OVERVIEW OS 33.5M BAHAMA EXPLORER

The Ocean Explorer Series are geared towards an owner looking for the capabilities of an efficient “go anywhere” vessel and to meet the market’s demand for a capable world cruising and long-range efficient exploration platform. With a shallow draft and the ability to carrying a wide variety of toys, it will really turn heads sitting at a dock or cruising remote open waters.

A wide range of custom interiors may be created within the structural framework. This casual interior has four full guest staterooms on the lower level and an on-deck master suite. The forward lower accommodation has crew cabins for eight. The “go anywhere” yacht has a main deck that is fitted with huge hull side windows that are featured in the full-beam Owner’s stateroom and main salon. Amidship is the spacious galley with a casual dining table and open plan main salon. The main deck lounge opens out onto the lanai overlooking the large aft deck. Here there is room for a wide range of options from personal sub, seaplane or helicopter, jet skis, windsurfers, kayaks, dinghies, or even a pool. The yacht is designed to maximize windows in all areas, increasing visual cruising and allowing the passengers to get a full experience of all the destinations ventured.

This super fuel efficient, semi-displacement hull form has been extensively tank tested for both powering and sea keeping with 30% better fuel economy and a range of stability double other vessels. Advanced technology appendages, including a bulbous bow, and fixed/active stabilizers are the features that make this vessel unique. This is some of the on-going, award-winning work Patrick Bray has been doing with super fuel-efficient hull technology. The vessel has a range of over 6,000 miles at a 12-knot cruise with a top speed of up to 18 knots.

The Explorer is a rough, tough, no nonsense, go anywhere class of vessel with the comfort and equipment to do it in style. The raised bow and protected side decks challenge the sea and the high bulwarks protect the sailors on board. The covered decks shield from rain and sun to meet the demands of a wide range of climate. Once at a remote anchorage, equipment can be lowered off the main deck to explore the depths, play in the wind and waves, or fly off for a picnic on an untouched beach.

PRINCIPAL DIMENSIONS (approx.)

Length Overall	34.3m (112'-4")
Length Waterline	30.8m (101'-0")
Beam	8.5m (28'-0")
Draft	2.0m (6'-6")
Displacement (S.W.)	163 M Tonnes (360,000 lbs.)

CONSTRUCTION

Hull and Superstructure	Aluminium

TANKAGE

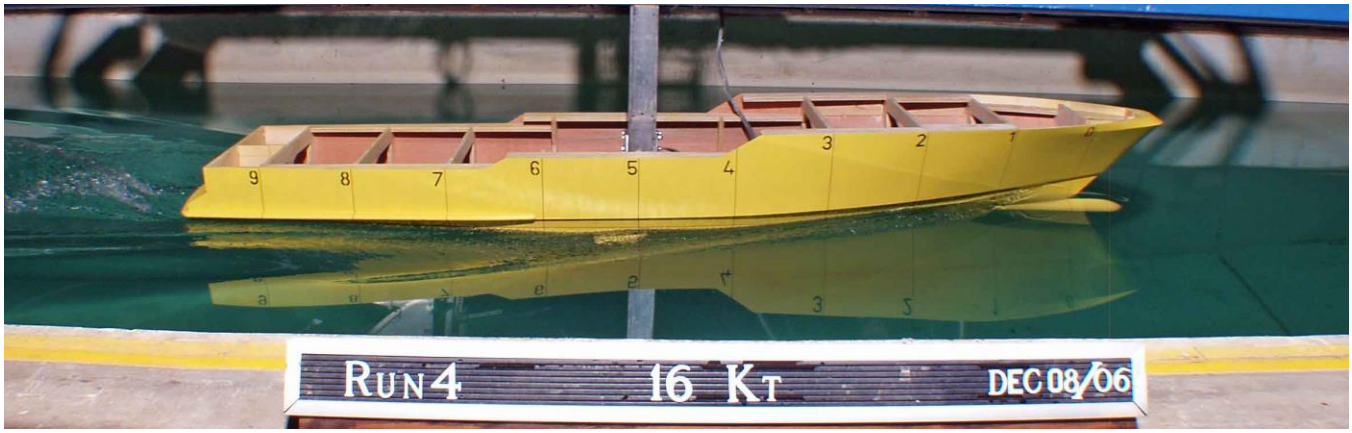
Fuel Capacity	7,130 US gal.
Fresh Water Capacity	1200 US gal.
Grey Water Capacity	200 US gal.
Waste Water Capacity	200 US gal.
New lube oil storage	100 US gal.

MACHINERY

Main Engines (diesels)	2 x 1335 HP Intermittent rating
Gensets (diesels)	2 x 60 kw
Watermakers (reverse osmosis)	2 x 1200 US gal. per day

POWERING PREDICTIONS (estimated)

12 knots: 2 x 205 HP	fuel consumption 18.9 gal/hr	range = 6350 knt. miles
14 knots: 2 x 480 HP	fuel consumption 43.1 gal/hr	range = 3200 knt. Miles
18 knots: 2 x 1335 HP	fuel consumption 120 gal/hr	range = 1500 knt. miles



Go to the YouTube video link to see the model test program

www.youtube.com/watch?v=auv-YlYV8GQ&feature=related

Recommendations on our hull technology

"I should tell you that your form has been one of the best forms we have tested recently in our towing tank."

Assoc. Prof. Emin Korkut, Superintendent of Ata Nutku Ship Model Testing Laboratory
Technical University Faculty of Naval Architecture and Ocean Engineering, Istanbul, TURKEY

STABILITY (half loaded, intact, estimated)

Positive righting arm to 160 degrees
Max righting arm = 3.5 ft. @ 89 degrees
Downflooding point @ 60 degrees
GM = 4.0 ft.

MAIN ENGINES

2 x 1335 hp intermittent rated MAN diesels with underwater exhaust.

SHAFTS AND PROPS

2 x standard shafted 4 blade high performance props.

FUEL MANAGEMENT

A Racor filter and fuel management system shall be installed.

WATERTIGHT BULKHEADS

4 watertight bulkheads make for 5 watertight compartments.

SEACHEST SYSTEM

All seawater entering the boat comes in through 2 large Seachests with removable tops fitted above the waterline that may be opened when afloat to remove obstructions.

WASTE MANAGEMENT

A waste treatment plant shall be installed to latest regulations.

GROUNDING PLATE

A 1” thick heavy grounding shoe runs the full length of the keel bottom

FIXED/ACTIVE STABILIZERS

A stabilization system shall be installed utilizing a standard hydraulic system. Shipyard to fabricate the fins to a Bray Yacht design with zero speed stabilization.

BOW AND STERN THRUSTERS

Hydraulic thruster to be fitted.

BOW ANCHOR WINDLASS

Muir windlass with power up and down switches

DINGHY DAVIT

Transom shall be fitted with an extending rail launch and recovery system for a 5.5m tender. Passarelle to be installed. Teak swim platform.

DIVE SYSTEM

Storage for dive tanks shall be placed in the lazarrette along with a dive tank compressor.

PRESSURE WATER SYSTEM

Providing 40 – 60 p.s.i. continuous pressure.

GENSET

2 x diesel 60 kw 50 cycle gensets with sound shield

AIR CONDITIONING

14 zone air-conditioning system fitted with chill chasers.
9 air changes per hour for all Accommodation areas.

BATTERY BANKS

Arranged into systems of priority. One system for starting the main engines, one for the gensets, and one system for house power.

TANKS

All the other tanks are integral under the lower sole. Grey and black water tanks to be lined with corrosion resistant resin.

ELECTRONICS / NAVIGATION

2 radars, 2 sonars, Furuno 3D package, 5 display bridge.

EXTERIOR

House and hull to be faired and painted above the waterline.

INTERIOR

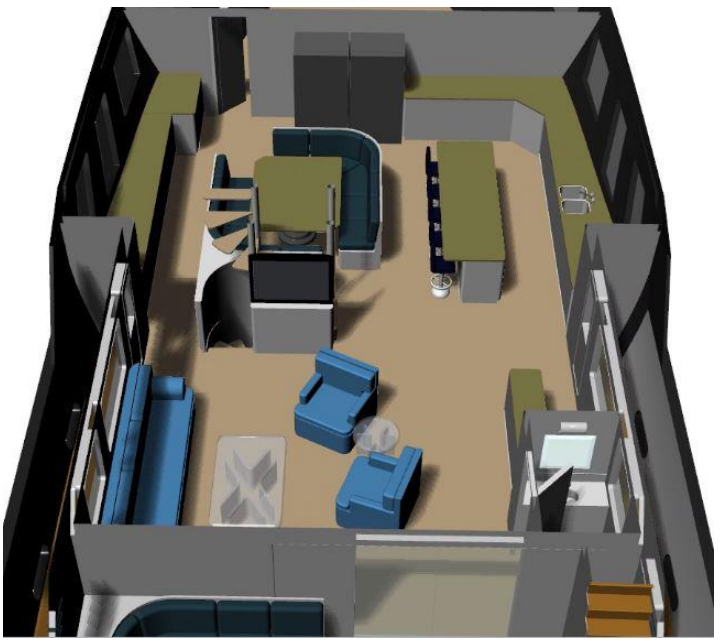
A quality yacht interior shall be fitted with light tones and simple lines. Interior cabinetry shall be a light wood with no painted surfaces. Not minimalist, but light, contemporary and simple but classy. Marble or natural stone in guest bathrooms, carpet in guest and owner's staterooms. Hard wearing flooring throughout. Loose furniture to be placed in the main salon and sky lounge.

CONSTRUCTION

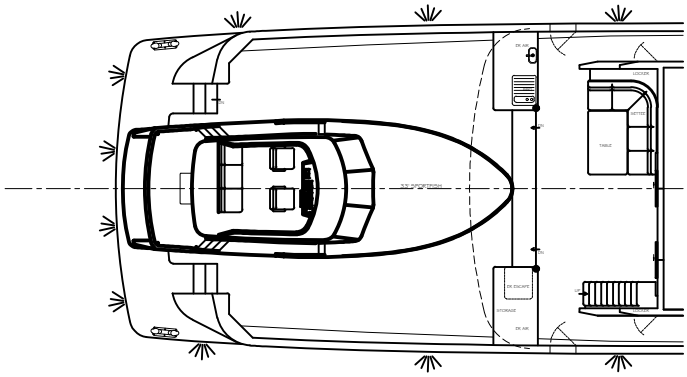
The entire hull is designed without any compound curves eliminating the need for any stretch forming of plates. The double chined hull is conically projected so that large sheets of metal may be applied without any need for forming or machine bending. The transverse frames are flanged plate spaced at 1.016m (40") centers with longitudinals sprung into place at 0.46m (18") centers. There is approx. 61,300 kg (135,000 lbs.) of aluminium in the vessel's structure.

Maximum sound levels shall not exceed the following levels (dB A weighted) at 12 knots:

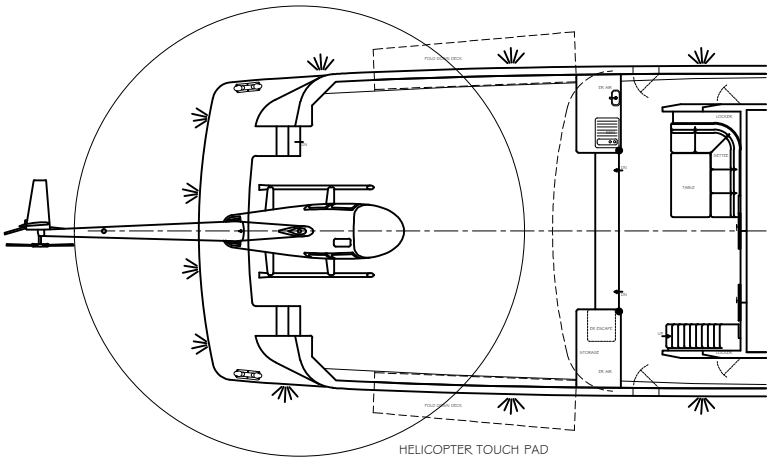
Owner's Accommodation -	55
Guest Accommodation -	60
Public rooms -	60
Recreational decks -	65
Crew cabins -	60
Crew day room -	65
Bridge -	65



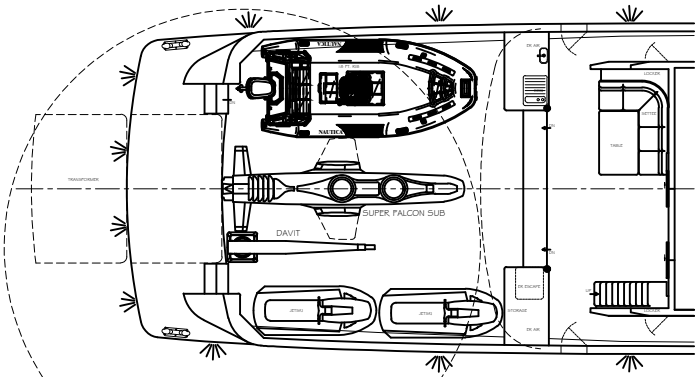
MAIN DECK OPTIONS AND MORE



33 FT. SPORTFISH



HELICOPTER TOUCH PAD



MINI SUB, 18 FT. TENDER, JETSKIS