



56 - 2003

<https://www.yachtadvert.com/1161-oyster-56.html>

535 696 â,- incl vat



General

Builder : Oyster
Material : GRP
Beam : 16.00 Ft
Area : Barcelona, Spain

Subtype : Pleasure
Year : 2003
Length : 57.00 Ft
Life Raft : No
Leasing in progress : No

Engines

Fuel : Diesel
Power Unit. (HP) : 114

Engine Brand : Perkins/Sabre MI15T 4-cylinder

Engine(s) : 1

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Remarks :

This 2003 Oyster 56, hull number 34, underwent extensive refitting and upgrading in 2014 and 2022, and is now for sale in Barcelona. Built in 2003 and commissioned in 2004, it is a prime example of a world-class bluewater cruiser, designed by renowned naval architect Rob Humphreys. Revered for its seamless blend of durability, exceptional performance, and luxurious accommodations, the Oyster 56 has earned its place among the finest sailing yachts ever produced. This yacht reflects the meticulous craftsmanship and engineering excellence that the Oyster name represents.

Her striking blue topsides, complemented by a crisp white superstructure and teak-planked decks, make this Oyster 56 an absolute head-turner in any marina or anchorage. The timeless design is as practical as it is elegant, offering aesthetic appeal and exceptional functionality for serious offshore cruising. Designed for safety and ease of handling, this sloop is well-suited for adventurous sailors, whether tackling long ocean passages or exploring remote coastal hideaways.

Inside, the boat boasts spacious, beautifully finished accommodations, offering comfort and style for extended voyages or live-aboard living. The thoughtfully designed interior layout provides ample space for families or guests, featuring a luxurious owner's cabin, well-appointed guest cabins, and a light-filled saloon perfect for relaxation or entertaining. High-quality joinery, premium fittings, and attention to detail create a welcoming and refined atmosphere.

Regular maintenance and a history of continuous upgrades ensure this boat is presented in good condition. From her robust systems to her updated navigation equipment, this yacht is ideal for experienced sailors or those seeking a proven vessel to begin their cruising dreams. It is equipped and prepared for adventure, offering a unique opportunity to own one of the most respected designs in the Oyster fleet.

Embark on your next journey of discovery aboard this Oyster 56 and experience the freedom, comfort, and reliability that only an Oyster can deliver.

Este <strong data-start="146" data-end="172">Oyster 56 del a ntilde;o 2003 <strong data-start="233" data-end="250">Rob Humphreys, se encuentra ahora a la venta en <strong data-start="285" data-end="298">Barcelona <strong data-start="307" data-end="359">amplio refit y mejoras realizadas en 2014 y 2022. Botado en 2004, representa uno de los mejores <strong data-start="407" data-end="450">cruceros de altura de categor iacute;a mundial, reconocido por su combinaci oacute;n de <strong data-start="485" data-end="545">durabilidad, altas prestaciones y lujoso confort a bordo.</p><p data-start="550" data-end="934">Sus elegantes <strong data-start="564" data-end="588">costados azul marino, que contrastan con la superestructura blanca y la cubierta de teca, convierten a este Oyster 56 en un velero de presencia inconfundible en cualquier puerto o fondeo. Su dise ntilde;o atemporal no solo ofrece estilo, sino

también <strong data-start="810" data-end="860">seguridad, practicidad y facilidad de maniobra, lo que lo hace ideal tanto para travesías oce´nicas como para la exploraci&ocute;n costera.</p><p data-start="936" data-end="1340">En el interior, el yate dispone de espacios amplios y refinadamente acabados, con una distribuci&ocute;n pensada para largas estancias o para la vida a bordo: cabina de armador de lujo, c&ocute;modas cabinas para invitados y un sal&ocute;n luminoso y acogedor, perfecto para el descanso o la vida social. La alta calidad de la carpintería, los accesorios y los acabados refleja la excelencia artesanal propia de Oyster.</p><p data-start="1342" data-end="1703">Con mantenimiento regular y una trayectoria de mejoras continuas, este velero se presenta en buen estado. Est´ equipado con sistemas robustos y electr&ocute;nica de navegaci&ocute;n actualizada, lo que lo convierte en una opci&ocute;n perfecta para navegantes experimentados o quienes buscan un yate probado con el que iniciar su aventura de crucero.</p><p data-start="1705" data-end="1882">Este Oyster 56 ofrece una <strong data-start="1731" data-end="1816">oportunidad única de adquirir uno de los modelos m´s admirados de la flota Oyster, al combinar <strong data-start="1829" data-end="1863">libertad, confort y fiabilidad en un solo yate.</p>

Accommodation :

<p>This vessel features a spacious, meticulously crafted interior with a luxurious teak finish. The layout provides excellent use of space, offering both privacy and comfort:</p><p>Forward Cabin: This cabin features a large double berth, overhead hatches for natural light and ventilation, and ample storage in drawers and hanging lockers.</p>

Port Cabin: The twin bunks are ideal for crew or guests and feature individual reading lights and storage.</p>

Saloon: A bright and inviting space with a large U-shaped dining area to port, a central teak table with folding leaves, and additional seating to starboard. The vessel is also equipped with a washing/drying machine. </p>

Navigation Station: A dedicated, fully equipped area located aft to starboard, with comprehensive instrumentation and communication systems for offshore cruising.</p>

Galley: A linear design to port, outfitted with:
Induction stove and oven

Double stainless steel sink with pressurised hot/cold water plus sparkling water

Extensive countertop space and lockers for provisioning

Additional kitchen storage is available in the microwave cupboard, allowing space for a toaster, Nespresso machine, and pressure cooker. The microwave has been removed to make more space. </p>

Aft Cabin: A luxurious owner’s suite with a double berth, en-suite washroom with a shower, and abundant storage.</p>

Additional Cabin: This cabin features a single berth and can be used as a workstation, suitable for extra crew members or storage.</p>

</p><p data-start="97" data-end="301">Esta embarcaci&ocute;n ofrece un <strong data-start="124" data-end="170">interior amplio y meticulosamente diseñado, con un lujoso acabado en teca. La distribuci&ocute;n aprovecha el espacio de manera excelente, garantizando <strong data-start="274" data-end="298">privacidad y confort:

<strong data-start="305" data-end="324">Cabina de proa: equipada con una gran litera doble, escotillas superiores que aportan luz natural y ventilaci&ocute;n, adem´s de amplios espacios de almacenamiento en cajones y armarios roperos.</p>

<strong data-start="502" data-end="522">Cabina de babor: dispone de literas gemelas, ideales para

tripulaci&#oacute;n o invitados, con luces de lectura individuales y espacio de estiba.

<strong data-start="648" data-end="658">Sal&#oacute;n:&#nbsp;un espacio luminoso y acogedor, con un gran comedor en forma de U a babor, mesa central de teca con alas abatibles y asientos adicionales a estribor. La embarcaci&#oacute;n est&#aacute; adem&#aacute;s equipada con&#nbsp;<strong data-start="849" data-end="870">lavadora/secadora.

<strong data-start="876" data-end="895">Mesa de cartas:&#nbsp;zona dedicada y totalmente equipada, situada a popa a estribor, con instrumentaci&#oacute;n y sistemas de comunicaci&#oacute;n completos para navegaci&#oacute;n de altura.

<strong data-start="1048" data-end="1059">Cocina:&#nbsp;dise&#ntilde;o lineal a babor, equipada con:

Cocina de inducci&#oacute;n con horno

Fregadero doble en acero inoxidable con agua caliente/fr&#iacute;a a presi&#oacute;n y agua con gas

Amplias superficies de trabajo y armarios para provisiones

Espacio adicional de almacenaje en el armario del microondas, adaptado para tostadora, cafetera Nespresso y olla a presi&#oacute;n (el microondas se ha retirado para ganar espacio).

<strong data-start="1472" data-end="1491">Cabina de popa:&#nbsp;lujosa suite del armador con cama doble, ba&#ntilde;o privado con ducha y abundante espacio de almacenamiento.

<strong data-start="1599" data-end="1620">Cabina adicional:&#nbsp;con litera individual, adaptable como puesto de trabajo, camarote extra para tripulaci&#oacute;n o zona de almacenaje.</p>

Inventory :

<p>Construction Feature

Hull: GRP is moulded with a balsa core for strength and insulation. In load-bearing areas, it is plywood with aluminium backing plates for fittings.</p><p>Deck: GRP with raised bulwark, teak cap rail, and internal scupper drains.

Teak Decking: 10mm x 43mm laid planks, nibbed into a king plank with epoxy glue.&#nbsp;The Teak Deck was redone in 2013 by the previous ownership as part of the complete refit 2013/2014.

Deck Edge: Three pairs of internal scupper drains.

Deck Features

Foredeck: Recessed locker for anchor chain with hinged lids and chrome locking devices.

Aft Deck:

Large locker for two 6kg butane bottles, with self-draining features.

Flush GRP deck hatch for access to the lazarette.

Coachroof:

Aft coachroof: Two self-draining lockers for deck gear/liferaft.

Forward coach roof: sunbathing area

Cockpit features

Design: Self-draining with two 38mm cockpit drains.

Pedestal: Whitlock "Athena" model with controls, gear shift, throttle lever, and a 150mm compass with crash bar.

Entertainment: Waterproof loudspeakers on coamings.

Table: Teak-topped with an insulated GRP fridge.

Deck Equipment

Winches: (serviced in season 2025)

2X Lewmar 48ST winches on the mast.

2X Lewmar 66ST electric primary sheet winches.

1X Lewmar 54ST electric sheet winch.

1X Lewmar 54ST sheet winch.

1X Lewmar 48ST electric halyard winch.

2X Lewmar 16ST mainsheet traveller winches.

3 x Winch handle pockets.

Stainless Steel Work:

S.S. Bow pulpit with Aqua Signal lights.

S.S. stern pulpit with gate, ensign staff socket.

710mm stanchions with double S.S. wire guardrails.

S.S. stemhead fitting with twin bronze rollers (self-stowing).

S.S. Grab rails, mast guards, and dorade guards.

Hardware:

4 x Pairs of 15" S.S. cleats (mooring).

Lewmar mainsheet track and genoa sheet tracks.

3 x Spinlock rope clutches (vang, mainsheet, topping lift).

Anchoring:

Lewmar 24V electric anchor windlass (two-way).

34kg CQR anchor with 60m of 12mm galvanised chain.

Chain locker with lanyard-secured pad eye.

Ballast Keel

Type: High-Performance Bulb (HPB) keel with lead casting.

Weight: ~7,290kg.

Attachment: Nickel-bronze bolts to GRP keel stub with a wide footprint for strength.

Steering

Rudder: GRP blade on stainless steel stock, protected by skeg.

Steering System: Whitlock cable system with 1200mm S.S. wheel (suede leather cover).

Bow Thruster: Side power. The unit is neatly installed in a protective cage.

Ancillary Ship Systems

Hydraulic System: A 24-VDC, 3kW electro-hydraulic power pack is installed in the saloon bilge to operate the vang and furlers for the staysail and genoa.

Water-Maker: A Seafresh H208A reverse osmosis water maker is installed, with components distributed across the captain's cabin (membranes & control), engine room (high-pressure pump), and galley bilge (primary booster pump). The system, operating at 230 VAC, includes four R/O membranes and has an estimated capacity of 120 litres per hour. In June/July 2024, new membranes were installed along with a semi-automatic freshwater flushing system.

Air-Conditioning: 3X Cruisair air-conditioning/heating units, each with 16,000 BTU cooling capacity:

Forward guest cabin: 1 unit

Saloon: 1 unit serving upper and lower areas

Owners' and skipper's cabins: 1 unit

Heating

The new Webasto (2022) diesel-fired heater in the lazarette provides hot water to the fan coils. It has replaced the old Eberspächer unit.

Exhaust exits on the starboard transom.

Refrigeration

The marine refrigeration system includes:

Two compressor/condensing units and a raw-water cooling pump (24-VDC operation).

Units in the saloon bilge cool a large galley freezer.

Galley and cockpit fridges operate via keel coolers and dedicated compressors (24-VDC).

Plumbing System

Fresh Water System:

Material: Semi-rigid plastic tubing in good condition.

Components: Two Jabsco 24-VDC pumps (parallel) and an accumulator tank pressurise the system.

Hot Water: Provided by a 230-VAC immersion water heater with a calorifier connected to the main engine.

Waste Plumbing:

Grey Water:

Showers and washbasins drain into the forward and aft "Whale" plastic greywater tanks.

Tanks equipped with 24-VDC Gulper pumps (manual/automatic operation).

The galley sink uses a dedicated Gulper evacuation pump, which has been tested and is functional.

Condensation from air-conditioning drains into bilges (suggestion: use sump boxes to keep bilges dry).

Black Water:

It is equipped with Sealand "Vacuflash" freshwater-flushed vacuum toilets.

Toilets discharge into polyethylene blackwater tanks above the waterline, with gravity overboard discharge or deck

pump-out.

Deck Wash:

A raw water pump in the aft cabin provides deck washing/shower.

Bilge System:

Main Bilge: Located in the saloon, it collects interior bilge waters by gravity.

Pumping Systems:

Primary: 24-VDC electric centrifugal pump (automatic/manual).

Emergency: Clutched belt-driven pump on the main engine or hand-operated diaphragm pump in the cockpit.

High-Water Alarm: Sensors in the deep bilge with functioning alarms.

Water Tanks:

One GRP-integrated freshwater tank (1,000L) in the starboard saloon bilge.

Independent deck fill point and vent above deck level.

At the nav station, both fuel and freshwater tanks are monitored remotely via a pressurised air system called "Tank Tender";

Electrical Installation

Battery System: Four MG 25.6V 280AH lithium batteries are connected to an MG Master BMS with heavy-duty cables

Charging Sources: Lithium batteries are charged by:

Two Victron Quattro chargers.

An engine alternator.

A Mastervolt alternator.

Solar panels.

Only one Victron charger is linked to the automatic charging circuit.

AGM Batteries: Three Optima AGM batteries are used, each charged with a separate Victron charger.

Navigation Area Equipment

Magnetic steering compass.

Raymarine echo sounder.

Fluxgate compass.

Furuno FA70 class A AIS.

Raymarine GPS plotter.

Raymarine wind instruments.

Icom VHF with DSC.

Icom IC802 SSB.

Firefighting Equipment (serviced in 2025)

13a 89b powder fire extinguisher in an aft deck locker.

Jokel 13a 89b powder fire extinguisher in the galley.

ANAF 5a 34b powder fire extinguisher in the forward cabin.

Jokel 5a 34b powder fire extinguisher by the companionway.

A fire blanket in the galley.

Fire Boy gas fire extinguisher with thermal and manual release in the engine bay.

Lifesaving Equipment (serviced in 2025)

Jon Buoy rescue sling. J

Jon Buoy inflatable dan buoy.

Webbing lifelines.

Ocean Safety SEA SAFE life raft eight-person with HAMMAR ISO

Global Fix 406 MHz EPIRB (serviced till 2027)

A flare pack

8 life jackets

The vessel features an Avon Rover 3.40 dinghy powered by a Honda 4-stroke 20HP engine. The outboard motor was serviced in May 2025, and the battery was replaced.

2022 Upgrades and Checks:

Keel bolts checked

Install a stainless steel plate on the capping rail

Engine checked
Bow Thrusters checked
New Kohler Generator
New Saltwater System
Fuel System: Polyvent Hatch
Bilge Pump changed
Greywater System checked
Freshwater System checked
New Frigomar Self-contained "Inverter"
New Heating System:
Hydraulics Checked
New Bimini
The oven stop plate was fabricated & installed
The refit included dual voltage inputs (120V/220V). A smaller 120V inverter is installed under the joinery of the workshop cabin, used for US/Caribbean power. The plug inputs are labelled accordingly.
New Batteries: 1X MG Master LV 24-48V/1000A (M12); 4X MG LFP Battery 25.6V/280Ah/7200Wh (M12)
New Tom Solar Bimini Panels (2)
New i70 + Furuno AIS"
AC Panel
New Raymarine Axium Pro 12"
New Washing/Dryer Machine
New Oven
New Router PEPWAVE ROUTER BR1 MKII 5G
New RAYMARINE AXIOM 12 Pro-S, HybridTouch 12” MFD
New RAYMARINE AXIOM 9 Pro-S, HybridTouch 9” MFD
New RAYMARINE Quantum Q24D Doppler 18” Radar
New FUSION Apollo MS-RA770 stereo
New 2X JL AUDIO M6-880X, 8.8" Speaker Classic, white,
Refit Galley Cabinet with slide-out shelves, hinged doors, teak veneered & varnished
New deck cushions using exterior grade textiles & foam [Cockpit seat bases (7 units), port & stbd aft seat bases & backrests (6 units), FWD bathing cushions (3 units)
Full Quooker system
Maintenance 2024/2025:
Anchor locker divider: All rotted timber removed and replaced with new marine-grade material.
Engine service completed: Installed new oil filter, fuel filter(s), raw-water pump impeller and cartridge, two new drive belts, 3 litres of engine oil, air filter, and second-stage filter.
Sails serviced (November 2024, all cleaned):
Genoa: restitched seams; replaced Dyneema clew webbing.
Mainsail: renewed UV patch at clew; repaired leech chafe and fraying; replaced tack webbing.
Storm jib: resewn seams.
Sprayhood and bimini: all needed repairs carried out, including new zipper.
Gangway: fully renovated—repainted entire structure, new wheels installed.
Fenders: all fenders and protective covers replaced with new.
Shore power system: replaced grounding cable connectors for safety and reliability.
Antifouling and hull maintenance: new antifouling applied; anodes replaced; PropSpeed applied to propeller; 10 hatch covers and their frames painted.
Underwater stern light issue resolved: switch replaced.
Dinghy (Honda outboard): new battery installed; engine fully serviced.

Construcciön

Casco: PRFV con núcleo de balsa para resistencia y aislamiento; en las úreas de carga, contrachapado con placas de aluminio para los herrajes.

Cubierta: PRFV con borda elevada, regala en teca y desagúes interiores.

Cubierta de teca: tabloncillos de 10 mm x 43 mm pegados con epoxi; cubierta renovada en 2013 durante el refit completo (2013/2014).

Borda: tres pares de desagúes interiores.

Elementos de cubierta

Proa: cofre empotrado para cadena con tapas articuladas y cierres cromados.

Popa: gran cofre para dos bombonas de butano (6 kg), con drenaje; tambucho enrasado en PRFV para el acceso al pañol de popa.

Toldilla de popa: cofres autodrenantes para el equipo de cubierta/balsa salvavidas.

Toldilla de proa: zona de solúrium.

Bañera

Diseño: autovaciante con dos desagúes de 38 mm.

Pedestal: Whitlock “Athena” con mandos, cambio, acelerador y brújula de 150 mm con barra protectora.

Entretenimiento: altavoces impermeables en brazolas.

Mesa: sobre de teca con frigorífico aislado en GRP.

Equipo de cubierta

Winches (revisados temporada 2023/2024):

2 x Lewmar 48ST en el mústil

2 x Lewmar 66ST eléctricos primarios

1 x Lewmar 54ST eléctrico

1 x Lewmar 54ST manual

1 x Lewmar 48ST eléctrico de drizas

2 x Lewmar 16ST de escota de mayor

3 x bolsillos para manivelas

Acero inoxidable:

Púlpito de proa con luces Aqua Signal

Pulpito de popa con portún y soporte de bandera

Candeleros de 710 mm con doble guardamancebos inox

Fitting de roda con rodillos de bronce gemelos autoestibables

Pasamanos, protecciones de mústil y de dorades

Herrajes: 4 pares de cornamusas inox de 15″; carriles de escota de Génova y de mayor Lewmar; 3 mordazas Spinlock (vang, escota mayor, amantillo).

Fondeo: molinete eléctrico Lewmar 24 V (dos direcciones); ancla CQR de 34 kg con 60 m de cadena galvanizada de 12 mm; pozo de cadena con cúncamo y cabo de seguridad.

Quilla y timún

Quilla: bulbo de alto rendimiento (HPB), plomo fundido, ~7.290 kg, fijaciún con pernos de núquel-bronce.

Timún: pala de PRFV sobre mecha inox, protegida por aleta.

Gobierno: sistema de cable Whitlock con rueda de 1.200 mm en inox (recubierta con piel vuelta).

Hélice de proa: Side Power, instalada en jaula protectora.

Sistemas auxiliares

Hidrúlico: central electrohidrúlica 24 VDC – 3 kW en la sentina del salún (opera vang y enrolladores de estay/génova).

Desalinizadora: Seafresh H208A, úsmosis inversa (230 V), capacidad

de 120 l/h; componentes distribuidos en la cabina del capitán, la sala de máquinas y la cocina.

Membranas nuevas e instalación de un sistema semiautomático de lavado (junio/julio de 2024).

Aire acondicionado: 3 unidades Cruisair de 16.000 BTU (cabina de proa, salón y cabinas del armador/patrón).

Calefacción: Webasto nuevo (2022); sustituye al antiguo Eberspächer, con salida en popa babor.

Refrigeración: 2 unidades de compresión con bomba de agua (24 VDC); congelador grande en la cocina; neveras en la cocina y en la bañera, con compresores independientes.

Fontanería

Agua dulce: tubería semirrigida en buen estado; 2 bombas Jabsco 24 VDC en paralelo + depósito de presión; calentador 230 V + serpentín del motor.

Aguas grises: duchas/lavabos & tanques Whale (proa y popa) con bombas Gulper 24 V automáticas; fregadero con bomba dedicada.

Aguas negras: WC Sealand & "Vacuflash"; & tanques de polietileno sobre flotación, con descarga por gravedad o por toma en cubierta.

Lavado de cubierta: bomba de agua salada en la popa.

Sentina: sentina central bajo el salón con bomba centrífuga de 24 V; bomba de emergencia acoplada a motor y bomba manual en la bañera; alarma de nivel alto.

Tanques

Agua dulce: 1 x 1.000 L, GRP integrado en la sentina de babor del salón.

Monitorización: sistema "Tank Tender"; mediante aire presurizado.

Electricidad

Baterías: 4 x MG 25,6 V 280 Ah de litio, con MG Master BMS.

Cargas: 2 cargadores Victron Quattro, alternador de motor, alternador Mastervolt, paneles solares.

Baterías AGM: 3 x baterías Optima AGM con cargadores Victron individuales.

Navegación y comunicaciones

Compuerta magnética de gobierno, compuerta fluxgate

Ecosonda Raymarine

AIS Furuno FA70 Class A

Plotter GPS Raymarine

Instrumentos de viento Raymarine

VHF Icom con DSC

SSB Icom IC802

Seguridad (revisado 2025)

Extintores en popa, cocina, cabina de proa y bajada

Manta ignífuga en cocina

Sistema Fire Boy en sala de máquinas

Salvamento: eslinga Jon Buoy, boya inflable Jon Buoy, chalecos de vida, balsa Ocean Safety, EPIRB Global Fix 406 MHz (válida hasta 2027), bengalas, 8 chalecos

Auxiliar

Neumática: Avon Rover 3,40 m con motor Honda 20 HP 4T

Mantenimiento: fueraborda revisado y batería sustituida (mayo 2025)

Mejoras 2022

Revisión pernos de quilla

Nuevo generador Kohler

Nuevo sistema agua salada
 Sustituci&#oacute;n bomba de achique
 Instalaci&#oacute;n nuevo sistema Frigomar Inverter
 Calefacci&#oacute;n nueva
 Nuevas bater&#iacute;as MG litio
 Nuevos paneles solares Tom Solar (2)
 Nuevos equipos Raymarine (Axiom 12 Pro-S, Axiom 9 Pro-S, Radar Quantum Q24D, i70)
 AIS Furuno, router 5G Pepwave, est&#eacute;reo Fusion Apollo, altavoces JL Audio, lavadora-secadora, horno,
 nuevos cojines exteriores
 Mantenimiento 2024/2025
 Cofre de ancla renovado
 Servicio motor completo (filtros, correas, impulsor, aceite)
 Velas repasadas (nov. 2024): G&#eacute;nova, Mayor, Torment&#iacute;n
 Sprayhood y bimini reparados
 Pasarela renovada
 Defensas nuevas con fundas
 Pintura antifouling, &#aacute;nodos, PropSpeed en h&#eacute;lice, pintura de escotillas
 Sustituci&#oacute;n interruptor luz subacu&#aacute;tica popa
 Auxiliar: bater&#iacute;a nueva y motor revisado</p>
 Mechanical :
 <div> <p>Engine:&#nbsp;&#nbsp;Perkins/Sabre M115T, 4-cylinder, 114 HP. Total engine
 running hours are approximately 4,500. Annually maintained.&#nbsp;&#nbsp;</p>
 Exhaust: Halvard Marine water separator.
 Propulsion: 24" feathering Max-Prop with Aquadrive coupling.
 Fuel Tank: The vessel features two GRP-integrated fuel tanks with a total capacity of ~1,450 litres. One tank is located in
 the twin-cab bilge (400 litres), and the other in the port saloon bilge (1,050 litres).
 Generator:&#nbsp;A Kohler diesel-fueled generator, model 7EFK0ZD, rated at 7
 kW,&#nbsp;is located beneath the companionway steps. 90 hours run
 Rigging and Sails
 The yacht is equipped with a keel-stepped, masthead aluminium rig by Formula Spars with three sets of
 straight spreaders and discontinuous rigging.&#nbsp;The standing rigging was replaced in 2022.&#nbsp;The
 mainsail is an in-mast furling type (hydraulically operated). Forestays are equipped with Reckmann hydraulic furling
 units. The rig was pulled for full servicing during the summer of 2022. The mast was fully disassembled, and all parts
 were removed for servicing and checks. The professional company fully painted the rig. The standing rigging was
 replaced entirely with new Sta-Lok-quality fittings and connections. All reused parts were thoroughly checked. All
 hydraulic furlers were serviced. Reckmann furlers were serviced by Reckmann, and the in-mast furler was designed and
 manufactured by the Rigging team. Any broken or damaged parts were repaired or replaced as needed. At Hydraulics,
 we serviced the hydraulic backstay, vang and outhaul. The mast was reinstalled, tuned, and tested.&#nbsp;</p>
 </div><p>All the sails were cleaned and repaired in November 2024. The sails include: - 1X Mainsail (62 spm) (2013)- 1X
 Genoa (87sqm) (2013)- 1X Stormjib (26 spm)- 1X Code 0 (New from 2023, 140 spm)</p><p>

 </p><p>Motor
 Perkins/Sabre M115T, four cylinders, 114 HP
 Horas de motor: total aprox. 4.500 h
 Motor mantenido anualmente
 Escape: Halvard Marine con separador de agua
 Propulsi&#oacute;n: h&#eacute;lice Max-Prop de 24&#Prime; feathering con acoplamiento Aquadrive
 Dep&#oacute;sitos de combustible: 2 dep&#oacute;sitos integrados en GRP, con una capacidad total

aproximada. 1.450 L

400 L en la sentina de la cabina doble

1.050 L en la sentina del sal´n de babor

Generador: Kohler di´esel 7 kW, ubicado bajo la escalera de acceso, con 90 h de uso

Jarcia y velas

Arboladura: m´stil de aluminio Formula Spars, tipo *masthead*, con tres pisos de crucetas rectas y jarcia discontinua (*keel-stepped*)

Jarcia firme: renovada en 2022 (con terminales y herrajes Sta Lok)

Enrolladores hidr´ulicos Reckmann en los estays, revisados por Reckmann en 2022

Mayor enrollable en el m´stil, operada hidr´ulicamente, diseñada y fabricada por Rigging Team

Revisi´n completa (2022): m´stil desmontado, revisado y repintado; todos los elementos inspeccionados, reparados o sustituidos según necesidad; hidr´ulicos (backstay, vang y outhaul) revisados por AT Hydraulics

Velas:

Mayor (62 m², 2013)

G´nova (87 m², 2013)

Trinquete de tormenta (26 m²;))

Code 0 (nuevo 2023, 140 m²;))

Trabajos realizados en velas (noviembre 2024)

G´nova: costuras repasadas, reemplazo de cinta de gasa en Dyneema

Mayor: sustituci´n de protecci´n UV en la gaza, reparaci´n de desgastes en baluma, sustituci´n de cinta de amura

Tormentín: costuras repasadas



















































































































































































































































































































































