

## Offshore 87 Motoryacht

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### A step up for the owners, a step forward for the builder

By: Mike Werling

A hunk of wood. That's not usually where I start when it comes to sea trials. Doesn't seem relevant. Boaters in the Northwest go out of their way to avoid hunks of wood — deadheads — lurking in the cold, deep waters. But here I am, going on about it. OK, it's more than a hunk of wood. It's a beautifully finished slab of teak that serves as a shelf in the dining area of the Offshore 87 Motoryacht known as Bianca. Its angled facing edge still has the dark, rich, contoured bark attached.

While a slab of teak might not seem like much, maybe 10 square feet, in the grand scheme of an 87-foot yacht, it points to a larger story: the customization freedom Offshore offers its buyers. That's what drew Bianca's owners to Offshore — I should say back to Offshore. Richard and Mary previously owned an Offshore 64, and it was the first yacht from the builder to feature LED lighting, so they knew what kind of quality they were going to get and how accommodating the folks at Offshore could be.

The owners had some specific things in mind when they approached Offshore about building a second yacht, this one much larger than the first (and a more contemporary design for the builder). They had dreams of cruising in the Mediterranean Sea, and they had dreams of cruising there in their own yacht. They wanted the comfort and safety of an Offshore yacht, and they wanted some interior alterations made.

### Fantastic Features

Offshore made design changes that fit with how the owners envisioned using the yacht. The most obvious — and a point of pride with Mary — is belowdecks, where the master stateroom, more specifically its "her" side, has been expanded. The owners figured they'd be spending lots of time aboard and their comfort was paramount, so they had the starboard side of their stateroom expanded forward, which created two additional closets and a vanity area, and moved the hers toilet and sink forward. (The his side of the head and the shared shower stayed on the bulkhead that serves as the wall at the head of the king-size berth.) What that did was steal space from the mid-stateroom, taking it from a full-beam suite to a half-beam double-twin berth stateroom, but it's still a nice en suite room, and it gives the lady of the yacht her own retreat.

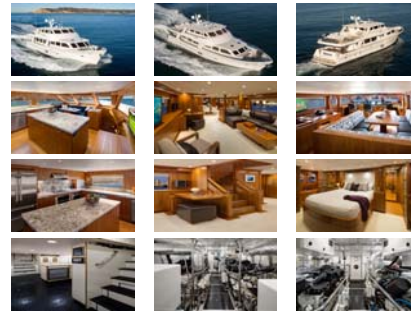
In a much more visible area of the yacht, on the main deck, the customization includes the furniture arrangement, the dining table, a wet bar and the aforementioned teak shelf. The L-shaped wet bar serves as a serving station and as the divider between the aft salon and the amidships dining area. A sink and a glass-faced liquor cabinet door are the visible touches. Its stone top is dark to match the salon's settee and recliner — a requirement of Richard's in lieu of a full-length settee, a move that allowed a corner storage unit to be built into the aft starboard corner. That corner unit is made of beautiful quarter-sawn teak, which is the wood of choice throughout the yacht for its looks and strength. Its grain is remarkably uniform throughout but also possesses its own character, with occasional whorls and other flourishes that give the yacht's interior its personality.

The sky lounge, a very nice fully enclosed flybridge, almost adheres to the standard plan — a nearly full-width helm dash with everything you need for safe passage, including three large Nauticomp multifunction screens and all of the displays you can ask for, a triple-pane windshield with elegant wood-faced mullions in between, three captain's chairs, an elevated settee/dining area and a day



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Specs



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head — but it has one very personal feature. In the aft starboard corner is an exercise bike, and the TV that's mounted to the wall above the entry stairs swings out so the person exercising can watch. And the bike is right next to the aft entry door — one of three in the sky lounge; the other two are to either side of the helm — so the interior won't get stifling during a morning ride.

### Entertain Like a Maven

While Richard and Mary have exhibited a desire to cruise overseas with their new yacht, there will no doubt come a time when they want to entertain friends and family aboard, and the 87 Motoryacht is well-equipped. With seating for about 14 people (and a pop-up TV and a sweet audio system) in the salon/dining area, room for six to sit but many more to mingle in the cockpit and seating for 10 or so in the sky lounge, the yacht doesn't lack for hosting ability. And I haven't mentioned the galley.

As a staging point for meals and snacks, the galley is admirably equipped. And windows wrap around three sides of the area for maximum ambiance. A large island, perhaps 5 feet by 3 feet, anchors the space, with drawer and shelf storage underneath. Aft of it is more counter space — the foot of a large L-shaped counter that continues along the port side — and a rather large refrigerator/freezer. A stovetop, oven and microwave are in this section of the galley, while a sink, dishwasher, garbage disposal and more under-counter storage are to port. The coffeemaker even has its own "garage."

Forward of all of this is a breakfast nook with seating for about six folks, so the chef never has to be alone during prep, and the low person on the totem pole doesn't have to be alone during cleanup. To starboard is a high-low TV and the stairs to the guest staterooms.

### Performance

Once we were clear of Newport Harbor and the ubiquitous sea lions on the red-and-white buoy, we got to crank up the twin Caterpillar C18 diesels, each putting out 1,015 hp. We hit a top speed of 17 knots on the calm Pacific Ocean, at which point the engines were cranking at 2360 rpm and burning a combined 120 gph. At 2150 rpm, about 78 percent engine load, we were cruising at a nice 14.5 knots and burning roughly 90 gph. Slowing down to 12 knots dropped the fuel burn down to 36 gph, which, factoring in about a 10 percent reserve on Bianca's 3,800-gallon capacity (3,600 is standard), yields a range of about 1,140 n.m. Slow down to 10 knots, and range stretches to almost 1,500 n.m.; cruise at 8.5 knots, and you can reach 2,236 n.m. Offshore's calculations show the yacht getting 1 mpg at 7.8 knots, which puts Europe in reach from the East Coast.

We spent a little time pulling hard turns, more to create a wave to drive through than anything. The Offshore 87 turned nicely, keeping the horizon line level, and it handled changes of direction with no problem. You won't have much reason to slalom an 87-foot yacht, but you can if you need to. Handling rough seas won't be too difficult either, thanks to Offshore's use of a fine-V entry, which virtually eliminates slamming and pounding.

Visibility from the sky lounge is excellent almost all the way around, with only the aft port corner being obscured by a head, but there are wing driving stations on each side, so docking visibility is unobscured no matter which side you need to dock from. I spent some time operating the vessel from the starboard station in the turning basin of the harbor, and I was surprised by how easily it moved for such a large yacht, thanks to the ZF Joystick Maneuvering System (JMS), which integrates the main engines with the standard 50 hp hydraulic bow and stern thrusters. Movement fore and aft, side to side and in 360-degree circles was simple, quick and intuitive thanks to the JMS. Offsetting the effects of wind and current shouldn't be a problem during docking, no matter how tight the slip and/or fairway, because the hydraulic thrusters aren't short of power or runtime. If there's room, even if it feels like inches, the 87 can be docked.

### Don't Overlook

The third stateroom is forward and has an en suite head. Its queen-size berth will accommodate guests admirably. Aft are crew quarters that could be used to stow the kids if the owners intend to run the yacht on their own.

On the sky lounge level, the aft deck is spacious and open. A settee and grill are against the bulkhead, and there is room for a few chaise lounges or several deck chairs. You can also fit a 15-foot dinghy, a 2,500-pound davit, and various kayaks and paddleboards.

The list of amenities goes on, but suffice to say the Offshore 87 Motoryacht is an accomplished platform for cruising, entertaining, relaxing, cooking, exercising and pretty much anything else an owner could want to do. And if you have a favorite item you'd like to see incorporated into the yacht's design — a slab of finished wood, maybe? — Offshore will accommodate.

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