

Greenline OceanClass 68 (2021-)

Brief Summary

The flagship of the Greenline Yachts line, the OceanClass 68 is a Category A flying bridge yacht that can be powered by conventional diesel engines or the manufacturer’s hybrid drive with diesel and electric power. Belowdecks, she has three staterooms with en suite heads.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Specifications

Length Overall	68'3" 20.8 m
BEAM	17'11" 5.45 m
Dry Weight	61,729 lbs. 28,000 kg
Tested Weight	
Draft	4'7" 1.4 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	

Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,057 gallons 4,000 L
Water Capacity	264 gallons 1,000 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	

Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

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As with all models from Greenline, the OceanClass 68 is available with conventional diesel or hybrid power.

Report by Eric Colby

Brief Summary

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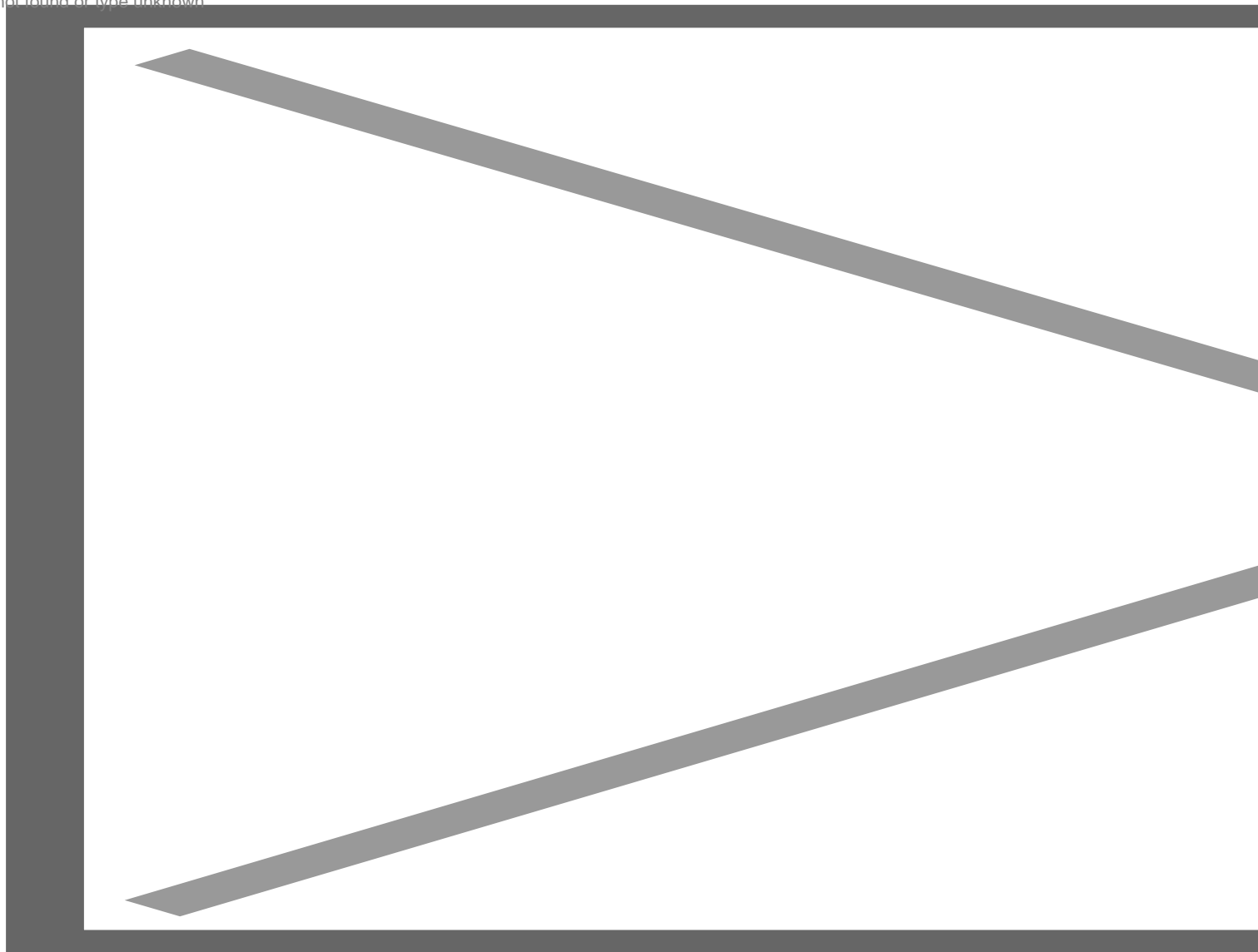
Belowdecks, she has three staterooms with en suite heads.

Mission Statement

The new OceanClass 68 is a milestone for Greenline because she's the largest production hybrid yacht ever built. She can be powered by conventional inboards, but most experienced cruisers will be drawn to her hybrid diesel-electric system that Greenline pioneered because it extends her range and versatility. She is a luxurious flying bridge cruiser with open gathering areas in the flying bridge, aft deck and bow. She can also accommodate a family for the weekend with three staterooms, crew quarters and a lounge that converts to a berth in the salon.

Greenline Yachts OceanClass 68 Major Features

- Available diesel-electric hybrid propulsion
- Hydraulic swim platform
- Full-beam Master Stateroom
- Choice of galley locations
- Large flying bridge with wetbar
- Can sleep up to 8



The flying bridge covers nearly half the boat's length and has space aft for a tender.

Greenline Yachts OceanClass 68 Features Inspection

Straight Inboards. The OceanClass 68 measures 68'3" (20.80 m) long overall with a 17'11" (5.45 m) beam and a draft of 4'7" (1.4 m). Greenline estimates the dry weight at 61,729 lbs. (28,000 kg) and fully laden, she displaces 90,000 lbs. (40,823.31 kg). She carries 1,056.69 gallons of (4,000 liters) of fuel and 264.17 gallons (1,000 liters) of water.

Greenline offers the OceanClass 68 with twin Caterpillar diesel inboards ranging from 1700 hp to 2300 hp combined. The manufacturer estimates top speed with twin 850-hp CAT C12.9s at 22 knots, while a pair of 1,000 hp engines would bump the speed to 25 knots and twin 1,150-hp C18 Acerts would push the number

to 29 knots.

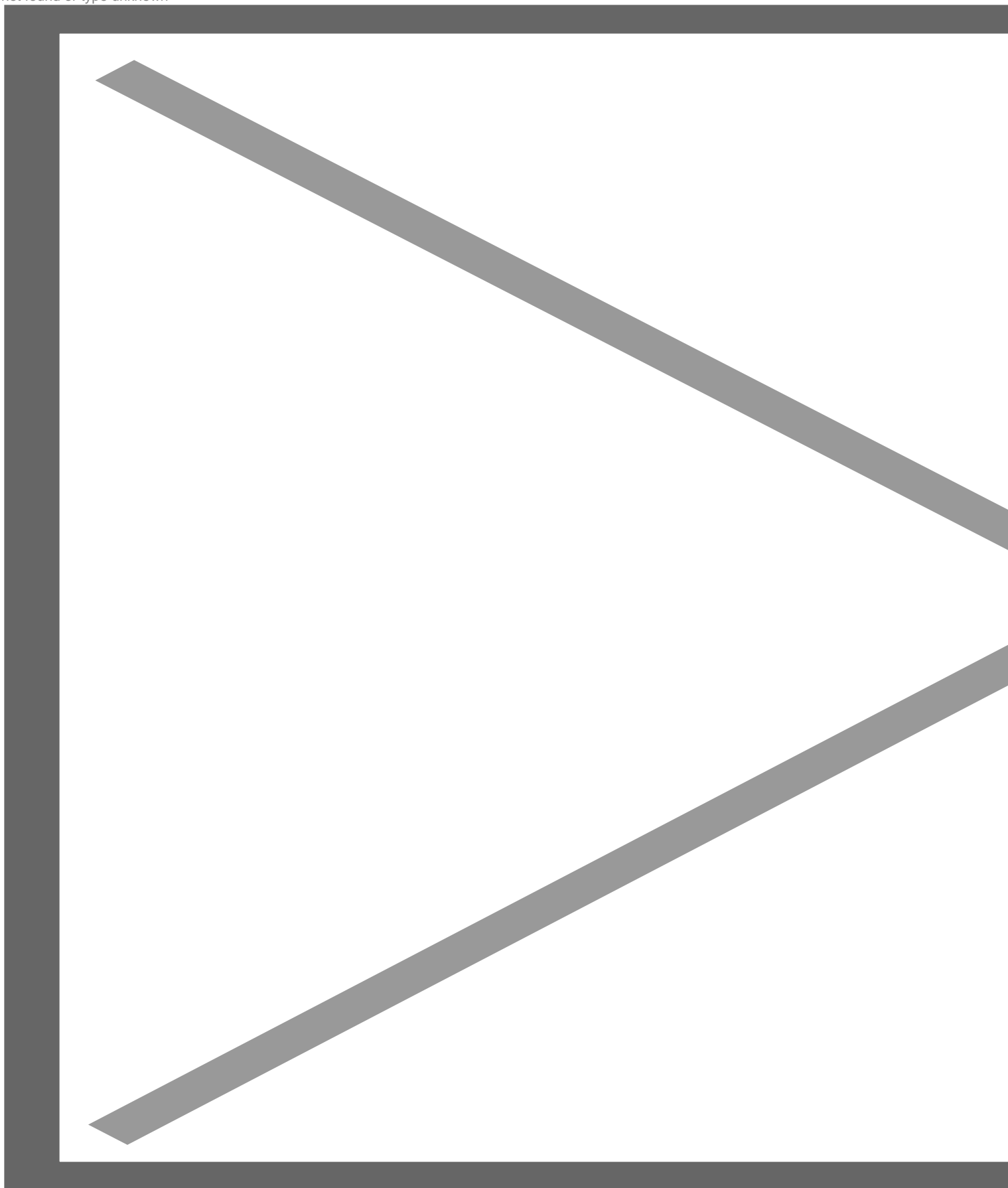
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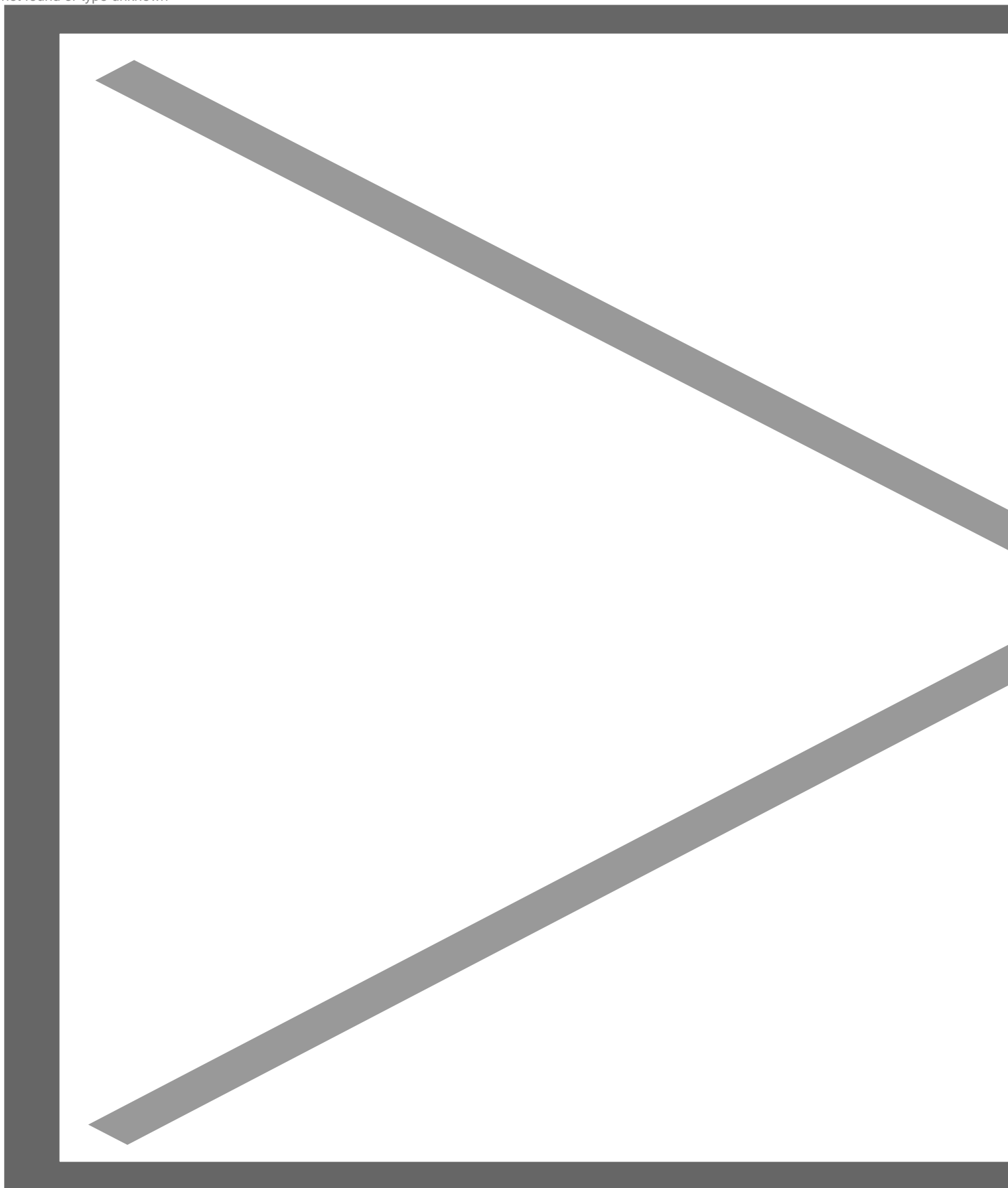
If a buyer wants a faster version of the OceanClass 68, they can order her with twin 1,150-hp diesel inboards.

The Hybrid Drive. As mentioned above, we can't imagine too many buyers are going to order a yacht from the best-known builder of hybrid-powered boats without the company's diesel-electric hybrid propulsion system. The OceanClass 68 has the fifth generation of Greenline's Hybrid Drive or H-Drive that consists of two diesel engines and a pair of Mahle electric motors with an integrated generator. The motor is installed

between the diesel engines and the gearbox. The captain can run on the diesel engines or push a button and switch to full electric mode. The OceanClass 68 runs silently and with no emissions.

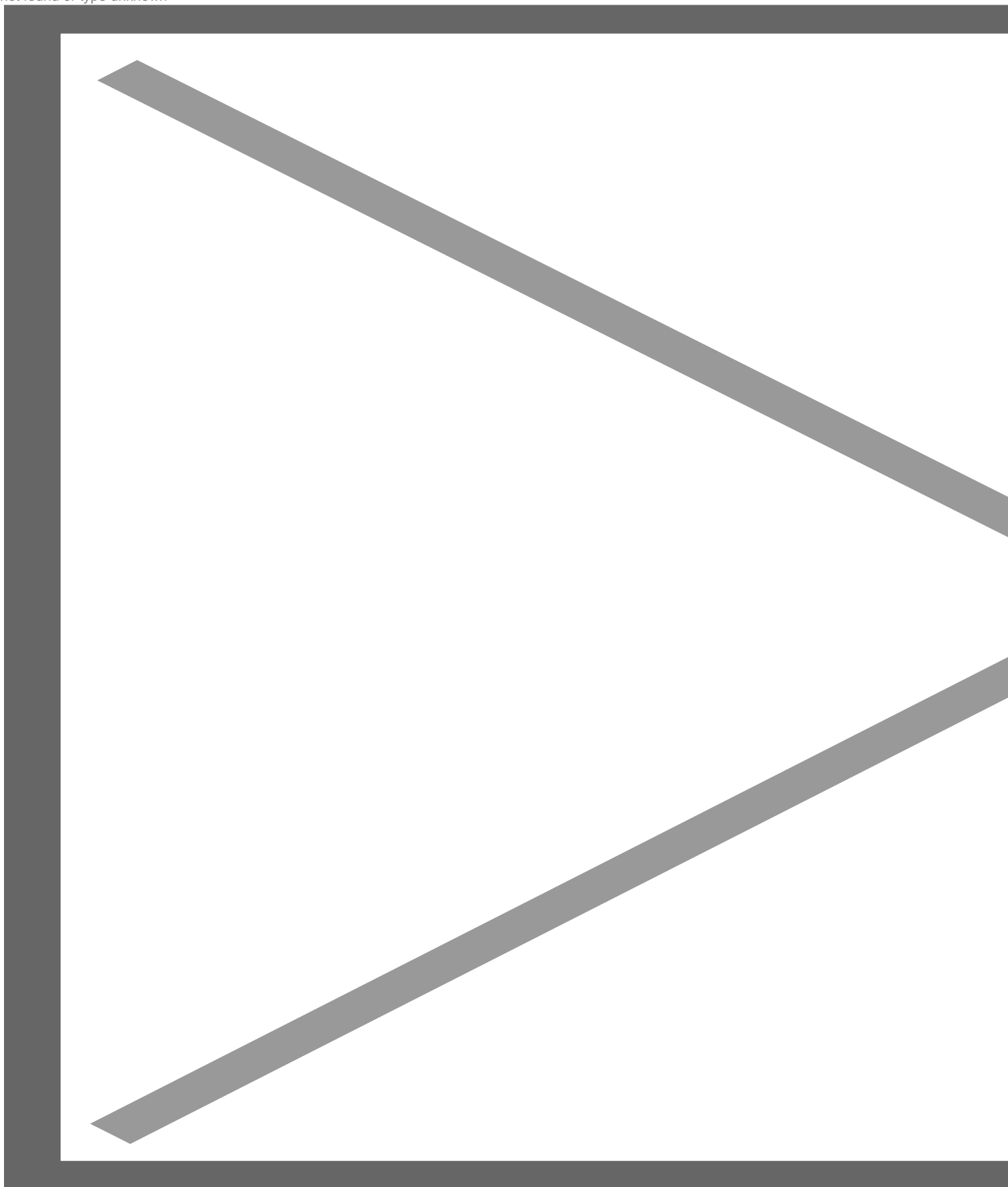


In the Hybrid Drive, the electric motor is installed inline between the diesel engine and the gearbox that drives the propeller.



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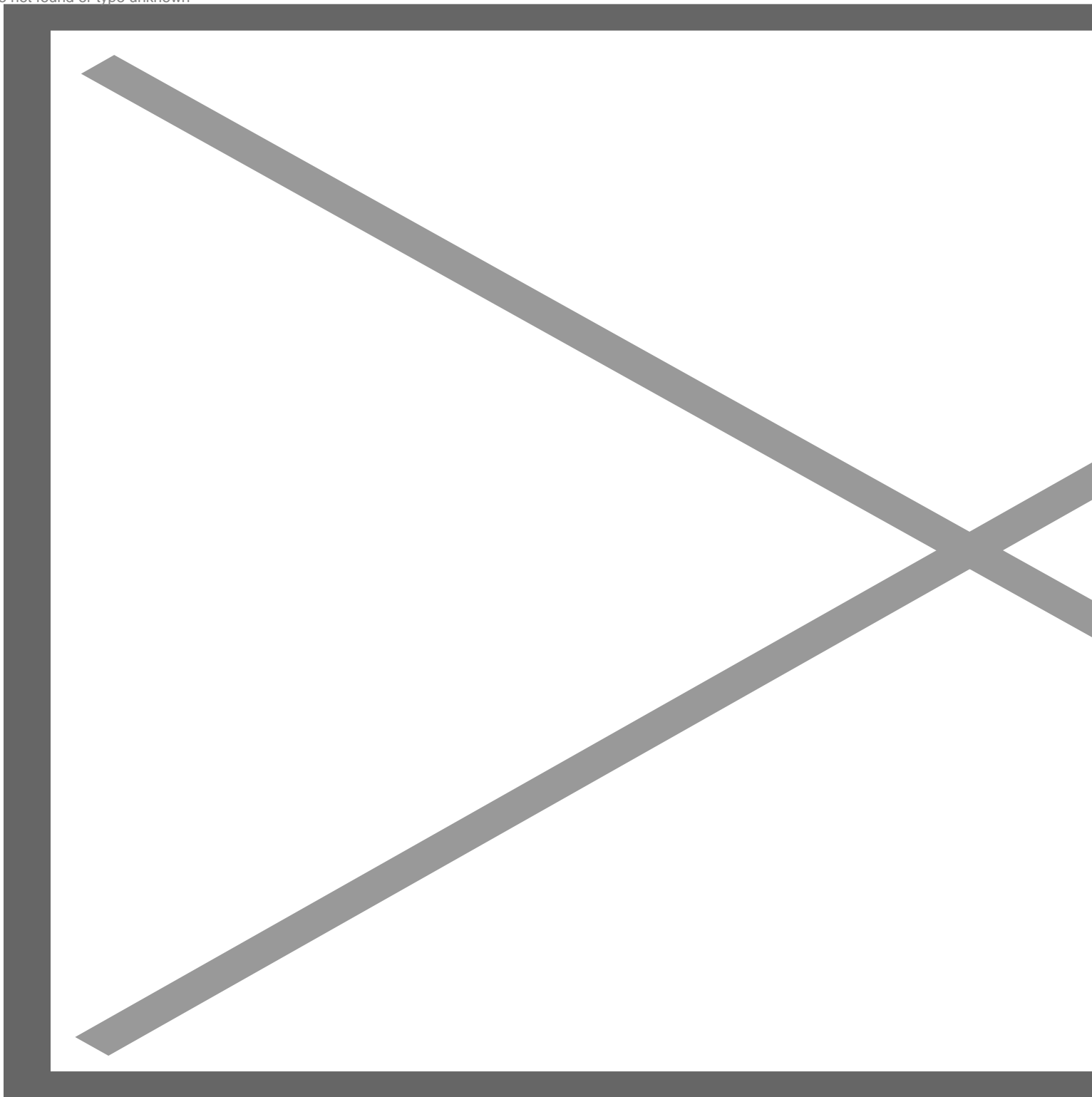
All Electric. Greenline will also build the OceanClass 68 as a fully electric yacht with a larger electric motor and a generator. The battery bank can be customized based on an owner's expected usage rate.



The fully electric version includes a generator while the hybrid version has the generator integrated into the electric motor.

The Solar System. Greenline puts a bank of solar panels on the OceanClass 68's hardtop to provide the electricity needed to power the boat's appliances whether cruising or at rest without having to start a generator or connect to shorepower. Even if the boat is ordered without the hybrid power, the solar panels are constantly creating sustainable energy and feeding the battery bank so things like the onboard lights and refrigeration systems can be run without having to rely on a generator.

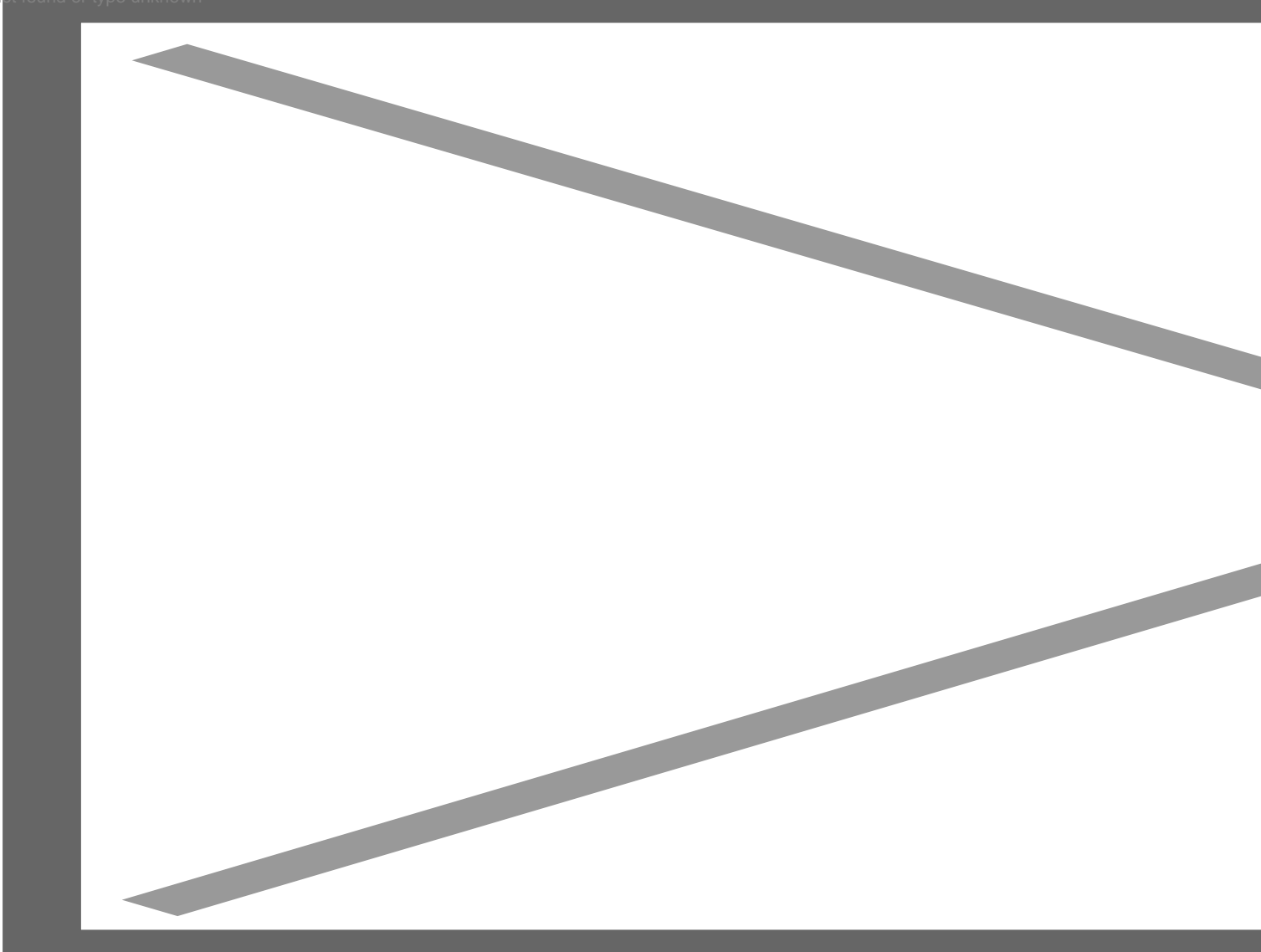
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The solar panels are built into the OceanClass 68's hardtop to provide continuous electrical power.

The Flying Bridge. Underneath that hardtop, the OceanClass 68's flying bridge has a large lounge that wraps around a table to starboard. Immediately aft of the lounge is a bar that has an electric grill, sink and icemaker beneath a protective cover. The aft section is left open for portable furniture or possibly for use as a tender deck. Forward, the upper helm has twin multifunction displays that cover navigation and on board systems as well as autopilot, radar and VHF. The digital controls, including a joystick and the toggles for bow and stern thrusters, are all in reach to the right of the steering wheel. The entire area forward of the upper station is cushioned so guests can stretch out and relax.

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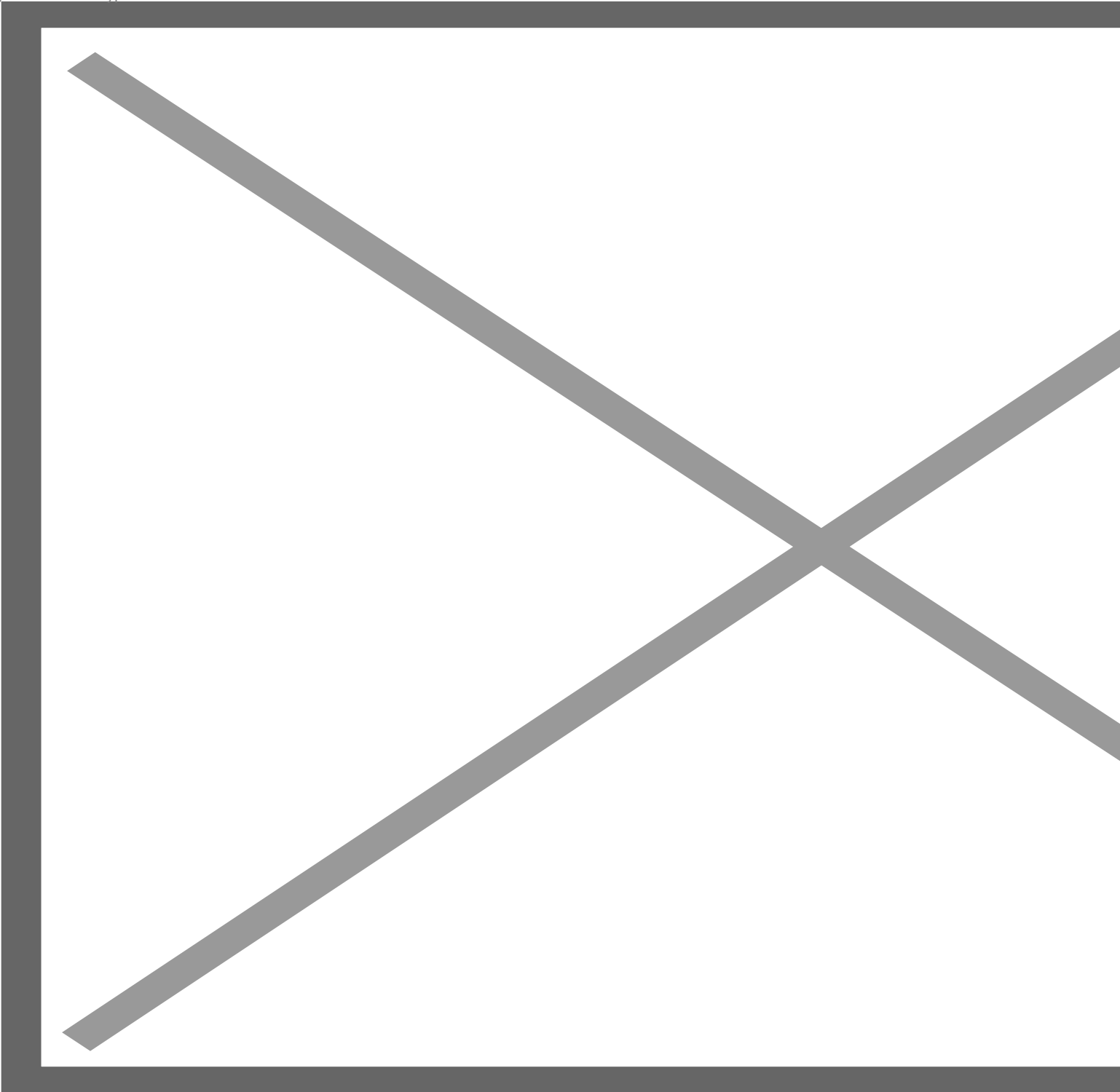
The OceanClass 68's flying bridge is one of the largest for a boat we've seen in this size range.

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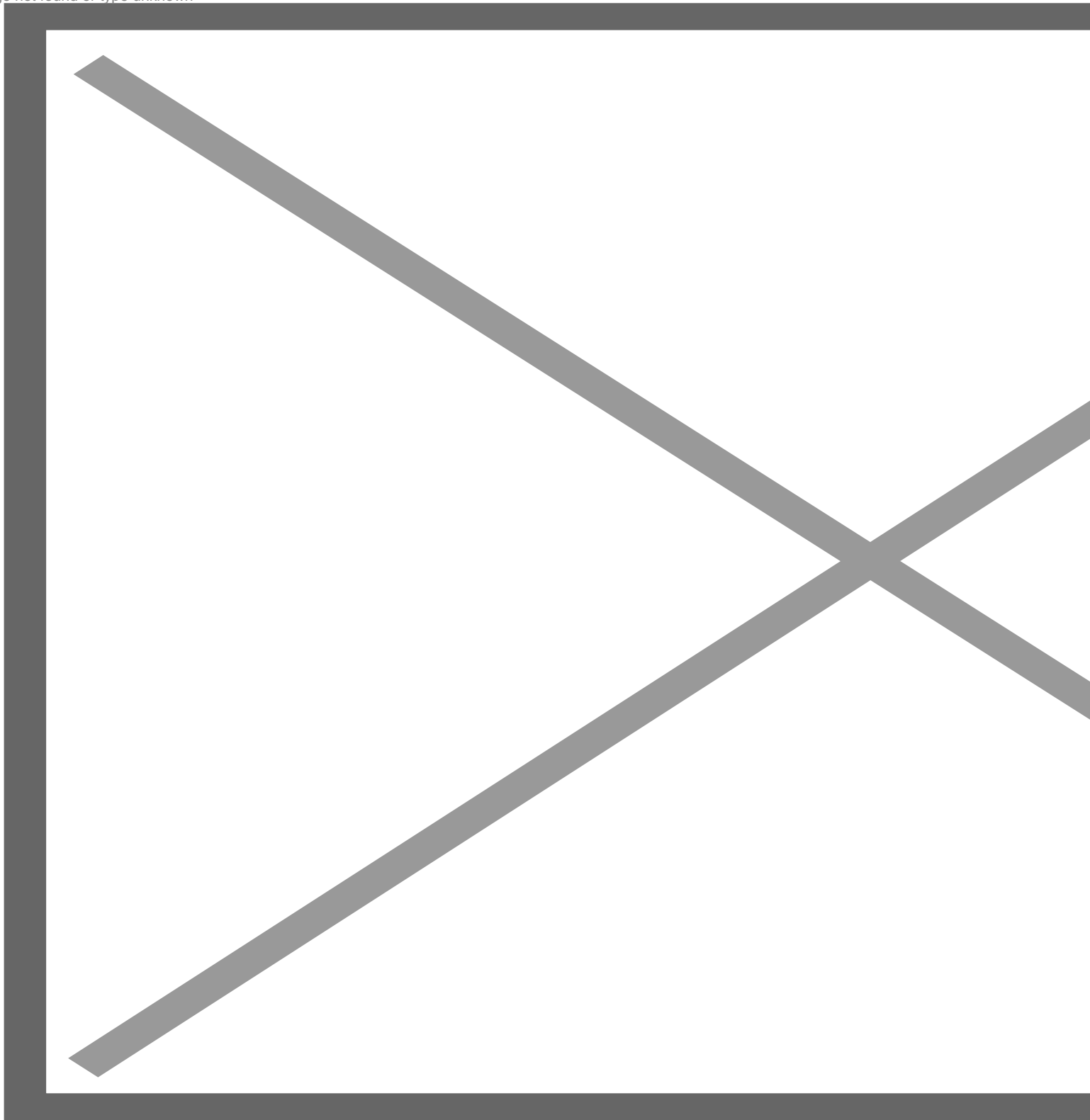
The dinette and upper helm are protected by the hardtop and notice the grab rail that encircles the flying bridge windscreen.

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The dual hatches for the flying bridge galley open on stainless-steel struts and there is a proper heat shield for the side that closes atop the electric grill.

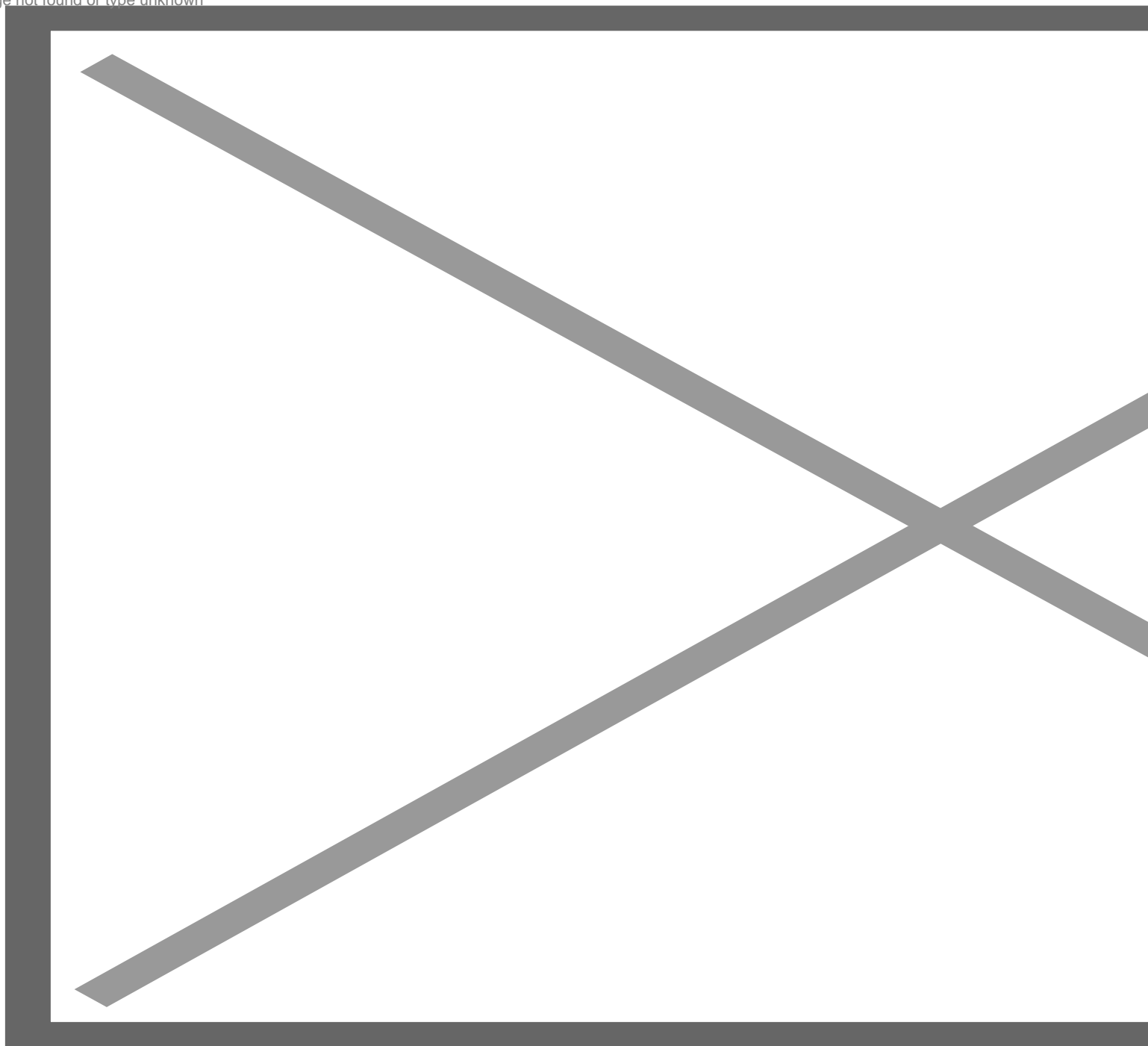
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The upper helm station is to port, but having controls more centrally positioned lets the captain stand and look forward or aft while working the joystick.

The Bow. Another open-air gathering area is in the OceanClass 68's bow. There's a forward-facing lounge on the front of the pilothouse with a walkway between it and a larger lounge on the trunk cabin. There are stainless-steel rails on each side. Forward, the windlass is centrally positioned between two deck hatches that provide access to the rode locker. The anchor passes through the stem.

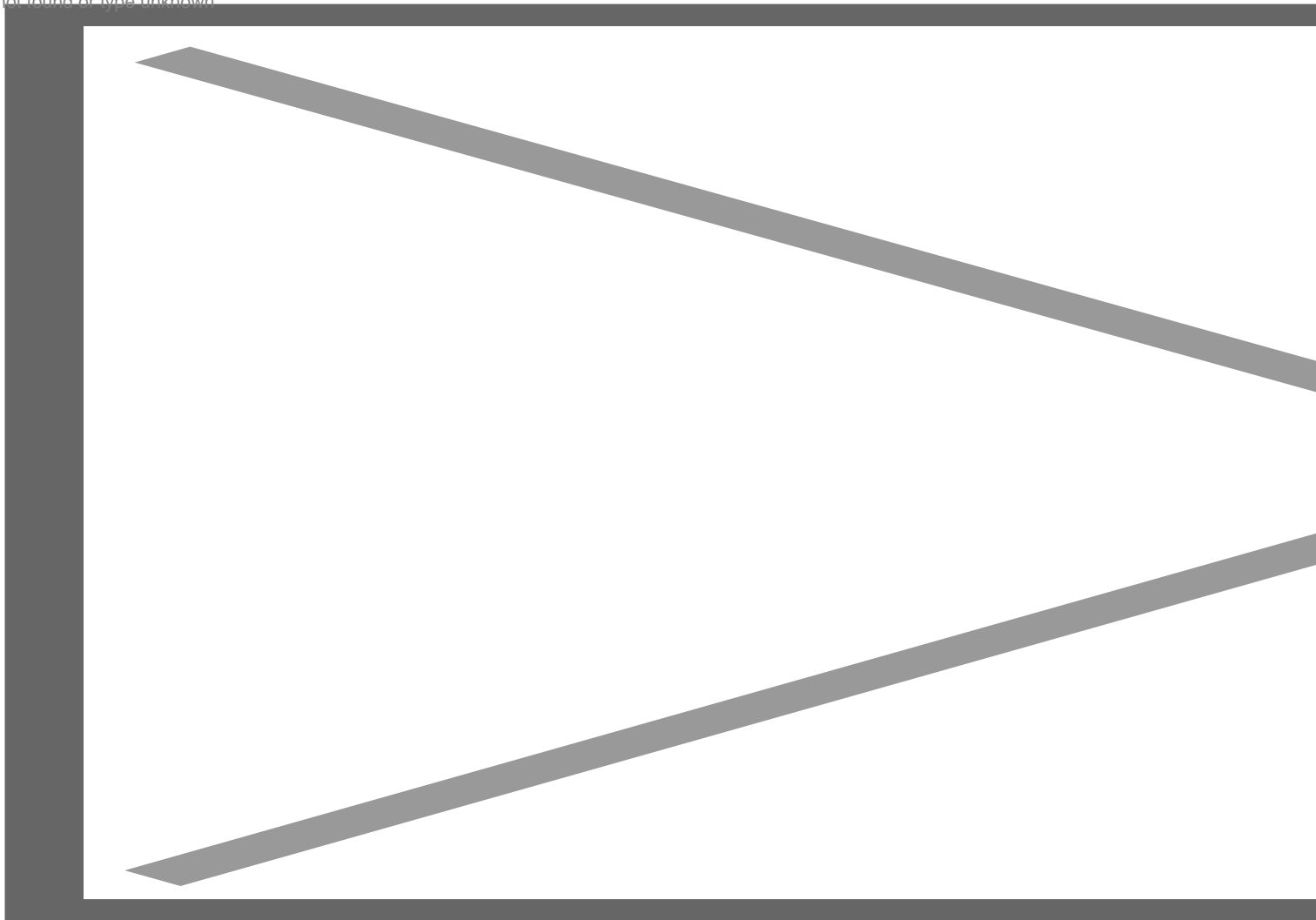
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The lounge on the trunk cabin has space for a few people to stretch out and soak up some rays.

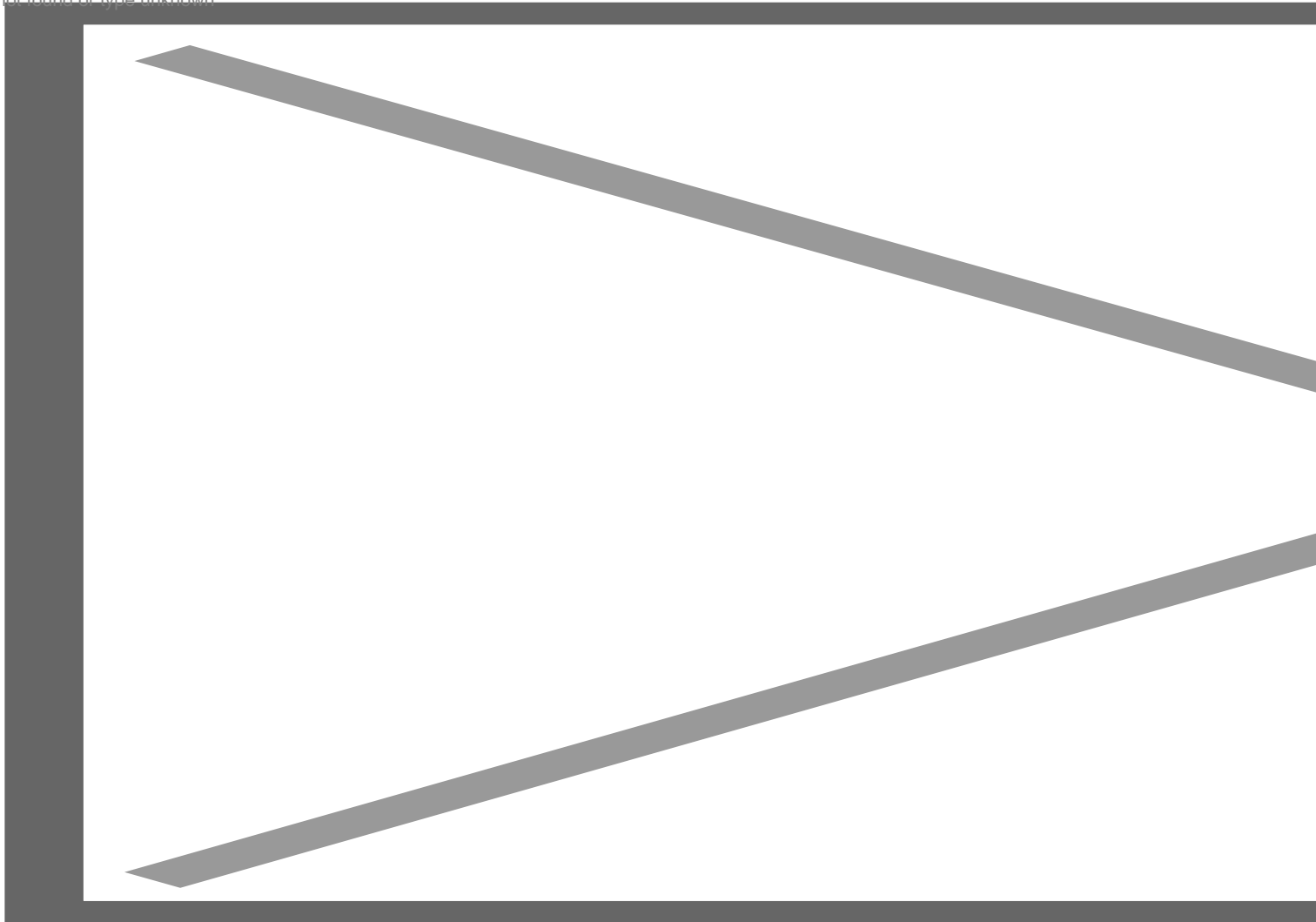
Greenline Yachts OceanClass 68 Main Deck

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In this plan, the galley is between the aft deck and the salon, creating a spacious area for entertaining.

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The second plan has a more traditional/formal layout with the galley and dining area forward of the aft salon lounging area.

The Stern. Symmetrical side decks lead aft from the bow to the aft deck and stairs on each side access the hydraulic swim platform that can be lowered to just above the water's surface. The passageways close with stainless-steel framed gates.

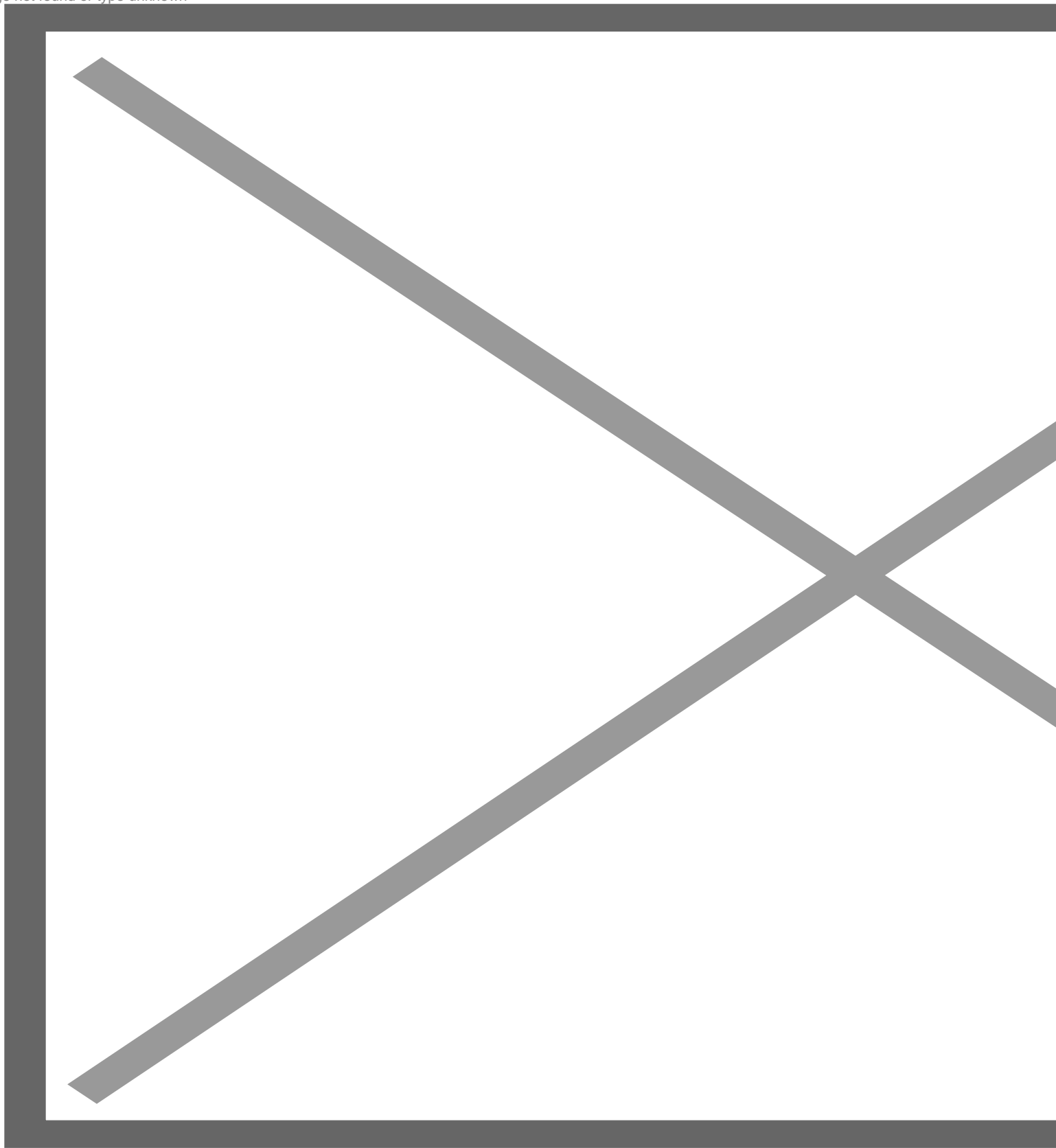
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When the swim platform is lowered, stairs on the starboard side extend out to connect the platform to the yacht.

The Aft Deck. Moving forward, the aft deck has a lounge with a table that can be lowered and four portable chairs that create an al fresco dining area beneath the protection of the extended flying bridge.

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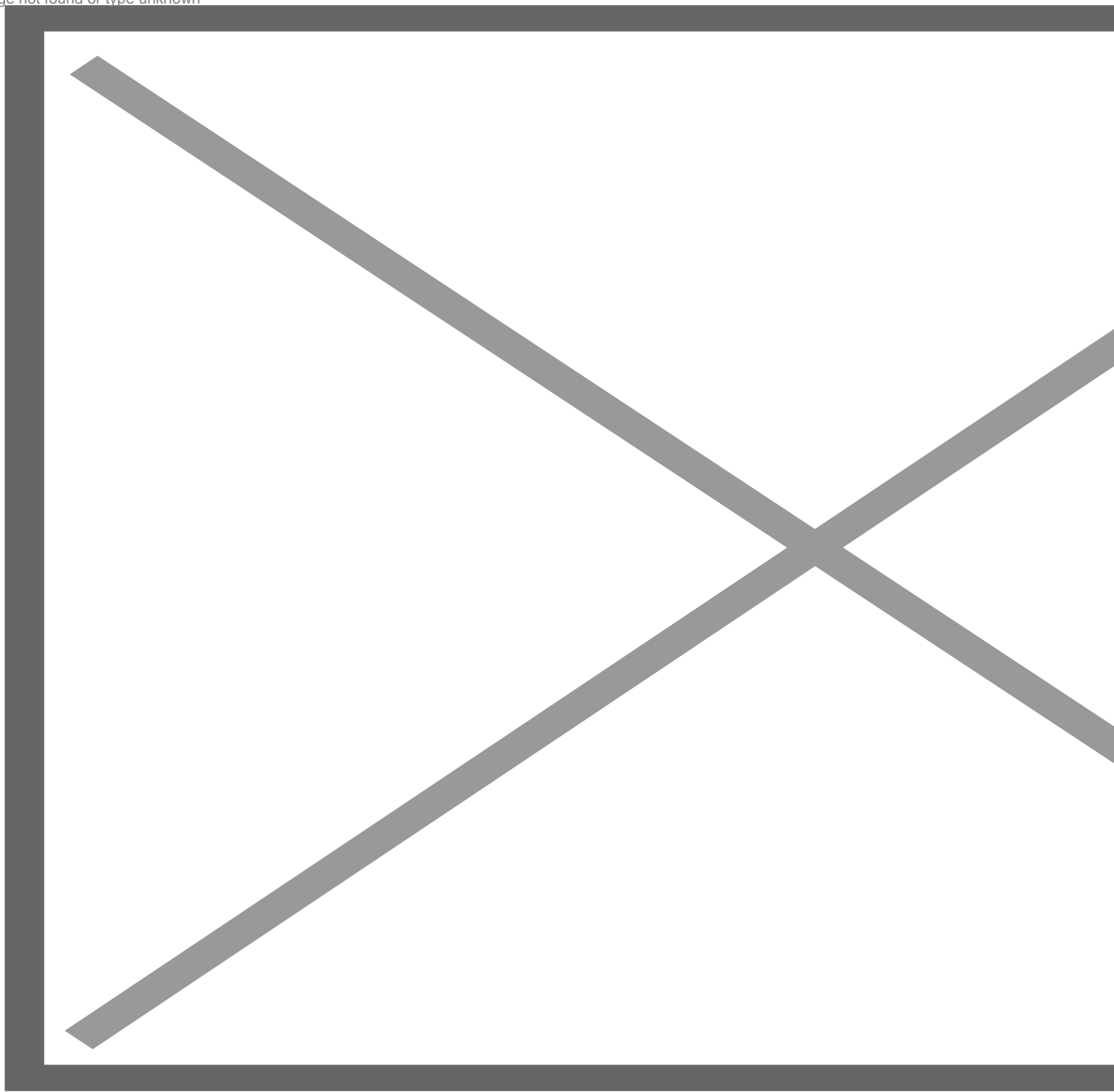


The lighting recessed into the underside of the flying bridge creates just the right aura for a relaxing evening on the OceanClass 68's aft deck.

The Salon. A window above the aftermost section of the galley counter and three sections of the stainless-steel-framed salon door fold aside to create a seamless transition between the aft deck and galley and salon area when an owner orders the 68 OC with the aft galley. The galley is to port with a hullside window providing spectacular views for the chef. To starboard, there's an L-shaped lounge with a table and a movable ottoman aft.

It's two steps up to the helm deck where there's another large lounge and table to port with a smaller one opposite. One of the lounges in this area converts to a berth should the need arise. Forward to starboard, the lower helm has a single seat, twin multifunction displays and the same controls as on the flying bridge. Alongside is a door that opens to the starboard side deck.

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The salon doors and window disappear to create a single entertaining space comprised of the salon and aft deck.

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Here the table in the dinette is folded outward to make it easier to pass.

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Forward, guests can keep the captain company during a long cruise and everyone will have great views thanks to the use of large windows in the salon.

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The controls are positioned to starboard so the captain can open the side door, go out on the side decks and still reach the joystick when docking.

Greenline Yachts OceanClass 68 Accommodations Deck

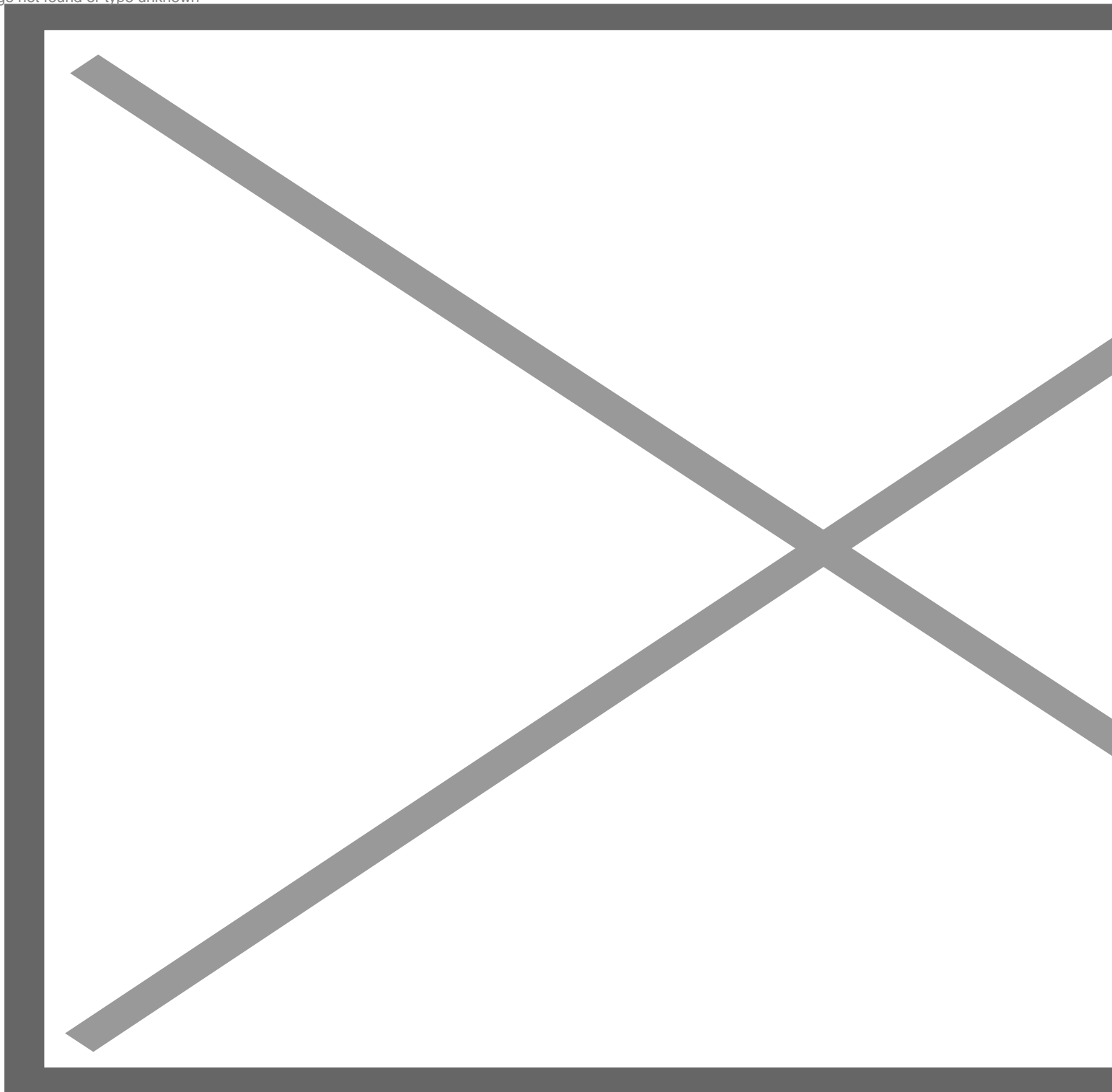
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Each cabin on the OceanClass 68 has an en suite head and there's day access to the facilities at the base the stairs to starboard.

The Master Stateroom. Positioned at amidships, the master stateroom spans the yacht's beam with the berth positioned on the centerline. There's a sofa to starboard and large windows with opening ports are on each side. Storage is provided in two hanging lockers. Entry to the master head is to port and inside are his and her sinks with a separate shower stall.

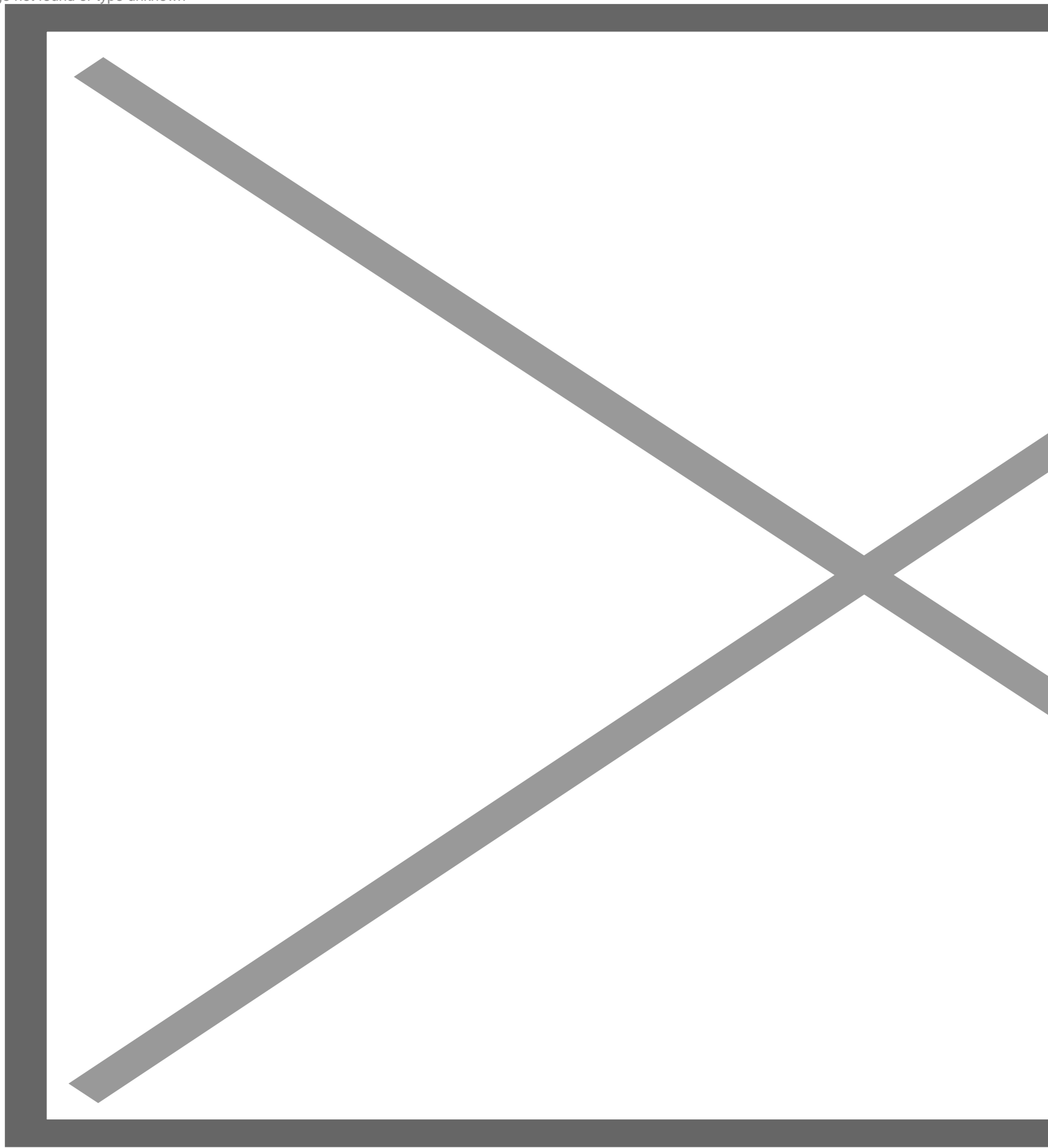
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The master stateroom has a sofa where the owning couple can relax and enjoy a quiet moment in privacy.

Working forward, there's a guest cabin to starboard with two individual berths and a hanging locker. Forward, the VIP stateroom offers most of the amenities of the master except for the sofa. Crew quarters are at the opposite end of the boat with two single berths and entry via a hatch in the transom.

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Greenline provides lots of headroom in the guest cabin and throughout the belowdecks area.

Observations

Greenline has built its reputation as a manufacturer of long-range, environmentally friendly motoryachts. The OceanClass 68 has a Category A rating and we could easily see an experienced couple show interest in her for her ability to spend extended time at sea.

With two similarly laid-out cabins below, we could also see the OceanClass 68 as a good candidate for co-ownership or charter.