



Ocean Asia Inc

OAGH-86 Steel & Aluminium Expedition Yacht



Jon Overing developed this vessel to be a highly versatile world explorer yacht capable of carrying a very large tender and other support craft.

The different options for layouts allow the client to tailor the number of guest or crew he wishes to carry to his exact needs. If you choose the layout with the cabin behind the engine room you can use it to carry a dedicated engineer or a fishing enthusiast can carry a 26' fish boat and an extra local fishing or a diving guide keeping them separate from the normal guest/crew areas.

Choose the on deck cabin across from the galley and use it as a captain's cabin (makes for a very happy captain having a cabin behind the wheelhouse in a 86' boat and gives extra space to the other crew) or as a over flow guest cabin or use it both ways depending on need.

Select a layout with both the aft crew and on deck cabin and you can run with 3 crew all with their own cabins and have a 4th guest cabin.

The boat has huge storage capacities for dry goods, perishables and ships general stores so she can support you and your guest for long periods of time in remote areas without concern. The on deck cabin can also be fitted out as a dedicated office or just as a breakfast area with a large pantry.

The large boat deck area gives you the ability to carry a VERY LARGE tender, 26' is shown in drawings, plus a number of other craft or two equal tenders, some ocean kayacks, bikes, scooters or just have lounge chairs. The full beam master stateroom takes full advantage of the 22'6" beam, it even includes a separate owner's washer and dry in the his and hers head area. There is an additional washer dryer in the crew area.

The use of the Kobelt control system allows you to have not only the bridge and fly bridge stations but with a walk around plug in remote you can have plug in control stations with engine controls, rudder, bow and if you have it, stern thruster at your finger tips and any location on the vessel you choose.

This gives you the ability to operate the boat with as little as one crew or drive her yourself with the help of one good deck person.

Ocean Asia Inc Ltd

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The following is a brief specification listing key elements of the vessel.

HULL CHARACTERISTICS

The following principal characteristics

Hull	Steel
Superstructure	Aluminum
Length Overall	86'6" /26.06 M
Length on the Waterline (Approx.)	79'11" /24.36 M
Beam (molded)	22.6' /6.86 M
Draft (50% load)	6' 8" /2.03 M
Displacement (100% Fuel & 100% Water)	195 L.T. Approx.
Design Speed at Cruise ½ load	10 knots
Max speed 100% engine load (50% load)	12 knots

Range:

Conditions: One genset running, burning 3 gph is factored into the fuel consumption.

Range estimates are run using 90% of the 8,000 gal fuel capacity.

8 knots = 7,000 NM plus reserve

9 knots = 6,000 NM plus reserve

10 knots = 4,500 NM plus reserve

12 knots = 2,900 NM plus reserve

Fuel Oil Tankage	8000 Gal. App.
Potable Water Tankage	1500 gal App.
Clean Lube Oil Tankage	120 gal
Contaminated Oil Tankage	120 gal
Black Water Tankage	400 gal
Grey Water Tankage	600 gal

FRAMING

The vessel's framing shall be of the transverse and longitudinal system throughout. The structure shall consist of plating and shapes as required to meet ABS design requirements for vessels of this type. Stanchions and supports will be provided where required to support concentrated loads, deck machinery, etc. Swash plates will be furnished in tanks where required to minimize free surface effect of fluids in the tank. Limber and vent holes shall be provided to assure proper drainage and eliminate entrapment of air and liquid pockets. Transverse frame spacing shall be on 24" centers. All NC cut parts shall have their edges ground as soon as they are removed from the plate and prior to weldment to vessel.

HULL STRUCTURE

IN GENERAL, the following sizes and thickness shall be used in the hull construction:

Note a 3/8-inch plate will be located over the strut and propeller area to reduce drumming.

2.8.1	KEEL	3/4" x 10" full length
2.8.2	STEM	3/4" x 10"
2.8.3	FLOORS	1/4" plate
2.8.4	SKEG (Depth 6") sides 5/16", cross section	5/16", bottom ½"
2.8.5	BOTTOM PLATING	5/16" plate, up to the chines
2.8.6	SIDE, TRANSOM PLATING	1/4"
2.8.7	MAIN DECK PLATING	1/4" plate
2.8.8	BULKHEAD PLATING	1/4" plate and 3/16" where corrugated
2.8.9	TANK TOP PLATING	1/4"

MAIN ENGINES

Two (2) Caterpillar engines model 3406, B-rated 440 BHP @ , 2100 RPM, 24V elec. start, lubricating oil filters, 24V alarm system, mechanical instrument panel. Main engines are to be painted white. The engines are electronic.

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REDUCTION GEARS

Two (2) Twin disc 5114 reduction gears Twin Disc or similar, 4.591:1 ratio, oil cooler, engine mounted. The gears to have power take off system to accept a hydraulic pump to feed the Bow Thruster, windlass and crane.

GENERATORS

Two (2) Northern Lights 33KW @ 1800 rpm, 120/240 three phase or similar;

- Generator to have isolation mount systems.
- Fiberglass sound shields to be installed.

SHAFTING

4" diameter 304 stainless steel

PROPELLERS

One pair, 1 R/H & 1 L/H, Bronze, 5-blade per Impetus, 4" standard taper bore, 46" diameter.

VIBRATION DAMPERS

The main engines, reduction gears, and generators shall be soft mounted in accordance with the Designer's Plans. All other reciprocating machinery shall be mounted on resilient mounts. All piping to and from the machinery shall be connected by hoses.

EXHAUST SYSTEM

Main engines shall be equipped with wet exhaust. Each main engine and generator shall have a Marine Centek Systems vertical muffler system.

ENGINE CONTROLS

The engine control system is to be Kobelt and is to have two control stations.

HYDRAULIC STEERING

Hydraulic power Steering shall be Kobelt and is to have two control stations. One main control station at the wheel house and a second control station at the Fly bridge. The system is to include twin steering pumps and rams plus a manual back up helm pump.

BOW THRUSTER

Bow Thruster 16"; American Bow Thruster 65 HP, it is to be driven of the main engine gears with electric clutch.

WINDLASS & GROUND TACKLE

The windlass and ground tackle shall be Maxwell or similar and shall consist of 02 MAXWELL or similar 4500 Lbs windlasses, one at Port and the other at the center line, using 400' of 5/8 High Tensile galvanized chain on each anchor. The center line anchor shall be a 440 pound CQR style, side anchor shall be Navy style.

AIR CONDITIONING SYSTEM

This system is to be dimensioned as per manufacturer's recommendation and shall have one (1) Central Chiller unit model A10 - 3-1 HC consisting of two compressor with 10 ton capacity Aqua Air Alpha Series or equivalent Marine Air unit.

Chillers shall be installed in the engine room to provide cooling for the yacht. Seawater cooling pump shall be self-priming and thermostats for the fan coil units shall be Tempwise-2000. Fan coil units shall be used to provide for the following estimated BTU requirements. Condensate drains from the fan coil units shall gravity feed to the gray water tank.

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STABILIZERS

American Bow Thruster stabilizer or similar.

SEA CHESTS

The Builder shall furnish and install (2) two sea chests in the engine room using 6" pipe. . A blow down point shall be installed to allow a compressed air hose to be fitted to the system the vent shall be led to a point above the main deck level. The system shall have a cross over pipe. Engine room piping for sea water shall be CuNi piping 90/10.

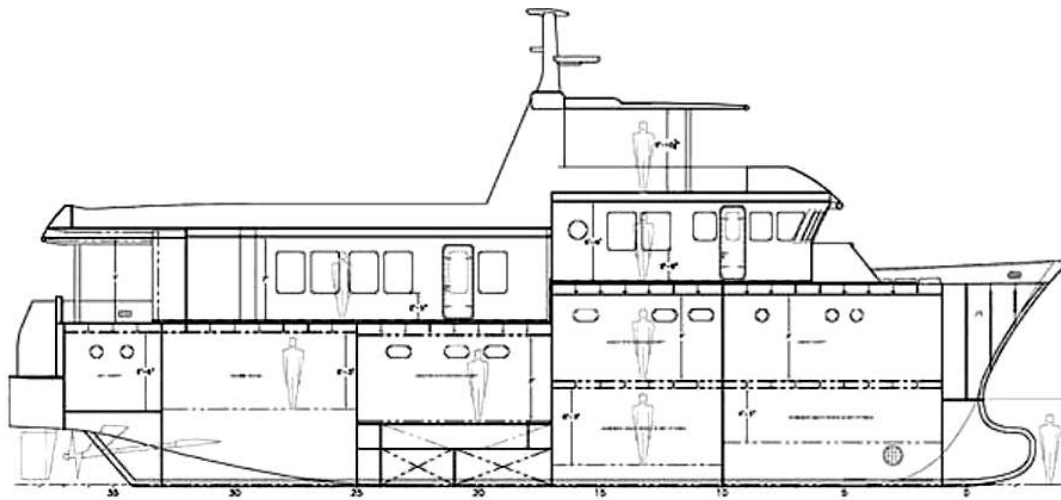
POTABLE WATER SYSTEM

Two (2) 800 gpd desalination units with UV light, Two (2) Fresh water pressure sets.

OAGH-86 Profile View

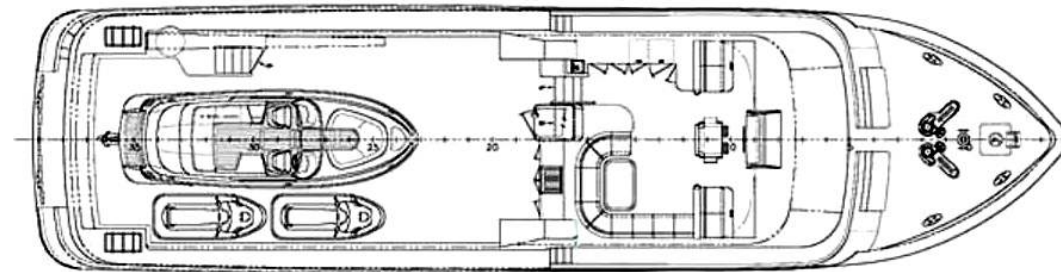


OAGH-86 Inboard Profile View

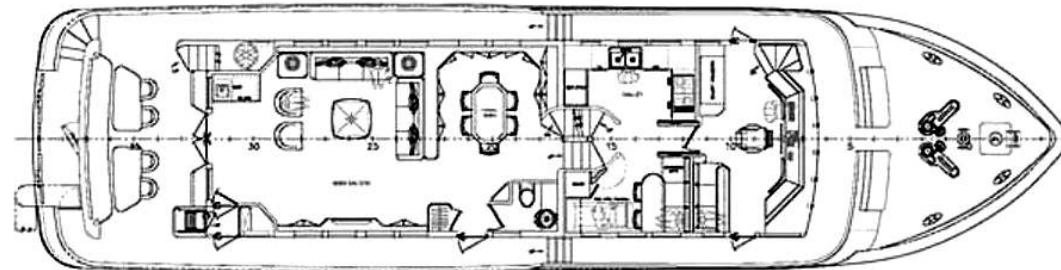


INBOARD PROFILE

Overing 86 Inboard Profile View



FLYBRIDGE DECK

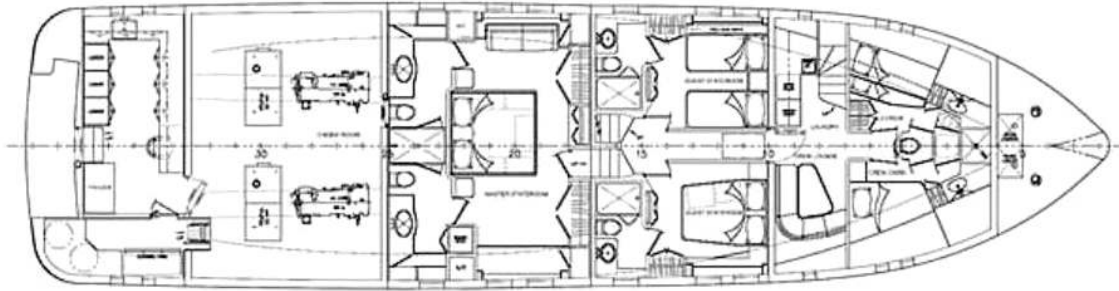


MAIN DECK

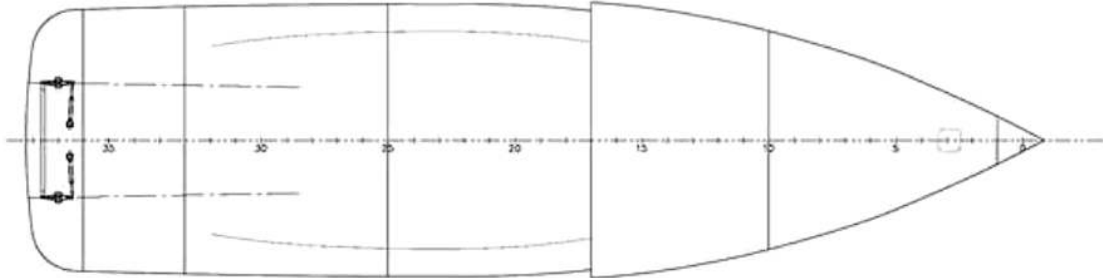
Overing 86 Main Deck "A" and Flybridge View

OAGH-86 Main Deck "A" and Flybridge View

OAGH-86 Lower Deck "A" and Hold Plan

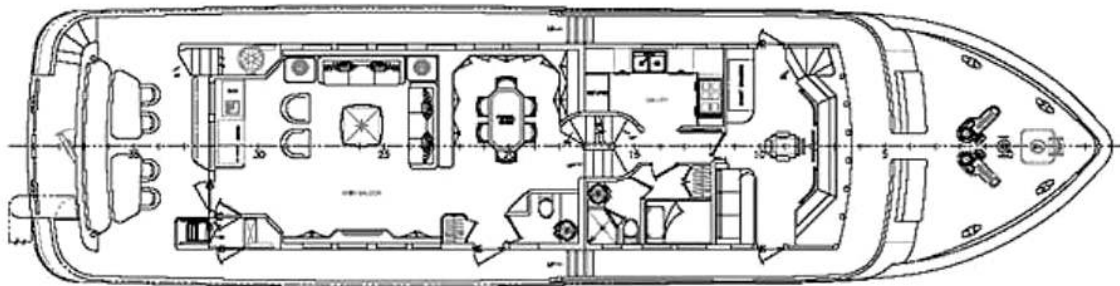


BELOW DECK



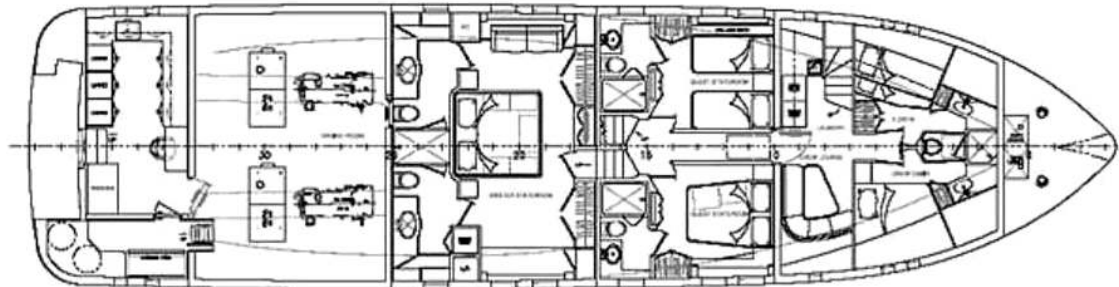
HOLD PLAN

Overing 86 Lower Deck "A" and Hold Plan



MAIN DECK "B"

Overing 86 Main Deck "B"



BELOW DECK "B"

Overing 86 Lower Deck "B"