

Pacific Omega 78

€5,250,000 • Waspik Netherlands • New • 2028

Presented by

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Details

Make:	Pacific
Model:	Omega 78
Year:	2028
Condition:	New
Hull:	Steel
Engine:	John Deere / Volvo / MAN
Engine type:	Inboard engine
Fuel type:	Diesel
Fuel tank:	23000 l (6,075.98 gal)
Length:	23.58 m (77.36 ft)
Beam:	6.96 m (22.83 ft)
Cabins:	0
Berths:	5
Watertank:	4100 l (1,083.11 gal)

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Description

PACIFIC OMEGA 78

GO FURTHER. STAY LONGER.

BUILD SLOT AVAILABLE — DELIVERY 2028

#142 | Hull No. 1 — Delivered May 2026
#143 | Hull No. 2 — Under construction — Delivery 2027
#144 | Hull No. 3 — Under construction — Delivery early 2028

23.58 METRES. 6.96 METRES WIDE. 6,600 NAUTICAL MILES OF FREEDOM.

There are yachts designed around an options list.

The **Pacific Omega 78** is designed around its owner.

Built in the Netherlands by Pacific Shipyards, the Omega 78 is a 23.58-metre steel displacement yacht with an extraordinary 6.96-metre beam, true tri-deck architecture and genuine ocean-crossing capability.

But perhaps the most unusual thing about her cannot be found on a specification sheet.

EVERY OMEGA 78 STARTS WITH ITS OWNER.

There is no predetermined General Arrangement.

Before we draw it, we listen.

How will you use the yacht? Where will you travel? Who will be on board? How do you want to live at sea?

Only then is your General Arrangement created.

Three cabins or ten. One bathroom or ten. An office, additional guest accommodation, separate crew areas or something we have never built before.

The GA follows the owner — not the other way around.

And remarkably, the chosen GA does not determine the price. Every Omega 78 is offered at the same comprehensive contract price, irrespective of the layout selected by her owner.

Nor does the process end with a basic yacht followed by an intimidating options list.

There effectively isn't one.

IF IT BELONGS ON A YACHT OF THIS CALIBRE, IT BELONGS ON THE OMEGA.

Stabilisers, a sauna, watermaker, 7.7 kW solar installation, hydraulic swimming platform, deck crane, extensive lithium battery capacity, megayacht-standard Victron electrical architecture, comprehensive Raymarine navigation including the largest Axiom displays, FLIR thermal imaging and joystick control at three positions are not upgrades.

They are simply part of an Omega 78.

And that is where the equipment list should stop.

Because the philosophy is far more important than the list.

YOUR DECISIONS SHOULD BE ABOUT CREATING YOUR YACHT — NOT COMPLETING IT.

THE GENERATOR ISN'T RUNNING.

And that is exactly the point.

One of the most sophisticated features aboard the Omega 78 is something you may never hear.

While underway, there is simply no need to run the generator for normal life on board.

The main engines do more than propel the yacht. In addition to the standard John Deere alternators, Pacific installs substantial additional high-output alternators on the propulsion engines.

Three parallel **10 kW Victron inverter/chargers provide up to 30 kW of 230V AC power**.

Enough to run the yacht as a yacht should be run.

Cook dinner on the induction hob.

Run the dishwasher.

Do the laundry.

Cool the yacht with air conditioning.

Use the domestic systems exactly as you would expect.

The generator still isn't running.

While the main engines are turning, they are already producing the energy required to live aboard. Rather than running another diesel engine simply to produce electricity, the Omega makes intelligent use of energy that is already available.

The result is fewer generator hours, less noise, less vibration, reduced auxiliary fuel consumption and less maintenance.

And when the engines stop, the philosophy continues.

Extensive lithium battery capacity and **7.7 kW of solar generation** are designed to minimise generator dependency at anchor as well.

Of course there is a proper generator aboard. Northern Lights, Onan or Kohler can be selected according to the owner's preference.

It is there when you need it.

NOT BECAUSE YOU ALWAYS NEED IT.

True luxury is not the sound of machinery working perfectly.

It is not hearing it at all.

COMFORT YOU DON'T HAVE TO THINK ABOUT

The same thinking continues throughout the yacht.

Heating is not simply warm air blown through the air-conditioning system.

Underfloor heating is **milled directly into the floors throughout the entire yacht**, providing silent and even radiant heat.

Every bathroom additionally receives a heated towel radiator.

A **Kabola hydronic heating system** supplies the system and

incorporates domestic hot-water production for the abundant hot water expected aboard a yacht intended for extended living.

And when conditions deteriorate at sea, stabilisation is not something the owner suddenly wishes had been ticked on an options list.

THE STABILISERS ARE STANDARD TOO.

Because aboard an Omega, comfort is not an option.

It is part of the engineering.

A TRUE TRI-DECK AT 78 FEET

At **6.96 metres**, the Omega's exceptional beam fundamentally changes what is possible within 23.58 metres.

She is a genuine tri-deck yacht.

A completely separate wheelhouse creates a professional navigation environment away from the main living areas. Above it is another substantial outdoor deck, while the extraordinary beam below creates volume normally associated with considerably larger yachts.

The tender and its crane are carried clear of the principal aft living areas, leaving those spaces exactly as they should be:

For people.

And because there is no prescribed GA, the interior within that extraordinary volume is yours to define.

The first Omega can be completely different from the second.

The third can be different again.

THE HULL IS PROVEN. THE ENGINEERING IS PROVEN. THE YACHT INSIDE IT IS YOURS.

6,600 NAUTICAL MILES

The Omega 78 was not designed to race from marina to marina.

She was designed to make the marina optional.

At **8.5 knots**, total fuel consumption is approximately **23 litres per hour**.

With approximately **23,000 litres of fuel aboard**, that represents around 1,000 hours of theoretical endurance — or approximately **8,500 nautical miles** before allowing for reserve and operational margins.

Pacific publishes a deliberately more conservative cruising range of **6,600 nautical miles**.

But range is only half the story.

Omega gets you there.

AUTONOMY ALLOWS YOU TO STAY.

Fresh-water production, approximately 4,100 litres of water capacity, extensive lithium storage, 7.7 kW of solar generation, intelligent energy management and the ability to cruise without continuous generator operation transform range into something much more valuable.

Freedom.

GO FURTHER. STAY LONGER.

BUILT TO TRAVEL

The Omega 78 is constructed in the Netherlands around a steel full-displacement hull and aluminium superstructure.

At approximately 102 tonnes, she is substantial by design.

She does not chase an impressive top-speed figure.

She was created to cross distance quietly, efficiently and reliably.

Technical spaces are real technical spaces. Systems remain accessible. Electrical architecture is built to megayacht standards. Energy production has redundancy. Navigation equipment is comprehensive. Controls are available where they are actually needed. Machinery is selected for reliability and worldwide serviceability.

Nothing has been added simply to make the specification sheet longer.

Everything is there because at some point, somewhere far from home, it may matter.

This is not a yacht equipped to look like an explorer.

IT IS ENGINEERED TO BE ONE.

THINK BIGGER THAN LENGTH

There will always be larger yachts.

But larger does not automatically mean more capable.

The Omega 78 offers something different.

23.58 metres.

Almost seven metres of beam.

Three full decks.

Steel construction.

6,600 nautical miles of cruising range.

A General Arrangement created individually around each owner.

Megayacht-level equipment included from the beginning.

30 kW of 230V AC inverter capacity.

7.7 kW of solar generation.

Stabilisers as standard.

Silent underfloor heating throughout.

And an electrical system designed so that while cruising:

THE GENERATOR ISN'T RUNNING.

No predetermined layout.

No yacht to complete from an options list.

No need to move up to 90 feet simply to obtain the capability you actually wanted.

The Omega 78 does not ask how much yacht can be squeezed into 78 feet.

It asks a much more interesting question:

WHY WOULD YOU NEED MORE?

PACIFIC OMEGA 78

EXPLORER FIRST. LUXURY EVERYWHERE.

LOA: 23.58 m
Beam: 6.96 m
Construction: Steel hull / aluminium superstructure
Displacement: approx. 102 tonnes
Fuel capacity: approx. 23,000 litres
Fresh water: approx. 4,100 litres
Economical cruising speed: 8.5 knots
Fuel consumption at 8.5 knots: approx. 23 l/h total
Published cruising range: 6,600 NM
Solar generation: 7.7 kW
230V inverter capacity: 30 kW
General Arrangement: Individually designed for every owner
Specification: Comprehensive megayacht standard
Shipyard: Pacific Shipyards, The Netherlands

BUILD SLOT AVAILABLE — DELIVERY 2028

For drawings, specifications, or simply to discuss what **your** Omega 78 could become:

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Steering System
Joystick Control
Disclaimer

Pacific Shipyards offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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Length:	23.58 m (77.36 ft)
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Deep:	0 m (0.00 ft)

Accommodation

Cabins:	0
Berths:	5
Watertank:	4100 l (1,083.11 gal)
Holdingtank:	1000 l (264.17 gal)

Images



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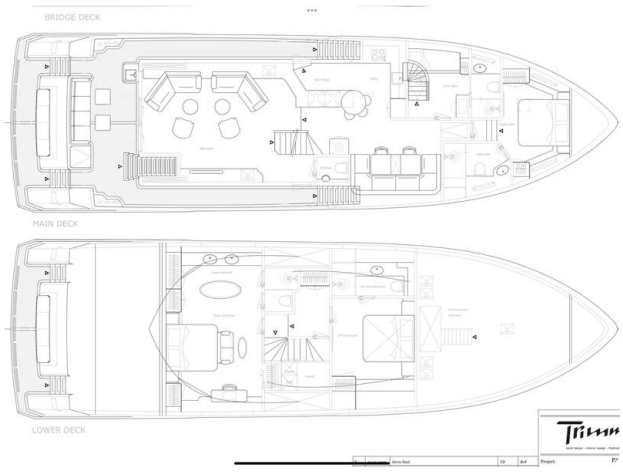

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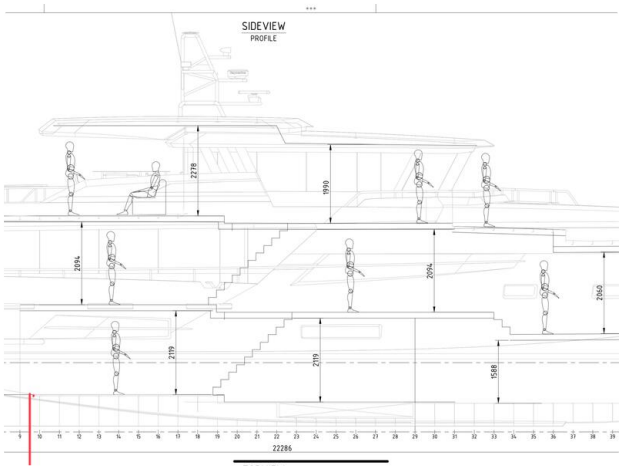

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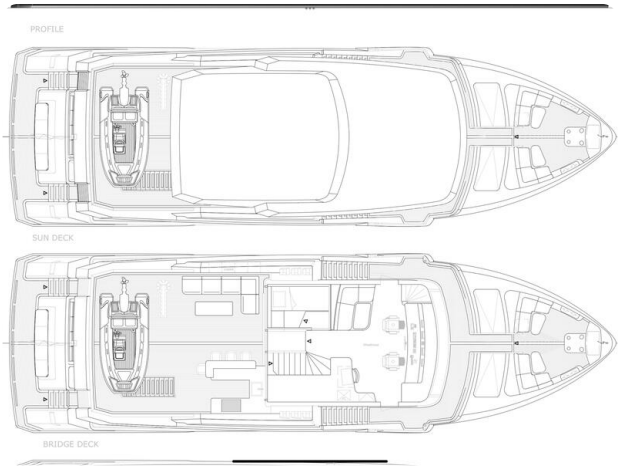

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