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BLAST OFF IS SODA OR SAND THE RIGHT
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Sea

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Offshore 76

BUILT FOR THE WORST, PREPARED FOR THE BEST

BY MIKE WERLING

Photos by David J. Shuler

OFFSHORE YACHTS HAS BEEN PLYING its trade for 56 years, designing and building well-thought-out oceangoing boats that are comfortable, safe, convenient and easy to handle. With a line of yachts from 52 to 90 feet, Offshore is capable of meeting the needs of most boaters — novice and veteran. When the opportunity arose to test the only available Offshore 76 on the West Coast, we couldn't pass it up.

One of the first things you notice is that the yacht isn't exactly white, at least not bright white. It's a bit of an off-white, which makes its advantage known on sunny days like those during the Lido Yacht Expo, where I got my first tour of the boat: There's not a lot of glare. Offshore incorporates the same strategy in its nonskid material, which is tan colored. Tone down the glare and make the boat easier on the eyes.

Access to the California deck and the rest of the vessel is up starboard and port stairways from the swim platform, or through transom doors

at each sidedeck. The 80-foot version of this motoryacht has a cockpit aft of the flybridge. A boatdeck aft of the flybridge provides the Cal deck's roof. And from the Cal deck, you can begin a tour of the rest of the yacht: up a ladder to the flybridge, through a glass door to the salon and via wide, covered sidedecks to the bow.

In the salon, to starboard is a six-person settee and a buffet with storage and a serving area. To port are two chairs, a high-low TV, and a formal dining table and chairs. Also to starboard is a stairwell that leads down to the private full-beam master

stateroom, which has a king-size walk-around berth, two cedar-lined hanging lockers, his-and-hers heads and a shared shower between the heads.

Back on the main deck, a U-shaped galley sits to port, up a couple of steps from the salon. Granite countertops, stainless appliances, an ice-maker and a wine cooler create an easy-to-use, elegant space. The galley can be closed off from the rest of the boat via large sliding panels in the forward and aft walls. The forward wall is shared with the pilothouse. Open both panels, and the sightlines on the main level run from the pilothouse to the Cal deck.

The pilothouse, up two steps from the galley, offers many things. There is access to the bridge up a stairwell, access to the VIP stateroom and the guest cabin (both with en suite heads) down a stairwell, and access to the sidedecks via port and starboard



An **Inside** Look



**TESTER'S
OPINION**
"Whether the goal is to be at sea for months at a time or to make weekend excursions to local marinas and islands, the Offshore 76 won't disappoint. It's ready to go offshore."

doors. There are also dual helm chairs and a five-person settee — with chart storage underneath — so it can be a gathering spot. There is an overhead panel and a dash with room for three 12-inch displays and many other instruments, plus room to spread out charts to the captain's right and forward of the co-pilot. Visibility is good all around, especially with both doors open. And while they aren't Dutch doors, they can provide a cross breeze without opening all the way. Push them out a few inches and lock them in place for ventilation without full-blown exposure to any potential elements.

Up on the flybridge is another gathering space, with a dual-display dash with full instrumentation, two captain's chairs and a settee with seating for eight around a fiberglass table. A hardtop with detail lines and



The interior is a bright, roomy, elegant space. It can be separated into three areas or opened up for helm-to-aft-deck views.



Offshore

76



SPECIFICATIONS

LOA	75 ft., 11 in.
Beam	19 ft., 3 in.
Draft	5 ft., 8 in.
Fuel	2,400 gals.
Water	600 gals.
Price	\$3.49 million
Engines	MAN V8-1200 CR, 1,200 hp

CONSTRUCTION

The hull is one integral piece, solid hand-laminated FRP below the waterline and closed-cell sandwich construction above it. Two heavily laminated rubrails are structural components of the hull, increasing its strength on both sides. The main deck and cabin are one laminated component, as are the boatdeck, flybridge and pilothouse roof.

STANDARD EQUIPMENT

Northern Lights 25 kw and 12 kw generators, two-tone nonskid decks, hydraulic bow thruster, hydraulic stabilizers, hydraulic power steering, 2,000-lb. three-function hydraulic davit, dual holding tank pumps, circulating hot water system, crew quarters, latest sound-dampening materials, four 8-D gel-cell main engine starter batteries, Twin Disc electronic engine controls, Teflon/stainless/bronze seacocks, fresh- and saltwater washdowns, and more.

OPTIONAL EQUIPMENT

Check with dealer for a list of optional equipment.

BUILDER

OFFSHORE YACHTS, San Diego;
offshoryachts.net

WEST COAST DEALER

Offshore West Inc., Newport Beach, Calif.;
(949) 673-5401; offshorewest.com.

molded, recessed lights provides plenty of shade, while the boatdeck has room for a tender, a covered sink and ice chest, and several sun worshipers. The nonskid surface up top is tan to minimize any glare.

UNDER WAY

Our captain, Offshore West's service and commissioning manager, Rojo Lomeli, fired up the big MAN V8-1200 CR diesels easily, and I saw no smoke. He pulled us away from the dock, and we were under way. Past the harbor, out in the open water, dolphins swam and jumped in the bow wave and farther back in the wake. Why they do that I have no idea. My only theory is they are teenage dolphins who've been told that doing it is dangerous and, therefore, they feel compelled. My friends and I used to stand up in the back of fast-moving pickups for much the same reason. Whatever the rationale, I lamented that they got to play while I had to work. Fortunately, some days my work feels a lot like play (just don't tell my wife).

Capt. Rojo pulled a hard-over turn at about 18 knots, which is near the top-end speed for the 76, and the horizon line stayed basically level. The boat didn't lean. He did it again while I watched aft. Same result. It looked like the yacht was being spun around its axis rather than pulling a hard turn. That's the work of the ABT stabilizers, as they sense engine load and make the appropriate corrections.

On the way up to the 76's top speed, we took our readings in a slightly choppy sea that had been much more confused earlier that morning. Through the harbor, 600 rpm pushed us at 5 knots and burned 1 gph per engine. At 1000 rpm, the engines were burning 5 gph apiece, and we were moving at 8 knots. We jumped to 12 knots at 1600 rpm and burned 18 gph per side. At 1800 rpm, which is 52 percent of load for the MAN V8-1200s, we were making 13.7 knots and burning 27 gph per engine. A bump up to 2000 rpm moved us along at 15.2 knots and burned 36 gph, 2200 rpm got us up to 17 knots and 49 gph, and 2300 rpm topped us out at 19.5 knots and 61 gph.

Those big MAN diesels are housed

in a full-height engine room that is laid out well, marked well and insulated well. It's accessed via a covered ladder on the Cal deck or through a watertight transom door. The bulkhead between the engine room and the master stateroom is loaded with multiple layers of sound-dampening and absorbing materials to keep engine noise to a minimum. That was evident as I made my way through the boat while we were under way. I sat in the salon with Offshore West president John Olson, and we had a conversation at a comfortable volume.

Throughout our measured run and the entire sea trial, the boat stayed steady and smooth. Offshore's hull design, characteristic of a William Crealock-designed vessel, has a lot to do with that. It has a deep forefoot with a 55-degree deadrise, which decreases to 12 degrees at the transom. It also has a fine V-shaped forward section that slices through waves to provide a soft ride, without any slapping or pounding. Sitting in the forward stateroom while we were under way, I got the impression of waves lapping against the hull even though we were near top speed. The rest of the boat is tight, too. I couldn't find any doors or drawers rattling, and the fit and finish are exceptional.

Something else veteran boaters are sure to notice are the details. Along the sidedecks I noticed the recessed windows, a product of special molds that allow the windows to be laminated into the cabin sides. The scuppers are raised so only the water from a serious dousing would go down the side of the hull — the rest goes out below the waterline. The three primary molds are laminated to each other, not caulked. The undersides of the hatches are smooth gelcoated surfaces. The list goes on.

A family could be happy on the Offshore 76. So could a cruising couple with friends and grandchildren to entertain. Whether the goal is to be at sea for months at a time or to make weekend excursions to local marinas and islands, the Offshore 76 won't disappoint. Its hull is designed for the worst, and its interior is designed with all the creature comforts in mind. It's ready to go offshore. 🐾