



**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 re-assuring 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 head and staysail on Reckman furlers, and a park avenue boom for the fully battened main. Despite the high performance rig she is very manageable, as 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, booked for lifting, anti-fouling and polish early in 2026
- Fabulous owners' suite aft with two more generous doubles and two twins with en-suite bathrooms except one twin which shares a good 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



## DESIGN & CONSTRUCTION

- White hull with cove line and double boot top lines in blue.
- 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
- Twin carbon wheels mounted on cockpit pedestals which incorporate the controls and instruments
- Gloss varnished teak-topped cockpit table with fold-down leaves 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.
- 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
- She is booked to be lifted in January 2026, she will be anti-fouled and polished
- 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 in 2024
- Slab reefing mainsail with reefing and batten car system
- Reckmann RF 90-3 hydraulic furling headstay
- Reckmann RF 90-2 hydraulic furling inner stay
- 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



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## 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





# 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 until January 2026 without problems. We believe the total engine hours are less than 8,000.

Diesel 1,985 litres approximately in two GRP tanks

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, in January 2026 shows 1663 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

## ELECTRICAL

220V AC ring main with outlet sockets and conveniently placed 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 and 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



Shangri-La

SEA BROTHERS YACHTS

Sea Brokerage & Services

## LAYOUT – Oyster 72



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