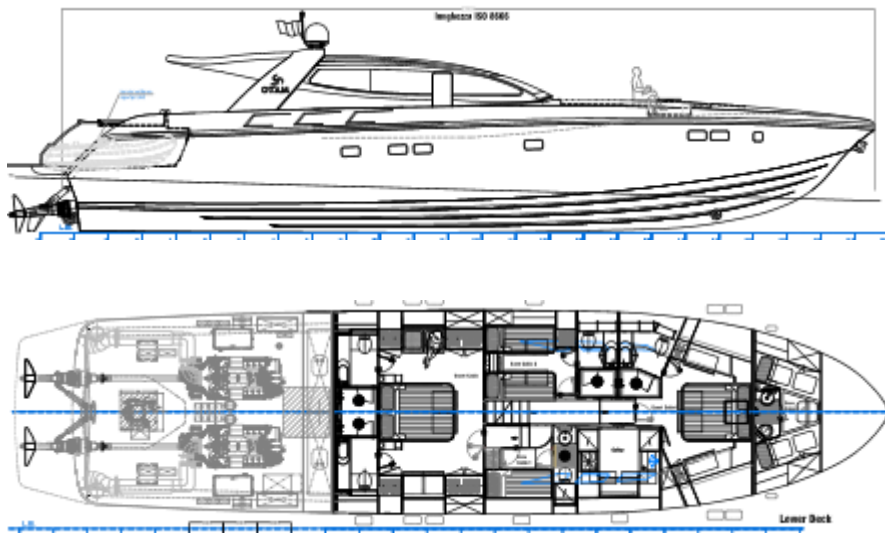


OTAM 80 HT



Type	Millenium 80 HT
Year	2011
Builder	Otam
Construction material	ARAMAT
Length O.A.	25,50 mt.
Beam	6,05 mt.
Machinery	MTU 4 X 1600 HP with 4 TRIMAX
Engines hours	680 each
Cruising speed	44 knots/ max 54 knots
Fuel capacity	12000 lt
Fresh water	1000 lt.
Accommodation	N.3 double cabins , n. 3 bathrooms , dinette convertible, galley and crew cabin
Generators	KOHLER 2x13KW 1600 hours
Watermaker	IDROMAR 180 l/h
Various	double touch screen instrumentation with two tablets ; VHF with satellite antenna ; electric bow thruster ; Opacmare steel gangway ; carbon bathing ladder
Asking price	2.250.000 Euro

Mr. Brown, carries on the shipyard tradition of offering performance-oriented pleasure craft. “Performance” is the operative word: *Mr. Brown* hit a reported 54-knot top speed on initial sea trials, yet Otam isn’t satisfied. The shipyard is striving for 55- to 58-knots when a prop swap occurs this month.

Mr. Brown gets her power punch from a quadruple set of MTU engines coupled to Trimax surface drives. (Surface drives permit a boat to get better use of its engines’ power.) Being a semi-custom builder, Otam offers this configuration as an option. The standard package features twin MTUs paired with Arneson surface drives.

Similar to other opens, *Mr. Brown* has no bulkheads separating the helm from the saloon. The four leather helm seats are intended to be used by both the captain and guests, too. In fact, the two seats to port are for the owners/guests. While they’re not in reach of the engine controls, they can keep tabs on operations and other systems. Otam programmed iPads to display a variety of information for them, including data from the GPS. These same iPads let the owners and guests access *Mr. Brown*’s entertainment systems.

Mr. Brown additionally offers the creature comforts open buyers prefer. There’s a sunpad on the foredeck, plus one on the aft deck, both of which Otam says can be used at thrilling speeds. From the saloon to the staterooms, ebony and teak joinery, leather, lush carpeting, and more set a serene scene. A particularly nice feature aboard *Mr. Brown* is the retractable port between the saloon and aft deck. Further nice: a rotating table (made of ebony) in the saloon.

Since *Mr. Brown* has a four-engine configuration, two twin guest staterooms accompany the master, the latter of which is fully forward. The crew, accommodated in two cabins, access their area via the foredeck.

