

CRUISING BOAT FOR SALE – S/V *Dunamis*

Vessel Name	<i>Dunamis</i>
Type	F46
Year of Manufacture	1978
HIN (Hull Identification Number)	FBB008201278
USCG Documentation Number	614640
Current Location	Padre Island, Corpus Christi, Texas USA 78418
Selling Price	USD 100,000
Owner	Ralph & Pamela Ferges
Contact (email)	rferges@gmail.com
Telephone	(361) 695-1046

Description

This boat was a pioneer in performance cruising design. Drawn originally for Jack Kelly Yachts by Doug Peterson, the 44 debuted in 1976 as a dedicated cruiser that could sail well in any wind. The Formosa F46 is a slight variation to this design. Today, in many worldwide cruising ports you can find these boats and many are owned by members of this group. Owners have nothing but praise for the performance achieved by this moderate-displacement bluewater design; 180-mile days are not uncommon.

The Peterson 44 / Formosa 46 design features a low-profile center cockpit that remains pleasing to the eye and keeps weight low physically as well as visually. The long-fin keel with cutaway forefoot and afterbody reduces wetted surface for good light-air performance and provides a shorter turning radius. A full-size molded-in skeg supports the rudder and provides good protection during the occasional grounding. The prop is well-protected, mounted in an aperture between the skeg and the rudder. At a displacement of 30,000 pounds (10,000 of this is buried in encapsulated lead ballast) gives these boats an easy motion at sea.

On deck, a double-spreader cutter rig supports 1,011 square feet of working sail. The center cockpit is intelligently laid out and accommodates a full-size dodger and Bimini. From the cockpit, two companionways, both protected by bridge decks, provide outside access to the fore and aft cabins.

The all-teak interior has two sleeping cabins. The owner's stateroom is aft with queen size berth and private head with shower. The main salon has access to the cockpit and a passage way to the aft cabin. The forward facing u-shaped galley is on the port side of the main salon with the navigation desk on the starboard. Forward of the galley is a settee that will seat four with two custom Captain's chairs and table/locker to starboard. The fore cabin and second head have privacy doors.

The interior has been updated, modified and rebuilt for cruising. The interior cabin top and side decks have been insulated with 1" rigid foam and a custom varnished wood overhead is in place. All interior woodwork has been cleaned, sanded and sealed with several coats of semi-gloss polyurethane and the

teak flooring as well. Lockers have several coats of gloss white industrial paint. Many lockers have interior lights. Storage space has been maximized for long term cruising.

Aft Stateroom

- Queen sized berth (6" thick - 2015) with book shelves and security straps all around.
- Stowage lockers below shelves. Large storage areas below bunk with access to steering quadrant for provided emergency tiller.
- 4 large hanging lockers to starboard
- Lots of drawers and other locker areas throughout cabin.
- 12 volt cabin fans and reading lights. 12 vdc charging station
- Separate companionway to cockpit
- Large overhead Lewmar hatch and 3 Lewmar opening ports.
- Walk-through from main cabin to aft cabin on starboard side.

Aft head – port side

- Access door is louvered
- Stainless steel sink with single handle gooseneck faucet.
- Shower with remote handset with single handle mixer.
- Shower sump pumps directly overboard.
- Raritan marine head with new hoses (2017). Discharge Y valve to tank or directly overboard. Tank underbunk has a 12vdc Jabsco macerator pump and is also plumbed for pumper service with a deck plate on the portside.
- One opening Lewmar port and one smaller Lewmar overhead hatch.

Walk Thru – Starboard Side

- Single pilot berth with lee cloth located at the walk thru. Lots of storage under.
- House battery bank located under berth in two isolated strong boxes.
- Foam mattress 5" thick new 2015
- 12 volt cabin fans and reading lights at either end. One opening Lewmar port
- Access to engine room from the walk thru via two large sliders

Main cabin

- Large teak dining table (which lowers to form double berth) to port with U-shaped settee. New cushions and covers 2016
- Two custom captain's chairs and table/locker to starboard. New 2015
- Large storage areas under and behind seating throughout the saloon
- Bookshelves and lockers will hold a prodigious amount of cruising gear and supplies
- Four opening Lewmar ports and 3 overhead Lewmar hatches

- 12 volt fans and lights

Forward Stateroom

- Queen size berth with newer foam mattress and cover (2015). Bookshelves with security straps on either side.
- 4 large hanging lockers and 3 smaller lockers
- Two storage drawers. Stowage locker under berth.
- Two opening Lewmar ports and one large Lewmar overhead hatch
- 12 volt fans and multiple lights. 12vdc charging station
- Private access to forward head compartment

Forward head – port side

- Access doors from main cabin and forward cabin are louvered
- Stainless steel sink with single handle gooseneck faucet.
- Shower with remote handset with single handle mixer. Shower sump pumps directly overboard.
- ITT Jabsco marine head with new hoses (2017). Discharge Y valve to tank or directly overboard. Tank underbunk has a 12vdc Jabsco macerator pump and is also plumbed for pumper service with a deck plate on the portside.
- One opening Lewmar port and one smaller Lewmar overhead hatch.

Galley

- Newer laminate counters with rails throughout (2012)
- Newer double bowl stainless steel deep sink (2012). Forward facing near center line
- Newer faucet with pull out sprayer (2012). Smaller gooseneck faucet with foot pump for R.O. water plumbed to a 10 gal. SS. tank.
- Refrigerator and separate freezer compartment – each approx. 8 cu.ft. 4” R-26 insulation for refrigerator and 6” R-39 insulation for the freezer. Both with double gaskets and proper heat/vapor barriers.
- Both boxes have eutectic cold plates served by two independent refrigeration systems. System # 1 is a 120 VAC hermetic system, thermostatically controlled and functions while dockside just like your home system. System #2 is an engine driven compressor system mounted on the main propulsion engine. One hour of runtime per day will generally be adequate. Each system is independent of the other, have isolated refrigerant lines, full safety cutouts and share the eutectic plates inside the two boxes. Each is water cooled.
- Newer Force 10 3 burner propane Stove (2012) with red light propane solenoid safety switch.
- 120 VAC hot water heater (2012) plumbed to engine
- Lots of storage areas with sliding doors and two large multi-level dry-goods lockers. Did I mention lots of storage.
- Storage rack for dishes. Small GE microwave 1200 watts
- 12 volt cabin fans and multiple lights

Deck and Gear

- Teak decks removed, and Kiwigrip non - skid applied.
- Newer Maxwell 2200 windlass with vertical chain and line gypsy. Foot switches on deck and remote handheld pedant switch as well. Controls mounted in forward chain locker. 150 amp 12 vdc circuit breaker mounted at battery bank with 00 sized +/- power cables.
- 30 kg CQR anchor with 350 ft 3/8" HT chain and 150 ft 7/8" nylon rode. 35 kg Bruce anchor with chain and nylon rode under berth in fore cabin. Smaller Danforth stern anchor with chain and rode stored in aft deck locker with spares under berth. Anchor snubber 30 ft 7/8" nylon
- Full length stainless steel cabin top handrails. Port and starboard mast pulpits for safety.
- Large custom built deck box located under aft radar arch. Large enough for dive compressor, scuba gear for three on starboard side and 2 – 20 lb. aluminum propane tanks and valves on the port side. There is also a salt water and fresh water shower built into the box.
- Larger stainless steel wheel , replaced pedestal and cockpit grates. Strong points for safety harness throughout cockpit. Newer close cell foam cushions in cockpit.
- Cape Horn Integrated Windvane Steering – direct attachment to the quadrant. And, contrary to what others say, with the correct installation it works, really works.
- Winslow offshore 6 person life raft with hard case in deck mounted SS cradle – with inflating floor.
- EPIRB - GlobalFix iPro mounted in exterior self-release bracket/cover
- Life Sling mounted at radar arch.
- Hard Top Dodger with Sunbrella canvas removable windows and sides. SS frame and legs.
- Large Sunbrella canvas bimini sun shade that covers complete cockpit and more. SS frame

Sails, Sail Handling and Rigging

- Full Suit of sails by Mack Sails Florida - in service 2015
- Full Batten Cruising Dacron Mainsail with 2 deep reef points.
- MackPack mainsail cover with integral lazy jacks.
- Tides Marine mainsail track with sail cars. Garhauer end boom traveler.
- Dacron Genoa 135% mounted on Profurl NC42 roller furling gear. Genoa sheets run to adjustable cars on rail.
- Schaeffer fairlead cars and Garhauer turning blocks.
- Dacron Staysail 100%; mounted on Furlex "C" roller furling gear. Sheets to adjustable cars on cabin with Garhauer fairlead cars.
- Tri Radial Asymmetrical Spinnaker with sock. Spinnaker Pole
- 2 – Hutton Arco 55 ST 2-speed winches - genoa sheeting on aft cabin top
- 2 - Barron 46 2-speed - staysail sheeting on cockpit combing
- 1 - Hutton Arco 42 ST 2-speed winch - main sail sheeting with line clutch on aft cabin top
- 1 - Hutton Arco 42 ST 2-speed winch - main halyard and topping lift with line clutch on galley cabin top inside dodger
- Rigging
 - Standing rigging replaced 2012 with 10mm/3/8" SS 316 wire, Norseman terminals top to bottom, turnbuckles, toggles, etc.
 - The backstay is insulated top and bottom.
 - Running backstays are 3/8" Dyneema. Chain plates were NOT replaced.

- Mast was pulled, serviced, repaired as necessary and painted 2012. Two 2-speed mast mounted winches with Spinlock line clutches/cleats on 5 halyards. One smaller winch, Spinlock line clutches boom mounted for reefing and outhaul near gooseneck.
- Bronze/Teak boom crutch mounted near end of boom. Mounted to aft cabin sides with bronze castings, riser pipes, cast top brackets and then a massive teak cross member to hold boom. There is also a boom topping lift.

Mechanical and Systems

- Vessel completely rewired with Anchor tinned wire. New custom power distribution panel with meters, circuit breakers and remote control heads for 2-80 watt solar panels, charger/inverter and refrigeration. 120 VAC duplex plugs throughout. 12 VDC lights, fans, plugs throughout.
- Promariner TruePower Combi Inverter (2500 watts)/Charger (50A) in 2015 panel readout
- Morningstar SunSaver Duo solar charge controller with panel readout
- Yandina Galvanic Isolator
- Sealed lead acid batteries UB 12100 – total of 12 – each 100 AHrs - mountable in any position
 - house bank 10 x 100 AHrs = 1000 AHrs - in battery box under pilot berth
 - engine bank 2 x 100 AHrs = 200 AHrs - in electric locker
- New battery cables, size 00, isolation switches etc.
- Village Marine Tech - Sea Quencher 200 GPD (8.3 GPHr.) watermaker with spares and chemicals for pickling. This R.O. water flows to a 10 gal. SS tank. Once full any excess flows to the main underfloor water tanks. Foot pump and gooseneck spigot located at galley sink.
- Custom stainless steel radar arch with dinghy davits, two SS winches for lifting. Solar panels mounted on top. Mount for radar dome (32" tall) on top at center line. Outboard motor hoist and two outboard motor mounts. Dinghy and outboard are NOT included in the sale inventory.
- Electric oil change system. Stainless steel water lift muffler and new exhaust elbow
- All new in 2014 – water pumps, bilge pumps, hoses etc.

Engine

- Total Power: 75 HP
- Engine Brand: Isuzu
- Year Built: 1996
- Engine Model: 4JB1
- Engine Type: Inboard
- Engine/Fuel Type: Diesel
- Engine Hours: approx. 889
- Propeller: 3 blade Campbell Sailor
- Drive Type: Direct Drive
- Cruising Speed: 7+ knots

Bilge Pumps

- Rule 2200 mounted midway
- Rule 800 with float switch mounted deep
- Cockpit mounted Whale Gusher hand pump
- High water alarm in the engine room.

Tanks

- Fresh Water Tanks: 2 (65 Gallons each) Composite FRP - below floor level
- Fuel Tanks: 3 (65 + 65 + 50 Gallons) SS – below floor level
- Holding Tanks: 2 (18 Gallons each) Composite FRP - under fore/aft bunks

Spares

Spares are included for most items, such as alternator and starter, toilets, and bilge pumps.

Electronics and Navigation Gear

- ALL electronics were removed (April 2018) for update. After more than 20 years it was time for a modern gear. NO electronics are included in the sale inventory.
- Richie Compass is on the binnacle.