

46 ft 2005 Outbound 46, Hedonism

**US\$359,900 (A\$506,275)**

Papeete, French Polynesia



### Boat Details

|            |                                     |                |                                  |            |                  |
|------------|-------------------------------------|----------------|----------------------------------|------------|------------------|
| Make:      | <b>Outbound</b>                     | Hull Material: | <b>Fiberglass</b>                | Fuel Type: | <b>Diesel</b>    |
| Model:     | <b>46</b>                           | Drive Type:    | <b>Shaft Drive</b>               | Max Draft: | <b>6 ft 6 in</b> |
| Year:      | <b>2005</b>                         | Beam:          | <b>13 ft 6 in</b>                |            |                  |
| Length:    | <b>46 ft 5 in</b>                   | Boat Location: | <b>Papeete, French Polynesia</b> |            |                  |
| Price:     | <b>US\$359,900<br/>(A\$506,275)</b> | Name:          | <b>Hedonism</b>                  |            |                  |
| Condition: | <b>Used</b>                         | Guest Cabins:  | <b>2</b>                         |            |                  |
| Class:     | <b>Cruiser</b>                      | Guest Heads:   | <b>1</b>                         |            |                  |



**Anna Manach | Nautilus Yacht Management**

Australia

Tel: **+61(0) 420 882 296**

[info@nautilusyachtmanagement.com](mailto:info@nautilusyachtmanagement.com)

[www.nautilusyachtmanagement.com](http://www.nautilusyachtmanagement.com)

## Description

### Outbound 46 - Hedonism - Highlights

Immaculate presentation. Continually upgraded and maintained to perfection by live-aboard owners.

Designed by renowned American Naval Architect Carl Schumacher— in continuous production since 2000

Each Outbound 46 is built on commission only. This is not a production boat.

Incredibly strong build with 100% hand-laid solid fibreglass. Impact resistance includes extra reinforcements in the bow and bilge sections, using biaxial fiberglass knit.

Mid-displacement monohull specifically designed for offshore use, generous water/fuel capacity CE certified, specifically to Category A for offshore sailing, suitable for handling challenging offshore conditions.

Hull and keel moulded as a single lamination (Encapsulated keel) removing the risk associated with sheared or damaged keel bolts.

Watertight bulkhead

Stainless steel and reinforced glass portholes throughout

Single owners since new: Hull # 18 of a total of more than 80 built to date, many circumnavigating.

Registered in Canada. Tax paid in both Canada and French Polynesia.

First 9-10 years used in cold fresh water only and stored in temperature control warehouse. Used a few weeks a year.

Large stern swim step, walk through transom, three-step companionway access designed for safety in rough weather.

2 cabins version with one large head / separate shower. Additional toilet forward.

Standup port garage/workshop with easy access to critical systems.

Full suite of light, moderate and heavy weather sails for all sailing conditions

Emphasis on owner serviceable installed equipment for remote cruising independence

Reliable Yanmar 75HP religiously maintained, low hours at only 3200 hours

Fuel Polishing system

**Electric Primary Winch**

**Huge water and fuel capacity (775L and 606L respectively)**

**113L / h Watermaker**

**Washing machine / Dryer**

**Set up for all latitudes with ducted air conditioning and heating**

**Fisher Panda 4.2 Kwa Diesel Genset**

**1668 amps Solar power and AirX marine, 400 watts Wind Generator**

**2 Balmar Alternators including 90 amps and 210 amps**

**Set up for world cruising with both 110 and 220V**

**800 Ah LiFeP04 Lithium Battery packs**

**New standing rigging 2020**

**Running rigging recently replaced and in excellent condition**

**All sails furling with boom furling Main (Leisurefurl), Genoa and Solent.**

**Full suite of top quality sails in very good condition or near new**

**Bowsprit**

**Brand new 3.1m Highfield RIB with 15HP outboard**

**Wells Marine arch for dinghy davit, solar and wind generator.**

**Custom hard top fibreglass dodger with Tuffak Marine 5 Polycarbonate clears for glass effect.**

**Enclose-able cockpit for full weather protection.**

**Huge list of spares and impressive inventory with everything you need to just move aboard and start cruising today.**

**Watch our Video Tour on our Nautilus Yacht Management Youtube Channel**

**Available Now**

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**Nautilus Yacht Management** is proud to present this exceptionally well presented **Outbound 46**.

**Outbound Yachts** need no word of introduction. Celebrated by world cruisers and featured consistently on such sites as Practical Sailor (who dedicated one of their Youtube Video to the Outbound 46 - Lady K Sailing), or Attainable Cruising with a lengthy and wonderful report by John Harries, or Bluewater Sailing Boat Reviews, which you can also read online, plus numerous publications and owner's reviews.

**The Outbound 46** has a well-deserved reputation as the gold standard of blue water cruising sailboats. Designed by renowned US naval architect Carl Schumacher, built to the highest standards and continually refined over more than 20 years in production, the **Outbound 46** will take you comfortably across any ocean. Her solid GRP hull, encapsulated keel and high righting moment, she is also a nimble, quick but stable boat that is specially designed and built for serious offshore voyagers.

Yet, when many go-anywhere yachts compromise on deep, cave-like interiors, sluggish pace and more classic lines with closed-in cockpit and steep companionway, the **Outbound 46** bring you all the comfort and feeling of a modern yacht, with a wide sugar-scoop transom and open cockpit for easy access, bright and airy interior with large windows, beautifully handcrafted cherry wood interior and top quality stainless steel portholes, this yacht combines the best traditional ship building can offer, while offering a modern sailor what they need to feel comfortable.

Built by **Outbound Yachts** in Xiamen City, China, next door to the Nordhavn and HH Catamaran factories, amongst others, the **Outbound 46** is still in production. So far more than 80 **Outbound 46** have been built, with many orders continuing into the future. **Hedonism** is hull number 18.

All **Outbound Yachts** are semi-customised and built to order, with each owner working with the factory to refine their yacht around their needs.

For **Hedonism's** owners, years of research and discussions with Bluewater cruising specialists, this meant designing the interior of their yacht with a view to live on board in comfort and independence in the most remote parts of the world. Storage and intelligent weight distribution were taken into consideration, with every space used for dedicated storage for supplies, personal items, tools, spare parts, sailing and safety equipment. **Hedonism** is a work of art with few equals around the world for anyone looking for the perfect world explorer.

With over a year lead period to book a new order due to demand backlog, adding another year for build, obtaining a brand new **Outbound 46** requires patience. As such, Hedonism presents as a wonderful option. Continually upgraded for the demands of her full time cruising owners, she has been kept in pristine condition down to every detail. For the first 9-10 years of her life, Hedonism was only used in cold fresh water lakes during the short Canadian summer months, and kept in covered, temperature control storage facilities the rest of the time. In 2013, Hedonism was stored the entire year, as the owners prepared to leave their home in Canada and get ready to go sailing full time. Since then, after exploring the inland waterways to New York and onto salt water sailing for the first time in 2015, they have been with Hedonism and given her the most outstanding love and care full time, first sailing into the Caribbean and through Panama into the Pacific, eventually settling in French Polynesia, where the boat was imported, a helpful addition for Hedonism's next owners, who might also want to call French Polynesia home between South Pacific adventures.

Please read on and click on the **Additional Descriptions** for the detailed inventory and list of recent upgrades. This truly beautiful yacht is continually maintained and improved at no expense spared. Her owners are on board and will welcome you for an inspection or via video call if you wish.

Nautilus Yacht Management carefully curates all our listings to suit bluewater cruising for the past 15 years, choosing to represent only immaculately presented yachts with the features and qualities needed for offshore voyaging and live-aboard. We have assisted hundreds of cruisers, new or experienced, to discover this magical lifestyle.

### **A Word from The Owners:**

*"We have owned our 2005 Outbound 46 "Hedonism", since new. It was not our first boat, we sailed our Mirage 39 for a number of years on Lake Huron, Canada. That allowed us to gather the knowledge as to what features we might want in a boat for our future "full time" sailing life.*

*But first, a bit about our background:*

*While we are both licensed airline pilots, our more important background is that we operated a successful small airline and charter company for a number of years with 14 aircraft. So, while we both fly, we are both experienced in all aspects of operating a fairly complex company including the operation and maintenance of numerous aircraft. We had 3 separate bases with approved maintenance facilities at each base. Fully, 80% of our business was with various provincial and federal government agencies in Ontario, Canada. Providing safe and dependable service to the government was the cornerstone of our business. In fact, much of our success was a direct result of having the reputation of not only meeting the rules, but exceeding them. Our pilots, engineers and aircraft maintenance were held to the highest of standards to affect safe and dependable service to the most remote areas of the province. The Government recognized our commitment to that standard and awarded us various multi-year contracts as a result.*

*Suffice it to say, we have always applied the same high standards to the operation and maintenance of our Outbound. Much of this involves education, striving for an above average level of proficiency and discipline. We have both attended the Yanmar technical school at Mack Boring. We document what we do, we plan and track the routine maintenance for the main systems for reliability and safety. And we still have fun.*

*In 2003, we started looking for our next boat. A boat to cross oceans with comfort and safety in mind. We looked at many; and after traveling across Canada and the USA (both coasts) we managed to narrow our list to 3 or 4 contenders. At the time, the Outbound was relatively new possibility and very intriguing from what we had researched. We decided to visit the Annapolis Boat Show in 2004. This afforded us the ability to really look at several boats from various manufactures up close as well as the Outbound. While many of those boats "looked and showed" very well on the outside, once we looked deeply into the construction of each boat, the craftsmanship was just not the same as it used to be for many builders that we had been interested in and had investigated.*

*Then we got on the Outbound. We opened every drawer, dove into the bilge, looked at the obvious differences in the strength of the construction, the serviceability of systems and so on.*

*We were impressed that the boat was built with a hands-on blue water cruiser in mind. It definitely wasn't a charter boat. The ceiling panels were easily removable to access wiring, deck fasteners and so on. There were conduits readily available to run additional cabling or wiring running the full length of the boat. On deck there were 30" high life lines with a 1¼" diameter stainless wrap around Stern Pulpit, 1¼" diameter stainless Bow Pulpit, the stainless grab rails and the craftsmanship of the welding was second to none. Each weld was meticulously faired which speaks to the detail of the yacht's construction. And there were pad eyes; "everywhere"! The same applied to storage areas, they were well thought out and plentiful. After detailed inspection we looked at each other and we both were sure, the Outbound was the boat we wanted.*

*But to be certain, we then contacted many of the current Outbound owners to get additional feedback. There was nothing negative from the owners, only praise. We placed our order about a month later after negotiating a few custom changes for our Outbound in November that year.*

*As a small side note; I happened to have a good friend from Germany who did a lot of business in China. We were having dinner together a couple of months after placing our order and having been sailing with us previously, he asked about our "new" boat. I told him a bit about it and he asked where is it being built in China? I advised him it was being built Xiamen. (He corrected me on the pronunciation of that. In fact, I had to write the name "Xiamen" on a napkin for him to understand me) His answer was simply, "Oh; you mean Xiamen, I will be there next Wednesday." Really? Wow. He was kind enough to drop by the factory in Xiamen to check on the progress of the build. I am not sure what Phil (owner/founder of Outbound Yachts) thought when I advised him that I had a friend dropping by the factory to take a look at the progress of our new Outbound. I still have his photos of Hedonism in the early build stages.*

*My wife and I flew to the factory in May 2005 to inspect our new Outbound prior to shipment from the factory. We were very impressed with the builder and staff's attention to detail. The workers were obviously proud of their work and very happy when they saw that we were happy. We made a quick request to add drop in screens for the companionway entrance. They were fabricated with teak and installed before we arrived the next morning, no extra charge. Our Outbound was shipped to Seattle and then trucked across country to Superior Wisconsin, USA, not far from our home in Thunder Bay, Ontario Canada. The final commissioning of Hedonism was completed in Superior by Outbound Yachts.*

*For the next 9 years, we sailed Hedonism in fresh water on Lake Superior and Lake Huron while still operating the company. I will say that to this day, the north shore of Lake Superior still remains one our favorite cruising areas, albeit a bit chilly. It is totally remote and rugged. We would go weeks without seeing another soul.*

*Of course, being on the Great Lakes, the season is short, usually only 4 months.*

*So, for the first 9 years, Hedonism was kept in climate controlled indoor storage for the other 8 months of the year.*

*Finally, it was time to go cruising full time in 2014.*

*We departed Lake Superior and traveled east through various locks including the Welland Canal around Niagara Falls and through the New York canal system. 31 locks later, we sailed passed the Statue of Liberty and into the Atlantic.*

*We continued to the Chesapeake and from there, non-stop to the BVI's. We spent 3 years in the Caribbean up and down the island chain numerous times and then crossed from Bonaire to Bocas Del Toro, Panama. We did out transit through the canal in 2018 and then on to the Marquesas, French Polynesia.*

*We have continued to sail in French Polynesia ever since, including returning to the Marquesas twice and throughout the Tuamotu and Leeward Islands. I did not realize just how large French Polynesia was, the same size as mainland Europe! We ended up spending the COVID years here, on Hedonism.*

*So, the time has come in our lives to move on, hence we have reluctantly decided to sell. We have been in French Polynesia since April 2018 and decided to stay here a couple of years ago. The French Polynesia Import taxes have been paid so Hedonism can remain in FP indefinitely if a new owner wishes.*

*If you are looking for a meticulously maintained boat, this is it. No expense has been spared." Bob & Laurie, Papeete, April 2026*

## Information & Features

### 2005 Yanmar 4JH3-TE (Engine 1)

|               |                |                     |                    |
|---------------|----------------|---------------------|--------------------|
| Engine Type:  | <b>Inboard</b> | Drive Type:         | <b>Shaft Drive</b> |
| Fuel Type:    | <b>Diesel</b>  | Power:              | <b>75 hp</b>       |
| Engine Hours: | <b>3200</b>    | Propeller Material: | <b>Bronze</b>      |

### Dimensions

|            |                   |                |              |
|------------|-------------------|----------------|--------------|
| LOA:       | <b>46 ft 5 in</b> | Gross Tonnage: | <b>13620</b> |
| Beam:      | <b>13 ft 6 in</b> |                |              |
| Max Draft: | <b>6 ft 6 in</b>  |                |              |

### Weights

|               |                  |
|---------------|------------------|
| Ballast:      | <b>4,600 kg</b>  |
| Displacement: | <b>14,340 kg</b> |

### Seating

Liferaft Capacity: **6**

## Tanks

|              |              |
|--------------|--------------|
| Fuel:        | <b>606 I</b> |
| Fresh Water: | <b>757 I</b> |
| Holding:     | <b>160 I</b> |

## Accommodations

|               |          |
|---------------|----------|
| Guest Cabins: | <b>2</b> |
| Guest Heads:  | <b>1</b> |

## Other

|                   |   |          |                        |
|-------------------|---|----------|------------------------|
| Hull Shape:       | <b>Monohull</b>                             | Builder: | <b>Outbound Yachts</b> |
| Flag Of Registry: | <b>Canada</b>                               |          |                        |
| Designer:         | <b>Carl Schumacher, Naval Architect USA</b> |          |                        |

## General Information

The hull of the **Outbound 46** is constructed of 100% hand laid solid fibreglass laminate. Each yacht is individually reinforced with a massive system of stringers, longitudinals, and bulkheads that are bonded directly to the hull while it is still in the mold. Laminates are increased in high stress areas as well as in the bow and bilge for added strength. Bi-axial fiberglass cloth adds to the overall impact resistance. Outer layers of blister resistant vinyl ester resin and Ashland Maxguard premium grade gelcoat which creates a hull of lasting beauty.

For maximum strength, keel bolts are eliminated and the hull and keel are molded as a single lamination.

After the deck is through bolted and sealed with 3M 5200 polyurethane sealant, the bulkheads are then fiberglassed on their entire perimeter, not just "screwed" in place. All "furniture" is then bonded to the hull, adding to the structural support system.

### HEDONISM – HULL #18

- HIN: OBY46018K405
- Official number: 828182
- Place of Registration: Thunder Bay, Ontario, Canada
- LOA: 14.14 m / 46'4"
- Beam: 4.11 m / 13'6"
- Draft: 1.98 m / 6'6"
- Displacement: 14.34 tons (40.6 m3)
- Net/Register: 13.62 tons (38.6 m3)
- Material: Molded Reinforced Plastic (GRP): 25 mm + Solid Glass (GRP) Hull below waterline
- Keel: Hull and keel molded as a single lamination, comprised of: 3 000 kg (6 500#) lead fin & 1 600 kg (3500#) lead bulb
- Designer: Carl Schumacher, Naval Architect, Newport California
- Builder: Outbound Yachts. Xiamen Hansheng Yacht Building Co LTD, Xiamen City, China
- Year Built: 2005
- Year Launched: 2005

**Vessel only used in Fresh Water until 2014 (Lakes Superior and north shore of Lake Huron)**

**Vessel stored indoors from end of September to the beginning of June every year every year for the first 8 years in *climate-controlled storage* at Barker's Island Marina, Superior Wisconsin, USA.**

In 2013, Hedonism remained in *climate-controlled storage* for the full year.

## Additional Factory Options (at time of build)

- 20" Max Prop. The original 20" bronze prop is on board as spare
- Custom angled treads on the companionway staircase for safety when heeled
- Custom installation of SPLENDIDE washer/drier combination in forepeak including teak vented cabinet
- Custom manual head teak enclosure / settee adjacent to washer cabinet
- Custom interchangeable drop in screens and Lexan panels for companionway entrance.
- Teak Hatch screens for all hatches
- Electric Main Halyard winch
- Leisurefurl In-Boom furling system
- Adjustable Genoa / Solent cars
- Main, Solent and Genoa sails upgraded to Hood Vektron sail cloth
- Storm Tri-Sail stored with sheets (dedicated mast track)
- Whisker Pole – 19' (5.8m) Carbon with Mast car
- Adjustable Genoa / Solent cars
- Sailtec Hydraulic Backstay adjuster
- Hull Insulation package
- Freezer – Separate Dedicated deep freezer in work room
- Panda 4200 FCB Generator
- Tank Tender fuel and water gauge
- Dual Racor fuel filtering system
- Webasto Marine Hydronic ST90 Diesel Heater and Air Conditioning System
- Main Head upgraded to Tecma Silence electric toilet
- Bilge Pump Counter

## List of the More Substantial Vessel Upgrades

- Wells Marine Arch. Installed during commissioning, it attaches directly to the stern pulpit forming a structurally sound base for the dinghy, wind generator, radar and solar.
- OFFSHORE Mast structure modification – Stainless-Steel re-enforcing plates installed inside the mast for boom and vane attachment points. The customized plates were fitted to align with the mast's structure and then drilled and tapped to receive the mounting hardware. During final installation, nylon insulating sleeves were placed both inside and outside of the mast for corrosion control. All bolts are "witness painted" for ease of inspection.
- Second Lewmar Windlass (V4) installed with 50' of 5/16" chain and 150' brait
- Primary Anchor chain upgraded to 3/8" ACCO hi test – 300'. **Replaced Nov. 2022**
- Primary anchor upgraded to 40kg. Rocna Vulcan - **2024**
- Australian Anchor Right 12 mm "Flip Link" in lieu of a swivel – **2025**
- 2" (30cm) Stainless cleats added to transom to facilitate stern-to docking - **2022**
- Sparcraft retractable Bowsprit – **2014**
- Karver KSF Furler rigged for Asymmetrical Spinnaker and Code Zero furling - **2014**
- Original Hank-On Solent rig replaced with Harken MK 4 Furler. The original "Yankee cut" Solent sail was returned to Hood for modification and remains our heavy weather sail of choice
- A second Solent Vektron working jib was added for lighter air use
- Custom Hard-Top fiberglass dodger built by a Kiwi boat builder to exactly match the lines of the original combing and owner's personal height (6'). Includes integral wire chase for solar and light wiring as well as a tinted window for functionality. Uprights are stainless pipe (not tubing) with custom fabricated feet and backing plates. Gelcoat to match existing.
- Custom Hard Top Dodger using Sunbrella and 0.060" Tuffak Marine 5 Polycarbonate for the window areas. (Looks like glass. Yellowing and scratch resistant)
- Bimini cover with side and rear sun awnings as well as Strataglass side panels for rain / spray protection
- Bimini to Dodger Sunbrella plug with Strataglass window and reversable sun protection cover
- Custom 1 1/4" diameter Stainless solar panel mount above Bimini – FKG Rigging, Antigua – **2016**
- 1668 Watts of Solar with 5 Victron Solar Controllers – (see installation schematic)
- 2 ea. Bestgo 400 Ah Preferred LiFeP04 Lithium Battery packs installed in parallel c/w Integral BMS and individual indicators – **June 2021**
- Victron BMV 712 Battery monitor installed – **June 2021**
- Stern Pulpit solar mounts with TACO Marine ball / socket fittings for of installation and removal – **June 2021**
- Engine start battery Alternator modified to external Balmar regulation with dedicated field switch
- Installed Balmar Externally regulated alternator for House bank with field switch
- Watermaker – 30 gph (113L/ h) Watermaker – **2021**
- Buck Algonquin Positive Flow intake strainers installed on Watermaker and Engine intakes c/w easily removable screens
- Webasto Hydronic ST90 Diesel Heater system modified to include 20,000 btu engine heat exchanger, Webasto system boost pump and 12 vdc motorized "summer valve".
- 3 – 12 vdc "Real Heaters" incorporated into the Hydronic system with bypass ball valves to allow for boat heating in colder climates with either: engine heat or ST90 diesel heat while on *DC power only*. Reverse cycle heat is also available on AC power utilizing shore or generator power.
- Charles International Transformer installed to provide both 115 and 230 vac – 2015
- Xantrex True Charge 60-amp charger with remote panel- 2015
- Victron Transformer – 115 to 230 vac – **2025**
- Bilge Diaphragm "scupper" pump - 2014
- Bilge Rule 4000 manually activated backup bilge pump c/w High Water Alarm in the cockpit
- Rule 2000 Gold Main Bilge pump modified with audible alarm when running. Run counter in cockpit
- Fresh (house) water hose adapters at bow and stern
- Spreader lights – LED c/w remote control
- Electric Horn – spreader mounted with remote
- Stern boarding light – c/w remote. Turn On / Off as you approach the boat
- Cockpit / Stern indirect IMTRA LED soft white lights
- Victron 500 watt 12 – 230 vac inverter with 3 receptacles

- Victron 500 watt 12 – 115 vac inverter installed adjacent to Starlink modem
- Fuel Polishing system installed utilizing the Dual Racor filters, dedicated electric fuel pump and plumbing. Also use to prime the engine fuel filter after filter change
- Engine Oil change pump and ball valve installed to make oil changes “effortless”.
- The original Dodger Polycarbonate was replaced in 2022 after 12 years and was still quite functional. (Photos of the windows **prior** to being changed are available if requested) The Bimini Sunbrella was all replaced at the same time. Total cost of replacement: **\$14,000 USD**
- Main Sail replaced in 2022 – Hood Vektron - **\$12,123 USD**
- Standing rigging replaced **September 2020**
- Most of the running rigging replaced **2025-2026**
- Last haul out **September 2025.**

## Tankage

- 200 gallon (757 L) fresh water capacity in two tanks
- 32 gallon (121L) back water tank
- 160 gallon (605 L) fuel capacity
- 11 gallon (41L) Isotherm hot water tank heated by 115 vac, engine heat or ST90 diesel heater

## Engine / Machinery

- Yanmar 4JH3-TE 75 HP Diesel
- Max Speed - Cruise Speed/Fuel Consumption: 8.0 kts 5 lit/hr, 6.0 kts/3.5 lit/hr
- Dual Racor fuel filters
- Fuel Polishing System
- 12 vdc Oil Change system
- 1 ½” (38cm) diameter prop shaft
- New Cutlass bearing October 2025 (we change at every haul regardless)
- Panda 4200 FCB Generator
- Engine alternator – 90 amp ZRD with Balmar 618 external regulator and field switch
- 2nd alternator – 210-amp Balmar series 95 dual belt with Balmar 612 external regulator and field switch
- Johnson ducted blower fan provides additional cooling for Balmar Alternator
- Prop Speed on prop, shaft, strut and strainer housings. Renewed – **October 2025**
- Anodes – 2 shaft, 1 strut and Max Prop. Renewed - **October 2025**

## Dinghy & Outboard

- **Dinghy** – NEW HIGHFIELD Classic Hypalon 310 (3.1 M) **New March 2026** - \$6800 USD
- **Outboard** – Yamaha 15 HP – 2 stoke engine. Model Number: 5SMH, S/N:1102651, date of manufacture: 10/11. Yamaha Serviced February 2026 including lower unit lube oil change, installed NEW impeller, spark plugs cleaned and gap checked in tolerance. All linkages checked and lubricated as per manufacture specifications. NOTE: Spares for this motor include new spare propeller, impeller, fuel filter and carburettor.

## Anchoring

- Primary Windlass – Lewmar Ocean 3 – Motor/Gearbox **NEW 2025. \$2000 USD** Original was removed, cleaned and is serviceable in inventory.
- Wired Hand controller
- Primary anchor – 40 kg Rocna Vulcan with 300' (90 M) of 3/8" (10mm) ACCO High Test chain
- Anchor Right 12 mm "Flip Link" installed in lieu of a "swivel" with 7 links of ACCO 12mm high test chain **2025**
- Secondary Windlass installed – Lewmar V4 with 50' of 5/16" chain and 150' brait. (Owner mentions: "we only needed the 2nd Windlass when sailing on Lake Superior where we needed 3 anchors out at times. Windlass is serviceable and is a good spare.") *Note that the Ocean 3 and V4 windlass parts are interchangeable.* Wired Hand controller
- Fortress FX 37 is kept in the anchor locker as back up
- Fortress FX 23 Stern anchor – on a dedicated rail mount, port side of the arch. It has a 10' piece of chain and 200' (60 M) length of 5/8" 3 strand stored in the rear lazarette.

## Covers

- Custom Hard-Top fibreglass dodger built by a NZ boat builder to exactly match the lines of the original combing and my personal height (6'). *As described in "Substantial Upgrades" section above.* The original 0.060" Tuffak Marine 5 (formally Makrolon) was replaced in **2022 after 12 years** and was still quite functional. (Photos of the windows **prior** to being changed are available if requested) All Bimini Sunbrella was also replaced at the same time. **Cost of replacement: \$14,000 USD**
- Side and rear window awnings for sun protection
- Dual piece Strataglass windows for rain protection on both sides of Bimini
- Dodger windows have Phifertex Vinyl Mesh Almond custom covers for sun protection when not underway, **2022**
- Sunbrella covers for the 3 main Lewmar hatches – **New 2023**
- Sunbrella mast – boom cover – **New 2023**
- Leisure Furl Boom integral / retractable sun cover from Forespar - **Replaced April 2026** \$700 USD
- Sunbrella awning over the bow area – **New March 2026** \$1200 USD

## Accommodations

### Forward Cabin:

- Features a large centreline (island) double forward berth. There is ample storage in the 2 closets as well as the sliding cabinets along each side of the berth. There are also 4 easily accessible drawers at the foot of the berth. The berth itself, folds up to reveal a cavernous storage area. No space has been wasted.
- The owners sail **Hedonism** as a couple and we did not want or need “2 complete heads with separate showers”. Instead, Outbound modified their forward cabin to include a second head only (a manual Raritan PHII model) that is enclosed in a custom teak cabinet that doubles as a settee. In the rest of that area, Outbound installed a SPLENDIDE washer/drier combination in its own custom teak cabinet. The result is a functional and appealing addition to the forward cabin. The hidden additional toilet is never used but useful in an emergency if the main toilet is not operational. This toilet is also plumbed to a separate holding tank.
- 6 port windows afford abundant ambient light. 2 Dorade vents provide pleasant and continuous fresh air at anchor regardless of rain or not.
- Webasto Air Handler and the Real Heater controls and outlets are adjacent to the starboard closet
- 2 Hella Turbo fans
- 115 vac power receptacle powered from either shore or the main Xantrex inverter
- 230 vac power receptacle powered by the 500 watt inverter
- 12 VDC receptacle for phone or other charging needs

### Aft Guest Cabin:

- The rear cabin is standard and features sleeping quarters for two.
- It features plenty of storage and a full closet. There are 3 port windows to provide plenty of light. 2 Hella fans keep the cabin well ventilated.
- The rear closet doubles as the “Solar control room”. It houses the 5 solar controllers as well as the associated cabling and junction connections. Additionally, it has its own dedicated silent fan to keep the closet cool. This installation does not effectively reduce the volume of the closet storage.
- “Real Heater” outlets
- 2 Hella Turbo fans

### Salon:

- The main settees can be utilized for additional sleeping areas on both port and starboard sides of the cabin.
- The primary cushions that we utilize were **replaced in 2023** with new. High density foam from Sailrite was imported from the USA and we supplied the OEM cover material that we had purchased extra when we ordered the boat. So, the new cushions are an exact match. **2023**
- The main dinette is centered on the port side with wrap around seating for up to 6 people.
- The starboard settee provides seating for additional seating for up to 3 individuals.
- Storage space is available everywhere including under and behind each settee as well as under the floor.
- The main Webasto Air Conditioning and main cabin Air Handler controls are located adjacent to the starboard settee while the air outlet is on the port side.
- USB charging location adjacent to the port settee as well as a separate 12 vdc outlet to operate a computer or tablet
- Chart / pull out wine locker
- 115 vac duplex receptacle
- 3 - 230 vac receptacles; 2 powered by the 500 watt inverter
- 2 Hella Turbo fans

## Head

The head area is large, well lit and ventilated, and provides access to a separate shower area. It is equipped with:

- Tecma Silence Short electric toilet with integrated macerator pump and control panel. Both fresh and salt water flush as preferred.
- Separate shower with dedicated shower drain pump
- Lewmar “00” size hatch and screen
- Dorade air inlet
- Hella Turbo Fan
- Cabinet above vanity with mirrored sliding doors
- Large mirror on the head entrance door
- 12 vdc outlet
- 115 vac duplex receptacle
- “Real Heater” outlet and control switch

## Comfort

### Environmental

*Hedonism* was delivered with a Webasto hydronic air conditioning and heating system. The majority of the system was installed at the factory in China while the system was commissioned by Webasto factory technicians during the final commissioning of the vessel in Superior Wisconsin. The system included 2 – 12,500 BTU reverse cycle water chillers plumbed in series, a 90ST Webasto diesel fired heater, 2 Webasto Air Handlers as well as associated plumbing, controllers, etc. The system was plumbed to also heat the domestic hot water tank (Isotherm) and included a manual “summer valve” that allowed the 90ST to heat the hot water “only”, when environment heat was not required. *(At the time, the owners sailed on Lake Superior where the water temperature could be anywhere between 5 and 15C)* The system works extremely well.

The manual summer valve was upgraded to a 12 VDC powered valve in **2023** for operational convenience.

After the first year of sailing in the cold environment of Lake Superior, the owners elected to modify the system. They added 3 – 12 VDC “Real Heaters”, a Webasto 12 VDC circulation pump and plumbed a 20,000 BTU engine heat exchanger into the system to take advantage of the engine heat while motoring. The Real Heaters were plumbed with bypass valves as they should be isolated when running the Air Conditioning in Chiller mode to prevent condensation.

In **December 2024**, they removed the 2 – 12,500 BTU chillers and installed a NEW single Webasto 20,000 BTU reverse cycle water chiller with a Soft Start module in their place. The system Iwaki circulation pump was replaced with NEW at the same time. Upgrade: **\$10,000 USD**

### Watermaker:

The owners found that the original DC powered Little Wonder Watermaker was insufficient for their needs so in 2021, they installed a 30 gph Watermaker utilizing much of the existing plumbing. Its primary parts are a 12 vdc LP feed pump, a 115 vac General Motor, a EWM1615C High Pressure pump and 2 DOW Filmtec SW30-2540 membranes. They chose these membranes as they are available almost everywhere and are a fraction of the price that “special sized” membranes such as the old Little Wonder required.

They write: *“We wanted to keep the installation “simple” so we elected not to install electronic control devices such as “auto flush”. The Watermaker is easy to use, easy to service without the need to hire a “Watermaker specialist”.*

The Watermaker is also sized to be operated using the 2000-watt inverter and battery bank

The top (downstream) membrane was changed in **March, 2026**.

### Entertainment Systems:

An Alpine stereo is installed with both indoor and outdoor Bose speakers. A Kenwood 100-watt amplifier is installed for the rear (outside) speakers.

An MBT-RX Bluetooth receiver has been added to the system so music can be played from various devices such a laptop or phone.

Installed TV is a 230 vac, 43” Sharp. It was new in 2020 and installed during COVID. *While the TV is functional, it will require replacement soon by the new owner as the bottom 2” of the screen is no longer working.*

The TV is mounted on a Heavy Duty Commercially rated mount and is totally secure. The mount fits any standard form of TV available today so installing a new TV of your choice should be straight forward.

## Galley

- Large U-shaped Galley with Corian counter
- Polished stainless-steel sinks
- Dual Whale fresh and sea water foot pumps with valving to allow pumping out of the fridge and freezer
- SeaGull IV water purification system with dedicated drinking water outlet
- 3 burner Force 10 stove/oven with hide-away cutting board
- 2 – 20-pound Aluminum Propane cylinders are mounted in dedicated cabinet in the aft cockpit area. The fittings are USA type. The cylinders may require replacement by the new owner. The owners refill these tanks in Tahiti with Butane which is readily available everywhere. The re-fill assembly is included.
- Large fridge/freezer with 4” foam insulation
- Fridge uses the Frigoboat Keel Cooler system with a BD50 compressor. Hedonism’s compressor was replaced in 2022 with a BD50 compressor utilizing BOTH air cooled and the Keel cooler in series so the fridge may continue to be operated during haul-outs
- Microwave locker with roller cabinet enclosure. Currently used to house Air Fryer
- Sliding trash bin under galley sink
- Hella Turbo fan
- Ample storage including cabinets above the fridge/freezer, sliding drawers in the stove and counters and well as under the nav station seat.
- Dinnerware, cutlery, pots/pans etc. included

## Work Room

The Outbound 46 is designed for serious offshore and remote locations expeditions and as such is equipped with a fully set up and independent work room with allows direct access to critical systems normally hard to reach on a monohull. This work room can be designed around the preference of each owners. On Hedonism, this area was set up to provide a large space for a large volume deep freezer, which tops creates a comfortable work bench. The owners keep the surface protected with a thick mat.

- Lazarette cover opens fully to allow stand-up working environment
- Dedicated deep freeze that doubles as a work bench
- 2 - lights
- Watermaker
- Genset
- 115 and 230VAC receptacles
- 2 - Frigoboat compressors
- Webasto 20,000btu reverse cycle Water Chiller with Soft Start
- 4 storage drawers above freezer with additional storage areas adjacent
- Overhead storage for long items such as fishing poles
- Cupboard with doors and safety latches for additional storage
- Turbo Fan above work station
- Dual Racor fuel Filter system with easy access

## Safety

- Primary Automatic bilge pump – Rule 2000 on a separate float switch and connected to audible alarm and pump counter in the cockpit.
- 2 - Whale manual Gusher 10 Mk3 Pumps. One pump is located at the Nav Station and the other adjacent to the Helm Station.
- 1 – manually activated electric diaphragm “scupper” pump in the bilge
- Emergency manually activated Bilge Pump – Rule 4000 mounted above the primary pump
- Second float switch activate a high-water alarm in the cockpit
- **NOTE:** *ALL bilge pumps are run or manually operated in fresh water on a regular maintenance schedule to check serviceability, exercise them and to flush contaminates. Pumps are NOT left sitting in salt water.*
- 2 - PLBs – ACR Aqualink attached to two Mustang Survival inflatable life vests MMSI numbers registered in Canada. The PLBs and vests will require service and re-certification with new MMSI by the new owner
- 2 – McMurdo Smart Find S20 PERSONAL AIS beacons attached to the same vests above. Service of the batteries will be required by the new owner
- Winslow Model 64SLOCN 6 person Ocean Rescue Life Raft. Vacuum packed but it will require recertification or replacement by the new owner. A life raft locker is mounted on the stern.
- Ditch Bag – ACR bag contains various flares including parachute flares, float smoke signals, Iridium Phone with spare batteries in Waterproof case (a new SIM card / account required), Katadyn Survivor 06 Hand Operated Watermaker plus various other items. The included items in the bag will need to serviced or replaced as needed due to expiration by the new owner.
- Jack lines are run while underway
- Harnesses integral to Mustang jackets.
- 2 Fire Extinguishers in the cabin

## Electrics

**Hedonism** is set up to accept both 110V and 220V (115-230V) for international voltage.

Power comes from shore power, solar, wind, 4.2Kva diesel generator and the engine alternator.

House batteries are Lithium.

Main Electrical panel adjacent the nav station contain both 12 vdc and 115 vac power as well as LED indicators for AC Volts and Amps as well as DC Volts. All circuit breakers are labeled.

The Victron BMV Smart battery monitor and Bilge pump Auto/Manual selector switch are also incorporated on the panel.

The Main panel rotary switch is provided for OFF / SHORE 1(bow) / SHORE 2 (stern) / GENERATOR

- Shore 1 (bow) receptacle is for 115 VAC use, A Marinco 30-amp cord is included
- Shore 2 (stern) receptacle is a Marinco 125/250 plug wired for European style 230 VAC.
- Cords for 230 amp shore power are included.
- Various pig-tails and 230 vac 16 and 32-amp adapters included
- Generator selection is for the 4200-watt Panda Generator.

Other selectors are provided as follows:

- A 120-volt rated, 50 / 60 HZ Source selector is provided for use to protect 60 HZ sensitive electrics
- A 230 VAC rated Source selector panel is provided to select 230 input from either Shore OR the 3600 watt Victron 115 – 230 transformer.
- A dedicated 230 VAC electrical panel is provided for the Air Conditioning, battery charger and outlets. 3 spare positions are available
- A dedicated LED display provides voltage and amperage readouts for the 230 bus.

**House Batteries:** 2 ea. Bestgo 400 Ah Preferred LiFeP04 Lithium Battery packs for a **total of 800 Ah** are installed in parallel c/w Integral BMS and individual indicators – **June 2021**

**Victron BMV 712 Battery monitor** installed – June 2021

**Xantrex MS 2000 (115 / 60HZ) Charger / Inverter** provides up to 100 amp charging or 2000 watts of 115 inverter power. (spike to 3000 watts rated) **NOTE: Serviced in 2023 – both internal cooling fans replaced.**

**A silent Noctua 4”** with LED lighted switch provides continuous exhaust airflow through the Battery and Inverter/Charger compartment

**Xantrex MS 2000 System Control Panel** located adjacent to the main panel

**Xantrex True Charge** (90-265 VAC input / 47-63 Hz) 60-amp charger with remote control panel, powered from the 230 VAC bus - 2015

**Victron 500 watt 12 – 230 vac inverter** for independent operation of TV and fans

**Victron 500 watt 12 – 115 vac** inverter installed adjacent to Nav Station

**A Blue Sea Systems** 3 position CB panel is provided at the Nav Station for additional Bilge pumps and blower

**A Blue Sea Systems** 3 position DC panel is provided in the forward cabin

**Solar:**

**1668 Watts of Solar with 5 Victron MPPT Networked** (VE Connected) Solar Controllers as follows:

- 2 – 340-watt split panels with Victron MPPT 150-70-amp controller
- 3 - 155-watt panels - Bimini CTR, Side Rails with Victron MPPT 100-50-amp controller
- 1- 155-watt panel – Starboard side arch with Victron MPPT 75-15 amp controller
- 1 – 160-watt panel – Port side arch with Victron MPPT 75-15 amp controller
- 3 – 68-watt Solara semi-flexible panels Dodger top and companionway cover with with Victron MPPT 75-15 amp controller

All solar panel power is routed to the aft berth, are fuse protected and air cooled with a dedicated, constant duty fan. (Spare fan in inventory)

All controllers may be operated manually or by the Victron Bluetooth connection via your smart phone.

**Wind:**

**The AirX marine**, 400 watts wind generator is mounted on the port side of the arch on a 2” Stainless Steel, heavy wall pipe. New style silent “Blue Blades” were added early on and were recently **replaced with new in 2021**. The circuit breaker, ON-OFF stop switch and ammeter are located at the Nav Stn.

## Navigation & Communication

### Navigation Station:

The Nav Station is located adjacent to the companionway. The large chart table opens to a large integral storage area. 3 drawers on the side of the station add to the functionality. A Hella Turbo fan is located above.

Power outlets are provided at the Nav Station include:

- 4 USB charging outlets
- 2 – 12 vdc outlets
- 115 vac duplex receptacle powered by the house MS 2000 inverter
- 115 vac receptacles powered by the dedicated Victron 500-watt inverter

### Communication:

- Icom IC-M605 DSC - VHF/AIS with AIS display – **New 2024**
- Icom Commandmic HM 195 at the helm – **New 2024**
- ICOM M-72 VHF Handheld with charging station
- Icom IC – M802 SSB with Tuner, backstay antenna and Practor II modem. *NOTE: While the system was completely functional, we decommissioned and stored certain components including the Tuner and Modem. Only the Tuner would need to be re-installed by the new owner to utilize the M802. (the Tuner connections remain)*
- Iridium Go installed at the nav station with external antenna mounted on the arch. Currently not in use. A NEW Predict Wind SIM card is provided for activation and spare battery are included
- WIFI Extender – Bad Boy
- Starlink (New 2026)

### Navigation:

Raymarine Navigation equipment was upgraded in 2014 and included:

- E-125 Multi-Function Display - 12" - Helm
- E7D Multi-Function Display - 7" - Nav Stn (replaced RN300)
- a75 Multi-Function Display - 7" - Fore Peak, Stbd.
- GPS 150 Antenna – NEW Installed 2022
- Radar-Digital HD
- Raymarine AIS 500 Transceiver
- 3 each – i70S Multi-Function Display above Companionway
- P70 Autopilot Control Head - Helm
- ACU400 Autopilot Actuator Head
- Autopilot Heading Sensor – EV-1
- Linear Drive – Type 2 – Long
- Raymarine Down-Vision
- Depth-Temp-Speed 800 Transducer
- ST 60 Depth above companionway
- ST 60 Graphic at Nav Stn

**NOTE:** a complete SECOND Autopilot including:

- P70 Autopilot Control Head
- ACU400 Autopilot Actuator Head
- Autopilot Heading Sensor – EV-1
- Linear Drive – Type 2 – Long (used – removed serviceable to replace pin (p/n K065) and check bushings)

*The second Autopilot items are new in the box except as indicated. The Control Head, ACU400 and the Heading Sensor were removed temporarily for Software Updates to match all the installed Raymarine components.*

## Sails

**Hedonism has a full suite of sails for all weather conditions. All are in excellent condition:**

- **Main Sail** – Hood Vektron – Leisure Furl with new battens – replaced with **NEW 2022**
- **Genoa 135** – Hood Vektron – new Sunbrella UV protector 2018. Inspected and repaired as required **2025** – Tahiti Sails
- **Solent “Yankee”** – Hood Vektron - new Sunbrella UV protector 2018. Inspected and repaired as required **2025** – Tahiti Sails
- **Solent “working jib”** - Hood Vektron - new Sunbrella UV protector 2018; **almost new condition**, stored in under forward settee
- **Code Zero** – UK Sailmakers – on Karver Continuous Furler – New 2014, in “sausage bag” for easy deployment; lightly used in **almost new condition**
- **Asymmetric Spinnaker** – Hood – rigged for Karver Continuous Furler – **good condition**
- **Storm Trysail** – Hood Bright International Orange, rigged and ready to use on dedicated Mast Track – **new condition**

## Rigging

### Standing Rigging:

All Standing rigging professionally replaced in **September 2020** at Fenua Rigging, Tahiti including: All fore, aft and side stays, turnbuckles, toggles and mast backing plates. The backstay included new SSB insulators. All hardware was manufactured by Hayne in the USA. The stays themselves were assembled in the USA and installed in Tahiti by Fenua Rigging.

**SeaTec – Hydraulic Backstay** rebuilt by factory in Wisconsin, 2018. Owners carry a Dyneema back-up for use in the event of failure or when it requires service.

### Running Rigging:

Replaced as required.

- Genoa Sheets – **New 2026**
- Genoa dyneema cored furling line – **New 2025**
- Solent furling line – **New 2024**
- Leisure Furl – furling line – **2021** (***NEW spare** carried on-board*)
- Main Halyard – **New 2018** (***NEW spare** Halyard with shackle in Inventory*)

All parts of Hedonism are inspected routinely including all winches, stanchions, lifelines, rigging as well as the mechanical items.

## General Maintenance

Most on-board maintenance is completed by the meticulous owners. Occasionally, things such as sewing and metal fabrication is done by contractors under our direct supervision. The owners write: *"NO ONE works on the boat unless we are present."*

The owners keep a log of routine maintenance. Items coming due, completed and in-progress. They write: *"We have found that "fresh water" is our friend. When we arrive at an anchorage, we fresh water flush pretty much the entire deck and stainless."*

*As mentioned in the beginning, we truly believe in "preventative maintenance". Not only does it help to prevent failures of equipment it lowers operating costs while increasing reliability."*

### **Haul Out - 2025:**

Hedonism was last hauled in October 2025 at CNI in Raiatea, French Polynesia. The following work was accomplished.

- Boat was hauled, pressure washed and moved to the hard stand.
- Hull was lightly sanded. The existing paint was in very good condition with NO hard growth. That paint was Trinidad Petit Pro with Ingarol biocide. That product is no longer available so the owners had the new Petit Trinidad XRS shipped in from the USA. XRS is a Hard Triple Biocide that is supposed to be the new "standard". It appears good thus far, no hard growth at all. Note that the owners have TWO extra gallons on board (\$\$\$) and they are "turned over" ever 30 days. 2 coats were applied with a third coat along the waterline and rudder. As with all Trinidad paint with a lot of copper, the paint was continually mixed throughout the application process
- The Max Prop was removed, stripped of the old Prop Speed, cleaned, greased and re-installed. A new anode on the prop was installed.
- The Max Prop, shaft, strut and scoop strainers for the Watermaker and engine intakes were stripped, cleaned, etched and clear coated with the Prop Speed.
- All through hulls were inspected, worked and lubricated
- The blue water stripe was cleaned and prepared for the installation of a new Vinyl stripe around the vessel by a professionals.
- The vessel name and port location signs were removed and replaced with new.
- The entire top sides from the blue stripe to the toe rails were cleaned and lightly buffed and then polished with Starbright marine polish with PTEF, a product that the owners have used for over 15 years and swear by.
- Small Gelcoat repairs were completed as required
- All anodes were replaced with new
- The Cutlass bearing was replaced as a matter of convenience

## Spares

**Hedonism** will come with an extensive spares package. Just about everything you need to go cruising is on-board. **The following is only a sample:**

### Electrical:

- Primary and duplex wiring of various gauges
- Bulbs, circuit breakers, fuses, fuse holder, 60 and 80 maxi fuses, 150 and 250 high amp fuses, various switches
- Wire connectors, various capacitors, diodes, junction boxes plus much, much more

### Plumbing:

- Spare water pumps for various systems including the domestic water, shower drain and others
- Rebuild kits for most pumps on board
- Extensive fitting inventory including brass, bronze, Marelon and plastic including valves, tees, elbows, filters and so on for all of the various systems.
- Complete large assortment of SS clamps (50+) of various sizes

### Hardware:

- Nuts, bolts, screws, fasteners in both metric and SAE
- Tap and Die set
- Easy out set
- Heli Coil set
- Multiple O-Ring sets including Scuba
- Shackles of various types, sizes and materials
- Seizing wire, rings, pins, washers of all sizes and materials

### Yanmar Engine:

- Spare OEM starter
- Alternator
- Balmar High output Alternator "cruising kit"
- CFW Fresh Water Pump – new
- CSW Sea Water Pump – new (impeller removed for storage)
- Exhaust Elbow – Yanmar with mod to fit our Outbound
- Thermostat
- Gaskets + O-Rings, various including valve cover, CWP pump, thermostat etc.
- Fuel and oil filters
- Impellers / Impeller puller
- Spare Belts for both alternators

### Fischer Panda Generator:

- Relays, capacitor, fuses
- Starter – New
- Water Pump kit
- Fuel Pump
- Fuel Solenoid
- Impeller
- Various Gaskets, O-Rings and belts

There are over 700-line items in the owners' inventory. All catalogued with bin and locations.