

The Oxford Express



Dear Fellow Yachtsman;

It is with pride that we announce the creation of the **Oxford Express** designed by Rob Ladd Yacht Design from Annapolis Maryland. This attractive motoryacht offers an elegant appearance with above average performance guaranteed to appeal to the most discriminating yachtsmen. Built by Craig Marine, she embodies the highest level of quality in selected materials and production methods of construction. The **Oxford Express** offers an exceptionally dry and stable ride.

Powered by a standard Yanmar 6LY-STE, 440 HP diesel engine with shaft, strut and propeller or optional Hamilton water jet propulsion , the Oxford Express delivers 33 mph of comfort and stability.

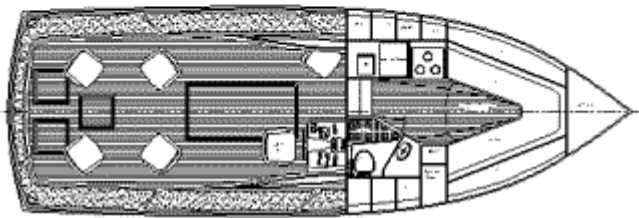
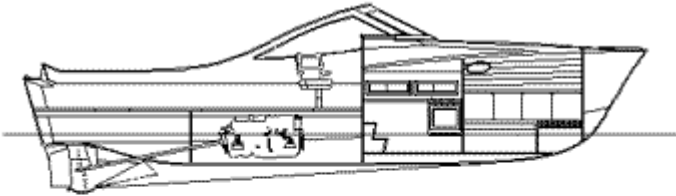
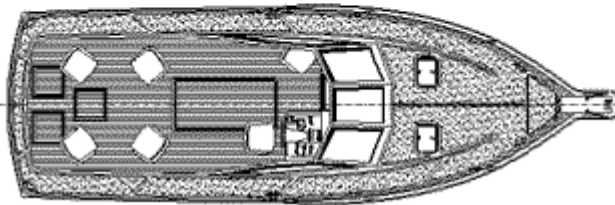
Craig Marine is committed to customer satisfaction. Great care has been taken to meet the most discerning of yachtsmen's needs in term of equipment, engine, drive train, and accommodation features to make his Oxford Express the most pleasurable experience. We offer as well, a comprehensive variety of options.

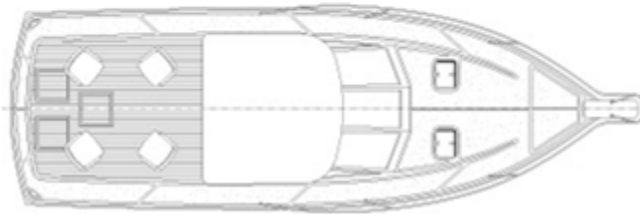
We are confident that the **Oxford Express** provides the best of possibilities in terms of value and performance. Her engaging looks, large and unobstructed cockpit, unique helm station and overall solid feel, put the OXFORD EXPRESS in a class of her own. Her comfortable and stable ride capabilities separate her from the competition.

In an ocean of yachts fraught with mediocrity, the **Oxford Express** stands apart as elegant and beautiful.

The Oxford Express

L.O.A.:	35'	1"
L.W.L.:	30'	5"
Beam:	11'	10"
Draft:	2' 10" / 21" (prop or jet)	
Displacement:	13,000 lbs.	





The Oxford Express

STANDARD HARDWARE AND EQUIPMENT

GENERAL CONSTRUCTION

Composite construction utilizing low density core with High-Tech composite materials. Epoxy resin used throughout. A matrix of longitudinal and transverse composite cored stringers are utilized in the lower hull to provide maximum stiffness. **"SEATOUGH"**

ENGINE AND STEERING

- Yanmar 420 BHP diesel engine, shaft, prop and strut with Hamilton water jet optional.
- Lead/foam insulation for engine room and exhaust.

- One 12-Volt exhaust fan for engine room.
- Hydraulic steering with Edson teak rim wheel.
- Two aluminum fuel tanks of 240 gal Capacity total.
- Fuel level gauges.
- Kobelt engine control system.
- Kidde Fyrewatch automatic system in engine room.

NAVIGATION

- Ritchie Digital compass.
- Dual trumpet horn.
- Raytheon Tri-Data display for speed, depth and log.
- Raytheon RL80C chart plotter with GPS.
- Custom instrument cluster at helm station



INTERIOR

- Standard arrangement with no-cost modifications available.
- Custom sliding companionway door with hydraulic assist.
- Laminated wood trim with varnished wood interior bulkheads and cabinetry as per customer requirement.
- Corian, marble or granite counter tops in galley and head as per customer request.
- Two part, four coat varnish finish on all interior wood surfaces.
- Deluxe cushions covered in choice fabrics.
- Custom overhead foam and fabric liner.
- Teak and Holley varnished cabin sole.
- Varnished teak companionway steps.

PLUMBING

- 80-gal fresh water tank.
- Hot and cold pressure water system.
- 15 gal Seward water heater.
- Dorn-Bracht faucet in galley & Dorn-Bracht faucet in head.
- Whale Swim & Rinse cockpit shower.
- Corian or stainless steel sinks in galley and head as requested
- Raritan PH II electrical head.
- Marilon sea cocks/thru-hull fittings.
- Two Rule 4000 12-volt DC automatic bilge pump.
- All H2O plumbing is Whale System 15.

ANCHOR SYSTEM

- Vinyl bow roller mounted on teak anchor sprit.
- 30-lb. Bruce anchor w/ 25' chain & 100' nylon rode.
- Electric windlass with foredeck and helm controls.



ELECTRICAL

- Electrical distribution panel for 12 volt DC & 120 volt AC.
- 50 amp 120 volt shore power system w/50' cable.
- 120-volt AC outlets in head, galley, main saloon and engine room.
- Two 12 volt marine batteries for house and engine.
- Guest battery selector switch.
- Heart Interface system 80 amp 12 volt charger/1800 watt inverter.
- Interior courtesy lights.
- Cockpit courtesy lights.
- International rule running lights.
- Two 12 volt cabin fans.
- Cantalupi lighting throughout cabin and head.

DECK FITTINGS

- Six Accon retractable deck cleats
- S.S. deck and bow rail.
- Five Lewmar deck hatches.
- Stidd Admiral 500 helm and passenger seats.
- Stern mounted flagstaff base and staff.
- Eight-ft. folding "Navy" top with side curtains.

GALLEY

- Norcold DE-541, 12 volt & 120 volt refrigerator.
- Two-burner surface mounted propane stove.
- Safety LPG panel w/ solenoid.
- Built in microwave oven.
- Numerous drawers, lockers and dry storage bins.

MISCELLANEOUS

- Complete US Coast Guard equipment package including four, type 1 PFD's, flare kit, two fire extinguishers, and portable horn.
- Six 5/8" dock lines w/ two Taylor Big B fenders and covers.
- Interlux Micron CSL bottom paint.
- Hull and deck in off white gelcoat, color option for boot top.
- Hand bearing compass.
- Optional Stern Door and Platform

Designed by:
Rob Ladd Yacht Design Annapolis, Maryland

"SEA TOUGH" **Composite-Cored Construction**

Exceptionally strong, light, High-Tech Composite Cored Construction utilizing only the highest grade of Epoxy resins along with knitted Bi-axial / Tri-axial E-glass, Kevlar, Carbon Fabrics and DOW Core, then the materials are precisely cut, fitted laid by hand into the mold. The components are then Vacuum Bagged, Resin Infused, and Oven Controlled Cured, this greatly improves the Fiber-to-Resin ratio, ensuring maximum laminate adhesion, and even penetration of the resin.

Vacuum bagging makes possible a lightweight construction without compromising strength and durability.

Our boats are just overbuilt where it really matters. The hull bottom includes a matrix of longitudinal and transverse composite cored stringers to provide maximum stiffness this reinforced structural grid incorporates the engine foundations and the hull stiffeners into one single very strong unit. For extra protection against possible grounding or impact, we have solid fiberglass keel and chines running from bow to stern. We glass in the stringers, bulkheads, inner liners, all other structural components, and the fuel tanks while the hull is in the mold. This insures that there is no hull distortion.

The Hull and Deck are assembled using Plexus "Fiberglass Fusion" adhesives, which chemically fuses the deck and hull together at a molecular level. This actually creates a bond that is stronger than the fiberglass/resin itself.

The result is a stronger, lighter, faster boat.



All standard equipment, construction materials, and hardware are subject to change as Craig Marine strives to continually improve the "Oxford Express"