ALUBAT
CHANTIER NAVAL

Ovni 36

Year 1994
165 000 € VAT incl.



Visible at Port of St Quay Portrieux, this 1994 OVNI 36 has been completely refurbished by its current owners. They called upon professionals to repaint the entire hull and add a rigid bimini top to ensure perfect protection.

Fitted with a forward cabin, an aft port cabin, a comfortable saloon, a U-shaped galley with removable countertop, and a chart table positioned in line with the vessel's longitudinal axis, at the rear of which there is a head with an oilskin locker. For added comfort, a wood stove has been installed (in addition to the diesel heating), allowing you to stay warm and avoid humidity.

A large storage locker at the rear is accessible from the cockpit.

Owners' Statement

Purchased in 2020, "Indalo" allowed us to explore Brittany and the Anglo-Norman islands. We did not sail further as we wanted a sailboat in perfect condition. This is why we devoted considerable time to its maintenance and complete exterior refit, preparing it as new for long-distance voyages.

Unfortunately, other projects are currently occupying us, leading us to part with Indalo. Below you will find Indalo's history since we acquired it, in summary.

General Specifications

Designer: Philippe BRIAND

Navigation Category: B/C 8 persons

Overall Length: 12.30m extended with fixed bowsprit for Code 0

Hull Length: 11.55m

Length at Waterline: 9m

Maximum Beam: 3.75m

Draft: 0.55m / 2.05m

Displacement (Light): 7,500 kg

Ballast Weight: 2,700 kg

Fresh Water Tank: 100L

Fuel Tank: 300L

Sailing Area (Close-hauled): 69 m²

Mainsail Area: 27.50 m²

Jib Area: 41.50 m²

One Code Zero on roller furler (Spring 2025)

One Staysail

All running rigging is new (Dyneema halyards), as is standing rigging (changed in 2024)

Engine: Yanmar 3YM on shaft line (954 hours)

Maintenance current

2-cabin double berths + 1 head + technical compartment version

Strengths

- Unique model, completely refitted between 2021 & 2024 (Bimini top, electrical system, deck paint, non-slip surfaces, lockers, wood stove, etc.)
- The bimini top, with its well-integrated design, provides excellent forward visibility
- The owners particularly appreciated the sailing safety of this unit, with exceptional helm lightness despite the wheel steering system
- The wood stove is an additional asset for those who appreciate a perfectly dry saloon and warm atmosphere
- The bubble — this resin hardtop — integrates perfectly and allows sailing under cover, comfortably installed

Equipment

- Electronics: GPS chartplotter, depth sounder, autopilot, VHF AIS
- Deck: Electric windlass, bimini shade, deck shower
- Comfort: Refrigerator, gas, marine head, berths 2+2
- Safety: Current coastal safety gear - life raft in very good condition
- Mooring: Delta 16kg anchor, 10mm Grade 40 chain, chain-to-line splice in anchor locker
- Sails: Mainsail (good condition), Jib on roller furler (good condition, UV strip to review), Asymmetric spinnaker (good condition), Code 0 (new) on roller furler, Staysail (fair condition)
- Dinghy: New dinghy (summer 2025), old AX3 dinghy + Honda long-shaft motor for dinghy (<12 hours, maintenance at Honda marine dealer) 2 HP
- Mooring: Set of 8 cylindrical fenders, set of flat fenders

History and Maintenance

1. 2021:

a. Spring 2021 work: Simrad RS40 fixed VHF AIS receiver, internal GPS antenna, evolution and improvement of onboard electrical system - installation of solar panel, relocation of wind generator to center of hardtop frame, relocation of GPS antenna, Navtex and improvements, improvement of primary power circuit, installation of distribution terminals and charging, battery monitor and USB ports, rigid Sunpower solar kit MPPT 230 Seatronic battery manager with shunt dual USB port (1A and 2.1A outputs) - 50mm magnesium anode - 90 rosette anode - Twinfast halyard cutter

b. Summer 2021: Coastal navigation north of Brittany and Anglo-Norman islands

2. Winter 2021 to Spring 2024 => Complete exterior refit in Cherbourg:

a. Deck painting b. Non-slip surface c. Cockpit d. Exterior woodwork e. Sheet metal work and welding to add lockers on the aft platform and a locker for the life raft for added safety f. Electrical review & installation of galvanic isolator and VHF antenna at masthead g. Gas lines h. Heating: Eberspacher i. Rudder actuator review and restoration j. Verification & maintenance of autopilot (purging, hoses, helm angle sensor...) k. Replacement of portholes
(except opening ones) l. Construction of sandwich airex polyester resin iso hardtop m. Complete replacement of running rigging (Dyneema) n. Complete replacement of standing rigging o. New lifelines p. New mainsheet and staysail self-tacking rails



Detailed list of work performed:

- Removal of all deck hardware (jam cleats, fairleads, flat ramps, winches, blocks...)
- Removal of pulpits, stanchions, lifelines
- Removal of electronics and navigation lights
- Removal of all fixed and opening portholes
- Removal of all woodwork (cockpit bench slats, grating, bimini top fasteners...)
- Closure of all portholes with plywood
- Blasting and sand removal, air drying, entry into workshop, painting as per quotation of underwater hull
- Masking and application of Penguard primer by spray gun 2 coats (approximately 80µm wet per coat), application of Jotamastic 87 alu by spray gun 3 coats (approximately 200 to 300µm wet)
- Sanding
- Application of epoxy filler and sanding
- Application of Xprimer by spray gun 1 coat (approximately 120µm wet)

- Sanding and unmasking, masking for finish
- Application of Xtrem gloss lacquer by spray gun 2 coats (approximately 140 to 160µm wet)
- Unmasking and masking for white non-slip
- Application of white non-slip by spray gun
- Masking
- Application of gray non-slip by spray gun
- Unmasking
- Reassembly of all deck hardware (jam cleats, lifelines, flat ramps, winches, blocks...)
- Reassembly of pulpits, stanchions, lifelines and new isolation rings
- Reassembly of electronics and navigation lights
- Reassembly of all new fixed and opening portholes
- Reinstallation of all woodwork (cockpit bench slats, grating, bimini fasteners...)

3. June 2024: Berth at St Quay Portrieux port and sailing in Brittany and Anglo-Norman islands

4. Winter 2024:

a. Bowsprit sheet metal work for Code Zero b. Verification of shaft lines-stern tube and engine with replacement of 4 rubber mounts c. Sailmaking (Code 0 and associated hardware)
d. Electrical work (installation of 6 batteries 12V/110Ah Gel Deep Cycle) by TEEM company, as well as a new helm angle sensor and exterior USB-C ports for the marine tablet

Recent Work and New Parts

- 2025: Propeller, alternator
- 2024: Sea water impeller, belt,battery

Negotiable within reason after survey.

Sea trial possible for serious buyers.








WEDZI