

43 ft 2001 Alubat OVNI 435, UBI

€230,000 (A\$362,335)

Tahiti, French Polynesia



### Boat Details

Make:	<b>Alubat</b>	Class:	<b>Cruiser</b>	Berths:	<b>7</b>
Model:	<b>OVNI 435</b>	Hull Material:	<b>Aluminium</b>	Heads:	<b>2</b>
Year:	<b>2001</b>	Beam:	<b>13 ft 10 in</b>	Fuel Type:	<b>Diesel</b>
Length:	<b>43 ft 10 in</b>	Boat Location:	<b>Tahiti, French Polynesia</b>		
Price:	<b>€230,000 (A\$362,335)</b>	Name:	<b>UBI</b>		
Condition:	<b>Used</b>	Cabins:	<b>3</b>		



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## Description

Ubi is a 43' blue water aluminum centreboard in very good condition with 3 cabins, sleeping 6 comfortably. Rated for a crew of 8 for ocean sailing, 10 for offshore, and 12 people for coastal sailing.

Ovni yachts, built by Alubat in France, are perhaps one of the most widely known and internationally recognized cruising yachts in the world. There are few yachts as admired and displaying as many qualities in each of their models as an Ovni.

From France to Australia, the USA or South Africa, almost anyone, even without much knowledge of yacht builders, will know Ovni, and for those who don't, one look at them is enough to plainly see that this is a yacht far above the rest. These boats have been designed with the ocean in mind, and intended for long distance cruising. All the Ovni owners we have met in 10 years of working with cruising sailors have said that if they ever purchased another boat, it would have to be an Ovni again.

Their first attribute is their strength. As Alubat's moto clearly demonstrate 'In the middle of the ocean, the real luxury, is safety'

All Ovni boats are built from 5083 H 111 aluminium (hulls, decks, roofs and cockpits) and are fully assembled and welded in an Argon / Helium atmosphere. They are welded inside and out for extra security. Interior woodwork is in oak, with white vinyl headlining. Lead ballast is encapsulated in resin.

This cruise-ready Ovni 435 has many unique design features, as well as substantial improvements both inside and out.

"Ubi" has a lifting keel which gives her an enviable minimum draft of 74cm with the keel up and an impressive draft of 2.54m with the keel down. The most popular Ovnis for cruisers are the lifting keel version, as the boat is then immensely manageable around atolls and reefs, and can easily be beached for cleaning. With its 74cm minimum draft, you can go virtually anywhere.

The smooth and accurate helm control will say a lot for its nautical qualities: remaining both stiff in a breeze and efficient in performance. It is a Philippe Briand design after all!

With her generous forms and the quality of the installed amenities aboard, this boat will offer you exceptional comfort on board, both at sea and at anchor. The cabins are large, and the main cabin is spacious with enough space around the table to facilitate circulation. Interior wood is light oak, which contributes to a bright, modern feel without losing the traditional feel of a skilfully built yacht, where curved angles, joinery, cabinetry and attention to details are immediately obvious and far above what is often built these days.

The Ovni 435 is 12th off her series. She was launched in 2001 at the Sables D'Olonne in France before being sailed by her previous owner to the Caribbean. her current owners, a family with 3 young children, purchased her 4 years ago after much searching for the perfect boat and sailed her extensively around the West Coasts of the US and Canada before sailing down to Mexico and eventually crossing the Pacific to French Polynesia, where they blissfully spent the past year.

Over their 4 years ownership and the thousands of sea miles they have cruised on this lovely vessel, they have not once had a reason to regret their choice of vessel or doubt her sea-keeping qualities.

Unfortunately it is now time to return home and for everyone to get back to school and work.

We are proud to bring Ubi to the market for you. She is a credit to her owners and will appeal to a discerning Ovni buyer. Ubi is sold turn-key, fully equipped for off-grid world cruising.

Ubi was also fully surveyed by an independent surveyor as part of the listing process for a clean bill of health and to ensure a trouble free, easy passing of the flame to her buyers at a time where Covid restrictions can make logistics a little tricky.

You will find below an extensive list of information and specifications. We also have a comprehensive inventory which we can email you on request (there is just too much to put online!). A copy of the survey report is also available on request.

For more information or to organise an inspection please contact our friendly team at Nautilus Yacht Management. We would be delighted to assist you in every way and to help you make your cruising dream come true. The sellers are on board and happy to welcome you either via video call or in site to show genuine buyers through they lovely yacht.

Our agency specialises in cruising yachts and is very involved with the cruising community. We can answer all your questions regarding offshore purchase, import, registration, etc. and help you at every stage of this exciting journey!

## Information & Features

### Dimensions

LOA:	<b>43 ft 10 in</b>	Beam:	<b>13 ft 10 in</b>
Length On Deck:	<b>8 ft 4 in</b>	Min Draft:	<b>2 ft 5 in</b>
LWL:	<b>42 ft 4 in</b>		

### Weights

Displacement: **10,300 kg**

### Tanks

Fuel:	<b>380 l</b>
Fresh Water:	<b>610 l</b>
Holding:	<b>80 l</b>

### Accommodations

Single Berths:	<b>1</b>	Heads:	<b>2</b>
Double Berths:	<b>3</b>		
Cabins:	<b>3</b>		

### Other

Hull Shape:	<b>Monohull</b>	Builder:	<b>ALUBAT FRANCE</b>
Flag Of Registry:	<b>Canada</b>		
Designer:	<b>Philippe Briand</b>		

## A Word From The Owners

*"We are an international family with 3 kids. Our dream was to one day break away from the crazy rhythm and get a sailboat to be able to voyage for a couple of years. What we really wanted was to spend way more time together, in a simpler way, closer to nature, and with adventures along the way. We looked for sailboats on the West coast of the USA and Canada (as we then lived in Portland, Oregon, USA), but didn't find what we were looking for: a boat*

- That was big enough for the 5 of us, but small enough to be single handed (while the other one would be dealing with the kids)*
- That we could trust, really trust, in any condition, in any ocean*
- That was agreeable and comfortable at sea and at anchorage*
- That was simple and functional*
- That was environmental friendly*

*So we kept on looking and pretty fast, we were really attracted by the Ovnis. They checked all the boxes: spacious, with lots of headroom, a solid aluminum hull that is built for the worst conditions, bright interior and large cockpit with practical galley. We narrowed it down to an Ovni that we found in the Caribbean's and finally bought Ubi in Martinique in 2017. After a couple of weeks of refitting, we left Martinique and island-hopped pretty quickly all the way to Florida. Mike still had his engineering job back home, so we had little time to waste. Once in Florida, we easily put Ubi on a truck that drove across the USA all the way to the NorthWest where we lived. The retractable keel made the road trip very easy, as Ubi could go under any highway bridge! Once in Portland, we kept on working on refitting Ubi for another couple of months. Our Caribbean adventure helped us determine what we wanted to improve or change. And then, we sold the house, cars, stuff and left in July 2018. We sailed up and spent the summer in beautiful British Columbia, Canada. We then slowly sailed down the west coast of the USA all the way to Mexico and spent a few months in the majestic Sea of Cortez. And in April/May 2019, set off to cross the Pacific from Mexico to French Polynesia. We arrived in the Marquesas after 25 days at sea, no big scare, and no breakage along the way! And since then, we have been enjoying the incredible sailing playground that is French Polynesia. Spending the Covid time here has been such a blessing. We were already boatschooling and had no job to be worried about. We've had so many kid boats around us for social interactions. We were (are) so lucky. During this time, what we have loved about Ubi is how autonomous we have been in energy and water, thanks to great solar panels that we installed early on. No need for a generator or to run the engine for energy. The solar panels have been enough for all our energy needs. It felt clean and simple. The other great advantage of Ubi over most monohulls has been its retractable keel. We have been anchoring most often in anchorages with approximately 1m depth, in sand just behind the coral reefs, and well protected from choppy conditions. It has been a blessing so many times for safety, but also for anchorage beauty, and to be with friends on catamarans... And finally, Ubi is beautiful and comfortable. It just feels good to be here. The brightness, the space, the nice woodwork. Ubi has definitely become our cocoon, our sanctuary.*

*Of course, there are always things to improve on a boat. And if we stayed longer on Ubi, we would probably buy a new gib, repaint the deck, or buy a new bimini and dodger.*

*It is now time for us to leave this beautiful ocean life. Our kids are getting older and it is time for us to go back to land life. We do also need to get back to work, not only for monetary reasons, but also to participate more actively in a community and be part of something bigger.*

*Ubi has literally been the vessel to our happiness for the last 4 years. And we are excited for her to do the same for the next adventurer/sailor/dreamer in line!"*

## Main Strength

### *In the owner's words:*

Reasons why we chose Ubi!

- Seaworthy, very safe. She is a well renowned blue water sailboat. The famous around-the-world-sailor-and-writer Jimmy Cornell had the exact same model and crossed many oceans. In Europe, Ovnis have a great reputation and are considered as the "four wheel drives of the sea"
- Aluminum hull
- Retractable keel and rudder, with a minimum draft of 0.74m = 2'5" so we can anchor in very shallow places (it has been a real advantage in French Polynesia)
- Small enough to be handled solo or as a couple, yet big enough for a family of 5.
- Plenty of headroom.
- Plenty of storage room.
- Exceptionally bright inside.
- Designed with simplicity in mind.
- Completely self-sufficient for water and power, at mooring as well as at sea for a whole family.
- The Ovni Club ([ovniclub.com](http://ovniclub.com)) is a very active community where you can get and provide as much help as needed.

Since purchasing Ubi in 2017, the owners made significant improvements for ocean passages and comfort aboard for their family of 5.

The owners made another round of improvements in 2020 with hope to sail west through the South Pacific, although Covid restrictions have forced them to change their plans and they now have to return home to the US. Ubi arrived in French Polynesia in May, 10th 2019. There are no taxes on the purchase of second-hand boats for non-residents in Tahiti. Should you wish to stay in French Polynesia for some time after your purchase, Ubi is allowed to stay until May 10th 2022), plus an extra 6-mo available as extension due to COVID-19. After this the new owners will need to clear customs and come back to start another cruising permit, sail away to another adventures or import the vessel in French Polynesia.

## Interior

- Very roomy with lots of natural lights
- Fore head with toilet and hot water shower (working but never used the toilet, nor the shower pump, both working)
- Fore owner double cabin
- U-shaped saloon on port side, 8 seaters; cushions and back rest with new fabric (new 2019)
- Chart table on port side
- Galley on starboard
- 2 aft double cabins
- Lots of storage
- USB ports in all cabins
- Head with toilet and hot water shower on starboard, with 80 l holding tank (new 2018) (never used the shower pump but it is working)
- Hot water shower at transom

## Galley

- Functional linear galley
- 2 stainless steel sinks (new 2018)
- Pressurized and filtered hot and cold water tap (new water pump 2020)
- Seawater foot pump and tap
- Gimballed ENO two-burners stove with oven (propane, butane, LPG); new burners, thermocouples and tubes (2018)
- Isotherm ASU water-cooled fridge (new 2020): 105 liters, with new controller, cooling plates, pump and compressor
- Switch for butane/propane safety valve in galley (new 2018, new solenoid 2020)

## Comfort

- Ecosystems Splash25 watermaker 12 V (new 2018, revised 2021 with new membrane, O-rings, seals)
- Water heater 22 L, boiler supply 220 V, 110 V and via heat exchanger (engine)
- Curtains on all portholes, hatches
- Mosquito nets for companion way and fore hatches
- Bathing ladder on swimstep

## Dinghy

- Suzumar 3.10m (2016)
- Yamaha 15hp 2 stroke (new 2021. Still under warranty)
- Dinghy anchor 8kg + 10m stainless chain
- Lock cable

## Engine, Propulsion, Steering.

- Volvo D2 – 55 hp diesel engine (5330 hrs), maintained at recommended intervals
- New raw water pump (new 2018)
- Injection pump professionally revised in 2021
- Volvo marine isolated alternator 60A (new 2020)
- Maxprop Easy 4 blades propeller (new 2020)
- Helm column revised (bearings changed) (new 2020)
- Aluminum rudderstock with new bearings (new 2020)
- PYI draglink (new 2020)
- Seal shaft (new 2021)
- New anti-syphon (2021)
- HydroEm rudder piston (new 2019)
- Rudder and keel hydraulic pump and control in cockpit

## Deck Fittings and Cockpit

- Large self-draining cockpit
- Large lockers, port and starboard
- Running rigging controlled in cockpit, with new spinlock cleats (2018)
- 6 Harken 2-speed winches
- Davits for dinghy on back arch
- Plexiglass in most hatches and portholes redone (2018)
- Cockpit seats laid with teak (new teak 2019)
- Cockpit cushions (new 2019)
- Retractable teak cockpit table (new teak 2018)
- Compass (new 2018)
- NavPod box (new 2018)

## Rigging and Sails

- Standing rigging redone (new Dec 2017)
- Most running rigging redone (new Dec 2017)
- Main NorthSail full batten 2 reefs (35 m2)
- Furling Genoa (52.5 m2 -revised 2018)
- Furling Staysail (16.9 m2) (new Dec 2017)
- Spinnaker with sock (108 m2 -revised 2018)
- Storm Gib
- Spinnaker Pole

## Ground Tackle

- Electrical Lofrans ProjectX2 windlass 1000W (new 2018) + wired control + wireless remote control (new 2018); controls at the helm (wired but not connected)
- Front locker with hard plastic layer to insulate chain from aluminum hull (new 2018)
- Main anchor (new 2018): Cobra anchor 25 Kg + 75m chain
- Secondary anchor (new 2018): Cobra anchor 20 kg + 15m chain + anchor line

## Electrical

- VDO 18-switch panel
- Xantrex battery monitor
- Electrical leak detector
- Fuel gauges
- 5x 125 Ah gel batteries service bank (new 2019)
- 1x 80 Ah lead acid battery engine bank
- 2x 300W solar panels (new 2018)
- 2x solar panel controllers MPPT Victron (new 2018)
- Victron battery isolator (new 2020)
- Isolation transformer Victron 2000W manual (110V and 220V) (new 2018) for shore power safety
- All interior lights switched to LEDs in 2018 + extra red lights in galley and starboard head (2018)
- 110 V 2000W inverter (new 2019) with 1x110V socket (chart table)
- 220 V 2000W inverter (new 2019) with 3x220V sockets (chart table, galley, forward head)

## Electronics

- Garmin GPS chartplotter, NMEA 2000 (new 2018)
  - With many purchased charts (Caribbean, US/Canada/Mexico, Polynesia, Fiji/New Caledonia)
- Garmin wind instrument, NMEA 2000 (new 2018)
- Garmin depth sounder, NMEA 2000 (new 2018)
- Garmin loch speedo, NMEA 2000 (new 2018)
- Raymarine autopilot, hydraulic Lecombe Schmit actuator (new link 2020)
- Electric horn control at nav. station (new 2018)
- Garmin DSC VHF radio, NMEA 2000 (new 2018)
- VHF antenna on top of the mast (new 2018)
- Garmin AIS transponder (send and receive), NMEA 2000 (new 2018)
- Cockpit loud speakers (new 2018), for VHF and Stereo
- Automatic LED anchor light on top of the mast
- Fusion radio, FM/AM/USB/HDD/BT/Sirius/... (new 2018)
- FM antenna on top of the mast



## Safety Equipment

- Offshore life raft (new Dec 2017)
- 5 Fire extinguishers (each cabin + close to engine + galley)
- 5 automatic bilge pumps + 1 manual pump from cockpit
- EPIRB Ocean Signal distress beacon (new 2018)
- IridiumGo! satellite phone with external antenna (new 2018)
- Wichard boom break
- PFDs (4 adult inflatables, 4 adult standard, 4 kid size)
- Aluminum rudderstock square, with fitting emergency tiller
- Dyneema 6mm lifelines (new 2021)
- Hard safety ring + 15m floating line + light + whistle (all new 2018)
- MOB safety pole
- Jacklines port and starboard with 10 tethers
- Flares (2018)

## Others

- Last survey: 2017 (New survey July 2021)
- Canadian flag
- Hull in very good condition
- Last bottom primer, 3 layers: September 2020 (sanded the whole hull to get rid of all paint and primer layers)
- Last bottom paint, 3 layers International Trilux 33: September 2020
- Many spare parts and tools (please enquire for a full list... to many items to itemise here!)
- Many toys (kites, foil, SUP, boards, swings, rope ladder, speargun, ...)
- 2 portables VHF, 2 long-range walky-talkies, large waterproof flashlight
- All hatch and porthole wood frames have been redone in the last 6 months (either completely redone, or revarnished)

## And to Make Ubi Perfect We Would.... (from the owners):

- Dodger and bimini are functional and in good shape but show signs of aging (esthetic)
- Some exterior paint chips off (esthetic)
- The headsail is the only sail that is more than 5 years-old. Although still propulsive and revised professionally in 2018, getting a new headsail would improve the boat's performance
- We would replace the auto-pilot screen, as it is partially blackened (not affecting navigation or reliability) (esthetic)
- As in most boats, interior wood needs to be maintained regularly; some varnish worn out; cockpit table slightly warped (esthetic).
- Water consumption meter out of order (we visually inspect the water tank level via clear plastic hatches).
- Some signs of water infiltration on bottom of wood walls in some areas (there before we bought the boat – now under control) (esthetic)
- Revise life raft if ocean passage is planned
- Change plexiglass on big hatches in fore head and fore cabin (esthetic)
- Fix headliner in aft cabins, as it starts to loosen (esthetic)
- Change the insulation in the engine compartment (esthetic)
- Extra 80l fuel tank needs to be inspected for leaks before being used
- Deck light is not working (need new bulb, not found in French Polynesia)
- Some deck tackles are old and gripped

## Main Specifications

- Construction year: 2001
- Length overall: 13.37 m
- Hull length: 12.90 m
- Length at waterline: 10.59 m
- Beam: 4.22 m
- Draft with centerboard down: 2.54 m
- Draft with centerboard up: 0.74 m
- Displacement: 10,300 kg
- Water tanks: 360 l + 250 l, with inspection hatches (new 2018/2019)
- Holding tank: 80 l
- Fuel tanks: 2 x 150 l + 80 l (unused, need inspection)

## Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.