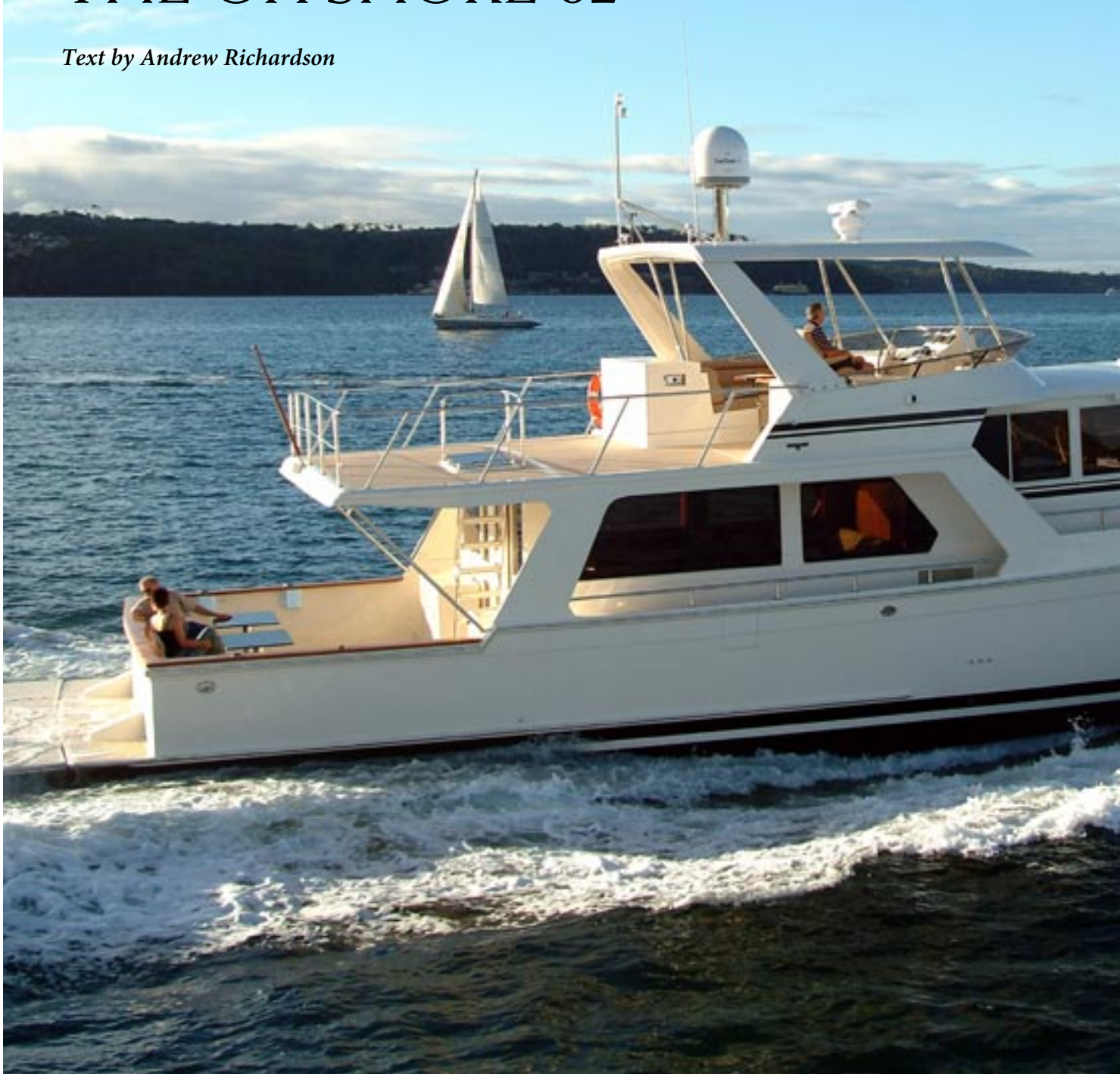


# THE GENTLE GIANT

## THE OFFSHORE 62

*Text by Andrew Richardson*





TWIN 700HP'S IS ALL IT TAKES TO PUSH THIS 37,000 TONNE 62-FOOT LOW PROFILE LUXURY CRUISER TO A MAXIMUM SPEED OF 20.6 KNOTS. WITH A CRUISE SPEED OF AROUND 17 KNOTS AND 4,500 LITRES OF FUEL, THE OFFSHORE 62'S RANGE IS AROUND 600 NAUTICAL MILES - QUITE A RANGE FOR A VESSEL OF SUCH STATURE.

#### A LOOSE BUCK

This Offshore 62, Moer-en-gone, was conceived as a result of a couple of dirty dishes and a one-dollar coin! The owners, John & Elaine Vadas, have upgraded from an Offshore 48. They were having dinner one night with Keith & Narelle Hills, the Australasian Offshore agents, when Elaine jokingly said she loved her 48 foot Offshore but would love a bit more room so she could fit in a full dishwasher!

A few drinks later they ordered a 55. The deal was sealed when, upon leaving the restaurant, Elaine saw a dollar coin lying on the ground - "Would you take this as a deposit on the new boat?" ... it was all a bit of fun that turned into a done deal! There were a few minor details that had to be discussed before delivery - one of which had the ordered vessel grow from 55 to 62 feet - but essentially Moer-en-gone was conceived over a bottle of wine and a loose buck!

What's in a name? Moer-en-gone is a South African term used to describe someone who has gone on an open trip - wherever the winds blow... or the diesels go! No specific plans are exactly what the new owners have as a plan, just to live on board and head to new shores and beyond. North, South or East, which will it, be?

#### SPLIT LEVELS AND EXTENSIVE LIVING

The Offshore 62 is designed for long-range cruising comfort and there is little she does not offer. The first stand-out feature is the



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vast aft cockpit - big enough that everyone can enjoy the great outdoors. The wide teak combings give this area a classic motor yacht feel but the massive hydraulic swim platform confirms that she is unquestionably 'new century'.

The cockpit is serviced by many features including a wet bar with icemaker, flood lighting and Bose stereo system, to name a few. The aft ladder to the fly bridge supplements the larger internal stairs and ensures little wet feet won't mess up the internal carpeting. Access through and around the vessel is generous and well-planned, illustrated by the wide walkways that lead to amidships doorways offering direct access to the galley and helm.

The classic cruiser theme continues on right to the bow where there is a large upholstered seat, with storage, offering an enchanting view, especially at twilight. The long bridge deck is half covered by a hardtop and has moulded fibreglass cabinets hiding a



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large sink, wet bar, BBQ and abundant stowage. The fly bridge's aft section would suit tender stowage. It also creates a natural awning over part of the cockpit. It is worth noting that on this vessel the owners plan to store the tender on the hydraulic swim platform that lifts to an elevated position when underway. The large cockpit with long aft lounge and twin granite tables does not steal from the extensive living areas. The vessel has a split-level design - I counted five (six, if you include the engine room) split-levels covering rear deck, main saloon, galley/helm, forward berths, main stateroom and fly bridge.

The main saloon is spacious, finished in a light cherry wood and is fitted out with furnishing akin to those in a comfortable yet luxurious home. The satellite TV and home cinema running on a 42" plasma are hidden until required. With a flick of the remote the TV rises from a cherry wood cabinet beside the saloon door, so there is still room for artworks and ornaments. With such understated comfort, it is little wonder that this boat is so well suited to live-aboard long-range cruising. At 62 feet she isn't a ship that requires a crew, hence the dream of a couple cruising for a long time can, and has, come true. The lower helm melds with the gourmet galley complete with coffeemaker and the now "famous" Miele dishwasher. The large granite benchtops have an added wooden lift up bench creating a breakfast bar facing the helm.

The bedrooms are cleverly divided, with an aft access to the main stateroom and then stairs beside the helm to the guests' quarters. One of the lounges in the saloon also converts to a bed, notching the total berths on the boat to eight. The guests' accommodation consists of a double forward island berth and a bunkroom hooked up to a flatscreen DVD TV. Both these berths are finished to the same high standard and share the one spacious bathroom. Heading back up the stairs, behind closed doors, there are good laundry facilities with a full size Miele washer and dryer.

The amidships air-conditioned cherry wood owners' suite has enough stowage and wardrobe space to keep a couple dressed for a month. Soft recessed lighting and down lights combine with the understated styling to ensure that this comfort zone will endure the test of time. The owners' en-suite has granite bench tops, quality joinery creating abundant stowage, a heated towel rail and a single porthole. Attention to detail is illustrated by the heated camphor-lined wardrobes that will ensure all clothes stay soft and dry.

Essentially all the interior spaces onboard the Offshore 62 are finished with style and classic warmth. Wood replaces plastic, carpets replace laminates and granite goes where many boats use Corian. Enduring quality - with style.

#### A LONG LIST OF FEATURES

The helms come standard with Navigator pilot seats that create a genuine long range little ship feel. The lower "wooden wheeled" helm is equipped with everything required for long range cruising, including radar, GPS plotter, VHF radio, engine sync, stern and bow thruster controls, windlass and controls for the Wesmar roll fin stabilisers. Most of these items are repeated at the fly bridge helm that has a commanding driving position.

Initially, the engine room access seems a bit awkward. The hatch is located in the cockpit at the entrance to the saloon so that, with the hatch up, traffic gets a bit blocked. Once down the hatch and into the room, access to all parts of the engines and equipment is quite good. The room is filled with lots of equipment including two Onan generators, a fire suppression system, plenty of batteries, a 90lph desalination unit - oh, and a couple of 700HP Cats.



All hoses are double-clamped and everything is clearly marked with good lighting throughout. There is also a handy lazarette stowage area, with windows, located aft of the engine room that is ideal for water toys, lines, spare fenders and wet items. I also noted steps into the engine room from the saloon, but the cockpit access is best as it ensures that engine work won't interfere with the goings on in the saloon.

Some of the deck and running gear on the Offshore 62 includes a Muir windlass, fresh and salt water deckwash with Karcher pressure washer, 90lph watermaker, twin Onan gensets (13.5KVA & 9.5KVA), the hydraulic swim platform and an underwater halogen lighting systems that illuminates the water all around the swim platform. The Offshore's underwater lighting is a stand out feature that adds a little bit extra to the vessel's already long list of luxury features.

#### A LOW CENTRE OF GRAVITY

The US-designed Offshores take pride in their vessels' sea kindliness. The modest bow flair combined with fine entry ensures a dry, cut through ride at sea. This, combined with a 37,000kg displacement, trim tabs, Wesmar roll fin stabilisers and a low centre of gravity ensures that the Offshore 62 will embrace the sea with confidence. A quick look at the photos of this vessel and it is obvious that she has a much lower centre of gravity than many other craft in this class, which spells 'safe at sea'. Although the 62 had a flybridge, we conducted the sea trials from the lower helm where conversation was not interrupted by engine noise.

#### The following GPS Speeds were logged from the Twin 700HP Cats:

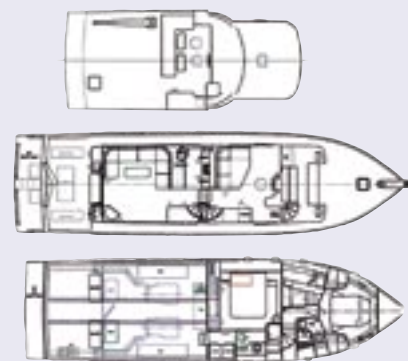
RPM	Knots
550rpm	5
700rpm	6.5
1500rpm Slow Cruise	12
1800 rpm Cruise	14.5
2000 rpm	16.5
2100 rpm Fast Cruise	18
2300 rpm WOT	20.6

Overall, the Offshore 62 is a very desirable vessel and for her size she is not overpriced at around \$A2.5m. Quality joinery and oversized deck fittings exemplify the company's experience in building comfortable displacement motor yachts that will endure the test of time. And, all this for just a one-dollar deposit!

Thanks to Kirralee Hills & John Andrew for assistance with the boat review. ■

**OFFSHORE MOTOR YACHT 62' PILOTHOUSE WITH EXTENDED COCKPIT**

Design	William Crealock, USA	Fridge, Freezer & Wine cooler	Liebher
Construction	Fibreglass	Washing Machine & Dryer	Miele
LOA	21.1m	TV	Flat screen in hydraulic cabinet, Pioneer
Beam	5m	Entertainment system	Bose
Displacement	2648.4kg	BBQ	Sovereign
Engines	Twin 700 HP Diesel Caterpillars	Generators	2 x 13 KVA Onan
Gearboxes	Twin Disc	Stablisers / Bow & stern thrusters	Wesmar
Cruising speed	16 knots	Windlass	Muir hydraulic
Max speed	19 knots	Transom Lift	Opacmare 600kg
Fuel capacity	4,500 litres	Steering	Hynautic
Water capacity	1,600 litres and 90lph watermaker		
Navigation and electronics	Coursemaster		
VHF	Icom		
Autopilot	Coursemaster		
Radar / GPS / Plotter	Koden		
Induction cooktop & microwave	Miele		
Dishwasher	Miele		
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