

DAUNTLESS D75 & D66 MODELS



D75



MONARCH
MARINE



D66

Discover the Dauntless Difference



and why Dauntless is the best on the explorer market





GREATER VOLUME WHILE MAINTAINING A MANAGABLE SIZE

The **DUANTLESS DIFFERENCE** is evident when side by side the typical motoryacht or explorer. Pictured above is the Dauntless D75 moored next to an 87-foot Burger motoryacht. The D75 IGT is over 100 as compared to the Burger with an IGT of just 94. OYD was able to gain exceptional volume by starting with their fast-displacement

hull which inherently has a notably greater depth for its length as compared to the semi-displacement or planing hulls typical of many of the motoryachts and explorers on the market. The Dauntless models offer generous freeboard forward, this combined with the raised pilothouse configuration results in a tremendous eye-level of 15-feet above the waterline (D75). This gives a commanding view with unobstructed visibility.

RAISING THE BAR

All DAUNTLESS Explorer motoryachts are designed to undertake long distant passages to remote locations in comfort, with minimal requirement for shore support. The Overing designed highly efficient round bilge fast-displacement hulls facilitates trans-ocean range, coupled with low operational costs represented by a substantial reduction of fuel burn compared to many vessels in their size ranges. Utilizing commercial grade equipment, the DAUNTLESS' boasts full redundancy of all vital, and many non-vital systems, essential for any vessel with serious long range cruising ambitions. DAUNTLESS models are not mass produced production boats, they are serious blue-water yachts, hand built to the best quality and tailored to the owner's specific needs and wishes, allowing personalization for the most discriminating yachtsman. A DAUNTLESS is for those who demand the best in quality and place safety and comfort first for all onboard.

MEGAYACHT QUALITY

Interior volumes aboard all DAUNTLESS' are exceptional, with a minimum **7-feet** of headroom prevailing throughout the main and accommodations decks. Luxurious MEGAYACHT caliber design and quality, including wide spread use of unusual quartzite and marble as standard. All Dauntless models boasts three superbly appointed guest staterooms and a full beam Master stateroom amidship plus a double crew cabin aft with ensuite head and adjacent crew galley and dinette. Inclusive on all DAUNTLESS models is the unique **QUAD-DECK** arrangement incorporating a deck below the accommodations deck. The lower deck includes two washers, two dryers, plus substantial deep freeze and dry goods storage, which provides the wherewithal for provisioning for long passages. Step aboard and see how a DAUNTLESS outclasses the competition and then be prepared for a most pleasant surprise...then plan a tailored build of your DAUNTLESS, the EXPLORER'S EXPLORER.



GRAND SALON & FORMAL DINING OF THE D75



MAIN GALLEY WITH BLUE QUARTZITE COUNTERTOPS

FULL BEAM MASTER STATEROOM

All DAUNTLESS Explorer motoryachts have the master stateroom located amidships, the most comfortable location on the yacht. Marble and quartzite are standard in the master bath. His and hers cedar lined closets and vanities are standard.



FULL BEAM VIP STATEROOM

Standard to the D66 & D75 DAUNTLESS Explorer motoryachts is a full beam VIP stateroom. Marble and quartzite are standard in the VIP bath.



TWIN GUEST STATEROOM

The D75 has the twin berths side-by-side and the D66 has the twin berths in an upper and lower configuration. Marble and quartzite are standard in the bath.



QUEEN GUEST STATEROOM

The D75 & D66 both have a queen cabin with ensuite bath. This stateroom on the D66 can be configured as a queen berth or seperated to form two twin size beds.



CREW CABIN & GALLEY DINETTE

The D75 & D66 both have a double crew cabin with ensuite bath located aft of the engine room. Adjacent the cabin is the crew galley and dinette on the D75 enabling the crew to prepare their own meals and dining/lounging area. For an owner/operator, this area can be used for overflow guest accommodations.



COMMERCIAL SERVICE DECK - DAUNTLESS QUAD-DECK FEATURE

Standard to every Dauntless is the unique **QUAD-DECK** arrangement. A commercial service deck has been incorporated into the design located below the accommodations deck. This moves the laundry from the accommodations deck enabling larger, more spacious cabins for the owner and guests. This additional deck allows for a much larger laundry and provisions storage typical of similar sized yachts. The laundry facility houses two washers, two dryers, laundry sink plus substantial deep freeze and dry goods storage. This service deck provides the space to house provisions for long passages as well as providing a separate forward compartment to place equipment in a climate controlled environment. The forward compartment is fitted with oversized hatches up to the foredeck enabling easy replacement of equipment and appliances.



MAIN ENGINE ROOM

All DAUNTLESS engine rooms have 6'-6" or greater headroom making inspection, maintenance and access far more comfortable than many other explorers in this size range that have low ceilings with inadequate headroom and accessibility. Passagemakers require regular inspections of the machinery spaces when running 24 hours a day regardless of sea and weather conditions. All DAUNTLESS models have this feature along with stainless safety railings around the main engines and stainless overhead grab rails.



COMMERCIAL GRADE SYSTEMS

All DAUNTLESS models feature dual polished 316L stainless stand-pipe seachests with crossover. All seawater system piping is 90/10 CuNi. Either seachest is capable of supplying 100% of the raw water demand. A bilge/fire system is also standard with bilge manifold and fire hose station.



GENEROUS DECK SPACE & LOUNGING AREAS

Spacious lounging areas on the foredeck, aft deck and flybridge are inherent to the DAUNTLESS. Two lush dining alfresco areas are incorporated on the aft main deck and flybridge that will comfortably seat eight. The flybridge dining table also drops down to form a large lounging pad. The D75 has ample deck space to accommodate a 17' tender. The ability to carry an oversize tender is an important feature for serious cruising. The boat deck can also accommodate skooters and other water toys.

FLYBRIDGE HELM & SEATING

The flybridge helm is well placed for optimum visibility and direct access from the pilothouse. An elevated settee with table is to the port and elevated "L" shaped settee is to the starboard.

FLYBRIDGE BAR & GRILL

Adjacent the flybridge dining is a fully equipped service bar and stainless gas grill. The bar is ideal for a staging area to serve a formal meal or can serve as a buffet for a la carte. The bar is equipped with a refrigerator, ice maker and stainless sink.



EASY ACCESS

Getting around the DAUNTLESS could not be easier. Full walk-around side decks, an inviting foredeck with a large, comfortable sunlounger, large covered aftdeck with stairways to the platform and boatdeck eliminate traffic through the salon.



DAUNTLESS **D75** EXPLORER QUAD-DECK

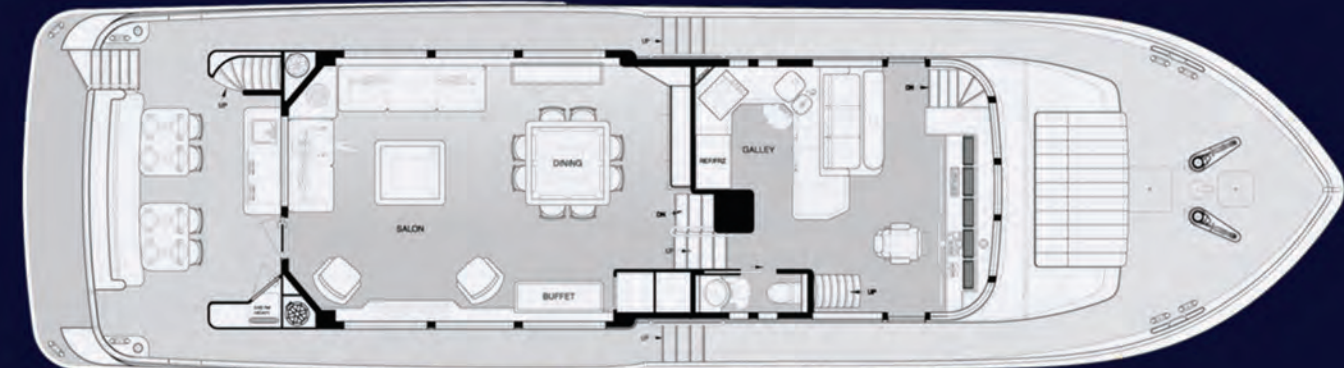
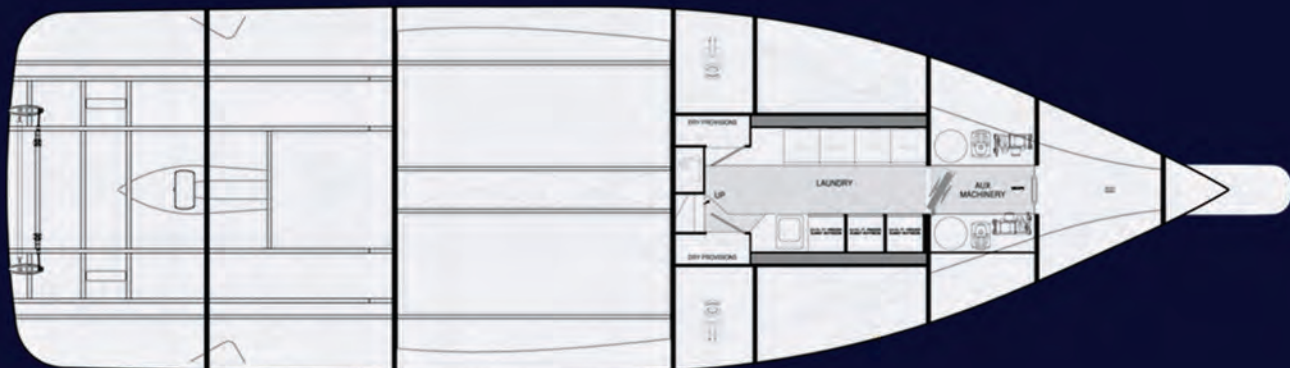
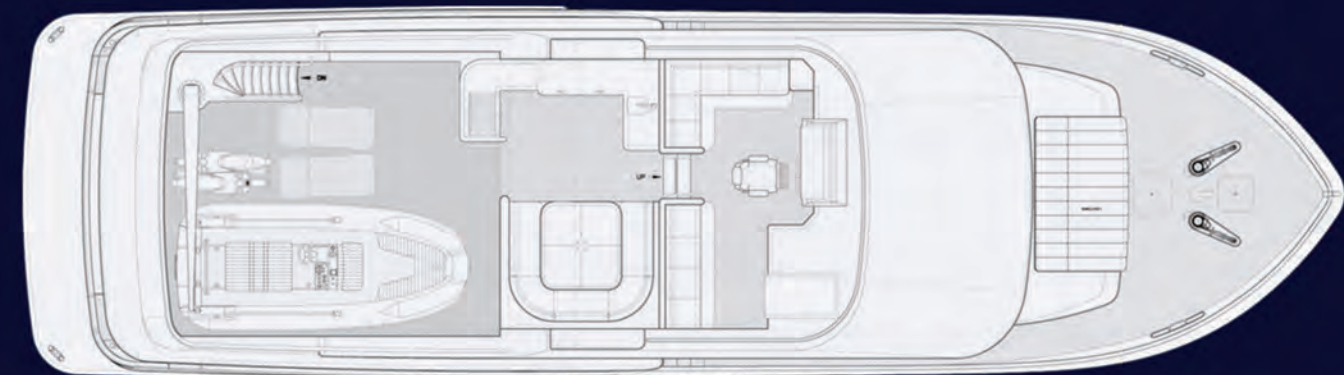
Length Overall.....75'-0"
 Beam.....21'-0"
 Draft.....6'-3"
 Displacement.....89 LT

Fuel.....4,000 Gals
 Cruise.....12 Knots
 Max.....14 Knots
 Range.....4,000+ NM

GUEST



CREW



DAUNTLESS **D66** EXPLORER QUAD-DECK

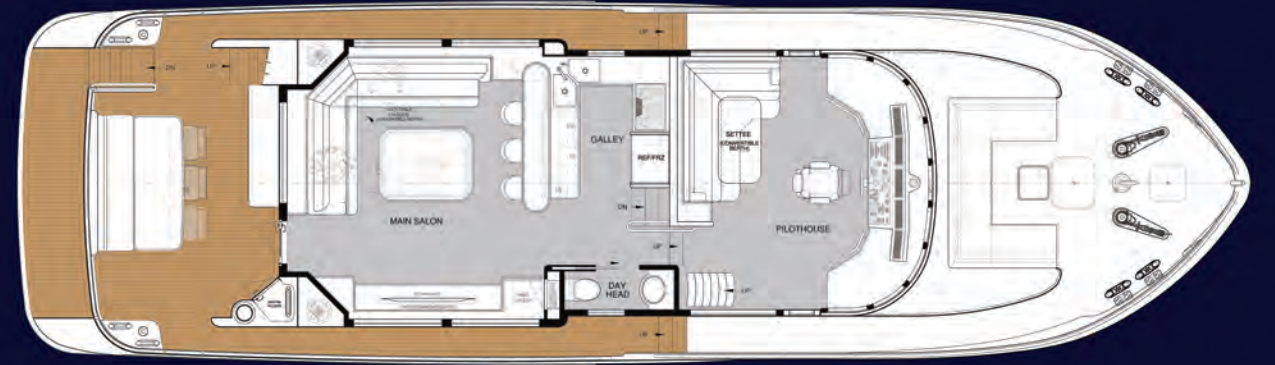
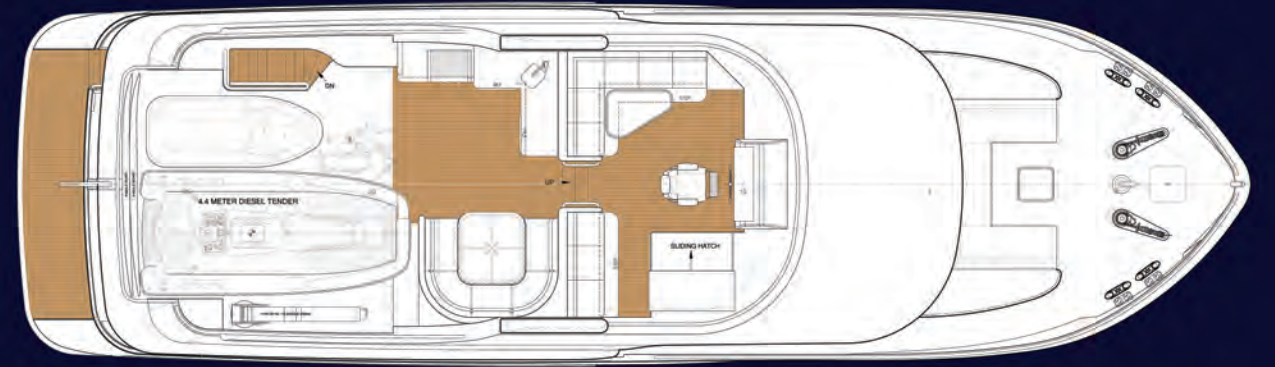
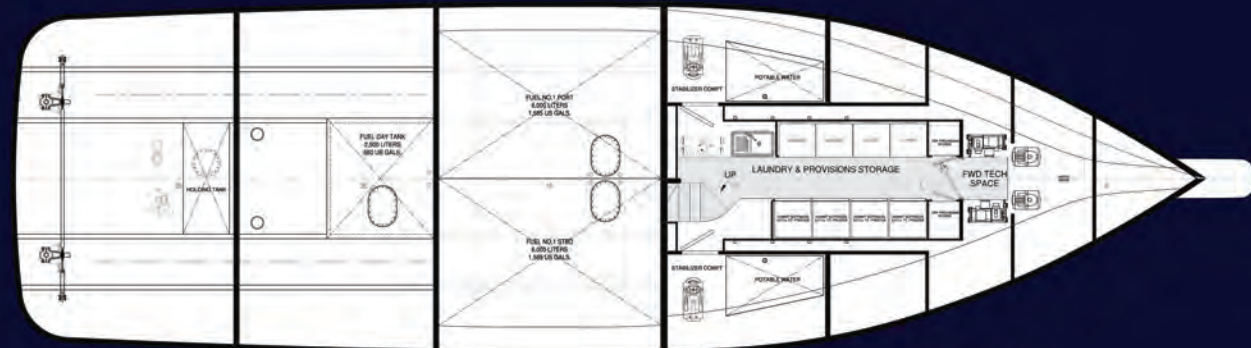
Length Overall.....66'-3"
 Beam.....19'-6"
 Draft.....6'-3"
 Displacement.....84 LT

Fuel.....3,830 Gals
 Cruise.....12 Knots
 Max.....14 Knots
 Range.....3,500+ NM

GUEST



CREW



MAIN SPECIFICATIONS

Each DAUNTLESS base model comes very well equipped and typically standard equipment on DAUNTLESS models are options on other brands. Quality equipment we feel essential for a blue water explorer has been included as standard. Items such as two - watermakers, fuel centrifuge, TRAC STAR stabilization (Stabilization at Rest), centralized hydraulics, bow and stern thrusters, commercial standpipe sea chests, 90/10 cuNi seawater piping and Nautical Structures pop-up crane to name a few.



GENERAL SPECIFICATIONS

D75

- LOA 75'-0"
- Beam 21'-0"
- Draft 6'-6"

D66

- LOA 66'-3"
- Beam 19'-6"
- Draft 6'-3"

- Highly Efficient Round Bilge Bulbous Bow OYD-FD Hull
- Displacement D75 - 92 LT D66 - 84 LT
- D75 Fuel Tankage 4,000 gals.
- D66 Fuel Tankage 3,830 gals.
- D75 Water Tankage 550 gals.
- D66 Water Tankage 300 gals.
- Grey Water Tankage 200 gals.
- Black Water Tankage 250 gals.
- Dirty/Lube Oil Tankage 20 gals.
- Naval Architecture & Design: Overing Yacht Designs
- Interior Layout Design: Overing Yacht design.
- Sound Engineering: OYD/Soundown Inc.

CONSTRUCTION

- Solid Laminate Infused (SCRIMP) Vinylester Hull
- Airex Core Infused (SCRIMP) Vinylester Superstructure
- High Quality Awlgrip or Alexseal Finish
- Watertight Collision & Engine Room Bulkheads

ENGINE ROOM & MAJOR EQUIPMENT

- (2) John Deere 6090SFM75 M3, 500 BHP @ 2,300 RPM
- (2) ZF 305-1 Reduction Gears 2.917:1 Ratio
- Kobelt single lever controls
- Custom Water Drop Exhaust System
- (1) 24kW & (1) 16Kw KOHLER Generator (Standard D66)
- (2) 24kW KOHLER Generators (Standard D75)
- Racor Fuel/Water Filters
- Alpha Laval Fuel Centrifuge

ENGINE ROOM & MAJOR EQUIPMENT CONT'D

- Fuel Transfer System
- CuNi Bilge System/Fire Fighting System
- CuNi Sea Water System
- Stand-Pipe Sea Chests w/Inverted Cone Strainers
- Fire Extinguishing System
- Hydraulic Bow & Stern Thrusters (Standard)
- TRAC "STAR" Hydraulic Stabilizers (Standard)
- Kobelt Hydraulic Steering
- (1) Air Compressor (optional)
- (2) Freshwater pressure sets
- (2) 700 gal/day watermaker
- (3) Hot water heaters
- Optional MSD
- Aqua Air AC/heat system
- Atlas Engineered Electrical System
- Atlas Energy Transformer (optional)
- Battery Chargers
- Engine Room Blower System
- Air Cond. Eng.Rm. & Mach. Space
- All deck hardware 316L Stainless Steel
- (2) Maxwell VRC3500 Anchor Windlasses
- (2) Maxwell VC1000 Warping Capstans
- Polished 316L Anchor Pockets & (2)65KG SHHP SST 316L Anchors W/300 ft. 12.5mm Galv Stud Link Chain P/S
- Coast Guard approved Safety Equipment
- Nautical Structures 2,200 Lb Hydraulic Crane (Standard)
- Marquipt SeaStair (Standard)

THE DAUNTLESS DIFFERENCE

A SIDE BY SIDE COMPARISON OF THE DAUNTLESS D75 IN THE MARKET

STANDARD YACHT MODEL	DAUNTLESS D75	MARLOW 75E ¹	FLEMING 78 ³	OUTER REEF 73 ³	GRAND BKS 72RP ⁵	NORDHAVN 76 ⁶
100% INFUSED VINYLESTER CONSTR.	★	⊗	⊗	⊗	⊗	⊗
FULL-DISPLACEMENT ROUND BILGE HULL	★	⊗	⊗	⊗	⊗	★
QUAD-DECK CONFIGURATION	★	⊗	⊗	⊗	⊗	⊗
4 STATEROOMS WITH ENSUITE HEADS	★	⊗	⊗	⊗	⊗	⊗
FORMAL DINING	★	⊗	⊗	⊗	⊗	★
MEGA-YACHT ANCHORING SYSTEM	★	⊗	⊗	⊗	⊗	★
70/30 COPPER NICKEL STAND-PIPE SEACHEST	★	⊗	⊗	⊗	⊗	⊗
CHILLED WATER AC SYSTEM	★	⊗	⊗	★	★	★
BOW AND STERN THRUSTERS - STD	★	⊗	⊗	⊗	⊗	★
TRAC STAR STABILIZATION AT REST	★	⊗	⊗	⊗	⊗	⊗
ALPHA LAVAL FUEL CENTRIFUGE	★	⊗	⊗	⊗	⊗	⊗
2 WATERMAKERS STANDARD	★	⊗	⊗	⊗	⊗	⊗
NUMBER OF HEADS	7	5	6	5	5	5
BEAM	21'-6"	20'-4"	21'-5"	21'-0"	19'-10"	21'-0"
DRAFT	6'-6"	4'-10"	5'-0"	5'-6"	5'-4"	7"-8"
FUEL CAPACITY	4,000 GALS	3,500 GALS	3,000 GALS	3000 GALS	2,625 GALS	4,100 GALS
MAX SPEED	14.0 KNOTS	31.2 KNOTS	24 KNOTS	16.5 KNOTS	23.8 KNOTS	10.7 KNOTS
FAST CRUISE SPEED HALF LOAD	12.5 KNOTS @ 38 GPH	25 KNOTS @ 124 GPH	20 KNOTS @ 105 GPH	14 KNOTS @ 77.8 GPH	18.5 KNOTS @ 72.7 GPH	10.5 KNOTS @ 40 GPH
FUEL CONSUMPTION AT 12 KNOTS	21 GPH	26.2 GPH	35 GPH	44.5 GPH	30 GPH	40 GPH ⁷
RANGE @ 12 KNOTS ⁸	2,050 NM	1,422 NM	1,250 NM	728 NM	945 NM	968 NM ⁷
FUEL COST - 1,000 NM TRIP@12KTS (\$4.00/G)	\$7,000 USD	\$8,734 USD	\$11,667 USD	\$14,833 USD	\$10,000 USD	\$15,238 USD ⁷
FUEL CONSUMPTION AT 10 KNOTS	12 GPH	17.5 GPH	14 GPH	21 GPH	23 GPH	32 GPH
RANGE @ 10 KNOTS ⁸	3,000 NM	1,774 NM	2,200 NM	1,286 NM	1,000 NM	1,153 NM
FUEL COST - 1,000 NM TRIP@10KTS (\$4.00/G)	\$4,800 USD	\$7,001 USD	\$5,200 USD	\$8,400 USD	\$9,200 USD	\$12,800 USD

⁸Range based on 90% fuel capacity ^{8,8}All items and features listed are standard inclusions in base price for each model
¹ Does not include generator fuel consumption ² Data obtained from Power & Motoryacht test report ³ Data obtained from Flemingyachts.com
⁴ Data obtained from Outerreefyachts.com ⁵ Data obtained from yachtingmagazine.com and grandbanks.com ⁶ Data obtained from nordhavn.com
⁷ Nordhavn 76 max cruise is below the 12 knot comparison. Performance data at the 10.5 max cruise have been substituted. ⁸ Calculated range and fuel consumption will vary depending on wind and sea conditions.
 All data obtained is from online resources and cannot be guaranteed. We encourage one to validate for themselves when analyzing.

THE DAUNTLESS VALUE

STANDARD FEATURES OF THE DAUNTLESS D75 & D66

FORMAL SALON DINING FOR 8	★	FLYBRIDGE HELM STATION	★	2 - WATERMAKERS (STD)	★	MEGAYACHT QUALITY INTERIOR RAISED OR FLAT PANEL OPTION	★	OVERING FAST-DISPLACEMENT BULBOUS BOW HULL	★	MEGA-YACHT ANCHORING SYSTEM	★
AFT DECK DINING FOR 8	★	PORT & STBD ELEVATED FLYBRIDGE SEATING	★	ALPHA LAVAL FUEL CENTRIFUGE	★	7-FOOT PLUS HEADROOM	★	OVER-BUILT SOLID LAMINATE HULL	★	316L 65KG ANCHORS SHHP FULLY BALANCED	★
AFT DECK BUFFET AND BAR	★	AFT STAIRWAY TO BOAT DECK	★	3" AQUAMET 22 HIGH-STRENGTH PROPELLER SHAFTS	★	4 STATEROOMS WITH ENSUITE HEADS	★	100% INFUSED (SCRIMP) VINYLESTER CONSTRUCTION	★	POLISHED 316L STAINLESS EXTERIOR HARDWARE & RAILINGS	★
LARGE OPEN GALLEY	★	FULL WALK-AROUND DECKS	★	5-BLADE HIGH EFFICIENCY "S" CLASS NIBRAL PROPELLERS	★	FULL BEAM MASTER STATEROOM WITH KING BED	★	19mm THICK LAMINATED TEMPERED PILOTHOUSE GLASS	★	300-FT OF 12.5MM GALV ANCHOR CHAIN - PORT/STBD	★
GALLEY REFRIGERATOR ATHWARTSHIPS	★	SPACE FOR 17-FT TENDER (D75) SPACE FOR 15-FT TENDER (D66)	★	316L STAINLESS "I" SHAFT STRUTS	★	LARGE MASTER CLOSETS	★	COMMANDING 15-FOOT EYELEVEL IN PILOTHOUSE (D75)	★	SST 316L SHIP GRADE STAND-PIPE SEACHEST	★
COMMERCIAL SERVICE DECK BELOW ACCOMMODATIONS DECK	★	NAUTICAL STRUCTURES 2,200 LB CRANE	★	316L STAINLESS FOIL RUDDERS	★	FULL BEAM VIP STATEROOM	★	3/4" LAMINATED TEMPERED PILOTHOUSE GLASS	★	INVERTED CONE SELF-CLEANING MONEL STRAINERS	★
STANDARD 2ND WASHER & DRYER IN LAUNDRY	★	ADDITIONAL SPACE FOR WATER TOYS AND SCOOTERS	★	3" AQUAMET 22 HIGH-STRENGTH RUDDER STOCK	★	MARBLE & QUARTZITE VANITY & GALLEY COUNTER	★	PILOTHOUSE ACCESS TO FLYBRIDGE	★	AQUA AIR CHILLED WATER AC SYSTEM	★
EXPANSIVE DRY AND COLD STORES IN LOWER DECK	★	FORE-DECK SUN LOUNGER	★	FUEL BUNKERING LOCKER WITH PRESSURE FILLING FEATURE	★	AFT DOUBLE CREW CABIN WITH ENSUITE HEAD	★	FLYBRIDGE DINING FOR 8	★	HYD BOW AND STERN THRUSTERS	★
TOP GRADE APPLIANCES	★	7 HEADS STANDARD (D75) 6 HEADS STANDARD (D66)	★	ZERO -SPILL FUEL OVERFLOW TANK WITH ALARM	★	CREW LOUNGE & GALLEY	★	FLYBRIDGE DINING CONVERTS TO LOUNGER	★	TRAC STAR STABILIZATION AT REST	★
STANDARD MAIN DECK HEAD	★	TECMA TOILETS	★	FULL REDUNDANCY OF VITAL SYSTEMS	★	EXPANSIVE MAIN SALON	★	FLYBRIDGE BAR WITH STAINLESS GAS GRILL	★	STABILIZER ACTUATORS IN WATERTIGHT COMPARTMENT	★

WHEN THE SEAS ARE ANGRY

Pictured below is the DAUNTLESS D75 cruising along in the Pacific at 12.5 knots in 8-10 foot seas and riding like a dream. The wind is gale force, blowing over 40 knots off the stern quarter and the D75 is running like she is on rails. Few vessels in this size range can deliver this level of performance, comfort and safety. The full length keel on the Overing FD hull filled with over 6-tons of lead ballast combined with TRAC-STAR stabilization provides an unparalleled ride as well as excellent tracking in quartering following seas. The performance ability of the OYD FD hull allows the captain to overtake the seas. Most full displacement hulls in this size will fall short placing the vessel in a more precarious position to where the seas are overtaking the vessel. Many of the shoal draft semi-displacement yachts would take a beating trying to maintain speed in these conditions. In both instances the vessels would be more susceptible to broaching and possibly losing the vessel, or worse? The ballasted keel and hull form of the DAUNTLESS yachts gives them the ability to come back from a knockdown whereas it would spell the end in the typical semidisplacement yacht.

SAFETY AT SEA & UNDERSTANDING THE LIMITATIONS OF YOUR CRAFT

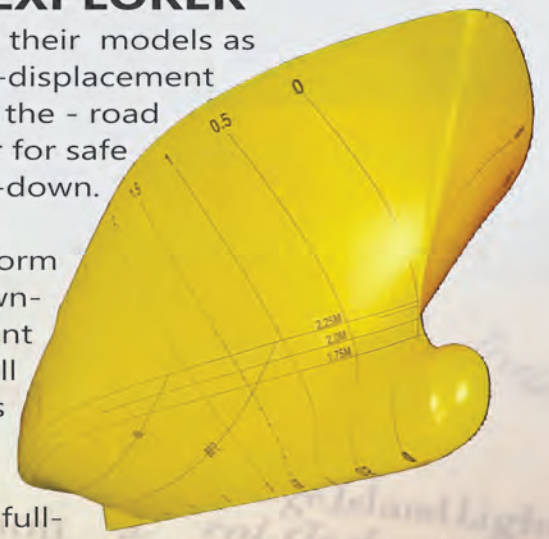
Catastrophies are usually a series of unfortunate events. The more safety features built into the vessel the less likely an incident. The photo clips are of a yacht that has lost the ability to maintain headway resulting in the vessel turning parallel to the seas. Once in this situation the potential for a disaster increase dramatically. A planing hull or semidisplacement hull yacht such as this lacks the stability to take a knockdown and return upright due to the shoal draft and is the key reason to avoid ocean cruising in a yacht of this nature. Aside from choosing the right hull, standard to every DAUNTLESS is a fuel centrifuge that will remove contaminants and water. It is not uncommon to take on contaminated fuel when bunkering

in other countries. While most all builders install Racor or equal fuel filters to protect the engines, any filter based system would quickly become overwhelmed with cleansing thousands of gallons of fuel. You can't provision enough elements to deal with a situation of that magnitude and why a centrifuge is standard to the Dauntless models. The Fuel System transfers fuel from the storage tanks through the centrifuge to the fuel day tank. By doing this the life of the fuel filter elements are greatly extended. This DAUNTLESS feature adds another level of safety in greatly reducing the potential for loss of control of the vessel at sea.



HULL FORM - THE FOUNDATION OF A THOROUGHBRED EXPLORER

The foundation of an explorer starts with the hull form. Often builders will promote their models as ocean-going and world cruising explorers that are built on low volume, shoal draft semi-displacement hull forms. That makes about as much sense as using the family sedan for an off-the-road vehicle. Semi-displacement hulls are less costly to build, lack the volume of hull in the water for safe ocean cruising, is not ideal in adverse sea conditions, and is unable to recover from a knock-down.



The optimum hull form for blue water cruising is a deeper draft full displacement hull form. Historically, a downside to full displacement hulls are the slow cruising speeds. This downside is what led Overing Yacht Designs (OYD) to develop their first fast-displacement (FD) hull in the late 1990's with extensive tank testing. Sea-keeping, resistance and roll decay tests were conducted. OYD was the first to provide roll decay to Quantum Stabilizers enabling the company to further dial in their algorithms on the then new Zero-Speed stabilization. OYD fully optimized the bulb design from resistance testing with and without the bulb resulting in an impressive resistance reduction of 15%. Hull speed on conventional full-displacement hulls are calculated using the displacement rule of 1.34 x the square of the waterline length. So a full displacement yacht with a waterline length of 64-feet would have a maximum hull speed of 10.72 knots resulting in an economy cruise of 7 or 8 knots. Not very attractive to most boaters and this was the driving force for Jon Overing to develop a hull form that will rewrite the rule. The end result Overing achieved in the Dauntless D75 is a 14-knot boat weighing in at just under 100 long tons and powered with a pair of 500 hp engines. Overing's FD hull redefined the displacement rule from 1.34 to 1.75 x the square of the waterline length. Since the late 1990's Overing has built yachts from 73-feet up to 174-feet on their FD hulls and have accumulated hundreds of thousands of sea-miles cruising every corner of the globe. For the last point, if a semi-displacement or planing hull was the optimum hull for ocean cruising, OYD would have designed the DAUNTLESS models with that, as they have many fine examples of semi-displacement yachts to their credit, but none are represented as ocean-going passagemakers for the reasons explained above.



DAUNTLESS D66 FD HULL EXPLORER



TYPICAL 66' SEMI-DISPLACEMENT/PLANING HULL EXPLORER

Dauntless Explorer Models



D66



D82 & D75



D85 COCKPIT EXPLORER



D88



D90



D100

DAUNTLESS Explorers have accumulated tens of thousands of miles of blue water cruising around the world. Our best salesmen are the DAUNTLESS owners, we invite you to come onboard a DAUNTLESS and speak to the owners. Experience first-hand the DAUNTLESS DIFFERENCE THE EXPLORER'S EXPLORER



D85 COCKPIT EXPLORER - 5,000+ NM RANGE



D100 EXPLORER - RINA/LLOYDS CLASSED - 6,000+ NM RANGE



D110 EXPLORER - RINA/LLOYDS CLASSED - 6,000+ NM RANGE

There is a full range of OVERING designed DAUNTLESS Explorers from 66-feet to 110-feet in FRP and steel/aluminum above 90-feet. All DAUNTLESS models are built on proven Overing Fast-Displacement hulls

Meet the Team

Denton Douglas



President and founder of Monarch Marine/Monarch Yachts. Denton has shared a passion in yachting since childhood growing up in the beautiful island nation of Jamaica. After receiving his degree in banking and finance, Denton moved to the United States and eventually to West Palm Beach Florida to be closer to the heart of the yachting industry. Following his love and passion for yachting, Denton left his full time banking career to follow his dream. He went on to earn his yacht brokerage license and founded Monarch in 2011. Since then Denton has built upon his experience in the industry and in 2022 established the new-build arm of Monarch collaborating with Jon Overing, a long time friend and associate, and Monarch's build partner Alp Pamir of Best Yachts.

Jon Overing



President and founder of Overing Yacht Designs (OYD). In 1989 Jon founded OYD to specialize in yacht, commercial and government vessel design. With 15 years prior experience of commercial and military vessel design, Jon's dream has always been to design yachts as well. Over the past 30 plus years OYD has designed numerous commercial vessels up to 250', yachts from 45' to 174' and government vessels including buoy tenders for the US Coast Guard. OYD has earned a reputation for superb original designs and dozens of original hull forms. Two well noted hull forms are the OYD fast-displacement hull first developed in the late 1990's and copyrighted in 2002. The second is the OYD soft-ride planing hull known for it's ability to maintain high speeds in adverse sea conditions. In 2017 OYD acquired the full ownership of the Dauntless line of go-anywhere explorers and is now co-marketed with Monarch Marine.

Alp Pamir



President and founder of Best Yachts established in 2009. Since then Alp, who is also a naval architect, has earned a reputation of producing superb quality and has built more than 100 yachts ranging from 30-feet to fully classed megayachts over 200-feet. Past and present projects have included production, semi-production yachts and one-offs for brands like Admiral, Zeelander, Blue Sailor and of course Monarch and Dauntless. Best Yachts experience range from high-tech vacuum infused vinylester/ epoxy composite to steel and aluminum construction. Best Yachts is currently manufacturing the Monarch 450 Express designed by Overing Yacht Designs and constructed in infused epoxy composite.

DAUNTLESS

The Explorer's **EXPLORER**™



MONARCH
MARINE

For more information contact:

DENTON DOUGLAS - President
P.O. Box 1030 Palm Beach, FL 33480
561-909-8811
sales@monarchyachts.com



For more information contact:

JON OVERING - President
13817 la Cala St, MS 39564
228-235-1881
jonsr@overingyachts.com