

# METOLIUS



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**BUILDER:** Royal Huisman Shipyard  
**INTERIOR DESIGN:** Peter Beeldsnijder  
**LOA:** 83.66' (25.5m)  
**BEAM:** 19.68' (6.0m)  
**ENGINE:** Mercedes MTU 200 hp  
**DISPLACEMENT:** 132,000 lbs

**DESIGNER:** German Frers  
**TYPE:** Performance Cruiser  
**LWL:** 66.27' (20.20m)  
**DRAFT:** 10.89' (3.5m)  
**CRUISE SPEED:** 10 kts  
**BALLAST:** 43,500 lbs

**YEAR:** 1992  
**RIG:** Sloop  
**HULL:** Aluminum  
**TANKS:**  
**Fuel:** 800 gal (3,000 lt)  
**Water:** 400 gal (1,500 lt)

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**LOCATION:** Cruising Croatia

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## **VESSEL OVERVIEW:**

The design brief for METOLIUS demanded a high performance yacht that would handily cruise all oceans in all conditions, with a family crew who required all amenities of home while exploring all points of the globe. The collaboration of the Royal Huisman Shipyard, German Frers and interior design by Peter Beeldsnijder resulted in a yacht that has fulfilled the design brief flawlessly, from the cold and boisterous North Sea, to ghosting through the doldrums, through the varied Alaska breezes to Cape Horn, the Antarctic, the wild Southern Ocean to the trade winds and Caribbean. To date, the owner and family have cruised over 90,000 miles aboard – at a combined average speed of over 9 knots!

METOLIUS is a true offshore voyager, with an easily driven hull form and a powerful sailplan that is engineered to be easily managed by minimal crew, including a Rondal hydraulic furling spar, headstay and staysail stay, hydraulic winches, a functional, simple deck layout, and a comfortable, well protected cockpit. Her interior is detailed in varnished teak with an ambiance that exudes an elegant warmth masking an uncanny functionality. The layout includes three staterooms, two heads with stall showers, separate crew quarters and head, all crafted to the highest Huisman standards. The overall arrangement is ideal for family living while offering privacy in her functional cabins.

Since her initial launch in 1992, METOLIUS has been maintained to the absolute highest standards, including a comprehensive refit in 2001 at the Huisman Shipyard. The yacht remains in fundamentally new condition, fully ready for her next owners to cruise the world in complete comfort and safety.

## **ACCOMODATIONS & LAYOUT:**

The MAIN SALON aboard METOLIUS is very large with an open plan that enhances the sense of spaciousness. The teak inlaid dining table and “L” shaped settee area are to starboard, with two custom dining seats inboard. Outboard to port is a large and comfortable leather upholstered sofa, facing a hi/low cocktail/game table which, in the lower position, secures two custom leather upholstered teak stools. Aft in this area is another custom swivel seat. The main salon is truly a comfortable family living room.



Main Salon Forward



Main Salon Aft

The NAVIGATION STATION adjoins the salon aft to port, with a bench seat that allows the navigator to face forward or aft. The aft area houses the electronics and communications equipment, with a work space below. The radar and computer are outboard, adjacent to a two-tier bookshelf, plus valence bookshelf above. When facing forward, the navigator sits at a large chart table/office desk, which offers chart storage, filing cabinets and additional storage drawers inboard.

Immediately to starboard of the companionway is a GUEST STATEROOM, with over and under single berths and ample storage in drawers, cabinets and a large hanging locker. The SECOND GUEST STATEROOM is forward of the salon to port, also with two good size single berths, plenty of stowage and an opening hatch to the mid deck. The GUEST HEAD/day head, is aft of the stateroom and complete with

a full stall shower. The OWNER's STATEROOM is across to starboard, with a double berth, ample stowage in drawers and lockers, writing desk and foldaway seat, and an ensuite head with stall shower. CREW QUARTERS for two, are forward of the mast, with over and under single berths and ample stowage in lockers and drawers to port, and an ensuite head and shower compartment to starboard. Crew have their own access to deck through the forehatch in the foc'sle workshop.



Owner's Stateroom



Galley

Immediately forward of the crew quarters is a large WORKSHOP/STORAGE AREA, with separate Miele washer and drier, custom fabricated SS freezer, workbench with detachable vice and ample custom storage for hand and power tools. Also in this area, just below the large foredeck hatch, is a custom sail stowage cabinet for the asymmetrical spinnaker.

Adjoining the main salon, forward to starboard is the well-appointed GALLEY, which has an abundance of cabinet and counter space, beautifully detailed. Refrigeration is a custom fabricated RHS cold bank refrigerator and freezer system, with refrigerator in the galley, drinks refrigeration in the adjoining area of the salon and a separate deep freeze forward. The propane stove is a Huisman modified Alpes Mariner, with solenoid shut off. In addition, there are deep ss sinks, custom fixtures, a Miele microwave oven and Bosch dishwasher.



Guest Stateroom 1



Foc'sle Workshop

The engine is on centerline, cleverly installed below a lead sound-shielded teak engine cover that retracts electrically. Outboard to port, forward of the salon is a full pump room, where much of the engineering and mechanical equipment aboard is installed, along with the 100 lt diesel day tank. Behind a hatch, aft at the companionway, is a full wet locker, with access to additional machinery farther aft.

### **DECK LAYOUT:**

The deck layout aboard METOLIUS was engineered with safety, seamanship and ease of sailhandling as primary requirements. The aft cockpit is deep and well protected by the dodger, with seating port and starboard, as well as aft of the 70' SS destroyer wheel. Lifting the cockpit seats provides access to general storage areas, two liferafts and an EPIRB. There is a custom teak dining table that fits in the cockpit sole, that can be in place while sailing. Removable foot braces fit in both cockpits. Running backstay winches are fitted on the cockpit coaming, within easy reach of the helmsman.

A well-protected working cockpit aft of the mast has Lewmar 1100 SST/hydro primary winches and Lewmar 900 SST/hydro secondary winches. Immediately aft of this cockpit are four flush mounted hatches with four sensibly sized dorade vents, protected by stainless steel grab rails. The stainless steel traveler is located just forward of the dodger, well positioned for proper leverage for the main sheet, while keeping the sheet clear of both cockpits..

Just aft of the mast, there is a grouping of Rondal stainless steel SW 2000 and Lewmar 650 SST/hydro winches that operate all halyards. Also in this area are Lewmar 46 AST, pole lift winches for the aluminum spinnaker pole that is housed on the forward side of the mast. The clean foredeck has a low bulwark that affords protection with the only protrusions being the Steen windlass and a Dorade vent immediately forward of the inner forestay. To starboard of the foredeck hatch are two, in deck storage lockers with flush, teak laid hatches, one for the outboard engines and fuel tanks, the other for two Worthington aluminum propane tanks. The outboard locker has a bilge pump and extractor fan; the gas locker drains directly overboard. The recessed foredeck hatch is sealed by a compressed air activated gasket and immediately aft of this are two recessed hatches.

### **MECHANICAL AND ENGINE DETAILS:**

Mercedes MTU, 200 hp, 4,200 hrs, Fully serviced 2001

ZF MPM transmission – 2.9:1 reduction

Hundested 900 mm variable pitch propeller (new Hundested shaft & prop reconditioned 2001)

Hundested 35 hp retractable bow thruster, (holds bow in 25-30 kt winds)Hydraulic

G&R MV64 bilge pump (2001)

Steimel bilge pump, main engine driven, rebuilt 2001

HEM Series 20/1200 gpd watermaker, 220V or powered with custom RHS hydraulic drive, new 2001

RHS custom refrigeration/freezer system; 220 V or powered with custom RHS hydraulic drive, new 2001

PTO operates off main engine, fully rebuilt 2001, drives bow thruster, refrigeration & watermaker

All gray and blackwater pumps replaced with new, 2001

Heating throughout the boat is provided by three independent sources: Webasto type DBW 2010 diesel fired system with 11.6 kw capacity; an electrical flow-through heater single phase 50 hz; and a radiant heating system using circulating hot water from the engine running through thermostatically controlled fan coils in each cabin.

### **ELECTRICAL:**

Onan MDL4 16 KWH Generator – 220 V/50 hz, fully overhauled 2001, 300 hours since overhaul

(2) Global Energy 3000 watt inverters (7000 watt peak), new 2001  
(2) Victron Skylla-TG 100 amp battery chargers, new 2001  
CAV 140 amp hour service alternator  
CAV 55 amp hour start battery alternator  
(2) Tudor Maintenance free 24 volt, 135 amp/hr main engine start batteries (2001)  
(2) Tudor Maintenance free 24 volt, 135 amp/hr generator start batteries (2001)  
(12) Tudor 1500 Traction (gel) 2 volt, 1500 amp/hr service batteries  
Ricom battery monitoring system w/panel readout & linking switch to all batteries

### **ELECTRONICS:**

Brookes & Gatehouse Hydra 2000 system with 20/20 readouts in the cockpit, wind instruments, log and depth readouts in the cockpit, navigation station and each cabin below. Fully updated 2001.  
Navigator's Yeoman Mk II chart plotter, interfaced with GPS  
(2) Magnavox MX 200 GPS  
Furuno FR 1510 radar w/4' open array antenna and RPI Video Plotter  
Meteostar 2000 electronic recording barograph  
Robertson AP300X autopilot w/Segatronix hydraulic powerpacks and (2) Marol MRB 100 hydraulic rams  
(2) Compaq Deskpro computers (Windows 2000 professional) running navigation software, communications, weather, administrative and RHS custom entertainment systems  
(2) EIZO Flex Scan LCD color monitors (2001)  
HP Laserjet printer

### **COMMUNICATIONS:**

Icom 2 meter band ham radio  
Skanti TRP 8751 750 watt HF-SSB radio  
Sailor TT-3064A Mini-M transceiver (2001)  
Sailor TT-3022D SatCom C transceiver w/TT-10202 Software (2001)  
Sailor C4901 VHF-DSC radio (2001)  
Siemens Gigaset 3000 cordless internal phone/intercom system interfaced w/Mini-M & Landline (2001)  
Icom handheld VHF

### **SAILS & RIGGING:**

All spars and rigging were completely serviced and reconditioned by Huisman in 2001, including complete inspection and replacement as necessary of all rigging fittings, halyards, mast wiring, antennae and hydraulics. All standing rigging was fully inspected and replaced as necessary as well. The mast and boom were fully Awlgripped during the refit.

Triple spreader Rondal Hydrofurl mast and boom, with Navtec rod standing rigging and Hydrofurl headstay & staysail stay. Rondal type 90 hydraulic boomvang and backstay adjuster with two function panel. Rondal Hydrodyne 14 function, dual motor, hydraulic powerpack, 24 V DC.

I = 31.5m, P = 28.8m, E = 9.4m, J = 9.1m

### **SAILS:**

Mainsail, North 2001  
Staysail, North 2001  
Yankee, North 1998  
Asymmetrical spinnaker, North 2001  
MPG furling loose luff reacher, Williams & Manchester 1992  
Storm staysail, Williams & Manchester 1992



**EQUIPMENT:**

(2) Fortress 125# anchors	CQR 180# bow anchor
Steen anchor windlass	Staalkabel galvanized chain, 130 m x 13 mm
(2) 100 m / 22 mm nylon rodes w/10m / 13 mm chain	John-Buoy man overboard pole
Jotron 406 mhz EPIRB	Bauer Varius dive compressor, 220 V, 1 ph.
(8) Crewsaver Crewfit lifejackets, 4 with harnesses	Sonabel air horn w/Sonabel compressor
(2) Elliot 6 person liferafts w/full ORC packs	Berenzoni custom swim ladder
Zodiac MKI tender	Yamaha 15 hp outboard motor
Zodiac MKIII tender	Yamaha 30 hp outboard motor
Miele 220 VAC automatic washing machine (2001)	Miele C condenser tumble dryer (2001)
Bosch dishwasher (2001)	BADU 40-15 fire/deckwah pump, 24 DC
(2) Thorn FM 2000 semi automatic fire fighting systems (engine and generator spaces)	

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