



## Oceanis Clipper 510 - 1993

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

125 000 EUR ttc



### Général

Constructeur : Beneteau  
Matériau : GRP Poly  
Largeur : 4,57 m  
Radeau : Non  
Leasing en cours : Non

Sous type : Plaisance  
Année : 1993  
Longueur : 14,94 m  
Tirant d'eau : 0,00 m  
Région : Prevea, Grèce

### Moteurs

Carburant : Diesel  
Puiss. Unit. (CV) : 80

Marque moteur : Perkins  
Nombre : 1

# Aménagements

Flybridge : Non

Timonerie : Non

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## électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

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## 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 électrique : Non

Taud cockpit : Non

Pont teck : Non

Génois sur enrouleur : Non

Spinnaker : Non

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## équipements principaux

Propulseur Arrière : Non

Clim. : Non

Eaux noires : Non

Annexe : Non

Propulseur avant : Non

Groupe élec. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

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# électroménager

Congélateur : Non  
Micro-ondes : Non  
Réchaud électrique : Non  
Lave-linge : Non  
Antenne TV : Non  
TV SAT : Non

Glaçons : Non  
Four : Non  
Réchaud gaz : Non  
Chauffage : Non  
Lave-vaisselle : Non  
TV : Non

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## 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**

- 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 x 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 motorised 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.



<li>Number of engines: 1</li> <li>Alternators: 2 &times; belt-driven alternators</li> <li>Propeller shaft replaced with new hull outlet bushing and Volvo packing (2020)</li> <li>Propeller: J-Prop adjustable-pitch; spare fixed-blade propeller also aboard</li> <li>Bow thruster: MAX POWER VIP 150 retractable bow thruster</li> <li>Engine hours: hour counter was replaced some years ago; currently shows approximately 1,700 hours (original engine; regular servicing confirmed by owner)</li> <li>Engine maintenance (2015): raiser and heat exchanger replaced; 2 alternators replaced; starter motor overhauled</li>

**TANKAGE**

<li>Fuel: approx. 560 litres (123 gallons); 2 steel tanks beneath aft berths (confirmed by survey, May 2025)</li> <li>Water: approx. 1,000 litres (220 gallons)\*</li> <li>Water maker: Tecnicomar OASI, 12V, 70 litres/hour</li> <li>Freshwater deck fill point in anchor locker for deck and chain washing</li> <li>Direct shore water connection</li>

**ELECTRICAL**

<li>Battery banks (2025): 1 &times; 110Ah engine; 5 &times; 110Ah service bank; 1 &times; 110Ah electric winch; 1 &times; 110Ah bow thruster (with dedicated charger)</li> <li>Battery charger: Victron PHOENIX 12V 50A (replaced 2024)</li> <li>Inverter: Victron PHOENIX 1600W 12/220V</li> <li>Solar: 4 &times; 100W panels; 2 &times; Victron Smart Solar MPPT 100/20 regulators (new); 2 spare regulators</li> <li>Wind generator: 600W; dedicated MPPT regulator (new)</li> <li>Shore power connection</li> <li>All interior and exterior lighting in LED</li> <li>USB sockets in all cabins, saloon, and cockpit</li>

**RIGGING**

<li>Rig type: Sloop</li> <li>Standing rigging: Stainless steel, completely replaced (2014); boom painted at same time; mast wiring replaced (2014)</li> <li>Mast steps: Folding steps to first spreader; 2 further folding steps at masthead</li> <li>Running rigging: All sheets and halyards replaced (2011); spare halyards, sheets, and cordage aboard</li> <li>Furling: In-mast motorised furling for mainsail (motor replaced 2019); furling headsail</li> <li>Storm jib: On Dyneema flying forestay with stainless steel tensioner</li> <li>Staysail: With Dyneema stay and tightening handwheel (installed 2011)</li> <li>Gantry: Stainless steel gantry (2015) carrying 4 &times; 100W solar panels and supporting the tender; fitted with tackles for hoisting the RIB</li> <li>Winches:</li>

&ndash; 1 &times; Lewmar winch at mast base  
 &ndash; 1 &times; Lewmar 46 electric winch on coachroof  
 &ndash; 2 &times; Lewmar 60 for genoa sheets  
 &ndash; 1 &times; Lewmar 40 on coachroof  
 &ndash; 1 &times; Lewmar 40 in cockpit (furling jib)  
 &ndash; 2 &times; running gear/jammer sets

**SAILS**

<li>Mainsail: In-mast motorised furling; UV band and battens renewed (2020)</li> <li>Genoa: Furling; UV band renewed (2020)</li> <li>Gennaker: With funnel sock; carbon fibre removable boom</li> <li>Code Zero: With furling drum and removable carbon bowsprit (installed 2011)</li> <li>Storm jib: On Dyneema flying forestay (installed 2011)</li>













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