Oceanis Clipper 510 - 1993

https://www.yachtadvert.com/fr/2803-beneteau-oceanis-clipper-510.html

115 000 EUR ttc



Général

Constructeur : Beneteau	Sous type : Plaisance
Matériau : GRP Poly	Année : 1993
Largeur : 4,57 m	Longueur : 14,94 m
Radeau : Non	Tirant d'eau : 0,00 m
Leasing en cours : Non	Région : Preveza, Grèce

Moteurs

Carburant : Diesel	Marque moteur : Perkins
Puiss. Unit. (CV) : 80	Nombre : 1

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Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non
GPS : Non
VHF : Non
Déssalinisateur : Non

Radar : Non
Sondeur : Non
Traceur de carte : Non
Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non
Plateforme AR : Non
Taud d'hivernage : Non
Capote de roof : Non
Cockpit en teck : Non
Grand voile sur enrouleur : Non

Passerelle : Non
Bossoirs : Non
Guindeau élèctrique : Non
Taud cockpit : Non
Pont teck : Non
Génois sur enrouleur : Non
Spinnaker : Non

équipements principaux

Propulseur Arrière : Non
Clim. : Non
Eaux noires : Non
Annexe : Non

Propulseur avant : Non
Groupe éléc. : Non
Eau chaude : Non
Flaps : Non
Moteur annexe : Non

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électroménager

Congélateur : Non
Micro-ondes : Non
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non
Glaçons : Non
Four : Non
Réchaud gaz : Non
Chauffage : Non
Lave-vaisselle : Non
TV : Non

Divers

Remarks :
The Beneteau Oceanis 510 is a well-regarded and capable bluewater yacht, and Necesse Est — a 1993 example — represents a particularly well-invested specimen of the model. At 14.97m (49ft 1in) she is a substantial yacht, well suited to extended Mediterranean passages and comfortable family cruising. Since 2009 her owner has committed to a thorough and sustained programme of maintenance and upgrades, with documented expenditure in excess of €140,000 across every major system aboard. The most significant works include a full anti-osmosis treatment (2009), replacement of all standing rigging (2014), a new synthetic teak deck and cockpit (2020), Raymarine electronics throughout, a Tecnicomar watermaker, a stainless steel rollbar, retractable bow thruster, motorised in-mast furling mainsail, Code Zero with removable carbon bowsprit, and a complete battery replacement in 2025. She is French-flagged and currently lies at Cleopatra Marina, Preveza, Greece.   Highlights Listed below but included in Full Specs <ul> Over €140,000 in documented works and upgrades since 2009 New synthetic teak deck and cockpit in FLEXITEEK (2020) Full Raymarine S Series electronics suite (chartplotter, radar, AIS, autopilot, wind instruments) Tecnicomar OASI watermaker (70 litres/hour) MAX POWER VIP 150 retractable bow thruster Lewmar 46 electric winch on coachroof Motorised in-mast furling mainsail Code Zero with removable carbon bowsprit; gennaker with funnel sock 4 × 100W solar panels with Victron MPPT regulators 600W wind turbine Complete battery replacement (2025) Zodiac Cadet 300 RIB tender with Mercury 8HP outboard (2018) Blue underwater hull lights   BROKER'S REMARKS Necesse Est is a yacht with a clear and well-documented ownership story. Her current owner has taken a methodical approach to maintenance and improvement over more than fifteen years, investing heavily in the systems and structures that matter most: hull integrity, standing rigging, electronics, deck, and power management. The result is a yacht where the major capital expenditure has already been made, and where the next owner can step aboard with genuine confidence. At nearly 15 metres, she offers a spacious and comfortable interior suited to extended passages with friends or family. The cockpit is sociable and well-equipped, with a folding table, quality cushions, a roll-up spray hood, and a purpose-built stainless steel rollbar carrying solar panels and tackles for the tender. The deck and cockpit were completely relaid in FLEXITEEK synthetic teak in 2020, giving the yacht a fresh and well-maintained appearance on deck. Her sail wardrobe is extensive and capable — mainsail with electric in-mast furling, furling genoa, storm jib on a Dyneema flying forestay, gennaker with funnel sock, and a Code Zero on a removable carbon bowsprit — making her an excellent platform for Mediterranean cruising in all conditions. The energy system is particularly well developed, with solar, wind, a watermaker, and a full set of new batteries, meaning extended time at anchor is entirely practical.
Accommodation :
Necesse Est offers a generous interior typical of the Oceanis 510, with ample headroom throughout and natural light from the deck hatches and saloon windows. The saloon lends itself equally to coastal cruising and extended passages, with a practical galley and a well-appointed navigation area. The forward crew cabin has been converted by the current owner into a dedicated sail locker and equipment store, making the remaining cabins and heads all the more spacious and comfortable for a cruising couple or family. LAYOUT The

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yacht features a central saloon with settee and dining area, a forward accommodation area, and twin aft sleeping cabins offering good privacy. Two separate heads compartments are fitted, each with electric toilets. The forward cabin has been repurposed as a sail locker, walk-in equipment store, and spare parts stowage — a practical modification for serious cruising. DOMESTIC <ul> Galley: 3-burner gas stove with oven; 2 gas cylinders with diverter Microwave: Whirlpool Refrigeration: 1 × cockpit refrigerator; 1 × 8-compartment door refrigerator; 1 × door freezer Galley sink with second pedal-operated seawater tap Hot water: Electric boiler with heat exchanger; spare heating element carried Heads: 2 × electric toilets (motors replaced 2016); 1 × spare toilet motor Heating: Electric with 2 convector heaters Entertainment: Bluetooth radio/CD with internal and external cockpit speakers Tableware: Full melamine set (plates, glasses, bowls) Bow berth: Converted with joined floorboards and piston-assisted opening for large storage below
Inventory :
 NAVIGATION <ul> Chartplotter: Raymarine 7" colour chartplotter in cockpit with stainless steel bracket (2013) Autopilot: Raymarine EV100 with linear actuator (replaced 2020) Wind instruments: 4 × Raymarine i70s (2 per helm side) (2013) VHF radio: Raymarine 55E fixed, with external cockpit repeater at helm AIS: Raymarine 650 Class B transponder (2013) Radar: Raymarine 418 HD colour (2013) Depth sounder: Raymarine fishfinder/echo sounder (2013) MOB beacons: 2 × Raymarine GPS MOB bracelets, connected to Raymarine system MMSI: 227 186 810 Handheld VHF: Cobra Marine HH 600 DSC DECK <ul> Deck surface: FLEXITEEK synthetic teak, fully replaced (2020/2021) Cockpit table: Folding; refurbished (2020) Cockpit cushions: Full set Sunbathing mattresses: For 4 persons on deck, positioned between mast and spray hood (2019) Swim platform: Folding aft platform with removable stainless steel ladder Anchor: Spade 35kg with 80m of 10mm chain; plus 30kg spare anchor Windlass: Electric; with freshwater wash-down connection in anchor locker Rod holders: 4 × stainless steel Gantry: Stainless steel gantry (2015) carrying 4 × 100W solar panels; fitted with tackles for hoisting and stowing the tender on deck Pushpit and pulpit: Stainless steel Fenders: 13 fenders with grey covers; spare covers included Underwater lights: Blue underwater lights on hull and swim platform

  CANVAS <ul> Spray hood: With roll-up front opening; canopy replaced (2019) Bimini: Full cockpit bimini; replaced (2019); custom-made side and rear shade panels Forward sun shade: Deployable shade in front of spray hood Boom shade: Deck shade cloth deployable over boom Cockpit cushions: Full set (2019) TENDER <ul> Dinghy: Zodiac Cadet 300 RIB, aluminium floor (2018) (Available for €1,500)   Inflatable 2.8 M included Outboard: Mercury 8ML 2-stroke, 8HP Tender storage: Hoisted on deck via stainless steel gantry tackles MISCELLANEOUS <ul> Adjustable searchlight with stainless steel bracket Autoradio Bluetooth with internal and external speakers   EXTRA DETAILS <ul> Owner has invoices or expense records for the majority of the works listed in the history Two private owners TITLE DOCUMENTS AND TAX Listed below are the documents/or copies which we have seen on listing this yacht. French registration (Acte de Francisation) Pre-RCD vessel (built 1993); no RCD documentation required Previous Bill of Sale January 2008) eTEPAI VAT status: EU VAT paid — confirmed by French Customs (Bureau des Douanes); private registration under Acte de Francisation requires TVA compliance as a condition of issue
Mechanical :
 CONSTRUCTION <ul> Builder: Beneteau, France Year: 1993 Model: Oceanis 510 Hull material: GRP Deck: Synthetic teak (FLEXITEEK), replaced 2020 Hull protection: 3M hull wrap applied (2020) Design category: A (unlimited offshore) Anti-osmosis treatment completed (2009) DIMENSIONS <ul> LOA: 14.97m (49ft 1in) LWL: 13.59m (44ft 7in)* Beam: 4.73m (15ft 6in) Draft: 1.80m (5ft 11in)* — keel configuration to be confirmed Displacement: 14,000 kg (30,864 lbs)* Ballast: 4,900 kg (10,803 lbs)* MECHANICAL   Engine make and model: Perkins Diesel Engine type: Diesel inboard, fixed shaft drive Power: 80CV (approximately 79HP / 58.88kW)

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Number of engines: 1 Alternators: 2 × belt-driven alternators Propeller shaft replaced with new hull outlet bushing and Volvo packing (2020) Propeller: J-Prop adjustable-pitch; spare fixed-blade propeller also aboard Bow thruster: MAX POWER VIP 150 retractable bow thruster Engine hours: hour counter was replaced some years ago; currently shows approximately 1,700 hours (original engine; regular servicing confirmed by owner) Engine maintenance (2015): raiser and heat exchanger replaced; 2 alternators replaced; starter motor overhauled   TANKAGE   Fuel: approx. 560 litres (123 gallons); 2 steel tanks beneath aft berths (confirmed by survey, May 2025) Water: approx. 1,000 litres (220 gallons)* Water maker: Tecnicomar OASI, 12V, 70 litres/hour Freshwater deck fill point in anchor locker for deck and chain washing Direct shore water connection ELECTRICAL <ul> Battery banks (2025): 1 × 110Ah engine; 5 × 110Ah service bank; 1 × 110Ah electric winch; 1 × 110Ah bow thruster (with dedicated charger) Battery charger: Victron PHOENIX 12V 50A (replaced 2024) Inverter: Victron PHOENIX 1600W 12/220V Solar: 4 × 100W panels; 2 × Victron Smart Solar MPPT 100/20 regulators (new); 2 spare regulators Wind generator: 600W; dedicated MPPT regulator (new) Shore power connection All interior and exterior lighting in LED USB sockets in all cabins, saloon, and cockpit RIGGING   Rig type: Sloop Standing rigging: Stainless steel, completely replaced (2014); boom painted at same time; mast wiring replaced (2014) Mast steps: Folding steps to first spreader; 2 further folding steps at masthead Running rigging: All sheets and halyards replaced (2011); spare halyards, sheets, and cordage aboard Furling: In-mast motorised furling for mainsail (motor replaced 2019); furling headsail Storm jib: On Dyneema flying forestay with stainless steel tensioner Staysail: With Dyneema stay and tightening handwheel (installed 2011) Gantry: Stainless steel gantry (2015) carrying 4 × 100W solar panels and supporting the tender; fitted with tackles for hoisting the RIB Winches: –   1 × Lewmar winch at mast base –   1 × Lewmar 46 electric winch on coachroof –   2 × Lewmar 60 for genoa sheets –   1 × Lewmar 40 on coachroof –   1 × Lewmar 40 in cockpit (furling jib) –   2 × running gear/jammer sets   SAILS <ul> Mainsail: In-mast motorised furling; UV band and battens renewed (2020) Genoa: Furling; UV band renewed (2020) Gennaker: With funnel sock; carbon fibre removable boom Code Zero: With furling drum and removable carbon bowsprit (installed 2011) Storm jib: On Dyneema flying forestay (installed 2011)

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Médias





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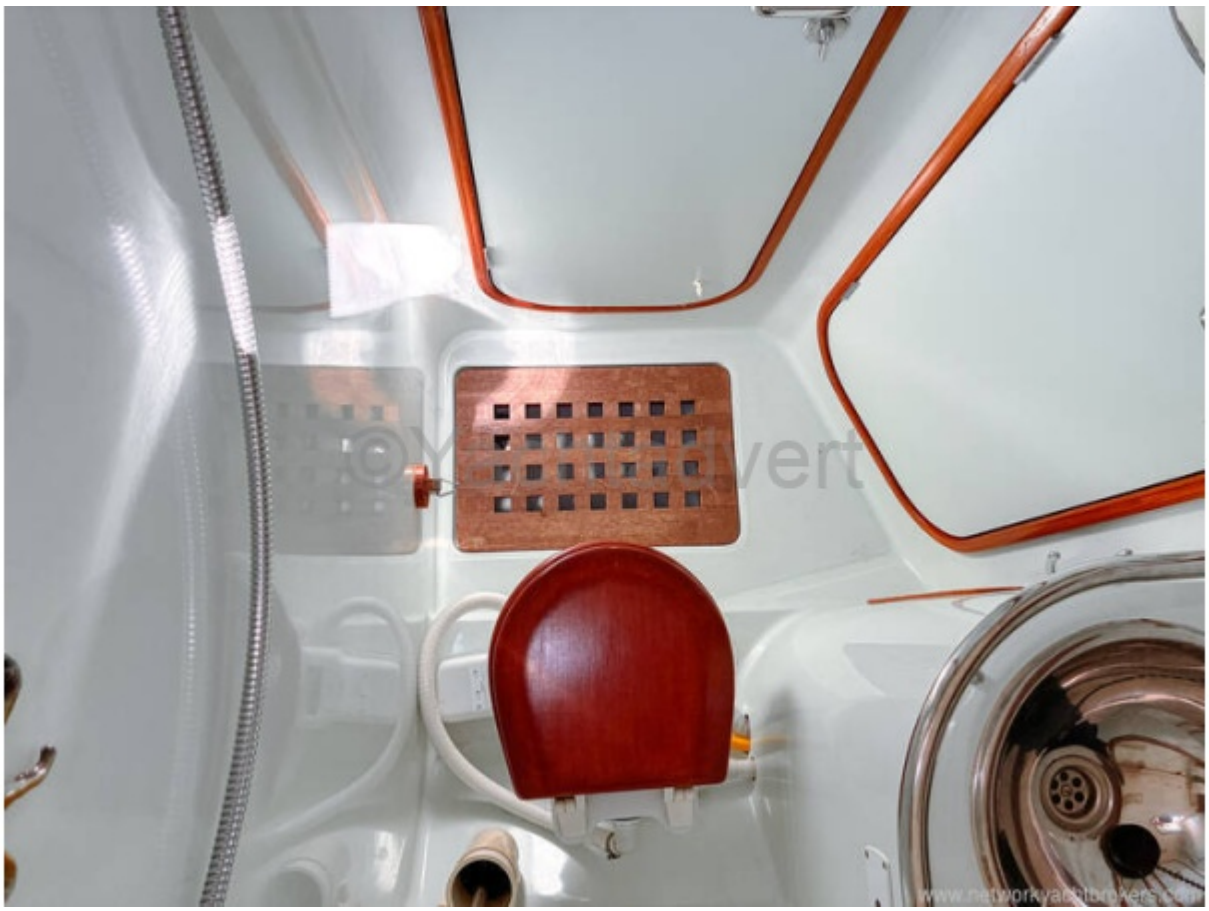
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