



Disco Volante

46' (14.02m) 1976 CAL 2-46
Sarasota Florida United States



OVERVIEW

\$139,000

Manufacturer:	CAL	Hull Material:	Fiberglass
Engines:	1 Perkins	Cruise Speed:	
Engine Model:	85	Max Speed:	
Engine HP:	85	Cabins/Heads:	2 /
Beam:	12' 0"	Fuel Type:	Diesel
Max Draft:	5' 0"	Fuel:	250 G (946.35 L)
Water:	270 G (1022.06 L)		



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Data Sheet

Category: Sloop
Condition: Used
Model Year: 1976
Beam: 12' (3.66m)
Max Draft: 5' (1.52m)
LOA: 46' (14.02m)
Cabins: 2

Fuel Type: Diesel
Hull Material: Fiberglass

Displacement: 30000 Fuel Tank: 250 gal
(946.35 liters)
Fresh Water: 270 gal (1022.06 liters)
Holding Tank: 40 gal (151.42 liters)
HIN/IMO: CAB460841175

Engines/Generators

Engine 1

Perkins
85
Inboard
85HP
63.38KW
Fuel: Diesel
Hours: 2700
Location: Middle

Summary/Description

Ready to go Beautiful Blue Water Cruiser Beautifully maintained and updated custom pilot house version of this classic blue water sailboat with a 2500 nautical mile refuel range. The addition of a Pilothouse, and significant interior upgrades including full redesign of the interior

Ready to go Beautiful Blue Water Cruiser Beautifully maintained and updated custom pilot house version of this classic blue water sailboat with a 2500 nautical mile refuel range. The addition of a Pilothouse, Teardrop Swim Platform, Custom Stainless-Steel Lifelines and significant interior upgrades including full redesign of the salon, galley and Master Suite. This boat is the cleanest most comfortable yacht you will find in this price range. Draft of 5ft with modified full keel which protects the skeg rudder and prop, will allow you to go most anywhere in FL or the Caribbean. The pilot house makes this motor sailor the ideal cruiser and or liveaboard as it protects from the elements and provides an extra comfortable bridge space. Cal sailboats were designed by legend Bill Lapworth as his ideal deep water cruiser. They are hand laid of solid fiberglass using cloth and woven roving. The hull was manufactured for maximum impact strength, so it is a very solid and sturdy hull. Disco Volante has an overbuilt robust custom davit system that is easy to get to, due to the unique sugar sweep transom, with built in steps. As part of this davit system there is additional teak seating. The teak tops are actually custom made from the decks of the ship the sailing ship US North Carolina. The extra thick custom stainless-steel stanchions and solid lifelines wrap around the entire boat and the decks are narrow on the sides and really help with finding easy handholds and safety in rough waters. Disco Volante has an EZ in-mast roller furling main and Schaefer furling head sail. All lines run aft to the cockpit so you can manage the sails from the comfort of the pilothouse. To assist in tight maneuvers, Disco Volante offers an upgraded Vetus bow thruster. For internal ventilation there are 6 large Dorades to help circulate air. She has a full encapsulated keel and is very easy to handle under power and docking especially with the help of the bow thruster. She sails wonderfully and cuts right through the water with her 12-foot beam, and clears most all ICW bridges with the 55' mast height. Some of the recent upgrades include: New standing rigging with an additional dynema halyard and reef point for adding a jib sail as a backup main sail, deck & topside paint, bottom paint, new Raymarine 24 mile quantum chirp Radar, new Victron 3kw Inverter charger and Victron Solar Controllers both with Bluetooth and networked control. The new Solar panels on top of the pilothouse handle 600 watts of solar generation that tops off the 600 amp hours of new house and start batteries and also reduces the power bills at the dock by half. Ground tackle includes a rocknor 60lb anchor and ? Powered Windlass. There is also a jabsco freshwater wash down pump at the bow. Disco Volante has a full sized stand up engine room and workshop with plenty of storage for spares and tools. Power systems include a Perkin 85hp diesel with velvet drive transmission both rebuilt in 1999 with 2700 hrs and a 7.6KW Westerbeke genset with 1511 hrs. There is a Halon fire suppression system and Galvanic Isolator, three Bilge Pumps : 1 automatic electric, one manual electric and one manual. Internally, 2 A/C units 16,000 & 12,000 BTU units keep the boat nicely cool in the summer and warm in the winter and easily run under generator power with ample extra power available to run stove top and oven when on the hook. For cruising, Disco Volante includes approximately 250 gallons of fresh water, 270 gallons of fuel. The boat includes a Mercury 9ft Rib and a new lightweight (30lb) Honda 4hp air-cooled motor. Electronics include: RayMarine E95 display GPS with the latest lighthouse software that can be mirrored and controlled by ipad, tablet or phones. The 24 mile Chirp radar, B & G depth, wind directions and speed indication complete navigation and a new Uniden VHF radio The boat has a B&G autopilot and AIS. Accommodations: 2 Staterooms and 2 Heads. Owners stateroom has customized enclosed standing shower along with a beautifully appointed head with recently rebuilt Vacuflush. The holding tank capacity is 40 gallons and there is a powered macerator pump for offshore disposal. Galley: Dual Stainless steel sinks Convection Oven/ microwave / grill. Induction electric stovetop.

Features

Electrical Equipment

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- Shore Power Inlet

- Generator

- Inverter

Electronics

- Depthsounder

- Radar

- Log-Speedometer

- Wind Speed and Direction

- TV Set

- Plotter

- DVD Player

- Autopilot

- Radio

- Compass

- GPS

- Cockpit Speakers

- VHF

Inside Equipment

- Bow Thruster

- Electric Bilge Pump

- Oven

- Manual Bilge Pump

- Microwave Oven

- Air Conditioning

- Electric Head

- Heating

- Hot Water

- Refrigerator

- Sea Water Pump

- Battery Charger

Outside Equipment/Extras

- Davit(s)
- Tender
- Solar Panel
- Cockpit Cushions
- Swimming Ladder

Rigging

- Steering Wheel

Sails

- Furling Mainsail: reconditioned
- Furling Genoa: 110%

Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.

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