



NYM

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



Dolphin 460 Performance Catamaran

US\$490,000 Neg.



Specifications

Boat Details

Price	US\$490,000 Neg.	Boat Brand	Dolphin
Model	460	Length	46.00
Year	2007	Category	Cruising Yachts
Hull Style	Multi	Hull Type	GRP
Power Type	Sail	Stock Number	#DOL4622
Condition	Used	State	International
Suburb	Tahiti	Engine Make	

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Description

DOLPHIN 460 - OCEAN - HIGHLIGHTS

Conceived and built with strength and safety in mind for unlimited ocean travels

Multiple watertight bulkheads and partitions for safety in case of collision forward or beneath the hulls.

Incredibly fast in all points of wind, this catamaran will out-speed many monohulls, even up-wind.

Strong construction. The hull-to-deck joint is not bolted or riveted, but is a wide flange that is glassed inside and out to reinforce rigidity and strength.

Outstanding presentation throughout, immaculately maintained and continuously upgraded.

Same owners since new.

The owners, well-known in the international cruising and racing community, were very much involved with the designer and shipyard at the time of building this outstanding example of the Dolphin 460.

7' 6" deep daggerboards for outstanding upwind performance and minimum leeway.

Rare 2 cabin version, with two ensuites and separate showers. Adapted from an 'Owner's version' design, the forward guest cabin, forward cabin, designed and fitted out as an office, can be easily converted to a guest cabin if needed.

Completely equipped for off-grid and independent live-aboard and long distance cruising with an emphasis on minimising the use of fossil fuel.

Brand new SailDrive bellows and seals in 2016

Extensive engine refit in 2021; injectors & fuel pumps, alternator and starter motors, valve adjustment, heat exchangers, mixing elbows, and thermostats, front main oil seals, SailDrive internal flush.

2018: Isotherm S/S drawer-style fridges and freezer unit. 12-volt air-cooled

New Lofrans Project 1500 windlass installed in 2019 on strengthened platform

2019: Strengthened forward beam connections to hulls

2021: Complete check and renewal of hydraulic steering: new cylinders, hoses, steering pump

2021: Ship's batteries (1,260ah total) replaced

Four forward Lexan cabin windows professionally replaced in 2021

2021: Replaced eleven Goyot deck hatches with Lewmar Ocean hatches, complete with thermal hatch covers to minimise tropical heat.

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New salon and cockpit upholstery 2021

Impressive inventory (please read on). Comes fully loaded and ready to sail on. Her owners will provide a proper hand-over with the buyers to demonstrate how everything works on board.

The owners also offer to deliver the boat to NZ as part of the purchase process if needed.

IN THE OWNERS' WORDS:

"The past 15 years with OCEAN have been an amazing, rewarding journey. But now it's time to let her go. OCEAN has taken us places we never dreamed we'd go—literally and figuratively—and we have learned so much from her, learned how to be better sailors and (we hope) more thoughtful people. If this sounds like we are giving OCEAN too much credit (she is just a boat, after all), let us explain.

Before we had our catamaran, we had a dream. We'd grown up living lucky lives—great parents, a childhood spent sailing and racing, and coastal cruising with our families (Tom in Southern California, Harriet in Connecticut). By the time we were old enough to say goodbye to our corporate careers, we weren't ready to retire from life. We wanted to give back, to help others. When we sailed through Mexico and the South Pacific on a previous boat, a 28-foot Bristol Channel Cutter named *freelance*, we'd seen poverty and communities that needed help. But we were unequipped to help them.

Back in 2007 when we decided to leave our jobs and go cruising again, we wanted a boat that would not only be an ocean-going and liveaboard vessel but would enable us to lend a hand. At first, we weren't sure how or where we could help. But in 2008 when we sailed our new Dolphin 460 north from the Dolphin Catamaran shipyard in Aracaju, Brazil, through the Eastern Caribbean enroute to our home port of New Bedford, Massachusetts, we found our answer. Six English-speaking countries of the Eastern Caribbean (Antigua, St. Lucia, Dominica, St. Kitts and Nevis, St. Vincent and the Grenadines, and Grenada) had longstanding child literacy problems. Children were growing up without books to read, and thus were not learning to read. Schools, drastically underfunded, were unable to turn Caribbean children into readers.

Caribbean child literacy—pre-school to primary school to high school—became the focus of Hands Across the Sea, Inc., our new charity. We also named our Dolphin Hands Across the Sea, but in case you are wondering, the charity did not fund our boat; we paid for our boat, all the maintenance and equipment upgrades, and every marina berth and haul out, out of our own pocket. That was the right way to do it. The money we fundraised for Hands (the charity) went to helping Caribbean children.

The years flew by. We spent every summer and fall in New England raising money and packing books in a warehouse, where they were shipped to the Caribbean on cargo vessels. Each school received exactly the books they requested in their "Wish List," and the books were brand new, age- and content-appropriate, filling the shelves of school libraries (most of them newly-created via our Hands Library Guide). This process was costly and time-consuming, but it resulted in sustainable, top-notch libraries (other charities send used, worn-out, inappropriate books). We spent the winter months in the Eastern Caribbean, visiting and mentoring over 100 schools in the islands each season. This "work commute" meant making the 3,500-mile round trip from Massachusetts to the Eastern Caribbean 11 times. The passages were often windy and rough.

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Fast forward to 2021, when we co-founders (Harriet was the CEO, Tom the Marketing Director) stepped away from our charity to go bluewater cruising. We renamed the boat OCEAN, the boat underwent an extensive refit in 2021 at a leading Maine shipyard, and we set out for the Pacific We'd already sailed 40,000 miles on her, and this 12-month, 11,000-mile journey (Massachusetts-Bermuda-Puerto Rico-Panama-Galapagos-Marquesas-Society Islands-Fiji-New Zealand) would be our most ambitious yet. We left Hands, the charity, behind, having sent new amazing books to 420 libraries and reading programs, 400 pre-schools, reaching over 150,000 children.

Yes, we made a difference—we will always treasure that accomplishment. But for OCEAN, it is sadly time to part with her. We have left the U.S. to start a new life in New Zealand, in the Bay of Islands, a magnet for sailors returning from the sea. OCEAN—equipped for passagemaking, a comfortable liveaboard—is too accomplished of a boat to swing on a mooring. We are searching for a new owner who will cherish and enjoy OCEAN, and keep her cruising and crossing oceans. Now here's a look at working directly with Junior Pimenta, the owner of Dolphin Catamarans, and Philippe Pouvreau, the designer, and the yearlong process of creating OCEAN.

Safety and Construction Integrity:

We chose the Dolphin 460 not only for its performance under sail (with 7' 6" daggerboards and inboard jib leads, the boat performs particularly well to windward) but for its built-in safety. Each hull has five watertight collision bulkheads and three watertight cabin sole compartments. The hull-to-deck joint is not bolted or riveted (the shortcut way to build a catamaran), but is a wide flange that is glassed inside and out. The daggerboards and trunks are extremely strongly built. Protective "breakaway" fins are bonded forward of the SailDrives for protection. In 15 years of sailing her, we have seen no flexing or deflection in the vacuum-bagged vinylester/Divinycell deck or hulls—testament to the quality of Dolphin Catamarans' engineering and construction.

Solar Powered:

When we say "solar powered" we mean electrical power for daily liveaboard use. Our vision of cruising doesn't include emitting partially-combusted diesel fuel and exhaust into the environment every day. We specified the maximum number of solar panels (1,035 watts) onto the hardtop bimini, which has powered our daily needs (refrigeration, watermaker, laptops, occasional use of appliances or power tools) while at anchor or the dock. The need to charge using the engine, usually in rainy weather, is rare. Note that in setting up our solar charging system, our "energy audit" did not include a large freezer—the downfall of many cruising boats that requires daily genset or engine use. If you "need" a big freezer, you'll need to run a Genset every day.

Sail Plan for Doublehanding:

After we chartered a Dolphin 460 for a week in St. Vincent and the Grenadines and before we began creating OCEAN, we decided that the standard 150% genoa was a bit too much sail for breezy trade wind conditions. In over 15 knots of wind, the genoa is a handful to handle, and the sail reefs poorly and doesn't perform well to windward. We asked Philippe Pouvreau if we could have a working jib (97% overlap) with a jib boom that could be vanged down to strong padeyes to remove leech twist, making the sail efficient on all points of sail. Pouvreau not only said "Yes!" immediately, he raised the mast height two feet and lengthened the main boom 1.5 feet to help compensate for lost sail area. In this and in many other areas, we were very lucky to have Junior Pimenta, Philippe Pouvreau, and the Dolphin Catamarans construction team behind us.

Performance and People:

he Dolphin 460 is an offshore performance cruising catamaran. OCEAN sails efficiently to windward, and jumps up

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easily to 8.7 to 9.0 knots under mainsail and working jib when close- and beam-reaching and further off the wind. Under screecher (called a Code 0 in North Sails lingo), usually flown with the apparent wind aft of 80 degrees (5 knots of wind) to 120+ degrees (up to 20 knots true wind speed), the boat speed jumps to a steady 9.5, with bursts to 11, 12, or 13 knots and higher. But we've found that the boat can "outperform the people." Carrying too much sail, especially in boisterous sea conditions, increases the demands on the sails, rigging, and autopilot, and can give everyone on board, particularly the off-watch person, a bouncy, noisy (water rushing by the hull) ride. When it comes to reducing sail, the old monohull adage applies: you should reef when you first think of it. It's fun to go fast, but it's even better to go (slightly) less fast and have a far more enjoyable ride. (Sermon over!)

The Dolphin 460 is a performance cat, but it will not fly a hull, capsize, or pitchpole downwind. The design parameters are moderate and commonsense in every respect. The Dolphin sails to windward well, it doesn't bury its bows when surfing, and the freeboard is moderate, unlike ultra-high freeboard, multi-storied, high center-of-gravity charter boats (and even some performance boats). In our experience, the moderation demonstrated in OCEAN's design and construction make her a solid, trustworthy vessel for a cruising couple or family who want to sail safely across oceans and live aboard in comfort with a minimal footprint on the environment."Tom And Harriet. July 22. Tahiti.

For a bit of info about Nautilus Yacht Management, we are a boutique-style brokerage devoted to high quality cruising yachts and to the cruising community since our launch in Sydney in 2011.

With several offshore branches from French Polynesia to Fiji, New Zealand and Australia to assist cruisers along South Pacific route, we are here to help both sellers and buyers with the logistics involved from registration to insurance, delivery, import, survey, storage and crewing if required. Ex- cruisers ourselves we just strive to help others begin their journey on the ocean.

If Ocean has got under your skin, get in touch! Our team can organize a private video viewing with you as well as have all the time in the world to answer your questions, put you in touch with the owners if you wish, assist with organising your visit, purchase, delivery home if needed, insurance, berthing, crewing, etc.

RECENT UPGRADES:

- 2016: Volvo SailDrives renewed (including bellows)
- 2018: Isotherm S/S drawer-style fridges and freezer unit. 12-volt air-cooled
- 2019: Mast tangs strengthened
- 2019: Lofrans Project 1500 windlass installed (sized for 65' boat)
- 2019: Strengthened windlass platform
- 2019: Strengthened forward beam connections to hulls
- 2021: Extensive engine refit; injectors & fuel pumps, alternator and starter motors, valve adjustment, heat exchangers, mixing elbows, and thermostats, front main oil seals, SailDrive internal flush
- 2021: Complete check and renewal of hydraulic steering: new cylinders, hoses, steering pump
- 2021: Ship's batteries (1,260ah total) replaced
- 2021: Four forward Lexan cabin windows professionally replaced
- 2021: Replaced eleven Giot deck hatches with Lewmar Ocean hatches; every hatch has a two-ply custom Sunbrella cover (silver on the outside, dark blue on the inside) to protect hatches and boat from sun and heat in the tropics
- 2021: New saloon cushions and Ultrasuede fabric
- 2021: New cockpit cushions

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COCKPIT & HELM:

Cockpit

With the spacious cockpit and seating around the teak outdoor table OCEAN is often the cocktail party or potluck dinner boat in an anchorage. A large awning rolls down to shield the aft section of the cockpit which provides privacy as well as shade from the western sun in the trade wind belt. It's easily rolled up and zipped away when not in use. When considering several cats before purchase, the outdoor seating around a large table was important to OCEAN's owners as a fun place for entertaining. The owners built a large storage area under the cockpit table which can be used for jerry cans or folding bikes.

Helm

Some performance-cruising cats have helm seats exposed to wind, sun, waves—and the occasional flying fish projectile. OCEAN's owners have prioritized comfort and safety while on watch at sea. The cushioned helm seat is under a sliding overhead panel making it easy to raise or lower the mainsail or take cover during a squall. The owners designed and built four Lexan windshield panels that fit between the hardtop bimini and the aft edge of the cabintop. The windshields keep spray, rain, and wind from buffeting the crew in cold or rough conditions. A wooden-framed ¼" Lexan panel with a protective Sunbrella shield below protects the helmsperson and provides a comfortable support to lean on while on watch. The on-watch helmsperson feels safe, secure, and comfortable while at sea. The removable panels slide into a protective sleeve and are stowed under the cockpit sole while at anchor.

INTERIOR OVERVIEW:

Saloon

The saloon is spacious, open and filled with light thanks to the eight, large wraparound Lexan windows. It features a curved seating area and a varnished oval table of beautiful Brazilian hardwood which slides down on its pedestals. Two insert cushions will make a "rest area" for on-watch and off-watch crew during passages. The on-watch person can sit and read here while easily moving back and forth to the helm to check the course and scan the horizon. This rest area also serves as a spacious napping and lounging area and an eating area in rough seas. Cushions, new in 2021, are covered with easy-care Navy Blue Ultrasuede. There is stowage under the saloon cushions, and under-seat areas are easily accessible from the galley and the starboard hull.

The Brazilian hardwood dining table easily fits 4-6 people around the oval with another 1 to 2 people on the ottoman. The moveable ottoman, with convenient stowage under its seat, completes the seating arrangement.

Amidships under the seating area forward is the stowage for four of the boat's six AGM batteries, accessed through a lid below the seat cushion. On the starboard side aft is a nav station with VHF radio, switch panel, access to the solar panel controllers, EPIRB, and electronics. On the port side aft is a benchtop with cupboard and fridges below. Outboard on the port side is a small shelf.

Two Lewmar Ocean cabin top hatches and two fans provide plenty of ventilation. In the saloon and throughout OCEAN, the headliner features cream-colored vinyl-covered panels with LED lighting. A few of the panels are attached with Velcro for easy access. There are beautifully varnished wood accents throughout to provide an attractive nautical feel while not having too much brightwork to maintain.

The cabin sole is an easy-to-maintain laminate with woodgrain finish, bonded to marine plywood. To warm up the

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cabins in cold climates, a four-zone Hurricane diesel-fired heater supplies warm, thermostat-controlled air via radiators. Utilizing shore power, air-conditioning cools the master cabin in the starboard hull in hot climates. The bulkheads are weight-saving Nida-Core FRP panels glassed into the hull and deck. All of the furniture bulkheads, doors, and cabinetry are weight-saving Nida-Core panels, and joiner work is Brazilian hardwood.

GALLEY & PANTRY:

When the owners were looking at catamarans for long-distance cruising living aboard, having a “galley up” configuration was most important to Harriet, who is often seasick for the first 6 to 12 hours of an ocean passage. Being able to keep visual contact with the horizon while managing the galley is a huge plus. “I face forward towards the bows while at the stove and the area is wide enough to move comfortably as well as brace myself if the sea is rough,” says Harriet. “The Dickinson Mediterranean is our third stove on OCEAN. It’s a top of the line, excellent stove and as good as any home cooker with three burners, including a large one for quickly boiling water or cooking with a large pot. The oven also contains a broiler element.”

The double sinks are round, 12 inches diameter, 7 inches deep making food prep, cooking and washing up easy. While underway one sink is often reserved for stowing coffee and hot water thermoses. Tall cylinders like thermoses and bottles stay upright and don’t rattle around and tip over in a deep round sink. These may be little things, but they are so helpful while at sea.

There are three, fresh water sources at the sink: a hands-free foot pump, an Aquasana, double filter Claryum water faucet (with plenty of spare filters) and a kitchen faucet with a pull-out sprayer. There is also an under-sink soap dispenser.

“I have plenty of countertop space for food prep,” adds Harriet. “I use the area around the sinks depending on what size cutting board I am using. The three Isotherm drawer-style fridges face the cockpit aft. There’s a benchtop above the fridges making it easy to pull items from the fridge drawers, stage them on top as needed for cooking and then put them back all at once to keep everything cool.”

“There is plenty of space on this above-the-fridges-benchtop even with our coffee maker, paper towel holder and SodaStream canister in position. With three fridge drawers we have plenty of room for fresh food. The outboard fridge drawer contains a fridge section, a freezer section, a three-wine bottle holder and a pull-out rack for storing tortillas.”

“We store the glasses, mugs, bowls and plates to the left of the fridges making it easy for helpers to set the table and stay away from the cook in the galley. As I face forward over in the galley, there is a benchtop to my right (inboard). I use this benchtop for laying out plates and dishing up the meals making it easy for the helpers to grab the plates and place them on the table. There is plenty of space and room for traffic flow between the cook, family helpers and guests. With large windows surrounding the galley area I can lay out dish and tea towels to dry while at sea. Nothing stays damp or gets moldy on this boat.”

“We have three drawers for utensils, a deep drawer for pots and pans, space below the oven for roasting and baking pans and a space under the sink for sponges, foil and plastic bags. The rubbish is easily accessed with a cupboard door on the inboard side of the galley and a sliding door accessible in the port hull. To the right of the stove are two cupboards and a deep sliding drawer. The two cupboards are also accessed by lifting up the saloon cushions. There is plenty of space in this galley for our juicer, a blender, a milk frother, and a toaster.”

“We also have a deep and easily accessible pantry space filled with plastic organizer bins for all of our dried and

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canned foods. I can see everything while sitting on the steps leading down into the port hull and contemplate what to cook for dinner.

"I remember going aboard a friend's high-performance catamaran for dinner and the wife was deep in her galley-down hull prepping and cooking the meal while we enjoyed cocktail hour in the cockpit. On OCEAN, the cook is right there and able to move easily from the galley to the cockpit area and enjoy socializing while also preparing the meal."

- Stove: Dickinson Mediterranean S/S 3-burner with oven and broiler. New 2016
- Fuel: Propane stored in two aluminum bottles in cockpit propane locker, port side
- Refrigeration: Isotherm S/S drawer-style fridges and freezer unit. 12-volt air-cooled

- Sinks and Drains: Two S/S round sinks 12 inches in diameter, 7 inches deep
- Water Sources (three): Fresh water foot pump; fresh water kitchen mixer tap with pull out sprayer hose; and Aquasana Claryum two-step drinking water filtration system with plenty of spare filters

Heater: Hurricane II hydronic diesel-fired heater model 45200 through heat exchanger to domestic water; four separately-controlled zones for forced hot air (radiators) cabin temperature control.

STARBOARD HULL:

Master Cabin

The master cabin has a queen size, high quality Tempur-Pedic mattress that has always lived inside a waterproof, dust-mite proof cover. There is plenty of air and ventilation with a hatch over each pillow, an opening port and two fans at the foot of the bunk, an additional outboard opening port and bookshelves on both sides for portable fans if it's rainy. There is ample stowage inboard and below the bunk. Outboard there is a two-shelf unit with sliding doors and a deep locker with multiple shelves for clothes. The bottom level contains the air-conditioning unit and there is still space around it to tuck flexible items. The air-conditioning is used only with shorepower in hot places. There is a duct vent in the master cabin as well as a vent over the starboard office.

Master Head and Shower

The master head is spacious with a high-quality Kenmore brand washing machine. The shower is wide with a rack for shampoos and soaps. A hand sprayer reaches into the shower too. The bronze Groco Model K marine toilet includes a separate bidet function. There is a round, 10-inch wide by 5-inch-deep sink bowl with a mixer faucet and a separate soap dispenser. Above the sink is a mirrored medicine cabinet. Below the sink is a storage area.

Starboard Side Office

The starboard office contains the Iridium Go! Box with wire connection to the external antenna. There is a combination Ham/SSB radio: an Icom 706MKIIG with an automatic antenna tuner and a Pactor Modem. The radio has been programmed with the long distance, blue water cruiser in mind by U. S.-based radio expert Gordon West. The Pactor modem allows you to send and receive emails and request and receive grib files and weather reports at sea over the radio connected to a service provider such as SailMail. These days the Pactor modem and radio act as a back-up to the Iridium Go! Satellite system. The owners use both SailMail and PredictWind while at sea. A shelf above the radio and a shelf to the left of the desk provide plenty of stowage. The air conditioning system vent overhead makes this a cool place to work while plugged into the dock.

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Starboard Forward Machinery

This compartment is dedicated to machinery (Hurricane Heater, Spectra Watermaker, Screecher stowage, battery bank #2, and 12-volt electrical connection box). The space features two crash bulkheads—the forward-most is 12" aft of the bow, and runs from the deck to the forefoot. The second crash bulkhead, six feet back from the bow, is watertight to about four feet above the WL. The cabin sole is also sealed and watertight, except for a small sump with a bilge pump, and the aft bulkhead of the compartment is also a sealed crash bulkhead. All machinery in this compartment is easily accessible for service.

PORT HULL:

Guest Cabin

The spacious guest cabin is in the port hull aft. The queen size mattress is also a Tempur-Pedic and there are two fans at the foot of the bed, two opening ports and one overhead hatch making for plenty of ventilation. At the foot of the bed is a storage shelf for books and there are two inboard cupboards, one with shelves and the other with a rod for hanging clothes. There are two spaces below these cupboards accessed by pull-out panels. Outboard there is a large tall hanging locker measuring 69.5 inches tall, 29 inches wide and 18 inches deep. The step up to the bunk has a lid that lifts up to reveal more stowage. Guests love being on board and have always expressed that they have plenty of privacy and space.

Guest Head

The guest head contains a bronze Groco Model K manual head, a round, 10-inch-wide by 5-inch-deep sink bowl with a mixer faucet, a varnished toothbrush and drink cup holder, a varnished medicine cabinet, a mirror, and a hand sprayer that reaches into the shower stall. Ventilation comes from the overhead hatch as well as an opening side port. Under the sink pedestal is a storage area.

Port Office

Many cruising boats allocate one of the cabins to a workshop or a "garage" area. It's usually a disorganized mess because it's designed to be sleeping quarters. The owners asked Dolphin to configure what would normally be a port forward sleeping cabin into an office space. There is a large desk area that can accommodate a laptop, monitor, and speakers. There is storage underneath the desk, storage inboard in two cupboards, and a storage unit aft with a desktop computer and charts, office supplies, and tools inside and a top shelf for a multifunction printer. The owners of OCEAN have made accessing tools, and routine maintenance projects a priority by creating this organized space. It's also a great place for the skipper to chill out under a large hatch while reading or working on the computer.

Port Forward Stowage

This walk-in compartment is dedicated to stowage (fenders, line, supplies) and features two crash bulkheads—the forward-most is 12" aft of the bow, and runs from the deck to the forefoot. The second crash bulkhead, six feet back from the bow, is watertight to about four feet above the WL. The cabin sole is also sealed and watertight, except for a small sump with a bilge pump, and the aft bulkhead of the compartment is also a sealed crash bulkhead.

COCKPIT & DECK:

Winches: (2) Antal 52 Electric Self-Tailing Two Speed Stainless Steel with floor buttons in helm station; (2) Antal 52

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Self-Tailing

Two Speed Aluminum; (4) Antal 48 Self-Tailing Two Speed Aluminum.

Deck cleats: (8) 12" Cast Aluminum

Cockpit Seating: Teak table with stowage under. Stern bench with seat and back cushions and foot rest. Cockpit seating accommodates eight persons.

Deck Shower: Port swim step. Operates off the main water system. Hot and cold running water.

Saltwater Deck Wash: Cockpit location, 20-foot hose, Jabsco 40 psi pump

Hardtop Bimini: Vinylester glassed, Divinycell foam core, 16' x 9' with eight 2-inch S/S tube (painted) supports and two 1-inch S/S supports

Trampoline: Vinyl-coated 1-inch polyester webbing

Fenders: (5) Fenders

Ship's Tender: Custom-designed and -built Core-Cell/WEST Epoxy 11-foot sailing/rowing/electric-powered unsinkable skiff/tender. Sailing: Sunfish rig with racing sail, and custom daggerboard and kick-up rudder. Rowing: Full-size wooden oars stowed inside seat tanks, via stern access ports. Power: 8hp Torqeedo Cruise 2.0, with Torqeedo Power 24-3500 146 ah Lithium Battery and Torqeedo 24-Volt Battery Charger (mounted in stbd engine compartment) and charging cord from cockpit to tender. Tender and all components new 2021.

Dinghy Davits: Custom Stainless Steel fabrication by Dolphin Catamarans

Opening Hatches & Ports: (11) Lewmar Ocean on deck and cabin top; (11) Goiot on hull sides

Window Shades: Saloon windows (fabric covers) and cabin windows (1/8" Mirrored acrylic panels)

Engine instruments: Lexan-covered weather protected, with two-ply Sunbrella cover

Swim Ladder: Sturdy and safe S/S swim ladder, port transom.

ENGINE COMPARTMENTS:

Engine Make: Volvo Penta

Location: Sound-proofed engine compartments in sterns; watertight bulkheads aft and just forward of engines

Shaft: S/S in SailDrive. S/S cutters on prop shafts.

Can this be all on one line? Rudder: Solid FRP foils over solid 1.5" (38mm) S/S rudderstock with low friction bushings

Model: D2-40

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Cruising Yachts Specialists

Phone: +614 20882296

Email: info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

S/N: Port: 5102001298; Starboard: 5102001232

Cyl.: 4

H.P.: 40

R.P.M.: 3000

Year: 2007

Engine Hours: Port: 4,514; Starboard: 4,444. Overhauled: March 2021 by Lyman-Morse Shipyard, Thomaston, Maine.

Fuel System: USCG Type A1 hoses; dual Racor 75500MAX filters with selector valve and vacuum gauges.

Cooling System: Freshwater through heat exchangers

Sea Strainer: In through SailDrive legs and Vetus plastic internal strainers

Exhaust System: Raw-water cooled through mixing elbow, hose, and FRP mufflers through hose loop out hull sides.

Electrical System: Volvo Penta 12V/115A alternators

Ventilation: Natural

Reduction Gear: Volvo Penta model 130S-B, ratio 2.19:1, S/N Port: 51300623526;

Starboard: 51300623505

Engine Beds: FRP beds and engine mounts

Drip Pan: FRP

Instruments/monitoring: (2) Volvo Penta panels with gauges/lights/alarms

Controls: Volvo Penta single levers and cables

Running Gear: Volvo SailDrives:

SailDrives serviced, bellows seals replaced 2016.

Skegs: Sacrificial FRP skegs protecting SailDrives

Shaft: S/S in SailDrive, true, good condition. S/S cutters on prop shafts, good condition.

Propeller: (2) Volvo Penta 3-blade bronze folding props with S/S rope cutters (Ambassador Marine, Stripper Propeller Protector).

ENGINES:

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Engine 1 -STARBOARD, 2007 Volvo Penta D2-40

Type: Inboard

Drive Type: Volvo SailDrive

Fuel Type: Diesel

Power: 40 hp

Propeller Type: 3 Blade

Propeller Material: Bronze

Folding Propeller: true

Hours: 4,444 (Note: New tachometer August 2017. Reading on July 6, 2022: 1,439 hours)

Overhauled: March 2021 by Lyman-Morse Shipyard, Thomaston, Maine

Engine 2 -PORT, 2007 Volvo Penta D2-40

Type: Inboard

Drive Type: Volvo SailDrive

Fuel Type: Diesel

Power: 40 hp

Propeller Type: 3 Blade

Propeller Material: Bronze

Folding Propeller: true

Hours: 4,514 (Note: New tachometer August 2017. Reading on July 6, 2022: 1,602 hours)

Overhauled: March 2021 by Lyman-Morse Shipyard, Thomaston, Maine

HARDWARE & EQUIPMENT:

Hardtop Bimini: Vacuum-bagged 1 1/8" (30mm)

Divinycell foam core FRP with 2-inch powder-coated S/S tubing supports and S/S tube supports.

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Stanchions/Lifelines/Handholds: S/S tube stanchions with double vinyl covered S/S wire lifelines.

S/S handrails along cabin top, under cockpit hardtop, and down scoop transoms;

S/S swim ladder off port hull transom.

Hatches/ Portlights: Lewmar Ocean Series deck hatches (new 2021) with Ocean Air screens, and Goyot opening ports in cabins;

Fixed ¼" (5mm) Lexan cabin windows.

Rudder: Solid FRP foils over solid 1.5" (38mm)

S/S rudderstock with low friction bushings

Method: S/S wheel at pedestal with Vetus hydraulic steering rams at each rudderpost

Hydraulics: Cylinders and hoses new in 2021; steering pump new in 2018

ANCHORING:

Primary Anchor: Rocna 40 kg (88 lbs)

Primary Anchor Chain and Rode: 3/8" (10 mm) high-test 240 feet chain

Secondary Anchor: Danforth 35 lb.

Secondary Anchor Chain and Rode: 3/8" (10 mm) high-test 50 feet chain, 250' three-strand anchor line

Storm Anchor: Luke Fisherman 70-lb (disassembles into three pieces)

Windlass: Lofrans Project 1500, vertical mount, 1500 watt

COMFORT:

Heater: Hurricane II Hydronic diesel-fired heater for hot water and four forced-hot-air zones (radiators)

Air-Conditioning: Webasto FCF5000 5kBtu reverse cycle unit for master cabin and starboard office

Watermaker: Spectra Newport 400 MKII 12-volt DC watermaker (draws 26ah, powered by battery bank); unit produces approx. 10 gal/hr

Washing Machine: Kenmore Compact front-loading washing machine (August 2016)

Radio/CD Player: Sony MEXM71BT. AM/FM/CD/USB/Bluetooth with speakers

Pressure Water: Jabsco 12-volt 40psi with Shurflo accumulator tank; Shurflo Blaster model 2095-232-244 backup pump.

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HEADS:

Toilets: Groco Model K (bronze) manual saltwater flush in each hull

Holding Tanks: 32-gallons port, 32 gallons starboard in integral FRP tanks under mid-hull cabin sole

Valves and Plumbing: Raritan Sanitation hose through plastic Y-valve direct overboard or to tank;

Jabsco Y-valves to deck plate pump-out or overboard out through hull (new, June 2021).

Secure Y-valves with lockouts to prevent overboard discharge when in no-discharge zones

TANKS:

Fuel: 410 liters/109 gallons diesel in integrally-molded epoxy/glass tank, in anchor locker

Fuel Valves and Plumbing: Type A2 fill hose, A1 vent, supply, and return hoses, ball valve shut-offs at tank

Water: 550 liters/148 gallons in integrally-molded epoxy/glass tank, in anchor locker

Water Valves and Plumbing: Clear reinforced PVC hose fills, vents, and supply lines.

PUMPS:

Bilge: Rule-Mate 2000 automatic submersible in each engine compartment bilge and in each cabin bilge;

Rule 2000 computerized submersible in each bow section; Plastimo manual bilge pumps operated from cockpit; high-capacity emergency pump hardwired to ship's battery bank.

Macerators and Discharge Pumps: Port and Starboard Dometic TW-Series Macerator and discharge pump 12-volt pumps

Sumps: Shower pans to Whale Gulper 220 sump pumps

Emergency Pump: Tsurumi Submersible High Capacity (13-61 gallons per minute) with 50-foot hose; unit is hard-wired to ship's battery bank

Through Hulls: Groco bronze, ball valves with double S/S hose clamps

ELECTRICAL:

Solar Panels: (9) Kyocera PV panels; total 1035 watts

Solar Panel Regulators: Outback Power Systems solar charge controllers

Electrical Sockets: U.S. 110-volt and 12-volt sockets with GFCI protection

Inverter: Xantrex Freedom SW Sine Wave 3,000-watt Inverter/Charger

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Battery Monitor: Xantrex Link 2000

Battery Charger: Xantrex Freedom SW 150-amp multi stage charger; (2) Xantrex Digital echo-charge 15-amp echo chargers for engine start batteries

Shore Power: Marinco 30A/125V connector and 50' 30A/125V cord

Distribution Panels: Panel in nav area and DC and AC circuit breaker panel in Master Cabin cabinet.

Battery Banks: Ship's batteries in two banks (1,260ah total). (6) 2021 Lifeline GPL-4DL 12-volt AGM house bank; (2) 12-volt AGM engine start batteries. Four house batteries well secured with starboard and strapped under saloon seating and two house batteries in starboard forward machinery compartment; engine start batteries well strapped in FRP battery boxes on elevated shelves in engine compartments.

Isolators/Switches: On/off switches for engines in master and guest cabins; Blue Sea Systems rotary selector switch in starboard machinery compartment.

Wiring: Marine grade insulated stranded copper wire

Bonding/Grounding Plates: Bronze hull plate for SSB radio with copper strapping antenna ground on starboard hull and separate plate for green insulated stranded copper wire common bonding.

ELECTRONICS:

Chartplotter and GPS: Raymarine AxiomPro Multifunction Device (MFD) chartplotter at helm, August 2019.

Radar: Raymarine HD Color Radome Radar, 4kw, 24" (48-mile) with radome antenna mast-mounted below spreaders, August 2019.

Fathometer: Raymarine ST60+ Depth with hull transducer, 2007

Wind Instrument.: Raymarine i70 Wind with masthead transducer, 2018

Speed/Log: Raymarine ST60+ Speed with hull transducer, 2007

Autopilot: Raymarine Evolution Control head (2018) with dual hydraulic control pumps (primary and backup) attached to starboard hull hydraulic drive

AIS: Raymarine AIS 700 class B transceiver, August 2019.

Satellite Data System: Iridium Go! with external antenna, May 2020

VHF Radio: installed at nav station: Icom IC-M424G GPS VHF, August 2019.

VHF Handheld: Standard Horizon HX890 DSC/GPS Transceiver, Nov 2021

SSB/Amateur Radio: Icom IC-706MKIIG. HF/VHF/UHF SSB radio with smart antenna tuner, 2007. Includes Pactor modem. Insulated port outboard stay antenna

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Handheld GPS: Garmin GPS Map 78 Series

Satellite Phone: Iridium 95054A Series, 2007

SAILS:

Tom is a sailmaker of 15 years standing, and on the Dolphin project he worked with North Sails as a "beta tester" to develop performance catamaran sails for passagemaking.

OCEAN's sail plan is aimed at efficient sailing for a doublehanded crew, which is why, rather than the Dolphin's standard 150% genoa, he opted for a more efficient, more versatile working jib (97% overlap) with a self-tacking boom.

When reaching, they use a 6:1 Harken block and tackle to vang the boom down to deck padeyes to control leech twist.

For winds under 10 knots while reaching or broad reaching, they unroll the Screecher (Code 0).

Mainsail: North Sails Full Batten High roach 3Di (thermoformed over full-size mold) Endurance Mainsail, June 2017; three reefs; Spectra/Aramid blend. Double-ply (for extra UV protection) "lazy bag" mainsail cover with lazy jacks.

Jib: North Sails, May 2013. Paneled three-batten jib of Spectra laminate with Tedlar anti-UV coating (97% overlap), with three leech battens and foam-pad luff furling flattener; with Harken MKIV Unit 3 Reefing & Furling unit (furler is new April 2021)

Screecher (Code 0): North Sails, February 2020. 3Di (thermoformed over full-size mold); Spectra/Aramid blend; Colligo top-down furling system, model #CN5S.

MAST:

Mast: Farol anodized aluminum single-spreader. Mast height above WL is 20.6 meters/67.5 feet

Main Boom: SparCraft anodized aluminum with gooseneck fitting and hardware

Self-Tacking Jib Boom: Farol anodized aluminum with Giot outhaul adjustment track

Crossbeam: Aluminum extrusion with aluminum seagull striker; crossbeam attachments to hull were redesigned and strengthened in 2019

Screecher Bowsprit: Stainless steel with S/S whisker stays

Mast Step: Cast aluminum over reinforced structural deck support with aluminum compression post

Chainplates: ½" S/S plate fabrication bolted through hull sides

RIGGING:

Spars and Rigging: Standing rigging, turnbuckles, and toggles new in 2016;

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1x19 316 S/S wire shrouds and diamond stays new in 2016. S/S Hi Mod swaged or mechanical end fittings new in 2016.

Chromed bronze open barrel turnbuckles and Hayn S/S toggles new in 2016.

SparCraft heavy spec airfoil spreaders new in 2019.

Fabricated solid S/S through-bars to spreaders and hounds in 2019 per professional rigging consultation; metalwork by Fairhaven Shipyard.

All halyards and sheets/control lines are Spectra-cored

Winches:(1) Antal W52ST 2-speed electric on cabin top by helm for mainsheet and main halyard; (1) Antal W52ST 2-speed manual port and starboard mainsail reefing jib outhaul and jib sheet on cabin top; (2) Antal W48ST 2-speed on port and starboard coamings; (2) Antal W48ST 2-speed on port aft cabin top coamings for daggerboards and furlers; (1) Antal W52ST 2-speed on port aft cabin top for main boom topping lift and halyards.

Deck Hardware: Antal jib traveler; Antal control blocks, Antal and Harken deck blocks, Antal cabintop blocks at base of mast, Antal line clutches

CANVAS:

Sunbrella double-ply (for extra UV protection) covers for engine instruments, hatch covers, and "lazy bag" mainsail cover.

Sunbrella sun awnings for cockpit. Textaline saloon window coverings.

Deck thermal hatch covers.

SAFETY:

Life Rings/MOBs:Lifesling in compartment adjacent to helm seat

Life Raft:Ocean Safety ISO-9650-I, Group A, 6-person hard case raft secured in S/S bracket on transom (next service 8/2024)

Portable Extinguishers:(9) Kidde ABC model H110G in each aft cabin, portside in bridge deck saloon, in galley cabinet, and 2 in saloon Ottoman, one in each engine compartment, and one in starboard forward machinery compartment. Fire blanket in galley and under saloon ottoman.

Flares:2 Para red rocket MK8 exp. 1/2023; 3 red hand flares MK8 exp. 1/2023; 1 Orion hand held orange smoke, exp. 2/2023; 5 Orion handheld red rockets, exp. 3/2023; 6 Orion 12-gauge aerals exp. 2/2023; Orion revolver with4 12-gauge aerals exp. 12/2021

Sound Signals:Handheld air horn canisters

Searchlight:Optronics 12-volt handheld spotlight

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Nav Lights: Steaming light on mast; masthead tricolor

Cockpit Drains: Scuppers out hull bottom

Wooden Plugs: Tapered wooden plugs affixed with a lanyard to each through-hull

Emergency Steering: S/S emergency tiller in port forward stowage compartment

EPIRB: ACR Satellite 3 406Mhz GPS, UIN: 2DCC75068AFFBFF. Battery expires 9/2025

Emergency Pump: Tsurumi Submersible High Capacity (13-61 gallons per minute) with 50-foot hose; unit is pre-wired to ship's battery bank

Drogue and Sea Anchor: Para-Tech Delta Drogue; Gale Rider 36 with 3/4" braided deployment rode

Radar Reflector: Two alloy reflectors on S/S tube (hoisted to spreaders on passage)

Collision bulkheads: 5 in each hull and 3 watertight cabin sole compartments in each hull

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