

Saare 46cc



Standard description

CE-certificate: Category A, worldwide use

January 2019

Hull and deck built by using vacuum-infusion technology with vinyl ester resin

The hull and the deck of the Saare 46cc are built by using the innovative vacuum infusion technology using only vinyl ester resin. The GRP parts are light due to the higher fiber ratio, the structure is even stronger and stable, than hand laminated parts. By using only the high performing vinyl ester resin our laminate has maximum water resistance and best mechanical properties.

Starting with the application of the grey gelcoat stripes, followed by two layers of white gelcoat which form the hull surface. During the next step, the rub rail gets laminated by hand. After that we start with the first two hand laminated layers of GRP using vinyl ester resin. These layers form a perfect layer against osmosis and due to the high effort we put in these layers, we can prevent the hull surface from shrinkage, which enables a long lasting, perfect gelcoat surface.

After the structure is fully hardened and after grinding the hull surface, all further glass fiber layers and the high-grade Divinycell sandwich foam (density below the water line 100 kg/m³, above the water line 80 kg/m³) are laid into the hull without resin. These layers get perfectly penetrated by vinyl ester resin during the vacuum infusion process. By using this technology our yachts have a perfect fiber to resin ratio, which forms an even stronger structure. Furthermore, the technology prevents any air bubbles inside the GRP. For all thru-hull fittings, the bilge and the keel area we use only GRP and no sandwich material.

- ✓ NEW for 2019: All thru-hull fittings and sea cocks made by Tru Design from composite plastics.
- ✓ White gelcoat with integrated light-grey stripes and water line.
- ✓ 19 mm sandwich foam for maximal stiffness, optimal insulation and acoustical insulation of the hull.
- ✓ 2 layers of epoxide primer and 2 layers of antifouling in grey or black.
- ✓ Strong full-laminate in bilge section.
- ✓ In hull integrated rubbing strake with stainless steel rail.
- ✓ Strong GfK-frame construction with unidirectional and multiaxial glass fiber-layers, with very strong, closely placed cross and longitudinal beams to ensure high stability of the keel-hull connection and force participation of shrouds and mast connection. This hull structure is hand laminated to the hull and to the deep bilge.
- ✓ The antimony hardened led-keel (2950 kg, ballast 37%), 1.95 m deep, fixed with 14 stainless steel bolts with 24 mm diameter in the laminated bilge. (optional depth 1.75 m)
- ✓ A high righting moment due to the low center of gravity of the L-keel construction
- ✓ 6 elegant hull-windows. (If preferred it's possible to have less or no hull-windows)
- ✓ The inside of the hull below the water line is covered with two layers of topcoat.
- ✓ Wheel-steering system from Jefa with cardan shaft.
- ✓ Self-correction rudder bearings laminated in the hull. Stainless-steel rudder shaft with enhancement and rudder blade in epoxy foam, multiaxial laminate and transparent gelcoat.
- ✓ Deck made by using vacuum infusion technology, 19 mm sandwich foam inside the horizontal areas to strengthen and insulate them. The sandwich foam gets recessed and strengthened where hardware or thru-deck fittings are attached later.
- ✓ First-class hull-deck connection, circumferential glued inside the flange and multilayer laminated.

Mast and rig

- ✓ 19/20 2 spreader-Rigg from Selden/Sweden, tapered in the top. Mast height above the water line 20,30 m, without antennas.
- ✓ Two pairs of angled spreaders ensure a good trim ability. Trimmable backstay with winder turnbuckle. (optional hydraulic turnbuckle)
- ✓ Standing rig, discontinuous with bronze turnbuckles and aluminum protection sleeve. (Rod rig optional).
- ✓ The mast is deck stepped with a VA-steel stanchion below deck or directly stepped on the stable hull construction.
- ✓ All halyards made from Dynemaa ropes with minimal stretch and high strength.
- ✓ The halyards and trim lines are covered and guided to the cockpit by stainless steel pipes, those lines can be controlled by the two Harken 46.2 STC winches and 10 Spinlock clutches.
- ✓ Boom with two one-line-reefs, looped to the cockpit. 3rd reef with line and reef hook as option.
- ✓ Optional it is possible to order a Selden furling mast or furling boom.
- ✓ Ball beared Harken traveler and looped main sheet to two Harken 46.2 STC winches behind the helmsman. Spinlock clutches for main sheet and traveler line on both sides.
- ✓ Rodkicker/ boom downhaul Selden with gas spring.
- ✓ FURLEX 300 TD headsail furler, under deck for the genua. Optional with second furler for cutter jib. The furler line is looped inside a stainless-steel pipe directly to one of the halyard winches (optional electrical halyard winches).

Deck and hardware

We only use best in class hardware: HARKEN tracks, track cars, blocks and chromed self-tailing Harken 2 gear Radial winches. The main sheet traveler from Harken is ball beared with line adjustment, mounted at the aft of the cockpit. The Harken genua tracks are mounted on top of the coach roof for a small sheet angle and free side decks. The ball beared 4 to 1-line adjustment for the genua lead car is looped to the cockpit.

- ✓ GRP deck with with or optional grey anti-slip structure on the side decks.
- ✓ Synthetic deck on cockpit seats, -floor and bathing platform.
- ✓ Hull-deck connection covered by a synthetic deck bar.
- ✓ Optional: all synthetic deck areas and bars made from traditional Teak wood.
- ✓ Stabil sea railing bases. Pulpit, stern pulpit with seats / Teak seats and railing stanchions all stainless steel with perfect and stabile workmanship. Quit a few handrails on the coach roof.
- ✓ Deep bathing ladder.
- ✓ 2 water drains on each side on the lowest point on deck with outlets just above the water line.
- ✓ 6 stabile stainless-steel mooring cleats with stainless steel protection profiles.
- ✓ Bow spool for 25 kg anchor. (Optional: bow sprit with ladder and anchor holder).
- ✓ Big, hinged bathing platform at the stern.
- ✓ 2 halyard winches 46.2 STC (all winches electrical powered das option)
- ✓ 2 genua winches 60.2 STC. (all winches electrical powered or Rewind winches as option)
- ✓ 2 main sheet winches 46.2 STC (electrical powered as option).
- ✓ 10 Spinlock XTS clutches for halyards, downhaul, reff lines and sheets. 2 XTR clutches for main and genua halyard.
- ✓ 6 openable windows in the coach roof and 9 deck hatches (depending on version).
- ✓ 4 gilthead aerators for good ventilation in all areas.
- ✓ 4 padeyes on Deck for life-lines. 6 additional padeyes inside the cockpit for life-belts.
- ✓ Very elegant stainless-steel frame with fixed windshield (safety glass) and integrated sprayhood (light grey).
- ✓ Steering console with engine panel and control lever, housing for instruments and plotter, switches for navigation lights and deck spotlight.
- ✓ Steering wheel with elk leather cover.
- ✓ Teak cockpit table mountable on the steering console, bag for cockpit table.
- ✓ Anchor locker in the bow. Big, water tight sail locker in the bow with big water tight hatch.
- ✓ Integrated storage room for a life raft in the stern.
- ✓ 2 storage compartments in the stern.
- ✓ Sliding hatches.

Cockpit

Unique is the big, 2,27 m long cockpit. It has a slightly heightened area for the helmsman and is extremely safe, cozy and well protected due to the high coaming (backrest up to 45 cm high). It is possible to sit with 2 persons underneath the sprayhood on each side, the big, fixed windshield offers first-class panoramic view. The standing height beneath the sprayhood is up to 168 cm.

To enter the hatchway down to the salon it is not necessary to move over any step and because of the deep cockpit it takes only three stairs down to the salon (difference in height between cockpit floor and salon floor around 1,25 m). Also because of this wide and deep hatchway, the salon is extremely luminous, the connection between cockpit and salon is perfect and easy to use in every conditions.

Instruments

- ✓ Volvo engine display, fuel gauge, voltmeter.
- ✓ Raymarine i 70s display for log and echo sounder in the panel above the hatchway.
- ✓ Magnet compass in the steering console; Windex.

Engine

The Saare 46 is equipped with a strong and reliable 4-cylinder diesel engine Volvo D 2 – 75 (75 hp) with shafting (option 110 hp). The engine is pleasantly silent. The engine room is spacy and has a good insulation.

- ✓ Two cycle cooling system, shafting.
- ✓ 3 blade foldable propeller, Volvo or Flex-o-fold.
- ✓ Stainless steel V4A diesel tank 370l, placed under salon bunk for ideal weight balance.
- ✓ Tank with fuel dip stick, stabilizing bulkheads and inspection opening (option additional tank 120 l)
- ✓ Electric fill level display, water trap, sea water filter and diesel filter.

Freshwater system

- ✓ 575 l water tank V4A stainless steel under port salon bunk (option: additional 150 l tank in the bow).
- ✓ Electronical tank fill level display, filling spout on deck, food-safe water hose.
- ✓ 40 l water boiler with 220 V heating powered by mainland electricity connection and heating via engine cooling circle.
- ✓ Cold and warm water mixing valve in bathrooms, pantry and stern- /cockpit-shower (optional).
- ✓ Foot-pump for seawater or switchable to fresh water in the pantry.

Bilge pumps

All thru-hull fittings below the water line are provided with ball valves. They are flush mounted to enable minimal way resistance.

- ✓ 2 manual bilge pumps, operatable from the deck or inside the boat.
- ✓ Electric bilge pump with automatic switch.
- ✓ All hoses are secured by double stainless-steel clamps in the areas below the water line.

Electronics

New for manufactured yachts in 2019 all cables galvanized (as far as deliverable).

24 V board net with 2 big consumer batteries. The batteries are located deep in the center beneath the hatchway stairs. All electrical installations are carefully and prudently made, so retrofits can be made easily. All lamps are LED's to have the lowest possible energy consumption.

- ✓ LED-reading lamps inside the cabins and in the salon.
- ✓ Starter battery for the engine, 70 Ah / 12 V.
- ✓ 2 AGM consumer batteries each with 160 Ah (optional: Lithium batteries).
- ✓ 115 A alternator on Volvo engine.
- ✓ 230 V shore power connector with 50 A charger. 230 V outlets, FI-switch, automatic fuses.
- ✓ Saare switch panel with automatic fuses and outlets on navigator's place.
- ✓ Batterie monitoring / monitor for both power circuits.
- ✓ Electrical tank fill level display for Diesel and water tanks.
- ✓ Control display for navigation lights. LED navigation lights and steaming light. Multiple 12 V and 230 V outlets.

Interior

SAARE SEMI CUSTOM more a one-off than a series product

The Saare 46 is built in a highly customizable way with lots of different interior options.

In a detailed exchange with you we will talk about your wishes, your sailing area, number of crew, etc. You will tell us your expectations, needs and wishes and we will create a layout plan for you.

The entire interior design is made in the best, traditional craftsmanship. Finest mahogany-veneers (optional: interior with light European oak) and solid woods, glue laminated edges, very precise fits, carefully laminated bulkheads and a traditional multiple layer paint offer highest quality, which you can hardly find in any serial production nowadays. The doors and cabin doors are manufactured with a honeycomb sandwich construction, offering a weight advantage and a torsion free structure.

All cushions are made of high-quality foam and in the salon covered with easy-care Alcantara and with light-color covers in the cabins. Thanks to several windows and hatches, including the 6 hull windows, the entire boat is bright and has a cozy atmosphere. Even when all windows are closed the aerators guarantee a good ventilation inside the boat.

The Saare 46 has an optimal use of storage in all spaces.

The Eberspächer diesel heating with 10.000 W and outlets in each cabin, salon, head and wet locker is standard.

The interior can be adapted accordingly to your wishes in nearly all areas. The shipyard is, as long as there are no technical limitations, very flexible.

The yard Saare Yachts OÜ builds the Saare 46cc in small quantities of 1 to 2 yachts per year. All production is done in traditional, real craftsmanship. All employees are perfectly trained and highly motivated. Saare Yachts makes no mass production, but is still a real shipyard.

Interior design of hull number 001,

hull number 002 was customized in some areas according to the wishes of the owners couple.

The hull number 001 was laid out and built according to the owners wishes.

Salon

Spacious and bright with a L-shape sofa of 2.05 m length on port side, sofa berth on starboard (1.84m). Solid, thick upholstery with alcantara covers. Both sides foldable, large table with bottle and storage compartment (optional: over top foldable table with, equip able with additional fridge), with room for 6 to 8 persons. Shelves, trays and cupboards at the sides. 2 elegant hull windows, per side two openable windows in the deck and a deck hatch with integrated curtain and fly screen. Reading lamps and LED ceiling lights, as well as a beautiful indirect LED light are integrated in the salon.

Pantry

- ✓ Spacious longitudinal pantry with several lots of room in shelves, cupboards and big drawers. 230 V outlet in the passageway to the owner's cabin. Length of pantry: 2.52 m.
- ✓ 2 flamed gas-stove and oven, half-gimballed suspended. Openable window above the stove.
- ✓ Cupboard with sliding doors above the stove. 3 tableware and storage cupboards above the stove.
- ✓ Drawers and storage compartments for pots etc.
- ✓ Drawer for cutlery, kitchen equipment and supplies.
- ✓ Big fridge with 3 openings and two separators for optimal use. For a low energy consumption and to prevent waste heat, the fridge has a water-cooled compressor.
- ✓ Big trash compartment, 2 trash cans for trash separation. 2 sinks in the center of the boat with lots of storage area around. Freshwater hot / cold and seawater.
- ✓ Huge, central working surface.

Navigation area

- ✓ Classical chart table at the main bulkhead, in direction of travel with chart locker and 3 drawers beneath the chart table.
- ✓ Switch panel at the navigator's seat with automatic fuses, voltmeter and fuel gauge. 12 V, 230 V and USB-outlets.
- ✓ Control display for navigation lights. Area for installation of a plotter, VHF marine radio etc.

Bow cabin

- ✓ Very big island shaped bed, about 2,00 m long, up to 1,40 m wide. Big lockers, drawers, cupboards and shelves.

Head in the bow

- ✓ In the bow on port side is a head with a Jabsco toilet (optional: electrical pump) and a sink. Washstand with Corian surface and a locker for bathing cloth.
- ✓ Hatch and window in the coach roof and LED lights.
- ✓ Every head has a waste tank (stainless steel with about 70 l) with suction fitting on deck and thru-hull fittings with ball valves. We only use high quality, odor-proof hoses.
- ✓ On stb.: A separate shower cabin with window in the coach roof and hatch. This room is heat able and could also be used as wet locker.

Aft cabin

- ✓ Spacious owners-cabin. Comfortable double-bed with solid mattresses (about 2,00 x 1,60 m). Shelves and cupboards.
- ✓ Storage compartments, multiple lockers. The double-bed is in the center of the boat, on both sides there are comfortable seats, storage compartments and areas.

Head in the aft

- ✓ The stb. head has a sink and big Jabsco toilet (optional: electrical pump). Washstand with Corian surface and a locker for bathing cloth. Window in the coach roof and LED lights.
- ✓ Waste tank (stainless steel with about 70 l) with suction fitting on deck and thru-hull fittings with ball valves. We only use high quality, odor-proof hoses.
- ✓ Separable shower cabin with acrylic glass door.

Guest-cabin

- ✓ Double-cabin on starboard side next to the hatchway with two beds on top of each other (ca. 2.00 x 0.70 m).
- ✓ Instead of this cabin, it is possible to install a workspace or a storage compartment, a heat able wet locker, washing machine etc.

Safety and boat equipment

- ✓ 4 foam fire extinguishers in one beneath the hatchway, one in the storage compartment, one in the aft and one in the bow cabin.
- ✓ Emergency tiller; 2 Harken winch handles.
- ✓ Flagpole with flag, 2 signal flag lines on the mast, boat hook.
- ✓ 9 host port country flags for all Baltic sea countries.
- ✓ Board manual with drawings and instructions.
- ✓ CE certification class A.

Delivery destinations

We enjoy delivering your yacht in Eckernförde/Germany or in Estonia ready to sail. A special offer is the transfer of the yacht directly from the shipyard in Estonia. Together with a skipper from Yachtsport Eckernförde you will be sailing to your destination from Estonia. In doing so you have the possibility to test your yacht for 5 to 8 days. To visit the shipyard during the time of the production of your Saare 46cc is possible anytime. You are welcome in Estonia to visit us and Kuressaare on the island of Saaremaa with best 4-stars hotels, perfect spa offers and cozy restaurants.

All dimensions are provisional and circa measures.

Changes in the specification are reserved.