Oceantec 50

2018 Humphreys / Ocean tec 50ft fast, long-distance cruising yacht

Introduction:

Following a series of successful offshore racing yacht collaborations, Humphreys Yacht Design and Oceantec have teamed up again to provide the experienced sailor with a long-range, ocean-going cruising yacht with true planing potential. Capable of fast and effortless 250-300+nm per day passages, The Oceantec 50 is designed for fast, efficient, comfortable and safe cruising for a family or couple.

(Above) The Humphreys designed and Oceantec built Class 40, hull number 125 – winner of the Normandy Channel Race 2015; runner up 2017.

The Oceantec 50 incorporates a poweful, highly refined hull form with excellent seakeeping qualities, a comfortable and practical living space, rugged high-tech composite structure, and simple, reliable systems. The result is a design offering exceptional performance, safety, live-aboard comfort and unbounded long-range, fast cruising potential.

Principal Dimensions:

Hull Length	15.30 m
Waterline Length	14.92 m
Maximum Beam	5.09 m
Draft	3.25 m
Ballast	3150 kg
Displacement (empty craft condition)	8750 kg
Engine	40 kW / 55 hp
Fuel	120 L
Freshwater	500 L
Water Ballast (per side)	950 L
Mainsail Area	87.9 m²
Headsail Area	74.6 m²
Gennaker Area	262.2 m²
CE Category	A
Yacht Designer	Humphreys Yacht Design
Builder	Ocean tec

Construction:

5-axis CNC machined hull and deck tooling.
Vinylester infused SAN foam core sandwich, Carbon and E-glass reinforcements.
Bulkheads and inner structure vinylester infused SAN foam core sandwich with carbon unidirectional reinforcements.
White gel coat finish outside, 2-part PU paint sprayed inside.
Non-skid finish on horizontal deck surfaces and sole boards.

Interior general:

Forward Owner's cabin with double berth, large en-suite W.C. / washroom / shower, hanging lockers, sofa seating and desk. Hull windows and overhead flush opening deck hatches. Watertight door forwards into sail locker.

Saloon area with generous settee seating and table to starboard. Galley and forward facing navigation station to port with additional saloon seating / pilot berth. Hull windows and overhead flush opening deck hatches.
L shaped galley with double sink, gimballed gas cooker with 3 burners and refrigerator. Overhead storage lockers, drawers and cupboards.
Enclosed head compartment to starboard and shower / wet-room to port with overhead flush opening deck hatches.
Aft cabins with either twin or double berths, hanging lockers. Hull windows and opening portlights into cockpit.
All interior units are moulded from foam cored E-glass sandwich panels with a polished gelcoat finish.
Berth mattresses and saloon seating cushions
Cabin sole boards from foam cored E-glass sandwich panels.

Keel:

3.25m draft T-keel.
Cast SG iron “H” section fin with composite leading and trailing edge fairings.
Antimonial lead bulb.
Keel assembly faired to a racing finish.

Rudder and steering:

Twin spade rudders with E-glass foam sandwich blades and stainless steel stocks.
Self aligning rudder bearings.
Tiller arms with connecting bar.
Fixing positions for 2 x autopilot rams.
Twin wheel steering system.

Deck:

High density foam inserts, additional reinforcements &/or E-plates in way of all high load fittings.
Harken winch and hardware package
Spinlock clutches.
Loop organisers.
Pit / Mainsheet 2 x Harken Performa 60.3STP winch (TBC).
Primary 2 x Harken Performa 60.2STP winch (TBC).
Runner / Traveller / Utility 2 x Harken Performa 50.2STP winch (TBC).
Harken 2:1 Mainsheet system and traveller.
Floating ring jib lead.
Carbon fibre bow sprit.
Anchor locker.
316 stainless steel headstay chainplate.
Carbon fibre chainplates for V1, D1, inner forestay and runners.
Moonlight Compact Flush hatches and portlights.
Composite watertight companionway door.
Integrated bulwark / toe-rail
Pushpit, pulpit and stanchions seated on composite spigots with lock fastening.
Adjustable helmsman’s platform / foot chocks.
Pop-up mooring cleats on bulwark (Seasmart or similar).
Bow fairlead / strong point for towing.
Clipping points for jackstays.
Lightweight drop-down transom platform operated by pulley system.
Large lazarette space for dinghy and dedicated liferaft stowage.

Mast and Rig:

Deck-stepped standard modulus carbon mast, boom and spreaders.
Alloy mainsail track (Harken, Antal or similar).
Ni50 rod rigging.
Runners for rig tune only – i.e. not reequired for rig stability during tacks, gybes, etc.
1 x Mainsail halyard (2:1).
1 x Jib halyard.
1 x Staysail halyard.
1 x Fractional halyard.
2 x Masthead halyards (1 x 1:1; 1 x 2:1).
Removable inner forestay.

Plumbing:

2 x manual bilge pumps.
2 x Automatic Electrical bilge / shower pumps.
Flexible freshwater tanks with deck filler.
Flush mounted seacocks.
2 x Marine toilets.
Holding tanks provided for each toilet.
50L hot water calorifier (Webasto Isotemp or similar).
Electric pressure pump for hot and cold running water to galley, heads and deck shower.

Engine:

55hp marine diesel engine with saildrive unit (Yanmar 4JH5CE x SD60 or similar).
Standard engine alternator.
2-blade Flexofold race propeller.
Ventilated engine and machinery space with sound & vibration proofing.
Engine and machinery space accessed via lifting companionway steps and removable side panels.
Exhaust system running to transom.
Engine control panel located by starboard helm station.
Single lever Morse control by starboard helm station.
120L fuel tank with deck filler.

Electrical:

Engine start battery 65Ah.
2 x Consumer batteries 110Ah.
Shore power system.
12V electrical panel with switches located at Navigation station.
Battery monitoring display.
LED navigation lights at masthead, bow and stern.
LED interior lightning.
Electrical equipment accessible for maintenance, repair or removal.
Electrical equipment and cabling of a type proven satisfactory for marine use.

Price:

From €630,000 ex VAT, ex Ocean tec yard, Slovenia
Excluding Sails, Electronics, Saftey Equipment and possible options listed below.

Options:

Infused epoxy / E-glass / SAN foam sandiwch with paint finish
Alternative draft keel options – to be discussed with designer

Water Ballast Ssystem:
950L water composite tanks located on port and starboard side
Filling scoop(s) and fill pipe.
Large dump valves.
1 x electric ballast / emergency bilge pump (10,000 L/hr capacity).
Fill, transfer and dump functions operated from bottom of companionway.
Ballast tank vents on bulwark surfaces close to transom.

Rudder & Steering:
Twin spade rudders with carbon blades and stocks (Isotop, Pauger or similar) and rudder bearing upgrade (JP3 or similar).
Rudder toe-angle adjustment system.

Rig & Deck Gear:
Running rigging package.
Lazy jacks and bag / webbing.
Dedicated mainsheet winch on central pod.
Electirc winches.
Hydraulic package to include: outhaul in boom, vang and inner forestay hydraulic tensioner.
Dyneema lieflines.

Misc:
Hybrid propulsion system
Watermaker (Spectra or similar).
Hydrogenerators (Watt&Sea or similar).
Electric windlass with capstan.
Hydraulic rotating anchor system (Manson or similar).
Freezer unit(s) in galley.
Dinghy (Ribeye TL240 or similar).
Liferaft (Ocean Safety 6 man Ultralite container or similar).
Sprayhood.
Mooring lines & fenders.
Passerelle & swimming ladder.
Retractable bowthruster.
Engine alternator upgrade.
Hybrid power.
Lithium Ion Batteries.

Typical Sail Inventory:

Fully battened, square-top mainsail with 3 reefs.
105% Solent (furling on main headstay).
Heavy weather staysail (hanked to inner forestay).
Masthead gennaker.
Fractional gennaker.
Masthead or fractional Code 0.
Storm trysail and storm jib.

PRELIMINARY RIGGING SIZES

V1	Ni50 ROD (TBC)
D1	Ni50 ROD (TBC)
V2	Ni50 ROD (TBC)
D2	Ni50 ROD (TBC)
V3	Ni50 ROD (TBC)
D3	Ni50 ROD (TBC)
D4	Ni50 ROD (TBC)
HEADSTAY	Ni50 ROD (TBC)
INNER FORESTAY	(TBC)
BACKSTAYS	(TBC)

PRINCIPLE DIMENSIONS

Hull Length	15.3 m
LWL	14.918 m
BEAM	5.15 m
DRAFT (mEC)	3.212 m
DISPLACEMENT (mEC)	8750 kg
I	19.680 m
J	7.036 m
P	19.575 m
E	6.750 m
BAS	1.700 m
LP	7.39 m
FL	20.83 m
MAST DATUM	7.360 m
HBI	1.570 m
ISP	21.28 m
STL	9.050 m
MAINSAIL AREA (ORC)	87.9 m²
HEADSAIL AREA (ORC)	74.6 m²
SPINNAKER AREA (ORC)	262 m²

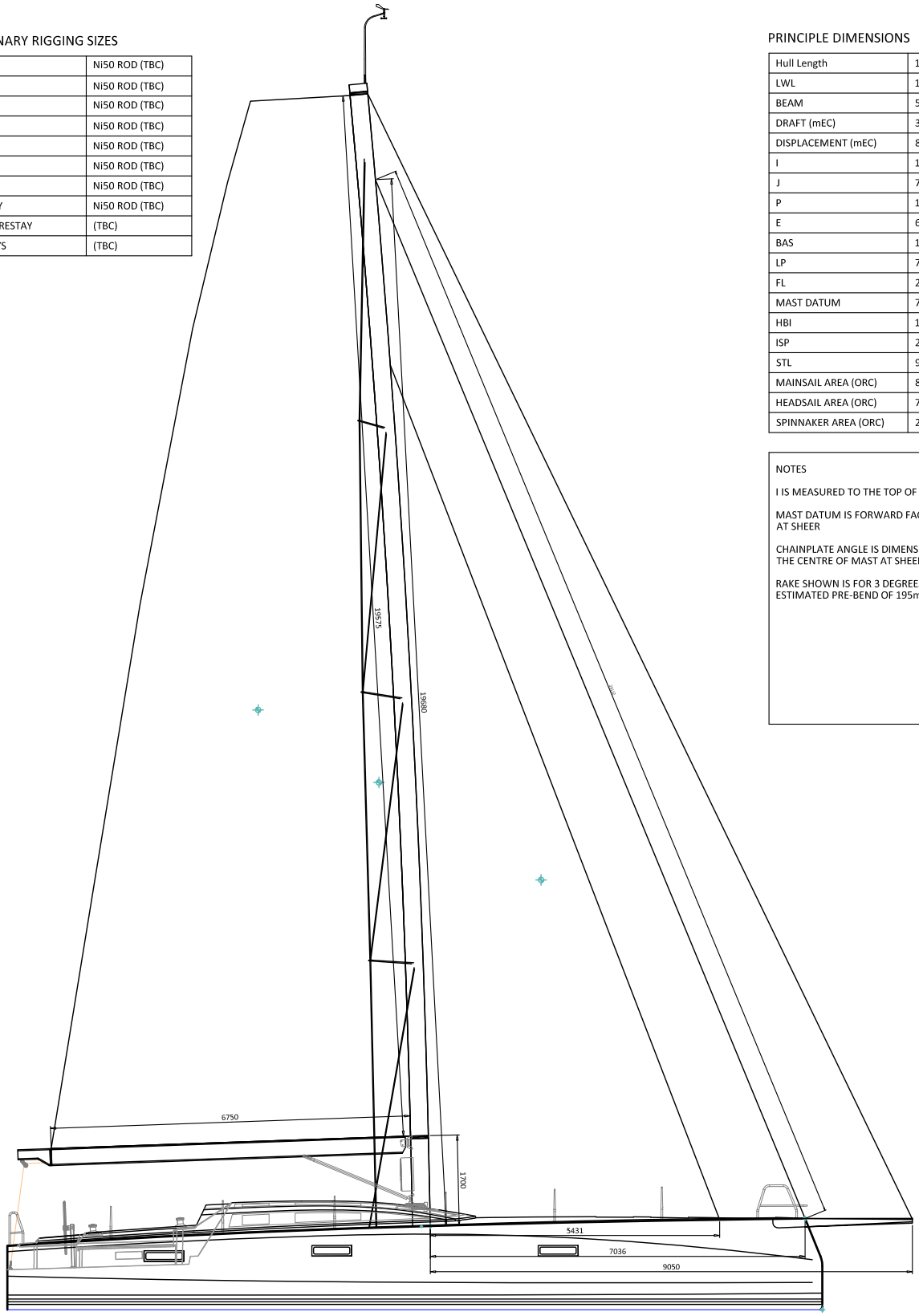
NOTES

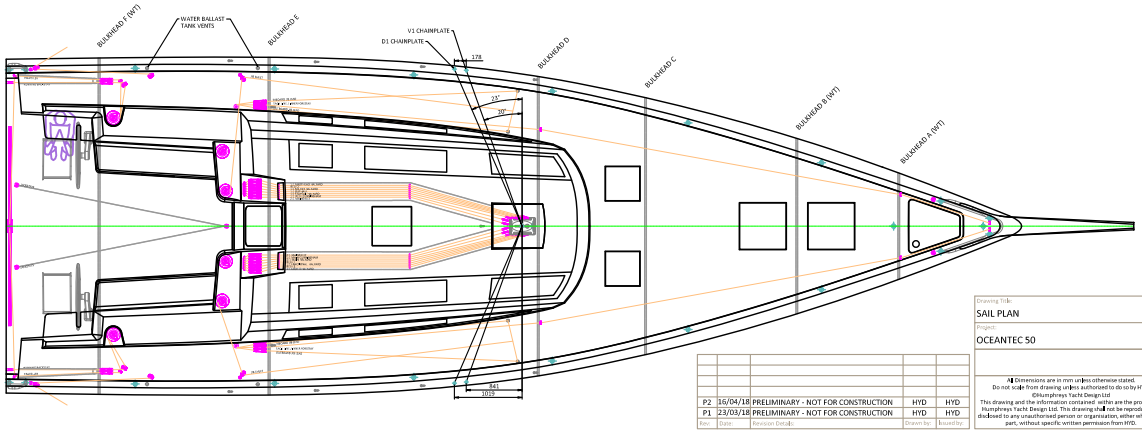
I IS MEASURED TO THE TOP OF SHEER

MAST DATUM IS FORWARD FACE OF MAST AT SHEER

CHAINPLATE ANGLE IS DIMENSIONED FROM THE CENTRE OF MAST AT SHEER

RAKE SHOWN IS FOR 3 DEGREES WITH ESTIMATED PRE-BEND OF 195mm





Rev.	Date:	Revision Details:	Drawn by:	Issued by:
P2	16/04/18	PRELIMINARY - NOT FOR CONSTRUCTION	HYD	HYD
P1	23/03/18	PRELIMINARY - NOT FOR CONSTRUCTION	HYD	HYD

Drawing Title: SAIL PLAN	Drawing No: 401	Scale at A1: 1:40
Project: OCEANTEC 50	Design No: 207	Sheet No: 1 of 1

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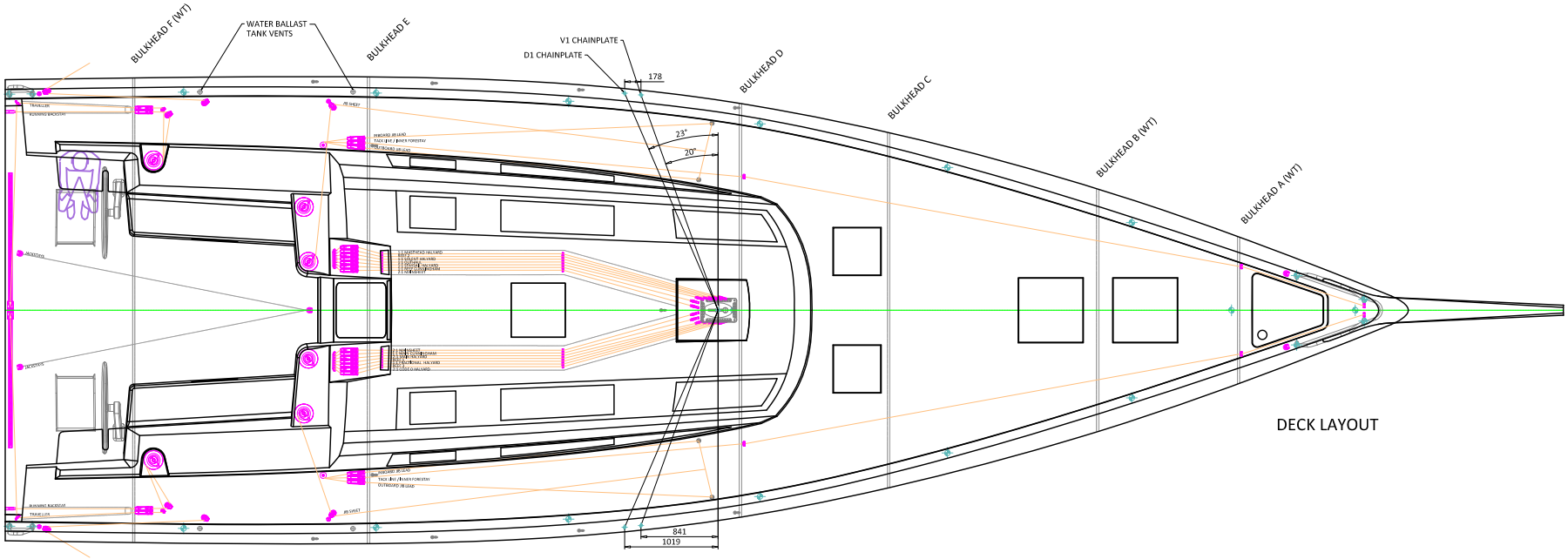
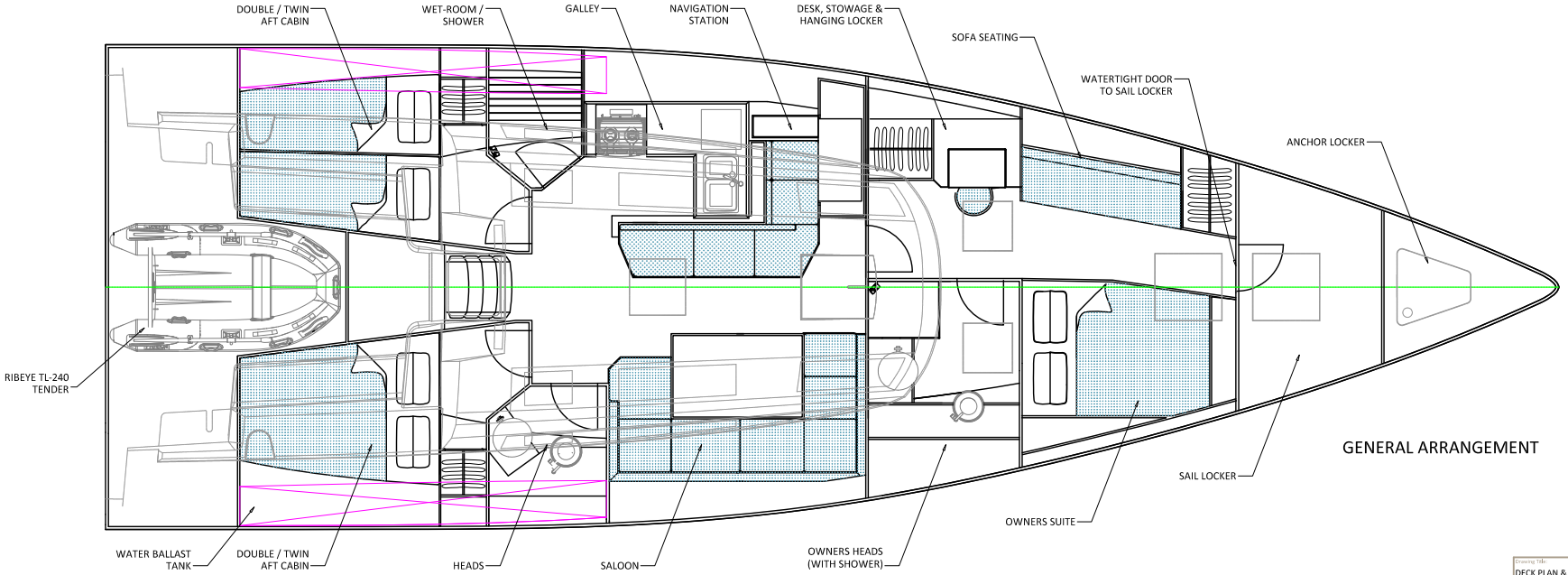


DECK LAYOUT



GENERAL ARRANGEMENT

Rev.	Date	Revision Details	Drawn by	Issued by
P3	16/04/18	PRELIMINARY - NOT FOR CONSTRUCTION	HYD	HYD
P2	26/03/18	PRELIMINARY - NOT FOR CONSTRUCTION	HYD	HYD
P1	19/01/18	PRELIMINARY - NOT FOR CONSTRUCTION	HYD	HYD

Drawing Title: DECK PLAN & GENERAL ARRANGEMENT	Drawing No: 402	Scale at A1: 1:25
Project: OCEANTEC 50	Design No: 207	Sheet No: 1 of 1

All Dimensions are in mm unless otherwise stated.
Do not scale from drawing unless authorised to do so by HYD.

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