

LOOKING FOR NEW OWNERS – French Flag

Hi, I am looking for someone to take care of Resilience and continue her journey.

After six years of dedicated care, maintenance, design improvements and upgrades, it is time for me to start a new project. But Resilience was never meant to spend her life in a marina. She was made to sail, explore and keep moving.

Since I bought her in Spain in 2020, she has sailed all the way to New Zealand, giving me complete confidence in her offshore capabilities.

Designed by Philippe Briand and built by Jeanneau, her hull shape provides remarkably comfortable motion through the waves. The Sun Odyssey 45.2 was designed with family world cruising in mind, combining offshore capability, safety and comfort with generous living space. Her interior is solid, practical and genuinely suited to long-distance cruising, making her a very comfortable boat for extended passages and life on board.

Since 2020, I have continuously maintained, upgraded and improved her in every major area: rigging, sails, deck hardware, electrical systems, plumbing, electronics, mechanics and comfort.

All work carried out has been carefully documented in a detailed Excel maintenance log, including monthly, biannual and annual maintenance. A comprehensive stock of spare parts for plumbing, electrical systems, electronics, engine maintenance and other equipment is also included.

I am now looking for new owners who will appreciate her, take care of her and, most importantly, let her continue doing what she was built to do: sail.

If you have any technical questions, don't hesitate to ask. After six years together, I know Resilience inside out and will be happy to share my experience with you.

SAILING PERFORMANCE

Resilience is a reliable and comfortable ocean-going boat, equally enjoyable on coastal passages and longer offshore passages. She performs well on all points of sail and handles a wide range of conditions with confidence.

She performs particularly well on a reach and close reach, where she is fast, well-balanced and comfortable. Her sweet spot is generally between 55° and 75° apparent wind angle.

She is less efficient when sailing very close-hauled, below approximately 38° apparent wind, which is the main limitation of a furling mainsail.

She starts to feel properly powered from around 7–10 knots of wind. With 15 knots or more, she will comfortably sail at around 7–9 knots, depending on the point of sail and sea conditions.

Her best recorded 24-hour average speed is 8.95 knots, which gives a good indication of what she can deliver when conditions are right.

OUTSIDE DESIGN

- Designed by Philippe Briand, with elegant lines and a distinctive window design.

- Very comfortable and spacious cockpit.
- Light grey hull paint with an eye-catching custom design.
- Generous storage space, including five cockpit lockers and a large forward sail locker.
- Waterproof cockpit.
- New dodger installed in 2026.
- Bimini installed in 2023, with side panels.

RIGGING

Standing Rigging

Standing rigging installed in 2015.

The mast is supported by four shrouds on each side, providing good load distribution. The existing shrouds are in very good condition.

- Main shrouds: 10 mm
- Intermediate shrouds: 8 mm
- Lower shrouds: 10 mm
- Lateral baby stays: 10 mm
- Genoa forestay: 10 mm
- Staysail forestay: 10 mm
- Backstay: 10 mm, splitting into two 8 mm lower stays

All turnbuckles were replaced in 2023.

Running Rigging

- Running rigging renewed from 2020 onwards, with additional lines replaced in 2023.
- Spare lines included for halyards and furling systems.
- Mostly polyester lines, with the staysail halyard in Dyneema.
- New Windex installed in 2024.
- Rudder bearings replaced in 2023.
- Centerboard trunk completely rebuilt in fiberglass and finished with topcoat in 2021.
- Most cam cleats and blocks replaced or upgraded, with some blocks replaced by low-friction rings.
- Removable barber hauler installed in 2021.
- Mainsheet traveller bearings replaced in 2021.

SAILS

All furling systems are meticulously serviced and checked annually.

- Fixed stainless-steel bowsprit installed in 2023, welded to the stemhead, with Dyneema bobstay.
- Profurl B35 genoa furler, with new bearing and complete service in 2025.
- Profurl C350 staysail furler, installed in 2023.
- Furling Genoa — 60 m²: new Sunbrella UV protection in 2022.
- Furling Staysail — 26 m²: new in 2023.
- Furling Mainsail — 35 m²: new in 2024.
- Furling Code D — 90 m²: new in 2023.
- Gennaker with snuffer — 130 m²: from 2018, installed by previous owner.

INTERIOR DESIGN

One of Resilience's great advantages is her generous and well-organized storage space. Everything is easily accessible and has its own place, making life on board simple and practical.

The fridge is particularly large, and there is plenty of additional storage throughout the boat. Storage has also been carefully organized according to weight: heavier items such as cans are stored low and close to the centre of the boat, while lighter items such as snacks are kept in higher lockers.

- Redesigned galley with a central island separating the galley from the saloon while providing additional storage.
- New saloon table designed to improve circulation. It can be lowered fully or partially and easily converted into an additional berth.
- The two forward cabins have been converted into one large owner's cabin, creating a more spacious and comfortable living area.
- The two former cabin doors are no longer required, allowing one corner of the saloon to be transformed into a dedicated library and fruit and vegetable storage area.
- Custom-built storage units for kitchen spices and the two fire extinguishers.
- Custom-built library in the port aft cabin.
- Original paintings in the galley and saloon, adding a unique and personal touch to the interior.
- Fans in all cabins and in the saloon.

SAFETY & COMMUNICATIONS

- 4-person / 24-hour liferaft.

- New flares: 3 parachute flares, 3 hand flares and 2 smoke flares.
- Iridium GO.
- Starlink.
- 3 fire extinguishers.

ELECTRICAL SYSTEM

The entire 12V power and charging system was completely renewed in 2024.

This included new wiring from all charging sources, including the solar panels and wind generator, to their respective controllers; new wiring from the controllers to the batteries; and new wiring from the batteries to the main battery switches.

The service and engine battery systems are completely separated, with independent positive and negative battery switches and separate grounding switches.

The entire system is monitored and controlled via Bluetooth through the Victron equipment.

All terminals and electrical connections are inspected and cleaned annually using a brush and electrical contact cleaner to ensure reliable connections and minimize corrosion.

- 2 × 12V / 280Ah LiFePO4 batteries, each equipped with a JK BMS with Bluetooth, installed in 2025.
- Victron BMV-712 Smart battery monitor, installed in 2020.
- 860W solar array (2 × 430W), with one Victron 30A MPPT controller per panel, installed in 2025.
- Silentwind 400 wind generator, with dedicated controller, installed in 2020.
- 55A alternator, replaced in 2023, with Victron Orion 30A DC-DC charger.
- Honda 2000W generator, installed in 2022.
- Victron MultiPlus-II 3,500VA inverter/charger, installed in 2023.
- 230V European power outlets in the saloon, galley and forward cabin.
- 12V to 110V / 750W inverter, installed in 2023, with US outlets.
- USB charging outlets in all cabins, installed in 2026.

PLUMBING & FRESH WATER SYSTEM

- All through-hulls, seacocks and hoses replaced in 2020.
- The two galley seacocks were replaced again in 2024.
- 150 L/h 230V watermaker, installed in 2021, powered either by the generator or by the boat's electrical system through the MultiPlus-II.
- New spare high-pressure hoses included.
- Freshwater pressure pump replaced in 2022, with pressure tank and spare pump.

- 2 × 300L stainless-steel water tanks, inspected and refurbished in 2020, including welded sections.
- New water-level sensor installed in 2022.
- New plumbing throughout the heads, galley and engine compartment.
- Manual toilet flush pumps, with spare gaskets and sealing rings.
- Galley and heads taps installed in 2020.
- Emergency rainwater collection system with a large Sunbrella canvas and filtration system. The system is designed to be installed on the bow and secured to the staysail stay when needed, particularly in case of heavy rainfall or water shortages.
- Additional drinking-water storage tank equipped with a Berkey activated-carbon filtration system, allowing freshwater from various sources to be filtered and made suitable for drinking.

NAVIGATION & ELECTRONICS

The entire electronic system is integrated through an NMEA 2000 network, with a Seataalk 2 (Raymarine) adapter. Spare NMEA 2000 T-connectors and cables are included.

- B&G Vulcan 9" chartplotter, installed in 2023.
- Garmin AIS 800, installed in 2026, with a new dedicated AIS antenna installed in 2026.
- Icom IC-M323G VHF with DSC, with new VHF antenna installed in 2023.
- Raymarine ACU400 autopilot computer, installed in 2025.
- Raymarine Type 2 hydraulic drive unit, completely refurbished in 2023.
- Remote control for the autopilot.
- Raymarine i50 Tridata for speed and depth, installed in 2020.
- Raymarine i60 Wind, installed in 2022.
- Raymarine P70 autopilot controller, installed in 2025.
- Speed and depth transducers replaced in 2020.
- Wind sensor replaced in 2022, with one brand-new spare sensor included.
- Starlink antenna, installed in 2023.
- Iridium Go

ENGINE & MECHANICAL

The Yanmar 4JH engine has been meticulously maintained, with a comprehensive maintenance logbook.

Engine oil and filters (oil and fuel) are replaced more frequently than the manufacturer's recommended intervals. Heat exchangers are removed and cleaned every year.

- Yanmar SAE 30 special oil used for the gearbox, in accordance with the manufacturer's requirements.
- 2177 H on first engine hour meter, + 1590 H on the second one (changed in 2021).
Total of 3767Hours
- Silicone spray regularly applied to hoses and rubber components as part of preventive maintenance.
- New starter motor installed in 2021.
- New heat exchanger installed in 2026.
- New freshwater pump installed in 2023.
- New engine mountings installed in 2026.
- Engine electrical wiring to the external control panel replaced as required.
- Spare parts included: filters, gaskets, O-rings and other maintenance parts.

DINGHY

The davits were structurally reinforced to safely support the dinghy together with its outboard engine.

- 3-metre dinghy, installed in 2022, with double floor, built-in fuel tank, storage locker and dedicated anchor locker.
- Anchor and chain adapted to the dinghy.
- Custom dinghy cover from 2022, professionally resewn in 2026.
- Cover includes 8 mm foam padding for improved thermal insulation and protection.
- Yamaha Enduro 15 HP outboard, from 2022, meticulously maintained.

ANCHORING SYSTEM

- Lofrans Tigris 12V / 1500W electric windlass with 10 mm DIN gypsy.
- Disassembled and serviced annually
- New wiring installed from the relay to the windlass in 2025.
- Control buttons replaced in 2023.
- Rocna 35 kg primary anchor.
- 60 metres of new 10 mm DIN chain, installed in 2026.
- Secondary anchoring system with 35 metres of 10 mm chain and a 20 kg Danforth anchor.
- 80 metres of 3-strand nylon anchor rope.

AESTHETICS & FINISHING

A few minor finishing items remain to be addressed:

- Apply a new coat of gelcoat to harmonize and refresh the different shades of white.
- Replace the deck hatch friction mechanisms so the hatches can remain securely open without wedges or supports.
- A minor water ingress, most likely originating from the aft pulpit mounting points, can result in up to approximately 25 ml of water entering over a 24-hour period during heavy rain or when the boat is washed with a hose. The water runs forward from the aft section and eventually reaches the bilge beneath the saloon.
- The liferaft should either be recertified or replaced with a larger liferaft suitable for more passengers.
- There is low water pressure in the aft head for an unexplained reason. The issue has not been investigated further, as the existing pressure remains sufficient for showering, although it could be improved.
- The mushroom vents in the forward cabin had minor leaks and have been sealed with Sikaflex.

FINAL WORD

Resilience is not a boat that has simply been maintained over the years. She has been continuously used, improved, tested and upgraded, including during long offshore passages.

She has taken me from Spain to New Zealand and has become a very capable and reliable platform for living aboard, exploring and sailing long distances.

She is now ready for her next chapter.

I am looking for someone who will not simply own Resilience, but will sail her, explore with her and continue taking care of her as much as I have.