



SHANGRI-LA

SHANGRI-LA is an excellent example of one of Oyster's most successful designs. She has just completed a Med and Caribbean tour for a family who found her to be a great home for a planned sabbatical. SHANGRI-LA is now offered for sale with children back at school and university. They found the Rob Humphreys hull delivered great performance with reassuring sea-keeping. Her five-cabin layout allowed each member of the family their own space, the large saloon and centrally located galley provide a convivial and light-flooded area maximising the benefits of the raised saloon of Oyster's sleek G5 design. Her cockpit and deck areas are spacious and work equally well at anchor or on passage. Her rig is powerful and enjoys the benefits of a carbon rig with genoa and staysail on Reckman furlers, and a park avenue boom for the fully battened main. Despite the high-performance rig she is very manageable, illustrated by the fact that during her last voyage – returning from the Caribbean - she was sailed by just the father and son without the need for crew.

NOTABLE FEATURES

- Decks replaced in 2024
- Standing rigging replaced in 2024
- Carbon-mast with carbon V-boom and Reckman furlers for headsails
- Classic top quality Oyster interior in quarter sawn teak
- White hull lifted for anti-fouling and polishing in March 2026
- Fabulous owners' suite aft. Two generous guest doubles and two twins with en-suite bathrooms except one twin which shares a bathroom with the adjacent double cabin
- Oyster G5 design with fabulous airy deck saloon and huge centrally located galley
- Lead keel, skeg-hung rudder and water-tight bulkheads
- EU VAT paid status and Spanish matriculation tax paid by her former owner

GENERAL

Price	€ 1.295.000
Location	Barcelona, Spain
Year Built	2008
Flag	Dutch
Builder	Oyster UK
Designer	Rob Humphreys
LOA	22.77 metres
LWL	19.75 metres
Beam	5.85 metres
Draft	2.90 metres
Weight	48 tons
Fuel	1,985 litres
Water	1,154 litres



MANUFACTURER'S COMMENTS

- The Oyster 72 was conceived from the outset to blend the live-aboard and seamanlike qualities of a typical Oyster within a design where high performance was of equal or greater priority. Modern composite engineering has produced a hull and deck that are both light and stiff, without compromising the strength, durability and ease of handling for which Oysters are well known.
- The Oyster 72 has one of our sleekest deck and cockpit designs ever, with her rolled-edge side decks, transom stairwell and a host of 'superyacht' style features'.
- 'The GRP hull incorporates a composite High Modulus Carbon Kevlar (HMCK) system. This is a 'balanced laminate' that has been designed to give excellent structural properties between the laminate layers. Advantages over standard GRP include weight savings, extra strength and stiffness.
- The hull is reinforced with a matrix of structural stringers and floors and specially engineered by 'High Modulus.

DESIGN & CONSTRUCTION

- White hull with cove line and double boot top lines in blue.
- Anti-fouled and polished March 2026
- High-performance bulb (HPB) external lead keel
- Fully protected skeg-hung rudder
- 'Sugar scoop' stern design with large steps to bathing platform trimmed with teak
- Built to comply with the requirements for RCD Category A – Ocean
- The self-draining cockpit is split into separate areas for systems and relaxation
- Excellent central walkway through between twin wheels
- Twin carbon wheels mounted on cockpit pedestals which incorporate the controls and instruments
- Gloss varnished teak-topped cockpit table with fold-down leaves which allows generous dining space at harbour and excellent bracing at sea and incorporates an insulated twin-compartment GRP refrigeration unit with double Frigomatic (keel-cooled) compressor.
- Deck fittings are substantial and in high-grade stainless steel throughout. Grab rails, side gates, dicky-seats, generous fairleads, pop-up cleats and fittings give a feeling and evidence of quality and security.
- Midship gateway stanchions with stainless steel hinged boarding ladders, which close up to form the side-gates
- Removable transom swimming ladder
- Carbon 'White' passerelle with padded storage bag
- Hot and cold freshwater deck shower in transom steps
- Anchor freshwater deck wash pump in bow, including hose
- A solid stainless steel rudder stock is bonded to the rudder
- Stainless steel screw-in deck plate and stainless steel emergency tiller usable from on-deck
- Hot and cold freshwater deck shower in transom steps
- Anchor freshwater deck wash pump in bow
- Stainless steel pulpit and pushpit
- Fixed teak bow seat on bow and pulpit
- 8 x Versari concealed 'pop up' stainless steel mooring cleats
- 2 x Versari concealed 'pop up' fairleads
- Stainless steel grab rails atop deck saloon coachroof
- Stainless steel mast guards
- Fuel and water tank deck fillers installed within recessed traps
- Lazarette locker with twin stainless steel gas struts and internal lighting
- Stern quarter pushpit seats in teak and stainless steel.
- Antenna pole, transom-mounted in clear-coated carbon fibre, re-coated in black in 2024
- Carbon fibre ensign staff



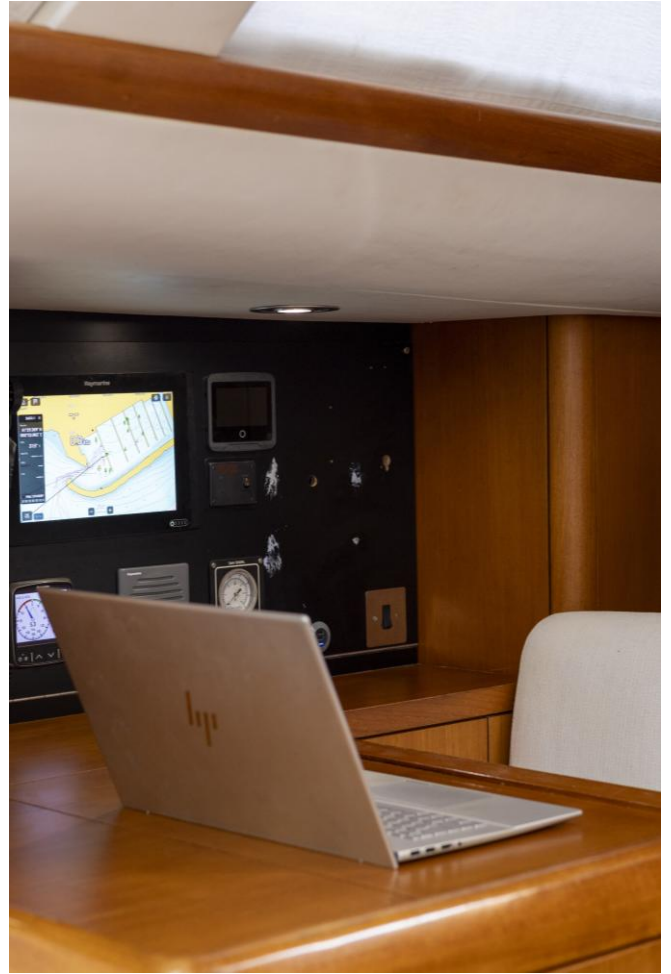


MAST & RIGGING

- Hall Spars carbon fibre mast and carbon 'Park Avenue' EZV-boom.
- Discontinuous Navtec stainless steel rod rigging for the 3-spreader rig with tip-cups, fully overhauled rod and parts re-newed as necessary in 2024
- Slab reefing mainsail with reefing and batten car system
- Reckmann RF 90-3 hydraulic furling headstay, serviced 2024
- Reckmann RF 90-2 hydraulic furling inner stay, serviced 2024
- Dyneema halyards and sheets for mainsail, genoa, gennaker
- Hydraulic genoa halyard tensioner on mast
- Navtec hydraulic boom vang
- Navtec panel equipped with electrical pump, apart from manual operation
- Navtec A260 hydraulic backstay with remote panel in cockpit and mechanical lock
- Navtec indicator panel
- Forespar lightning dissipater at masthead
- Carbon spinnaker pole, pole topping lift, foreguy, blocks, and fittings.
- Gennaker furling system and bowsprit
- 2 x 88-3 AEST electric primary winches
- 2 x 68 AEST electric secondary winches
- 1 x 68-3 AEST electric mainsheet winch
- 1 x 68 AEST electric main halyard winch
- 1 x 68-3 AEST electric spinnaker halyard winch
- Savage Marine polished stainless steel winch switches
- Fully battened mainsail – Hydranet (2020).
- 135% furling genoa – Hydranet (2020).
- Furling staysail – Hydranet (2020).
- Near new furling asymmetric gennaker (2022) - 350 sqm2.
- Gennaker with sock
- Black anodised down lights on antenna pole to illuminate transom
- Pair of lower spreader lights. 6 x LED spreader uprights
- Lopo LED steaming light, navigation lights and anchor light









INTERIOR & LAYOUT

- Quarter sawn teak
- Sleeps up to ten in five cabins four of which have en-suite bathrooms. The second twin cabin shares a bathroom.
- Owners' stateroom aft, forward of which is an excellent double and twin bunk cabin. There is a further double and twin forward of the saloon and galley
- The separation provides great flexibility and privacy and works equally well with a large family or for those wanting help onboard
- The trademark deck saloon has generous seating around a large dining table to port as well as an excellent nav station and sofa to starboard
- Two upholstered pouffe stools in saloon

INTERIOR EQUIPMENT

- Surface mounted electric 2-zone induction hob
- Alpes Inox cooker hood
- Microwave
- Frigomatic 50K (keel-cooled) compressor to cool front-opening refrigerator
- Two Frigomatic (water-cooled) compressors to cool top-opening chest freezer
- Air-cooled Frigomatic back-up compressors for fridge
- Fisher and Paykel double drawer dishwasher
- Quooker PRO-3-VAQ hot water boiler with tap at galley
- AEG washer/dryer
- Electric TV lift in hullport recess
- Audio system
- Velcro attached sun covers for side windows in saloon
- Electric freshwater Quiet Flush toilets throughout
- Stainless steel electrical towel rails in bathrooms
- Apple TV system in saloon
- Panasonic 32" LCD TV mounted on electric lift
- Two Anthony Gallo Nucleus Micro speakers mounted in headlining
- Twin Sonance TL623R speakers mounted in headlining
- Fusion/Raymarine audio system control
- 220V Cruisair reverse cycle air conditioning system, comprising of five air conditioning units to saloon and cabins
- Hydromar MC5S watermaker, 225 L/hr.





SYSTEMS

PROPULSION

Perkins/Sabre M225Ti, 168kW (225hp) diesel engine. The engine had a major service just before acquisition by the current owners who have done just over 700 hours during 2024 and 25 without problems. We understand the total engine hours are less than 8,000.

Bruntons 4-bladed Varifold propeller
Ambassador AM20 rope cutter on propeller shaft
Mastervolt 150A/24V alternator
40A/24V alternator

Onan 22.5kW generator installed in 2021, shows less than 2,000 hours run since new

Sleipner 285 electric (20hp) 300mm tunnel bow thruster with control at pedestal new in 2023
Sidepower bow thruster joystick
Whitlock Mamba torque rod linkage system, installed with twin remote pedestals

Lewmar 400 Commander system with three-station hydraulic power pack to operate windlass, headsail and staysail furling

ELECTRICAL

220V AC ring main with outlet sockets and USB sockets
Domestic: 12x Pb-Acid, 24v, capacity 1200amps
Engine start: 2x 12V Hella batteries serial to 24V
Generator start: 2x 12V Hella batteries serial to 24V
Bow thruster: Engine + Gen bank switched to serial to obtain 48V

Two Mastervolt (220V) MASS 24V/100A battery chargers with temperature sensor. Mastervolt BTM-1 charger controller/ammeter, including separate Mastervolt C3-RS controller
Mastervolt Alpha Pro regulator

Engine/generator battery and domestic bank
'emergency' link

New (to be replaced in Jan 2026) Mastervolt 24V/5000W sine inverter for main domestic supply
2x 30A (220V) dockside power cable
'Antibes' overhead fixtures in polished aluminium finish
Rako lighting refitted and updated with custom design and lighting throughout
'Micro Antibes' red overhead night lights, with additional 'Antibes 120' night light over chart table

'Mini Acrylic' red night lights to galley
'Mini Step' red night lights to forward & aft saloon steps
'Gooseneck' and 'Jet' reading lights throughout
'Micro Antibes' warm white low-level lights in berth surrounds and aft passageway
Automatic lights to hanging lockers
Automatic light to refrigerator and drinks locker
Custom designed deck lighting by Savage Marine:
Cantalupi 'Leda' step lights in transom steps
Cantalupi 'Leda' low-level courtesy lighting in cockpit and aft walkway

WATER

Water 1,154 liters in two GRP tanks
Tank tender system for fuel and water tanks

Two hot water tanks approximately 73 litre each heated by the engine's heat exchanger, or by thermostatically-controlled 220V

Hot and cold pressurised freshwater system based on a high capacity 24v water pump, pressure accumulator tank, and plastic pipework and fittings
Second 220v water pump

Gravity discharge polyethylene toilet holding tanks (3x) for four heads, with seacocks

Deck pump-out and rinse fittings with concealed fillers (countersunk in teak)

Four grey-water tanks. The tanks are each fitted with a Rule float switch and a Whale 'Gulper' pump to give automatic evacuation of all showers and washbasins
The galley sinks pump directly overboard via an electric Whale 'Gulper' pump manually activated by a waterproof rocker switch

Stainless steel manifold for seawater inlets to reduce through-hull fitting numbers

Electric bilge pump with Par hydro air switch
Henderson MkV double action manual bilge pump, operated from within the cockpit
Each bilge pump is fitted with a Whale type strum box filter

INVENTORY

NAVIGATION & COMMUNICATION

SIRS Marine Major 150mm diameter steering compass with internal lighting on each helm
By Raymarine - i70 multifunction instruments located at companionway, port and starboard pedestal, and chart table
Raymarine es128 flush-mounted multifunction Hybrid Touch chart plotter at pedestal
Raymarine es128 flush-mounted multifunction Hybrid Touch chart plotter (2022) at chart table
Raymarine Quantum radar mounted at forward side of mast, with scanner and 'Black' anodised radar bracket
Comar CBS200 AIS transponder, linked to chart plotter, including GPS and VHF antenna
GPS aerial mounted on aft coaming, VHF antenna on spreader

Marine Track D+ tracking system in saloon headlining
Raymarine Evolution autopilot, Whitlock 1hp direct drive at steering reduction gearbox
Windex top light at masthead
Raymarine Ray240E VHF radio at chart table
Raymarine Ray240E VHF radio handset and speaker at cockpit
Icom IC-M91D handheld VHF radio
Horn and hailer function at masthead
HP PC, with full integration to the communication system
Unifi Wi-Fi system to provide Wi-Fi throughout the boat, from SIM card, Starlink or Wi-Fi from marinas
Starlink Marine grade high performance dish mounted on transom pole for global broadband internet

GROUND TACKLE & MOORING

Lewmar 3500 vertical gypsy type hydraulic anchor windlass

55kg Rocna anchor
100m of 14mm calibrated, galvanized chain
Fortress FX-125 kedge anchor with stowage bag and 10m of 14mm chain and 100m of 24mm black warp, attached by eye and shackle; warp on drum supplied loose; warp has hard eyes at both ends to double as a tow line

COVERS & CUSHIONS

Sprayhood, bimini with zip-on panels to act as sun protectors or build full cockpit enclosure – two sets
Padded cover for cockpit table with velcro flap access to refrigerator compartment

Cockpit cushions, deck cushions

Sundry

Warps and large inflatable fenders
3-Brick 'Torino' safe with electronic lock, in owner's stateroom

SAFETY

Please note the vessel has an extensive inventory safety equipment such as life rafts, EPIRBs, fire extinguishers and flares which require regular servicing and or renewal. If such equipment is left on-board (and in this case it will be) as part of the sale the buyer should ensure the equipment is suited to their usage plans and assume service or replacement will be required by them after purchase. Compliance with any flagging and insurance requirements is the responsibility of the buyer.

TENDER

Shangri-la's tender – a very well equipped Highfield SP390 with Honda 50HP - is excluded from the sale but can be acquired by separate negotiation



LAYOUT – Oyster 72



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