



Seamaster 46 – 1981 – fully upgraded Quality Blue Water Cruiser (Polish/EU Flag)

The Seamaster 46 boats are designed by the well-known designer Robert Perry. The Seamaster design have been called a “Nauticat with extra everything”. A fantastic strong boat, that can handle any climate and waters. The ideal Cruiser for couple or family wanting very safe and comfortable cruising any place in the world. You will feel safe, either in Patagonia, Greenland, The Med or in the South Pacific! ...S/Y TAO has been fully upgraded and Rigg, Interior, Exterior and Engine were rebuilt and upgraded over the last years.

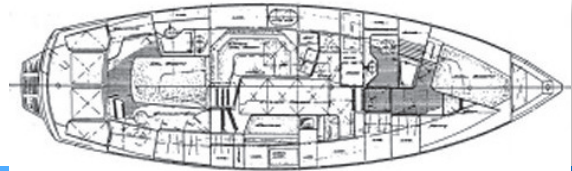
FACTS

YEAR & SIZE

Model year 1981
Length: 46.00ft/14.02m
Length in waterline: 40.00ft/12.19m
Width/beam: 14.2 ft/4.34m
Draft: 5.83ft/1.78m
Displacement: 33,000.00lbs/14,969kg
Mast height: approx 19m

RIG & SAIL

New stainless Gooseneck
Inner forestay
Kicker w air piston
New Selden Furlex S400
Mainsail 90%
Genoa (NEW)
Yankee 90%
Winches: Lewmar 3-speed 44, Harken 2-speed, 1 Barlow 25 self-tailing, 2 Anderson 34 self-tailing



Seamaster 46 is a classic quality boat build in Taiwan and is well known all over the world for its solid design, uncompromising quality thinking and fantastic amenities. A so-called "deck salon design" that means great freedom for the crew, because of the benefits of good visibility when you are inside the boat and avoid the typical "basement feeling" you can experience in traditional sailboats. The cockpit fitted with a "Doghouse" to protect from all-weather if you choose to stay outside in the well protected cockpit. Inside is the completely updated salon area with raised dinette that seats 6 and a large pantry/kitchen, separated from the large aft cabin (you access both from outside aft deck and from salon), and the large forward cabin. You of course have two bathrooms, ensuite to the cabin in the aft, and one forward. This makes Seamaster a perfect "live aboard" boat that is very comfortable to both sail and live in for a longer period and in all climates. The aft section has a unique open aft cockpit, great for scuba divers, fishing, lounging, dining, sleeping, cargo... etc. At 20+ Tons fully loaded; her weight generates a beautiful motion on all points of sail. Her momentum



DETAILED SPECS

GENERAL SPECIFICATIONS

- Model year 1981
- Length: 46.00 ft / 14.02 m
- Length in waterline: 40.00 ft / 12.19 m
- Width/beam: 14.25 ft / 4.34 m
- Draft: 5.83 ft / 1.78 m
- Hull speed: 8.5 knots
- Displacement: 33,000.00 lbs / 14,969 kg
- Mast height (bridge clearance) appr 19 m
- Layout with two cabins and a total of 6 berths incl 2 in salon.
- No Teak on deck or Cockpit
- Perkins 4236, 80HP (completely rebuilt, 1 hour)
- Transmission Borg Warner Velvet drive (NEWLY Rebuilt 1 hour).
- Three-bladed Flexifold folding propeller (NEW) and a 1 rigid prop
- Diesel tank appr 1100 liters (GRP)
- Daytank(gravity tank) appr 75 liters
- Straight shaft
- Bow thruster Vetus 50 kgf, 350A
- Electric windlass in the bow with cockpit control and with ROCNA 30 kg anchor and 70 m galvanized chain (NEW)

RIG & SAIL

- Masthead and mast rebuild, stainless masthead, all new wiring in mast.
- Masthead enlarged to be able to take Code 0
- New stainless Gooseneck
- Inner forestay
- Kicker w air piston (NEW)
- New Selden Furlex S400 (NEW)



carries her thru chop, and light breeze fall offs with ease. For a 20-ton vessel, S/Y TAO surprises many with her turn of speed in light conditions. Her bottom has a generous modified fin keel and the safety of a skeg hung rudder. With high bulwarks and high fixed stainless railings, heavy layup and oversized rig, she is a safe, strong, long distance cruising platform, or a truly comfortable liveboard.

In this boat you have all amenities as a completely rebuilt 80HP Perkins engine, huge water- and diesel tanks, solar panels, 2 inverters, a large kitchen/galley, 2 large double cabins, 2 toilets / bathrooms – separate shower cabin, Easy access to engine and electrical installations etc. The ability to steer the boat both from the outside and the inside (via remote autopilot), creates security in rough weather and provides great opportunities to use the boat significantly more than with many other boat types.

The interior is classic tasteful lacquered Taiwanese teak. teak floor has 13 layers of Epifanes lacquer.

This boat is from 1981 and has been upgraded in almost every part of the boat over the last years, such as rigging, engine, solar panels, wind generator, sea generator, arch, stainless fixed railing, hull Copper Coated, all seacocks and through-hulls replaced with Trudesign composite with manifold.

First owner was an American boat dealer who had her for 6 months before reselling. Owner number two sailed from US to Spain and locally in Europe.

DETAILED SPECS

- Mainsail 90%
- Genoa (NEW)
- Yankee 90%
- Winches: Cockpit: Lewmar 3-speed 44, Harken 2-speed, power ratio 48 self-tailing. Mast: 1 Barlow 25 self-tailing, 2 Anderson 34 self-tailing
- All Standing Rigging new with Staloks (NEW)
- All running rigging (NEW)

BATTERY & CHARGING

- Shore power connection Current: 12V and 220V system.
- Battery charger: Sterlin ProCharge Ultra 60A
- Dual alternators on Engine 70 Amp + 140 Amp
- 12V engine starter battery – 2*75Ah (need to be fitted)
- 12V service batteries in 2 banks – main: 4*390 Ah + aux: 2*100Ah (2 years old)
- MAIN BATTERY BANK NEEDS REPLACEMENT
- 5 Solar panels (total 690W) 240W+450W Watt
- Water generator "Sailnsea.com"
- Superwind Wind generator
- All interior/exterior lights LED
- All Nav lights LED
- 2 Inverters 1500W and 300W True Sine Wave Installed (1 needs to be connected)

NAVIGATION & ELECTRONICS

- Multiple Raymarine I60 and i70 instruments for dept, speed, wind in cockpit
- Chartplotter, Simrad NSS7 Evo 2
- AIS, one active and one passive. (active needs to be configured)
- Radar Simrad Broadband 4G
- Speaker horn (needs to be connected – all new cables in mast)
- Autopilot Raymarine.
- Compass
- VHF
- Radio w/ Bluetooth
- Windvane – Hydrovane
- Prepared for Iridium Go (antenna, cable, holder)
- NMEA 0183/2000
- Faraday box to protect electronics from lightning

WATER, HEATING & SANITATION

- Water heater that heats both via shore power and engine 30 L
- 2 Heads – 1 big bowl toilet Skipper model with manual flush, 1 with electric flush
- 1 separate Shower – aft
- 1 GRP holding tank with appr 20 liters forward and 1 plastic holding tank aft appr 80 liters.
- Water tank appr 1000 liters.
- Pressurized Water
- 2 Electric bilge pumps
- 1 Manual bilge pump
- Cooking range gimballed on Gas
- Microwave (also gimballed)



Owner number three was a British owner who sailed her for 5 years in Europe until the current owner bought her in 2013 in Spain. The current owner has done tremendous work with her and lived aboard while staying in Europe. He did plan to Blue Water Cruise, but family things changed, and he now moved to the far east and started a new life and business there and therefore no longer has time for sailing her, and wish to let her move on to someone who can use this fine yacht and enjoy all the improvements and upgrades done to her.



DETAILED SPECS

- Refrigerator (compressor) 80 liter
- Freezer 160 liter (both fridge and freezer super insulated and run on solar)
- Swimming ladder
- Shower also available at aft platform

OTHER

- Hull solid 2-inch Fiberglass
- Hull osmosis prevention undercoat
- Hull Copper coated – antifouling – by Slick Hull (NEW)
- Hydraulic steering
- Hatches, windowpanes replaced (NEW)
- Portlight windows replaced (NEW)
- Life raft Zodiac 6 person
- Lots of extra spare parts and extras..
- Misc safety equipment, fire extinguishers, life lines etc.

REMARK: Boat is on the hard in Portimão. All substantial work been done by local professionals and Mechanics. As engine and transmission was just completely rebuild (tested and OK) but need to have engine and drive train connected and engine start up and have prop mounted (cost for this borne by current owner, and all parts available). Buyer will have to be prepared to do following (carry cost for but can be done on wharf or when in water): calibrate engine instruments when boat in water. configure second AIS, Radar, connect Horn (all cables there). Check fuel lines and gauges (all new), electrically connect front head (all cables there and plumbing done), check hydraulic fluid level when in water, test macerators (all new and plumbing done), replace main battery bank. Install engine battery. The aft cockpit door needs a little rectifying, and one winch can use service. This estimated to be a couple of days with local mechanic who did the engine rebuild and cost carried by buyer for the jobs mentioned. Owner/seller can give a one day instruction (owner lives in the far east but will fly in to help and be available as stated).

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