm Dyform. Forestay, backstay and V3 are 14mm Dyform. Babystay is 12mm 1 x 19. Running backstays are 10mm 1 x 19.
- All rigging screws are chromed bronze bodied.

*Note: Standing rigging is original, but has been checked every time the yacht has come out of the water in the last four years (as of 25-08-15).*

#### *Running Rigging and Blocks:*

- 1 x Main Halyard – Spectra/Dyneema, 14mm.
- 1 x Yankee Halyard – Spectra/Dyneema, 14mm.
- 1 x Staysail Halyard – Spectra, Dyneema, 12mm.
- 1 x Boom Lift – Polyester, 12mm.
- 2 x Signal Halyards – Polyester, 14mm.
- 1 x Mainsheet – Polyester, 14mm.
- 2 x Mainsheet Traveller Control Lines – Polyester, 10mm.
- 2 x Yankee Sheets – Polyester, 18mm.
- 2 x Staysail Sheets – Polyester, 14mm.
- 1 x Mainsail Outhaul – Spectra/Dyneema, 14mm.

- 2 x Checkstay Tails – Polyester, 16mm.
- Blocks – Lewmar ‘Racing’.

### *Sails (Dolphin):*

- In-mast furling mainsail – Dimension Polyant DYS Dyneema laminate with taffeta (Sailkote treated) – new/unused June 2015 - with Oyster sail logo and sail number based on model and series number.
- Furling #1 Yankee – Dimension Polyant DYS Dyneema laminate with taffeta (Sailkote treated) with a foam luff pad & UV stripes – new/unused June 2015.
- Furling #1 Staysail – Dimension Polyant DYS Dyneema laminate with taffeta (Sailkote treated) – with foam luff pads and UV stripes – new/unused June 2015.
- Storm Trisail with Antal sliders.
- Parasailor Spinnaker 183sqm 1.5oz (As new, unused since serviced by Parasailor in Germany)
- Sails are constructed using a Spectra, the main, yankee and staysail have Sailkote.

## **Deck Equipment**

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### *Cockpit Features:*

- The cockpit is split into two distinctive areas – the forward part for crew and guests, aft for the helmsman, both sections are self-draining with a total of four 38mm diameter cockpit drains.
- The twin cockpit pedestals are custom GRP designed mouldings incorporating all the standard controls and instruments and with room for additional equipment if required.
- A flush mounted S.I.R.S Major 150mm diameter compass with internal lighting is fitted on each pedestal and there are Whitlock single lever engine controls on the side of the portside pedestal.
- There is a substantial stainless steel grabrail over the top of each pedestal.
- A pair of waterproof loudspeakers is mounted within the coamings either side of the forward cockpit.
- A solid, teak-topped, cockpit table is permanently installed in a robust stainless steel frame

and is finished in high gloss varnish. A hinged lid gives access to a GRP insulated refrigerator. The table has an overall cover.

- A hinged lid gives access to a GRP insulated refrigerator, in the table top.
- The table has an overall beige cover.
- Covers for wheels, winches and hatches.
- Portside helm seat includes a rope tail locker for the mainsheet with hinged lid, and both helm stations have a curved stainless steel tubular backrest with permanent cushion.
- There are quarter seats port and starboard.
- **Lazarette** has stowage for 2 x divebottles and the passerelle.

#### *Bathing Platform:*

- The stern design incorporates a platform instep which is especially useful for bathing and boarding and is trimmed with teak slats.
- This area includes a fold-down stainless steel bathing/boarding ladder and two stainless steel steps for access to the stern deck.
- The ladder is fitted with a lanyard and retaining pin for retrieval/stowage.

#### *Winches:*

- 2 x Lewmar 68 CEST two speed electric drive, self-tailing primary winches.
- 2 x Lewmar 54 CEST two speed electric self-tailing, secondary winches.
- 1 x Lewmar 54 CEST single speed electric, self-tailing mainsheet winch.
- 1 x Lewmar 54 CST two speed, self-tailing genoa and staysail halyard winch fitted on mast.
- 1 x Lewmar 54 CST single speed, self-tailing main halyard winch fitted on deck alongside the mast.
- 1 x Lewmar 30 CST two speed, self-tailing mainsheet traveller control line winch.
- 3 x Winch handle pockets – 2 in cockpit and 1 on mast.
- Lewmar Commander 400 (4 function twin motor) to operate hydraulics with additional function for the hydraulic anchor windlass and with an additional spare port.

*Custom Stainless Steelwork:*

- Stainless steel bow pulpit incorporating Aqua Signal 41 port and starboard lights.
- Stainless steel stern pulpit with gate for boarding incorporating an Aqua Signal 41 stern light and ensign staff socket.
- 760mm (30") Stainless steel stanchions and bases with double stainless steel wire guardrails, top wire PVC covered.
- Pair of gateway stanchions and side gates for boarding, each incorporating a swing down stainless steel ladder.
- Stainless steel stemhead fitting with twin bronze rollers, one roller designed to stow a 34kg CQR anchor.
- Stainless steel chainplate assemblies.
- Stainless steel hinged ladder on transom.
- 10 x Stainless steel open fairleads, fitted throughout the bulwarks.
- 4 x Stainless steel guardrails over 2 forward, 2 aft stainless steel dorade boxes.
- 4 x Stainless steel grabrails on cabin top and forward coachroof.
- Pair of stainless steel upholstered backrest rails fitted on the cockpit coamings outboard of the helm positions.
- Stainless steel back and handrail for helm seats.

*Note: Custom stainless steel fittings are made from 316 grade stainless steel with polished finish.*

*Deck Hardware:*

- 6 x Pairs of 381mm (15") stainless steel cleats for mooring.
- 2 x Pairs of 203mm (8") stainless steel cockpit cleats for sheets.
- Mainsheet track – Lewmar with slide bolts, 2m long, with end stops with single sheaves on top.
- Mainsheet car – Lewmar with 2 upstands and control sheaves, with link plates between upstands and 2 off Lewmar Racing 105mm blocks. Block on boom to be Lewmar Racing 130mm.

2 off Lewmar Racing 105mm single footblocks to lead mainsheet to winch. Eyebolt for mainsheet dead end.

- Mainsheet traveller controls – lead throughout sheaves on top of end stops, through Lewmar Racing 80mm double footblock to twin Spinlock rope clutch.
- Genoa/Yankee sheeting system – pair of 5m long Lewmar tracks with genoa cars. Forward end stops with control line sheave for becket and simple aft end stops.
- Genoa/Staysail footblock – pair of Lewmar Racing 155 double footblocks on GRP custom bases.
- Staysail sheet system – pair of staysail tracks, 2 m long with simple end stops both ends. Pair of staysail cars, 2 off Racing 80mm high load single footblocks each side leading to 105 Racing upstand block.
- Lewmar single 105 Racing upstand on deck to lead mainsail halyard to winch on deck.
- Deck fillers for 2 x fuel and 2 x water tanks.
- 4 x GRP dorade boxes with stainless steel cowls on forward coachroof top and 2 under-deck dorade boxes for aft cabin with cowls.
- Large Sunbrella fold-down sprayhood is fitted over custom stainless steel hoops. The hood incorporates seethrough panels in its forward portion straps to secure in place when rolled up.
- Bimini in Acrylic extended to give headroom over both helms.
- 6 x Stainless steel U-bolts for safety harness attachment in cockpit – 4 in guest cockpit, 2 in helmsman area.

### *Anchoring:*

- A Lewmar heavy duty Ocean 3000 vertical capstan hydraulic anchor windlass is installed on deck so that the anchor chain will stow in a chain locker located forward.
- The windlass is two-way and operated by adjacent foot switch controls, there is also a remote control for this at the port helm and another at the windlass stowed in the anchor locker.
- The Spade Model 200 anchor stows in the stemhead fitting which was updated for this purpose.
- 100 metres of 14mm calibrated, galvanized chain are fitted, matched to the windlass, fastened at its 'bitter end' to a through bolted padeye with substantial lanyard.
- A chain relieving strop is provided.

- Kedge line of 100m 18mm Octoplait nylon warp and 10m of 12mm chain.
- 30kg Danforth Kedge anchor and Alloy Spade 100 (9kg) as second lightweight kedge.

#### *Hatches, Windows and Ports:*

- 5 x Alloy-framed, silver-anodised Lewmar deck hatches. Size: Lewmar Reference Size 70 – Ocean Forehatch. 2 x Lewmar Reference Size 54 – Medium Profile. 2 x Lewmar Reference Size 31 – Low Profile.
- 6 x Alloy-framed Gebo Econoline 81.79.00.15 opening ports in coachroof sides.
- 7 x Alloy-framed, custom-made, deck saloon windows in toughened/laminated, smoked glass – 2 forward windows to open. Outer window frames are black powder-coated whilst inner frames are off-white.
- 9 x Alloy-framed Gebo 81.00.20.00 opening hullports.
- 2 x Alloy-framed Gebo 81.00.85.00 long opening hullports in the saloon.
- Tinted acrylic, vertical sliding washboard to companionway.
- Sliding white GRP hatch to aft cabin, with removable acrylic washboard.
- Two opening windows incorporate gas strut support stays.
- Stainless steel dorades.
- All ports have fly screens.

#### *Loose and General Equipment:*

- 5 x Lewmar winch handles, including: 1 x 20cm Alloy Plain. 2 x 25cm Chrome Lock-in. 2 x 25cm Chrome Powergrip Lock-in.
- Oyster customised Wedgewood bone china yacht crockery including coffee mugs, bowls, dinner and side plates for 12.
- Oyster customised Sheffield stainless steel cutlery for 12.
- 1 x Standard anchor chain relieving strop plus an additional heavy duty anchor chain relieving strop.
- 4 x 1kg Dry powder fire extinguishers for accommodation – supplied loose.
- 1 x FM200 automatic fire extinguisher of appropriate capacity for engine/generator room

space with remote light.

- 1 x Fire blanket for galley – supplied loose.
- 1 x 2kg Dry power fire extinguisher – mounted in lazarette locker.
- Tool for operating fuel and water tank covers.
- 1 x Battery electrolyte tester/hydrometer.
- Ensign staff.
- 2 x White Ocean Safety horseshoe buoy (OSLBUO136) with Plastimo (PL37800) mounting bracket, with lights.
- Outboard bracket fitted in lazarette.
- Simpson S300 Electric davits
- Multiplex carbon fibre passerelle with handrail
- 2 x Viking Rescyou Pro 8 man liferafts in cannisters for vertical mounting with Solas B Pack and one hydrostatic release, one manual.
- MCA Category safety gear.
- 25hp Yamaha 2-stroke outboard (dinghy available through special request; current state – ‘tired’).
- A Junior Bauer dive compressor is fitted in the forecastle, together with storage for 2 further dive bottles.

## Исключения

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При продаже яхты исключаются личные вещи владельца.

## Отказ от ответственности

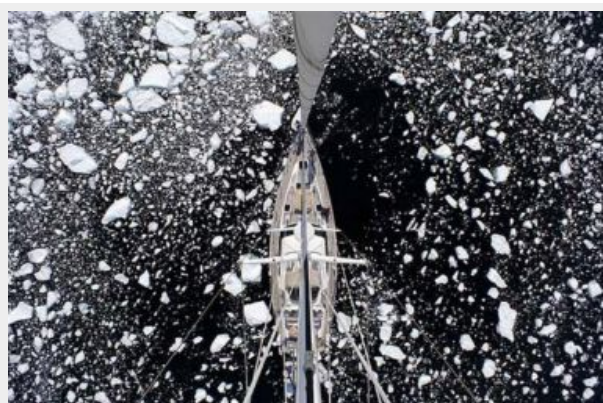
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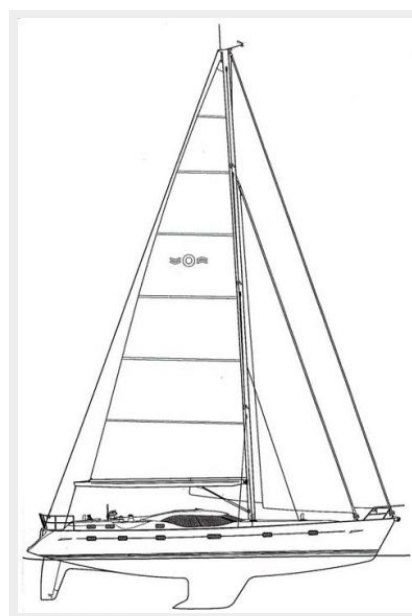
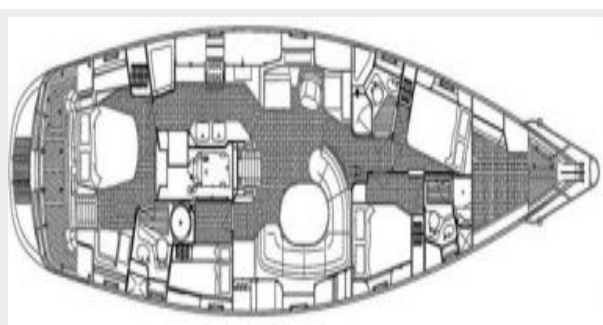
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# ФОТОГРАФИИ







# КОНТАКТЫ

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## Время работы

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Понедельник – Суббота: **9:00 - 21:00**  
EDT

Воскресенье: **Закрето**

## Адрес

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