

RAVENOUS II — OYSTER MARINE LTD



Builder: OYSTER MARINE LTD

Year Built: 2007

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 82' 0" (24.99m)

Beam: 20' 9" (6.32m)

Min Draft: 8' 4" (2.54m)

Max Draft: 8' 5" (2.57m)

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SPECIFICATIONS

Overview

RAVENOUS II, an exquisite blend of form meets function, was built by a seasoned yachtsman as his second Oyster. His objective was to create a vessel that was safe and comfortable for his large sailing family, with a shallow draft to allow for exploring the Chesapeake Bay and islands, while still presenting as a worthy competitor in Oyster Regattas. No expense was spared in the build, and all objectives were exceeded with flying colors.

Seamlessly incorporating both classic and contemporary, RAVENOUS II is an iconic presence on both the U.S. eastern seaboard and Caribbean circuit. She sports a Flag Blue hull and a white carbon mast with V-boom, a head-turner in any port. Her African-inspired interior features maple joinery with rich mahogany accents, beautiful teak soleboards and plush upholstery, all of which combine to accentuate the light, airy interior. Her upper salon and nav area offer expansive views via the deck saloon windows. The equally inviting lower saloon serves as a breakfast nook, reading and lounge area. Her three generous en-suite guest cabins, equipped with hideaway pipe berths for additional accommodations, offer comfort, storage and entertainment for owner and guests. Generous crew quarters and galley forward naturally provide privacy and separation while ensuring the boat is configured for silver service.

The versatile deck layout allows for multiple functions, from a competitively-crewed race program to a shorthanded passage. Her spacious cockpit is outfitted to host a multitude of guests for après-sail cocktails to spontaneous alfresco dining on a moonlit evening. Her carefully-chosen top-of-the-line deck hardware perfectly delivers performance when the owner wants. Crewed and maintained by a knowledgeable captain, and refit to the highest standards, RAVENOUS II will not last long in today's market.

US Duty paid.

Basic Information

Category: Cruising Sailboat

Sub Category: Cruising/Racing Sailboat

Model Year: 2007

Year Built: 2007

Country: United States

Dimensions

LOA: 82' 0" (24.99m)

LWL: 70' 6" (21.49m)

Beam: 20' 9" (6.32m)

Min Draft: 8' 4" (2.54m)

Max Draft: 8' 5" (2.57m)

Speed, Capacities and Weight

Displacement: 132277 Pounds

Water Capacity: 339 Gallons

Fuel Capacity: 1136 Gallons

Accommodations

Total Cabins: 5

Total Berths: 9

Sleeps: 13

Total Heads: 5

Crew Cabin: 1

Crew Berths: 2

Crew Sleeps: 2

Crew Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak

Hull Configuration: Monohull

Hull Color: Flag Blue

Hull Finish: Fiberglass

Hull Designer: Humphreys/Oyster

Engine Information

Engines: 1

Manufacturer: Caterpillar

Model: 3126

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

INTRODUCTION

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INTERIOR LAYOUT

GENERAL

Thirteen berths in five cabins, excluding the saloon - ten fixed berths with additional two stowing pipe berths with 2" mattresses, and one Pullman. Interior joinery finished in maple with inlaid mahogany accents. Designed to be modern and coordinated, whilst remaining practical and durable at sea. Essential features include sculpted fiddles and grabrails, 'shadow-gap' joints between panels and Oyster custom knobs for lockers and drawers.

- Cabin sole in teak 'planked effect'
- Surfaces in galley in Avonite - color: 'Copper Canyon'
- Surfaces in galley and heads in Avonite - color: 'Cordoba'

- Headlining in cream 'Mariner Ivory' vinyl
- Upholstery – leather - color: 'Magnolia'
- Crew covers for saloon seating areas
- Lee cloths to all sea berths
- Carpets for all soleboards aft
- Oceanair skyscreens to all deck hatches, except sail locker storage
- Flyscreens to all opening ports
- Hella fans throughout

FORWARD SAIL LOCKER

- Accessed via crew quarters via deck hatch
- Locker storage

CREW'S QUARTERS

- To port, with upper and lower berths
- Hanging locker, cabinet and bookshelves
- Overhead hatch for light and ventilation
- Bosch washer and dryer

EN-SUITE CREW HEADS

- To starboard, with electric Quiet Flush toilet (salt or fresh water), washbasin and shower stall
- Hatch for light and ventilation

CAPTAIN'S CABIN

- To starboard with double berth
- Hanging locker, drawers, shelving and cubbies
- Hatch for light and ventilation

GALLEY

To port. Generous worktop space and abundant lockers for stowage. Slide-out baskets with sea lock, spice rack and knife rail. Slide-away smoked Perspex pocket door can be used to isolate galley from lower saloon.

- Gimballed Force 10 gas cooker in stainless steel with four burners, grill and oven with stainless steel cooker hood
- General Electric Advantium 120 microwave/convection oven in stainless steel
- Front-opening custom Frigoboat unit in stainless steel with twin evaporator plate systems
- Insulated freezer box, with additional freezer box built into the galley
- Wine cooler with 28-bottle capacity
- Fisher and Paykel 2-door dishwasher
- Twin stainless steel sinks with macerator pump

- Dedicated faucet for drinking water with charcoal filter
- Hatch for light and ventilation

LOWER SALOON

To starboard with L-shaped settee and coffee table of custom Birdseye Maple, with padded cover. Bar area aft with stowage for glasses and bottles. Glass locker and bookcase.

NAVIGATION AREA

In upper level to starboard with large, forward-facing chart table and swivel seat, customized around the navigational equipment. One PC with option for another. Abundant storage.

UPPER SALOON

Light, spacious and located to port, this upper saloon features a 4-sided wraparound settee surrounding a rectangular, expandable table of Birdseye Maple with padded cover on a large pedestal base. Hatches for light and ventilation.

ENGINE ROOM

With sound insulation, accessed from aft passageway, with 220V and 24V lighting and (2) ACI VB16 extractor fans. Jabsco 100mm heavy-duty air intake.

STARBOARD AFT GUEST CABIN

Twin berths with a Pullman convertible berth inboard and hideaway pipe berth with 2" mattress, outboard. Hanging locker, drawer storage and carpeted sole.

EN-SUITE HEADS

With Vacuflush toilet, washbasin and separate shower stall.

PORT AFT CABIN

Twin berths with a Pullman berth inboard and hideaway pipe berth with 2" mattress, outboard. Hanging locker, drawer storage and carpeted sole.

OWNER'S STATEROOM

With a double berth offset from centerline, settee, dressing table, a large hanging locker and abundant drawer and locker space. Stainless steel steps with wooden treads to starboard lead up to a private companionway, giving access to the aft deck via a sliding hatch. Desk/vanity with USB ports and carpeted sole.

EN-SUITE HEAD / SHOWER

To starboard with Vacuflush toilet, washbasin and separate shower stall.

ELECTRICAL SYSTEM

SHIP'S SUPPLY

- 24V

RINGMAIN

- 220v / 110V AC ring main with (3) pin US-style outlet sockets located as appropriate within the layout

OTHER ELECTRICAL SOCKETS

- 12V Cigarette lighter sockets at chart table and aft cabin
- Water resistant socket in lazarette
- 12V waterproof socket at pedestal
- 24V socket in anchor locker for anchor light

BATTERY MANAGEMENT

- (3) Mastervolt MASS 24V/100Amp battery charger
- Emergency link system between domestic and engine start 24V batteries
- Emergency parallel link to start and domestic batteries

INVERTER

- (2) Mastervolt MASS 24/2500W sine wave inverters with second inverter for icemaker and drinks fridge
- Mastervolt 12/500W inverter for PCs

SHORE POWER

- (2) 50A Core shore power cables
- Shore power inlet

INTERIOR LIGHTING

- Dimmers to upper and lower saloon lighting, master cabin and cockpit
- Overhead lighting in all cabins
- 24V socket in anchor locker for anchor light
- Red floor-level nightlights in saloon, passage and galley
- Red LED overhead lights in galley and at chart table
- Red courtesy lights in step risers
- Savage Marine fiber optic lighting in companionway steps and steps leading to cabins aft
- LED step lights under all watertight doors
- Automatic door light in all hanging lockers

EXTERIOR LIGHTING

- (2) Lights to lazarette
- (10) LEDs fit down low in cockpit
- (12) LEDs set into the bullwark for mood lighting
- Underwater lights at transom

NAVIGATION AND COMMUNICATION EQUIPMENT

COMPASSES

- Steering compasses flush-mounted on each steering pedestal

SAILING INSTRUMENTS

- Raymarine instrumentation (new winter 2016)
- (2) i70 Raymarine multi-function displays at port helm
- (4) i70 Raymarine multi-function displays at companionway
- (2) i70 Raymarine multi-function displays and (1) ES 127 Raymarine touch screen chartplotter at starboard helm
- (1) ES 127 Raymarine touch screen chart plotter and (1) i70 Raymarine multi function display at chart table
- (1) i70 Raymarine multi-function display in captain's cabin
- Airmar ST800 smart transducers for speed and depth, including Airmar DST800 bronze retractable thru-hull
- VHF
- Wind speed and direction

RADAR

- Mast-mounted Raymarine RD424HD 24" radar dome

GPS

- RS 130 SeaTalk GPS on aft railing
- SEAME radar detector
- Repeaters

AUTOPILOT

- Raymarine EV-400 sail pilot package (new winter 2016)

ENTERTAINMENT ELECTRONICS

LOWER SALOON

- 40" Samsung Curve Smart TV

OWNER'S CABIN

- 20" TV
- Alpine head unit plays DVD/CD, and iPod connectors
- RCA input for TV and head unit

GUEST CABINS (2)

- 20" TV's
- Alpine head unit plays DVD/CD, and iPod connectors
- RCA input for TV and head unit

CREW CABIN

- 15" TV with Alpine head unit for DVD/CD, and iPod connectors
- RCA input for TV and head unit

CAPTAIN CABIN

- 20" TV with Alpine head unit for DVD/CD, and iPod connectors
- RCA input for TV and head unit

COCKPIT

- Pair of waterproof speakers with fader control in the cockpit

MECHANICAL

ENGINE

- Caterpillar 3126, 300 hp
- Engine fully serviced (2015)
- Hours*: approximately 3,280 (March, 2018)
- Four-blade Maxprop

**Engine hour meter was changed at 3,500, total hours reported approximately 6,780*

GENERATORS

- Twin Onan MDKAF 27kW/220V/60Hz diesel generators (new 2014) with sound shields
- Generator start/stop at port pedestal

PORT GENERATOR

- Hours: Approximately 1,591 (March 2018)

STARBOARD GENERATOR HOURS

- Hours: Approximately 2,992 (March 2018)

BOWTHRUSTER

- Lewmar retractable hydraulic bow thruster

STEERING SYSTEM

- Whitlock Mamba rod and gearbox system

HYDRAULICS

- Lewmar Commander 400 power pack for headsail furling, staysail furling and windlass

CLIMATE CONTROL

- Reverse-cycle air conditioning throughout

ICEMAKER

- U-Line 110V icemaker

WATERMAKER

- Seafresh H2016 AC watermaker - approx 276 liters (73 US gallons) per hour
- Watermaker membranes (new 2013)

CONSTRUCTION

HULL NUMBER

- 82/08

HULL CONSTRUCTION

- Laid-up GRP, single skin with structural stringers and floors to Lloyds approved design

HULL FINISH

- Awlgrip Flag Blue hull with silver cove line

DECK CONSTRUCTION

- Molded in GRP with balsa core for strength and insulation, featuring Oyster's renowned Deck Saloon profile with eyebrow detail

DECK FINISH

- Teak-laid decks, gloss-varnished teak caprail with stainless steel fairleads
- Decks sanded and caulked 2013, and caprail re-varnished 2015

KEEL

- Shoal draft high performance bulb (HPB) keel – lead casting bolted to GRP keel stub

RUDDER

- Fully protected skeg-hung rudder

STERN DESIGN

- ‘Sugar scoop’ stern design with bathing platform and steps for access to the stern deck or counter stern

EURCD

- Built to comply with the requirements for Category ‘A’ – Ocean

RIG and SAIL HANDLING

MAST and RIGGING

- Cutter rig. Hall Spars Carbon mast. Rig out and inspected (2013)
- Running rigging replaced: Jib halyard, mainsheet, backstays and main halyard preventer (2015)
- Hydraulic backstay with manual crank and release
- Mast steps
- Spinnaker pole

SAILS

- Fully battened with Park Avenue V-boom
- Quantum - Fully-battened mainsail (new 2011)
- Quantum - Furling genoa (new 2011)
- North Sails - Furling staysail
- Quantum spinnaker (new August 2015 - unused)
- Foresail furling - Reckmann (factory serviced 2013)
- Staysail furling - Reckmann (factory serviced 2013)

WINCHES

- Lewmar winches – all self-tailing:
- (2) 88/3 SEST electric primaries
- (2) 77/2 SEST electric secondaries
- (1) 66 SEST electric mainsheet

- (1) 66 SEST electric main halyard
- (1) SEST electric halyard
- Jammers and rope clutches on mast

DECK LAYOUT and EQUIPMENT

ANCHOR

- CQR 66kg (140 lb.) stainless steel anchor with 100m (328') of 14mm (1/2") chain of stainless steel
- Bruce kedge anchor

WINDLASS

- Lewmar 4000 hydraulic windlass with foot switches and control at pedestal

DECK ACCESS

- Midship gateway stanchions with stainless steel hinged boarding ladders which close up to form the side gates
- Gate to pushpit
- Stainless steel swim ladder
- Electric passerelle

HATCHES

- Oyster custom drop-down washboard system for main companionway
- Lewmar alloy-framed deck hatches
- Gebo alloy-framed coaming portlights
- Lewmar opening hullports
- Rondal deck prisms

CANVAS

- Fold-down companionway sprayhood in Sunbrella color 'Oyster' with leather-covered stainless steel grabrail to aft end
- Bimini
- Mainsail cover
- Cockpit cushions

DECK PLUMBING

- Hot and cold freshwater deck shower in transom locker
- Freshwater washdown outlet at bow with anchor outlet near cockpit
- Freshwater outlet on deck at the bow, including hose, for salt water washdown

COCKPIT

- Walk-through teak-laid cockpit
- Stainless steel drink holders on pedestals and at companionway
- Varnished cockpit table with stainless steel frame, folding leaves and refrigerated GRP-insulated box

STEERING

- Whitlock Mamba rod and gearbox system, installed with twin remote pedestals, each incorporating stainless wheels and leather covers

GENERAL

- Stainless steel pulpit and pushpit
- Stainless steel fairleads, stainless steel/ alloy mooring and cockpit cleats
- Stainless steel dorade vents
- Lazarette locker with twin stainless steel gas struts
- Life raft storage built into pushpit for life raft stowage to port and starboard
- Stern quarter pushpit seats in teak and stainless steel
- Antenna pole at stern for navigation/communications
- Gas locker for (2) bottles

TANKAGE and PLUMBING

FUEL 4,300 liters (1,136 US gallons) in (3) GRP tanks:

- Port forward: 1,650 liters approximately (436 US gallons)
- Starboard forward: 1,650 liters approximately (436 US gallons)
- Starboard aft: 1,000 liters (264 US gallons)

WATER

- (1) GRP tank, port aft, 1,000 liters (264 US gallons)
- (1) Reserve plastic water tank approx. 200 liters (53 US gallons)

HOT WATER

- From (2) insulated 93-liter tanks (approx. 24 US gallons) heated by 220V, 2kW immersion heater element

PRESSURIZED HOT AND COLD FRESHWATER SYSTEM

HOLDING TANKS

- (4) Gravity discharge holding tanks: (1) forward and (3) aft – each fitted with electric tank

gauges

GREY WATER

- (4) Plastic 8-liter Whale grey water tanks fitted with float switch and Whale gulper pump
- (1) Plastic 8-liter Whale grey water tank fitted with float switch for washing machine
- (1) Larger plastic gray water tank for dishwasher

MANIFOLD SYSTEM

- Bronze manifold for seawater inlets

SAFETY

LIFE RAFT

- (2) 6-man Lifeguard Forties life rafts with hydrostatic releases (serviced March 2016)

EPIRB

- GME MT403FG float free 406MHz EPIRB with hydrostatic release, mounted on the aft deck
- ACR PLB-200 EPIRB

RADAR REFLECTOR

- Echomax 230 radar reflector on mast

BILGE PUMPS

- (1) Hand Whale pump
- (1) Jabsco 24V electric pump
- (1) Pump running off main engine

DECK SAFETY

- Mast-mounted horn
- Lifesling
- (1) Solas B grab bag
- Emergency tiller steering
- Jonbuoy recovery module

FIRE EXTINGUISHERS

- (7) Dry powder fire extinguishers (serviced March 2018)
- Sea-fire engine room automatic fire extinguisher (serviced March 2018)

ALARMS

- Bilge alarm system with alarm at chart table and warning lights in engine room

GENERAL

RIB/DINGHY

- Novurania 430DL RIB tender with 4-stroke Yamaha 60hp motor (new 2013)

WARPS AND FENDERS

- (4) Tube solid fenders
- (5) Inflatable tube fenders
- Mooring lines

DIVE TANKS

- (2) Dive tanks

SAFES

- 4-brick safe in aft cabin
- Safe in captain's cabin (Size: 4" x 8")

2017 MATERIAL IMPROVEMENTS

- New air-conditioning units, ducting and controls
- Refurbished dishwashing machines
- Refurbished water maker, including plumbing
- Re-plumbed parts of water system
- Resealed backstay hydraulics
- Repainted engine
- Full annual inspection for both generators, and engine
- Replaced water pressure pump switch on both generators, replaced the water pump impellers on all engines
- Replaced thermostats on gen sets and engine
- Cleaned fuel system, including Racors
- New zincs
- Pressure tested all oil coolers, heat exchangers inspected for tolerances and timing
- New 110 volt engine room lights
- New padding in engine compartment
- Refurbished portion of leather interior cushions in saloon
- Vacu-washed sails
- Replaced chaffed reef line #3 inboard

- Rebuilt entire inboard batten system on main sail
- Performed rig inspection; Hall Spars produced rig report
- New freshwater pump and accumulators
- New deck wash pump
- New galley sink drain plumbing
- Serviced galley refrigeration, deck fridges and bar freezer
- New freezer compressors, plumbing and plates
- New exterior deck cushions
- Reconditioned navigation lights
- Rebuilt hydraulic main sail
- Reconditioned bottom by sanding and applied bottom paint
- Removed shaft for reconditioning, polished prop, inspected shaft alignment
- New cutlass shaft bearing
- Painted aqua drive
- Rewired bow thruster control switches
- Full service of tender
- New tool storage in engine room
- Varnished outside tables and cap rail
- Varnished companionway and forward floorboards
- New oil gasket on main engine

Winter 2016 / 2017

- Port "house sea water manifold" removed, cleaned, all bronze fittings and ball valves replaced and re-installed
- Intake raw water hose for freezer pump replaced
- Intake raw water hose for crew head (salt water flush) replaced
- Intake raw water hose from manifold to low pressure water maker pump replaced
- Breather hose for raw water manifold replaced
- Starboard engine raw water manifold cleaned and ball valves serviced
- Deep clean of engine room bilges
- All Racor filters replaced and bowls removed, cleaned and re-installed
- (3) Aft cabin black tank discharge
- Thru-hulls replaced
- All other thru-hulls serviced
- All universal joints in rod steering system inspected and greased
- All winch motor mountings inspected and tightened as necessary
- Main engine cleaned and painted
- Navigation equipment replaced, including all new cables run throughout boat and rig
- Main bilge pump removed, housing cleaned, impeller replaced, mounting plate painted and re-installed
- Hose from bilge to bilge pump replaced

REFIT 2013 - 2015

- Fully re-seamed decks (with deeper cut seams)
- Un-stepped rig
- Rig inspected
- Furler service at Reckmann in Germany
- Stripping and barrier coated bottom
- Engine aligned
- Cutlass bearing replaced
- Rudder inspected (seals and bearings)
- Running rigging upgraded
- Replaced (2) gensets
- New prop

OWNER'S COMMENTS

Creating RAVENOUS II was both a joy and the result of a lot of experience. She was to be our third large fast cruising boat. Having just owned and sailed an Oyster 70 for seven years we knew what we wanted.

I was completely satisfied with the basic design of the Oyster 82 as a sailing machine and we were going to make it better. It was meant to be a boat that would allow us to cruise with friends and our very large family. Twin beds and extra berths in each guest cabin was a must. Hot water and air conditioning systems that exceeded any normal specs. We chose the carbon fiber boom and mast because it was both the best sailing option and its lightness would compensate for the shoal draft at 8.5 feet. Growing up in New England and living in the Chesapeake area having a shallow draft was a necessity without compromising the boat's sailing ability. We have won more than our share of races and have been named the winner of the Concourse de Excellence on many occasions.

Since the boat was based in Annapolis and spent every winter in the Caribbean we built the boat with a fuel capacity to motor the whole way from Annapolis to Antigua if necessary. With the right winds we use hardly any substantial fuel at all.

The inside of the boat is the inspired work of my wife. We had to travel to South Africa while we were building RAVENOUS II and she took inspiration on wood treatments from the Mandela suite at the Saxon Hotel just outside J-town. The use of mahogany inset in every drawer or door that opened was a fabulous touch. Along with Jo Humphrey's design help, she added all the warm and charming touches you see today. The craftsmen in Southampton were impressed with both the special design of the woodwork and that an owner could get involved to that level of detail. It made for a very attractive interior.

The design of the galley and the placement of the washer and dryer forward were all my wife's significant contribution to the building of the boat and have made our life on board all the years better. She was intended to be our beautiful and very upscale cruising boat that could work for the two of us or when we added parts or our large family. She succeeded.

The boat turns heads in every port – just one beautiful classic cutter.

BROKER'S COMMENTS

RAVENOUS II is the ideal yacht in many respects. She can cruise anywhere in the world in comfort and luxury and is happy on the race course – whether a Newport to Bermuda Race or local around-the-buoys race. Best of all, her shallow draft lets her visit many destinations that are normally not possible for boats of her size.

EXCLUSIONS

- All personal belongings and all other items not expressly listed in the above inventory are excluded from the sale.
- Interior decorative artwork and scatter cushions are specifically excluded from the sale.

Exclusions

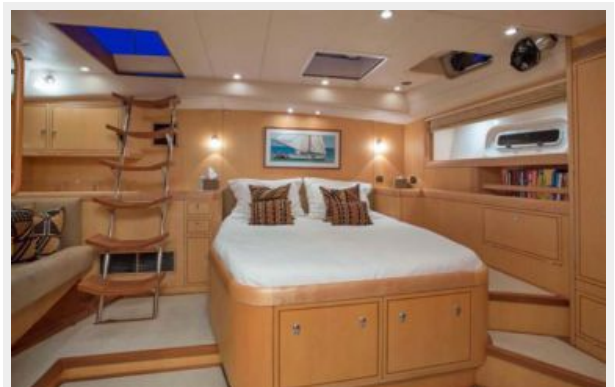
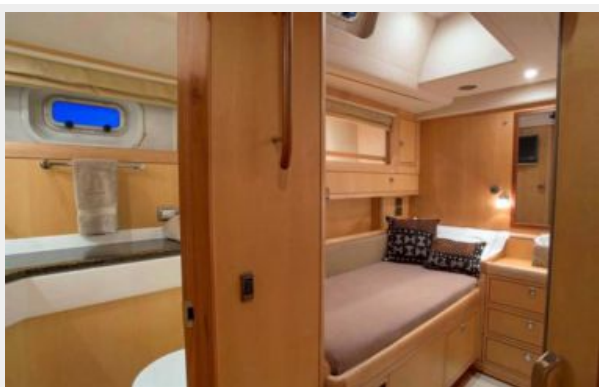
Owner's personal belongings.

Disclaimer

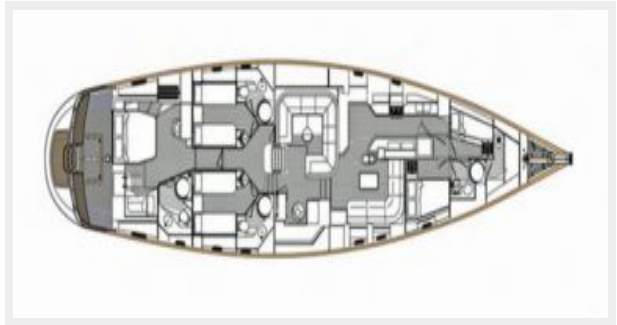
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PHOTOS









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