Oceanis 523 - 2005

https://www.yachtadvert.com/fr/3728-beneteau-oceanis-523.html

159 000 EUR ttc



Général

Longueur : 16,46 m
Quille : Quille ailette
Région : Marmaris,

Année : 2005
Largeur : 4,88 m
Radeau : Non
Leasing en cours : Non

Moteurs

Carburant : Diesel
Puiss. Unit. (CV) : 100

Marque moteur : Yanmar 4JH3HTE
Nombre : 1

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Aménagements

- Timonerie : Non
- Cabine Marin : 3
- Flybridge : Non

électronique

- Pilote auto : Oui
- GPS : Oui
- VHF : Oui
- Déssalinisateur : Non
- Radar : Oui
- Sondeur : Oui
- Traceur de carte : Oui
- Convertisseur 12/220 : Non

équipement de pont

- Hydraulique : Non
- Plateforme AR : Non
- Taud d'hivernage : Non
- Capote de roof : Oui
- Cockpit en teck : Non
- Grand voile sur enrouleur : Non
- Passerelle : Non
- Bossoirs : Non
- Guindeau élèctrique : Oui
- Taud cockpit : Non
- Pont teck : Non
- Génois sur enrouleur : Non
- Spinnaker : Oui

équipements principaux

- Propulseur Arrière : Non
- Clim. : Non
- Eaux noires : Non
- Annexe : Non
- Propulseur avant : Non
- Groupe éléc. : Oui
- Eau chaude : Non
- Flaps : Non
- Moteur annexe : Non

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électroménager

Réfrigérateur : 1
Four : Oui
Réchaud gaz : Non
Chauffage : Oui
Lave-vaisselle : Non
TV : Non

Glaçons : Non
Congélateur : Oui
Micro-ondes : Oui
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Divers

Broker Remarks
This 2005 Beneteau Oceanis Clipper 523 is a well-regarded performance cruiser built by Chantiers Beneteau in France and finished with twin helm positions and a fin keel. She has been under her current owner for the past eighteen years, based throughout at the same berth in Marmaris, Turkey, and is offered for sale in very good overall condition.
She has been consistently maintained, with teak decks renewed in 2016 using certified Burmese Myanmar teak, the hull repainted in AWLgrip Flag Blue in 2019, and standing and running rigging replaced in 2019 with a rig check carried out in 2022. A significant programme of works has been completed over the past two years, including replacement fuel injectors, a generator heat exchanger, updated Raymarine navigation equipment, refinished saloon flooring, and a full service of the engine, generator, air conditioning, and windlass, together with fresh antifouling, in June 2026.
Highlights Listed below but included in Full Specs:

One owner for the past eighteen years
UK Part 1 Registration
Teak decks renewed (2016) — certified Burmese Myanmar teak
Hull repainted in Awlgrip Flag Blue (2019)
Standing and running rigging renewed (2019); rig check (2022)
North Sails wardrobe, removed and fully serviced each winter
Yanmar 4JH3HTE 100hp diesel — fuel injectors replaced (2025)
Onan 9.6kVA generator — heat exchanger replaced (2025)
Separate crew cabin at the bow with its own entrance, heads, and shower
Vitrifrigo compressor refrigeration (2020);
Cruisair air conditioning throughout, serviced (June 2026)
Engine, generator, air conditioning, and windlass serviced; antifouled (June 2026)
Prop bearings and anodes renewed (June 2026)

BROKER'S REMARKS
This Oceanis Clipper 523 offers a genuinely reassuring ownership story: one owner for the past eighteen years, a full and continuous set of ownership and registration documents, and a consistent maintenance record. Teak decks were renewed in 2016, rigging was replaced in 2019, and a substantial round of servicing and renewal was completed as recently as June 2026 — the hallmark of an owner who has kept on top of the major items rather than deferring them.
The layout is a genuine practical advantage at this length: three cabins and three heads for owners and guests, plus a separate crew cabin at the bow with its own entrance, heads, and shower, and air conditioning served

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from the master cabin unit. The North Sails wardrobe, removed and serviced each winter, together with the Sparcraft rig and extensive downwind sail and spinnaker gear, points to a yacht that has been sailed actively and looked after properly.
Offered at a realistic asking price, she represents a sensible and well-documented package for a buyer seeking a capable, well-equipped 53-foot performance cruiser with no significant work outstanding.

CONSTRUCTION

Builder: Beneteau, France
Model: Oceanis Clipper 523
Year: 2005
Hull material: GRP
Deck material: GRP with teak overlay, renewed (2016) — certified Burmese Myanmar teak
Hull colour: Flag Blue, AWL grip painted (2019)
Keel type: Fin
Helm: Twin helm positions

DIMENSIONS

LOA: 15.86m (52ft 0in)
Beam: 4.87m (16ft 0in)
Draft: 2.40m (7ft 10in)
Depth: 2.09m (6ft 10in)
Light displacement: 14,000kg

MECHANICAL

Engine: Yanmar 4JH3HTE, fresh-water cooled diesel inboard
Engine power: 100hp (74.6kW)
Fuel injectors: Replaced (2025)
Drive type: Shaft drive
Propeller: 3-blade, fixed
Prop bearings and anodes: Replaced (June 2026)
Bow thruster: Fitted

PERFORMANCE

Sail area (upwind, standard): 151m²
Cruising speed: Approximately 8 knots
Maximum speed: Approximately 10 knots

TANKAGE

Fuel: 450 litres (99 gallons), 2 tanks
Water: 750 litres (165 gallons), 2 tanks
Holding tank: 3 x 30 litres
Water heating: 42-litre calorifier, heated via engine or 220V shore power

ELECTRICAL

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System: 12V DC / 220V AC
Domestic batteries: 4 x 140Ah service bank
Engine start battery: 1 x 140Ah
Bow thruster / windlass battery: 1 x 140Ah — replaced (2022)
Generator battery: 1 x 100Ah
Battery charger: Victron Centaur 12V/80A, replaced (2025)
Generator: Onan 9.6kVA diesel, with cocoon — heat exchanger replaced (2025)
Lighting: LED upgrade throughout
Shore power: 220V

RIGGING

Rig type: Masthead sloop, twin aft swept spreaders
Spars: Sparcraft — mast, boom, and spinnaker poles
Standing rigging: Replaced (2019); rig check carried out (2022)
Running rigging: Renewed (2019)
Furling: Facnor headsail furling (2019); Bamar Rollgen furling gear for cruising chute with spliced endless line
Reefing: Slab reefing main, three reefs, lines led aft to cockpit; lazybag fitted
Spinnaker gear: Asymmetric spinnaker gear with two anodised spinnaker poles; inner forestay deck attachment point; stainless steel bowsprit
Additional rigging equipment: twin spinnaker halyards and pole topping lifts (racing Dyneema); second genoa halyard and mouse for wing genoa; spinnaker pole piston, cars and track; pole heel lift system with cam cleats and carbon blocks; twin double Spinlock clutches; pole downhaul system; insulated backstays with grounding plate; jackstays fitted

SAILS

Mainsail: North Sails, battened, slab reefing (3 reefs)
Genoa: North Sails, furling
Crosscut running headsail: North Sails, with bag and ties
Asymmetric gennaker: Fitted
Sail wardrobe removed from the vessel and fully serviced, including washing, each winter

NAVIGATION

Chartplotters: 2 x Raymarine E80 (helm and navigation station)
GPS antenna: Raymarine RS115, with adapter — fitted (2025)
Autopilot: Raymarine ST6001+
Multi-function display: Raymarine ST60
Tridata: Raymarine ST69
Wind instruments: Raymarine ST60
Radar: Raymarine
VHF radio: Fixed, with DSC; 2 x handheld
SSB radio: Fitted, with modem and hardware
PC interface: Raymarine, fitted

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DECK

Winches: 2 x electric genoa winches (H66 2STCEH/66.2STC); 1 x electric winch, port (44.2 STCEH); 1 x manual winch, starboard (44.2 STC)
Windlass: Lewmar electric, with control at bow and remote at helm station — serviced (June 2026)
Anchor: Main anchor with 80m x 10mm chain
Passerelle: Fitted
Swim ladder: Fitted
Cockpit table: Wooden
Cockpit shower: Hot and cold, on bathing platform

SAFETY

Life rafts: 2 x fitted
EPIRB: 406MHz
Life jackets: 6
Life lines: 6
Dan buoy: Fitted
Handheld VHF radios: 2
Fire extinguishers: 4
Fire blanket: Fitted, located adjacent to the oven

ACCOMMODATION
This Oceanis Clipper 523 offers comfortable six-berth accommodation across three cabins, including two aft cabins, together with a separate crew cabin at the bow with its own entrance. Three heads compartments are fitted, each with toilet, handbasin, and shower — including the crew cabin, which also benefits from air conditioning served from the master cabin unit. The interior is finished in cherry with cream leather upholstery, and headroom is approximately 2m throughout.
LAYOUT
The layout comprises three cabins with berths for six, including two aft cabins, a central saloon with a wraparound settee and dining table, and a separate crew cabin at the bow accessed by its own entrance — a practical arrangement for additional crew or guest privacy. Three heads compartments serve the accommodation, each fitted with toilet, handbasin, and shower.
DOMESTIC
The galley is equipped with a four-burner gas cooker and oven, a microwave (serviced 2025), two Vitrifrigo C130L compressor refrigerators (replaced 2020), and a stainless-steel double sink with pressurised hot and cold water. Hot water is supplied via a 42-litre calorifier from the engine or 220V shore power. Three Cruisair air conditioning units serve the accommodation, serviced in June 2026. Entertainment includes a 17-inch television with combination DVD player in the saloon, a 12V TV antenna, and a radio/CD player with speakers in the saloon and cockpit.

CANVAS

Sprayhood: Replaced (2020)
Bimini: Replaced (2020)
Luff bag Genoa cover: Fitted
All-over winter cover: Fitted

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Boom cover: Fitted
Wheel covers: Fitted

TENDER

Dinghy: Seago 2.70m hypalon inflatable (2020)
Outboard: Yamaha 4hp, four-stroke

MISCELLANEOUS

Main saloon floor refinished — sanded and revarnished (December 2024)
Cutlery, crockery, and utensils

EXTRA DETAILS

Currently berthed in Marmaris, Turkey
Full ownership and registration documentation available, tracing provenance from first supply in 2005

TITLE DOCUMENTS AND TAX
Listed below are the documents/or copies which we have seen on listing this yacht.

UK Part 1 Registration — current
Builder's Certificate — seen
RYA Certificate of Tonnage — seen
Documented chain of title from first supply in 2005 to the current ownership
VAT is not paid as originally exported.

KNOWN DEFECTS
NONE
HISTORY
This Oceanis Clipper 523 was built by Chantiers Beneteau in Saint-Hilaire-de-Riez, France, and first sold new in September 2005. She has been under her current private ownership since January 2008, based throughout at the same berth in Marmaris, Turkey — eighteen years of continuous ownership. A marine mortgage previously registered against the vessel was formally discharged in February 2016.
Under the current ownership, the teak decks were renewed in 2016 with certified Burmese Myanmar teak, and the hull was repainted in Awl grip Flag Blue in 2019, the same year the standing and running rigging were replaced; a rig check followed in 2022. More recently, the vessel has benefited from a battery charger replacement and refreshed service, engine, and bow thruster batteries (2022), Vitrifrigo refrigeration (2020), and a replaced sprayhood and Bimini (2020). Works carried out in the past year include replacement fuel injectors for the engine, a generator heat exchanger replacement, updated Raymarine GPS equipment, refinishing of the saloon sole, and a full service of the engine, generator, air conditioning, and windlass, together with fresh antifouling and renewal of the prop bearings and anodes, completed in June 2026. The sail wardrobe is removed and fully serviced each winter. Further details of ownership and maintenance history are available on request.

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Boom cover
Wheel covers

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Outboard: Yamaha 4hp, four-stroke

MISCELLANEOUS

Main saloon floor refinished — sanded and revarnished (December 2024)
Cutlery, crockery, and utensils

EXTRA DETAILS

Currently berthed in Leros, Greece
Full ownership and registration documentation available, tracing provenance from first supply in 2005

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Médias





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3 cabin-3 toilet version with optional bow cabin

2 cabins - 2 toilets version with optional bow cabin

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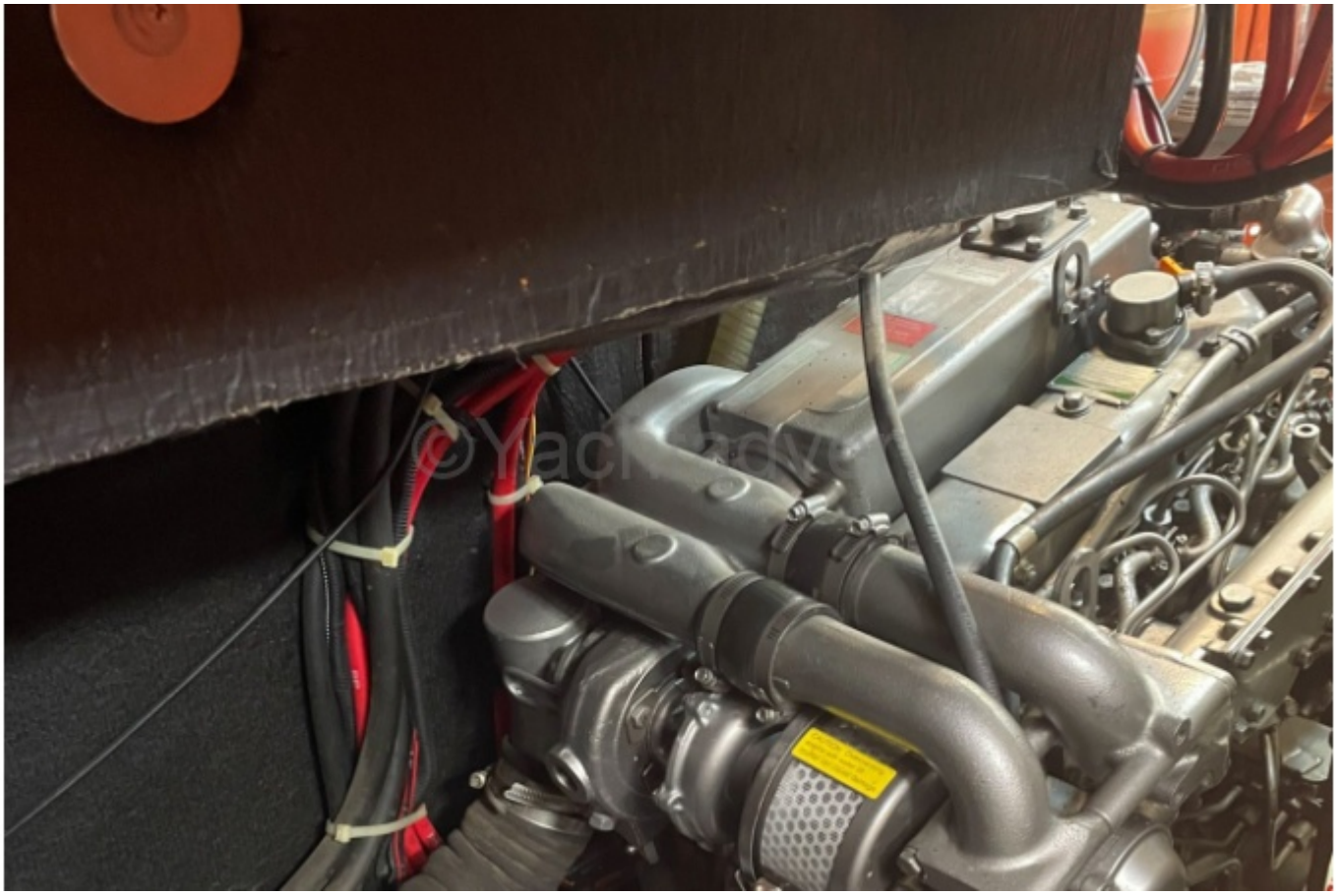


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