



Bob Brokaw, Certified Professional Yacht Broker

Licensed, Insured and Bonded since 1978

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Additional Specs, Equipment and Information:

Specs

- Keel: Fin

Dimensions

- LOA: 45 ft 8 in
- Beam: 13 ft 0 in
- LWL: 40 ft 4 in
- Maximum Draft: 6 ft 4 in
- Displacement: 31000 lbs Half Load
- Ballast: 11000 lbs
- Headroom: 6 ft 4 in

Engines

- Total Power: 80 HP
- Engine 1:
- Engine Brand: PERKINS
- Year Built: 1984
- Engine Model: Perkins 4.236M
- Engine Type: Inboard
- Engine/Fuel Type: Diesel
- Location: Center
- Propeller: 3 blade propeller
- Drive Type: Direct Drive
- Engine Power: 80 HP

Tanks

- Fresh Water Tanks: (240 Gallons)
- Fuel Tanks: (165 Gallons)

Accommodations

- Number of cabins: 3
- Number of heads: 2

Electronics

- Depthsounder
- TV set
- Autopilot
- GPS
- Navigation center
- VHF
- Radar
- Radio
- Wind speed and direction
- Compass
- Plotter

Sails

- Furling genoa
- Furling mainsail - BOOM FURLING
- Gennaker/Cruising spinnaker
- Storm jib
- Spinnaker

Rigging

- Electric winch
- Steering wheel
- Spinnaker pole

Inside Equipment

- Electric bilge pump
- Refrigerator
- Battery charger
- Manual bilge pump
- Hot water
- Deep freezer

Electrical Equipment

- Generator
- Shore power inlet
- Inverter
- Electrical Circuit: 12V

Outside Equipment/Extras

- Swimming ladder
- Solar panel
- Outboard engine brackets
- Electric windlass

Covers

- Genoa cover
- Bimini Top
- Spray hood

Update History Exceptional care by fussy owners

Sedoza Sakona has been updated, upgraded, and maintained continuously. Here's her list of updates in reverse chronological order. 2019 Updates

- Nov 2019 - Hull polish and stainless polish. (\$1500)
- Oct 2019 - Installed the polished stainless windscreen surrounds. (\$1200)
- Sep 2019 - All standing rigging cleaned and polished in Ensenada. (\$150)
- Jul 2019 - Replaced Perkins Main Engine Starter motor and procured a second new spare starter motor (\$300)
- Jun 2019 - Complete fitment of new Theano aft electric head and removable black water tank. (\$750)
- Jun 2019 - Replaced one Optima start battery just out of warranty. (\$250)
- Jun 2019 - Complete Exhaust Elbow Replacement including Wet Exhaust and all engine hoses, clamps, studs. (\$1750)
- Mar 2019 - Repainted engine bay. (\$1500)

2018 Updates

- Dec 2018 - Check standing rigging tension. Replaced failed jib furling block.
- Aug 2018 - Check all standing rigging and masthead.
- Jul 2018 - Completed install of 1050W of solar panels on the arch. Individual Victron controllers and isolators installed. Wiring from arch to main DC bus bars completed. (\$2900)
- Jun 2018 - **NEW** Electric Lewmar Evo winches for raising and lowering the new furling mainsail. (\$4500)
- Jun 2018 - **NEW** Schaeffer furling boom (\$14,000)
- Jun 2018 **NEW Zoom** mainsail (\$4,500)
- May 2018 - Completed installation of B&G Triton T3 Autopilot and NAC3 controller integrated with the B&G System (\$3500)
- Apr 2018 - Installed Chartplotter integrated IR camera for rudder and autopilot monitoring (\$100)
- Mar 2018 - Install new B&G Triton autopilot controller in helm (\$500)
- Feb 2018 - Replaced the original Espar heater with NEW

2017 Updates

- Nov 2017 - Replaced gas locker hose (\$75)
- Oct 2017 - Rebuilt gas bottle locker and replaced both gas bottles with composite 5-gallon cylinders. (\$550)
- Sep 2017 - Replaced house batteries with four (4) Firefly Carbon Foam batteries (\$2,500)
- Sep 2017 - Swapped 320ft anchor chain end to end. Repainted every 25ft. Fitted new Wasi swivel ball. (\$300)
- Aug 2017 - **ALL NEW** interior seat cushions. (
- Aug 2017 - Completed repaint of the sail locker, rope locker, and anchor chain locker. (\$250)
- Jun 2017 - Replaced original steering binnacle with a new custom-built helm pod. NEW single lever Vetus engine control system installed. (\$2950)

- Feb 2017 - Completed install of B&G Chartplotter, AIS, Inertial Compass, ForwardScan Sonar, 4G Radar, Gofree Wifi and NMEA2000 network (\$13,000)
- Jan 2017 - Replaced all bilge pump float switches with a removable arm and solid-state float switches (\$350)

2016 Updates

- Nov 2016 - Installed the new hard dodger windscreen. (\$1400)
- Aug 2016 - Retension standing rigging after mast stepping.
- Aug 2016 - Haulout at Canal Boatyard Seattle. , Bottom job and mast step, to install B&G network cables, masthead wind indicator, radar, new VHF aerial masthead cable, NEW Lunasea Masthead Light, and numerous camera and power wires.
- Installed NEW Spartite mast collar at the deck. The black water tank thru-hull replaced with a new Groco unit.
- Removed and fiberglassed the original anchor washdown thru-hull. Seahawk Biocop bottom paint applied. (\$2700)
- Jul 2016 - Replace furling jib UV protection, restitched, and spreader wear patches replaced. (\$1200)
- Jun 2016 - Complete install of the hard dodger. (\$3200)
- Apr 2016 - Replaced all standing rigging with new ALMS wire and Sta=Loks. (\$8500)
- Mar 2016 - Replaced both starting batteries with Optima Batteries. (\$600)
- Feb 2016 - Replace Freezer Frigoboat Evaporator (\$400)
- Jan 2016 - Check standing rigging tension. Inspected all standing rigging and masthead. Serviced jib furler bearings.

2015 Updates

- Nov 2015 - Completed replacement of the entire teak decking with synthetic teak decking (\$21,000)
- Oct 2015 - Check babystay rigging tension.
- Jun 2015 - Check standing rigging tension.
- Jun 2015 - Physically and non destructively tested the port chainplates. No evidence of crevice corrosion or cracking. (\$800)
- May 2015 - Install Fuel Cutoff Valve and Fuel Polishing Diverter. Replaced Diesel hoses in the engine bay. (\$150)
- Replace Walbro Diesel Electric Fuel Pump (\$200)
- Mar 2015 - Haulout at KKMI in Richmond California. Full through-hull inspection using borescope and photos, replace numerous below waterline hoses. Maxprop serviced and lubricated. All zincs replaced. Hull polished and Gelcoat scrapes touched up. ZSpar Gold bottom paint applied. (\$5200)
- Feb 2015 - Repainted the aft shower doors
- Feb 2015 - Replace Main Engine Perkins Lift Pump (\$150)

2014 Updates

- Nov 2014 - Replace Damaged 30A Shore Power Cord (\$200)
- Jun 2014 - Install New Engine Room Lighting (\$170)
- Mar 2014 - Procure new LED Mast Head Light and Strobe (\$200)
- Feb 2014 - Replace all interior lighting with LEDs (\$300)

2013 Updates

- Replaced all Running Rigging and numerous Blocks (\$3100)

Accommodations

The headroom is 6' 4" thru most of the interior.

The forward-most compartment is a deck forepeak locker containing the anchor rode and sail storage and a large deck hatch with plexiglass lense.

Aft of the sail locker is the VIP Head, shower, vanity with sink.

The fabulous VIP Forward Stateroom/Office follows and features a double berth upper and a single berth below. The double upper berth can convert to storage or a child's bunk with the single berth becoming a large straight settee — loads of storage under top double and behind and under the single/settee. Starboard is the desk and closet with additional storage.

Sailability

- The Liberty 458s are renowned as comfortable, fast, and safety under all sea conditions.
- She is cutter rigged 46 feet in length with a 12-foot 6-inch beam. She has a 6-foot 10-inch draft and 65-foot mast height (bridge clearance 63.5 feet from the waterline). She has ample sail area, including a 400 square foot boom furling main, 130% genoa, 900 square foot asymmetric, and a 1300 square foot spinnaker. A storm trysail and storm trysail are included.
- She is 44,000 lbs fully laden with 185 gallons of fuel, 240 gallons of water, and fully provisioned.
- She sails well in 40+ knots. She sails well in light air and does not suffer from lee or weather helm. She sails well under jib/genoa alone. She has a comfortable motion, yet with a good turn of speed producing 200 Nm days on a beam reach.
- 2017 New B&G autopilot with T3 hydraulic ram. Runs flawlessly and integrated with a full B&G system, including Zeus2 at the helm and Triton autopilot controller at the helm. Backup electric Auto marine 3000 autopilots.
- The three blades Maxprop gives excellent maneuverability under power and in reverse and adds 1/4 to 1/2 knot of speed under sail when the blades automatically feather.
- Fleming Windvane mounted on transom

Navigation

Complete B&G integrated system including:

- Zeus2 chart plotter and Triton autopilot controller at the helm
- T3 hydraulic autopilot
- 4G broadband dual radars
- DST200 depth, speed, and water temperature
- Forwards can sonar which gives depth redundancy
- GoFree wireless to allow access to the Zeus2 on a tablet. This unit is configured as a wifi bridge and not an internet-accessible access point. We do not connect safety or mission-critical systems to the internet. All updates are completed in port with SD cards to avoid bricking and the introduction of vulnerabilities and latent defects from the vendor software patches. We have experienced this before with B&G resulting in electronic units being replaced under warranty and taking some weeks to turnaround.
- Charitable VHF Icom 506 integrated with B&G nmea2000 network for AIS and GPS messages. Masthead 3 db aerial and Command mic located at the helm.

- Second, fully redundant ICOM VHF mounted in the cockpit with an aft arch 6db aerial
- Charitable mounted Ipad dedicated to B&G remote viewing.
- Helm activated 135 db horn mounted on a mast. Loud hailer connected to Icom M506 VHF. Also has fog horn and warning horn functionality

Sails and Rigging

- NEW 2017 Two Electric Lewmar Evo winches
- Schaeffer boom furler and new fully battened furling mainsail. The mainsail is also the storm trysail. It can be reefed, deployed, or retracted at any point of sail. Also equipped with end fittings are Staloks, including Staylok turnbuckles and backstay aerial isolators. All standing rigging mechanically cleaned in 2019.
- [Storm Staysail Pt Townsend Sails \(2002\)](#)
- [_Staysail Lee](#)
- [Trysail Pt Townsend Sails \(2002\)](#)
- [Asymmetric Spinnaker Lee Sails 1300 sq ft](#)
- [Asymmetric Spinnaker UK Sails 900 sq ft](#)
- [Spinnaker Pole](#)

Safety

- EPIRB (new as of Aug 2018 and primary EPIRB) ACR GlobalFix Pro (NOAA registered Aug 2018) located at top of companionway steps
- EPIRB (battery replacement suggested for Nov 2012 but tests ok) ACR GlobalFix reregistered as a backup. Stored in a ditch bag.
- SOS recovery ladder fitted to toerail as the vessel has high freeboard making self-recovery of a MOB very difficult without this deployable cargo net ladder.
- MOB deployable inflatable life pole
- Walder boom brake fitted to dedicated boom bail
- On deck, lifeline tapes are fitted from aft to the forward stanchions
- Parachute and 1-inch line is provided. The foredeck has a samson post capable of carrying large loads. Galerider drogue also provided
- Two 200 foot 3 braid 1-inch lines are provided which can be run from the aft deck as trailing warps
- Fire Extinguishers
 - Two gross weight 8lb fire extinguishers below located either side of companionway steps. One in the galley and one at the chart table. Marine Type USCG Type A Size Type B-C Size 1. USCG Approval Number 162.028/EX3622. Purchased Nov 2013
 - One 2lb 8 oz fire extinguisher Located in the aft stateroom. Marine Type USCG Type B-C Size 1. USCG Approval Number 162.028 / EX 2102
 - Two gross weight 4lb fire extinguishers located in a mesh bag under the helm. Marine Type USCG B-C Size 1. USCG Approval Number 162.028/EX3622
 - Engine room extinguisher is a Seafire FH 100A automatic unit.

Bilge Pumps

- Two PAR 34600 bilge pumps are fitted under the grille at the companionway steps. The primary pump is connected to the counter and bilge pump 1 circuit breaker. Bilge pump

2 is connected to an off / auto and on the switch (normally auto). Spare gilmer belts and valve kits are included in the ship's stores.

- All float switches are fitted to a quick release stainless arm under the companionway steps in the main bilge. All float switches have 2 pins Deutsch connectors and can be connected to any of the two PAR 34600 bilge pumps. Switches are fitted at 3 levels. 2 inches above the bottom of the bilge, 6 inches up and 10 inches up. Multiple switch types are fitted including lever arm and solid-state. Typically pump 1 is fitted at the bottom float switch and bilge pump 2 is fitted to the middle float switch although any float switch can be used with any pump. We've found the Rule lever arm switches to be very unreliable and have been progressively replacing them with Johnson and Water Witch solid state switches. She is a dry boat and it's only a leaking grey water tank that triggers any bilge pump counts when it overflows.
- A whale gusher manual bilge pump is fitted under the cabin sole adjacent to the chart table.
- All bilge pumps have functional one-way gate valves and pickup screens.

Communications

- Charitable
 - ICOM M710 SSB and Pactor II Pro modem
 - ICOM IC-735 Ham radio
 - ICOM M-506 with integrated AIS and DSC connected to masthead 3db whip aerial (MMSI 503020950). Commandmic located at helm integrated with charitable Icom M506. Icom M506 connected to mast mounted loud hailer which also has foghorn and warning horn functionality.
- Cockpit
 - ICOM M-502 VHF with DSC (GPS aerial not fitted) connected to arch mounted VHF aerial (MMSI 503020950)
 - Two ICOM handheld VHF radios an ICOM IC-M2A and Icom IC-M3A and chargers Single sideband radio

Cockpit, Helm and Dodger

- Custom helm with single lever Vetus engine and transmission controls, instrumentation, and switchgear integral at the wheel.
- Custom windscreen and hard dodger. The hard dodger is fitted with a locking Lewmar pilot hatch to allow the helmsperson to standup with 360-degree visibility.
- The cockpit is comfortable for two people to sail handling though it safely fits 6. Comfortably 2 people can lie either side of the helm while on long passages. The dodger is low and situated to minimize windage. The new furling boom has been situated to allow the helmsperson to stand at the helm with the pilot hatch open and have head clearance to the underside of the boom. So no head strikes from a gybing boom.
- 4 USB charging ports and 2 cigarette style 12V charging ports. 110V AC is also available at the helm.
- LED lighting partially installed but not yet wired.

Anchoring

- The main anchor is an 88lb Rocna with 325 feet of 5/16 inch G4 chain. The chain is in good condition and has been reversed in 2017. She has a Wasi Lloyds certified stainless steel swivel.

Interior and Accommodations

- Aft island queen bunk Sleeps 2. No lee cloths.
- Port and starboard salon settees are full-length berths of over 2 meters (7 ft) in length and equipped with lee cloths.
- The forward stateroom is configurable as an stbd sea berth and upper-level berths over 2 meters (7 ft). Also configurable as a full size two-person sleeping bunk and the single sea berth becomes readily accessible storage under the bed.
- Separate workshop, chartable, galley is a U shape for safety at sea, salon table is comfortable to sit at. Handholds and fiddles throughout the yacht making below decks safe in confused seas.
- 110+ lockers with a full complement of stores, spares, tools and specialized equipment.
- Separate inbuilt 12V fridge and freezer with Dometic K50 compressors and keel cooled. Fully functional with remote temperature and humidity monitoring. The fridge has a battery-powered circulation fan which stabilizes temperature and provides more consistent cooling.
- Four burner propane Broadwater stove and oven. Fully functional. Dual 4 gallon composite propane bottles fitted to a dedicated gas locker on deck.
- Dedicated space for storing two laptops on the chartable. The chart table has under chart storage, SSB with Pactor modem and edge port USB connection, HAM HF, VHF with DSC, iPad. Multiple 12V DC and 110V AC charging sources.
- Paper chart books for all of the US West Coast. New as of 2017.
- A new diesel heater has been fitted. New exhaust, fuel pump, and controller are supplied but not fitted.
- 6 x 12V cooling fans
- LED lighting (white and red) throughout
- 2 heads. The forward head is just behind the sail locker. Plumbed to 40-gallon holding tank. Aft head (new electric 2018) and shower. Shower and aft sink drain to grey water sump. Aft head plumbed overboard and to a portable and removable holding tank. Not used in the harbor or no pump out areas unless with the holding tank. (a new electric head is waiting to be fitted to replace the forward Racor)
- Espar diesel forced air heating system

Water and Diesel Tankage

- (240) gallons of freshwater in four tanks. Tanks 3 and 5 are on the port side, and tanks 4 and 6 are on the starboard side.
- Spectra 380C 12V DC watermaker. Watermaker is currently pickled and not used at this time.
- 185 gallons diesel capacity in tanks 1 and 2. An additional 20 gallons contained in four jerry cans on deck.
- Tank tender is connected to the two diesel tanks and four water tanks and the forward black water tank. The label Tank 1 is the port diesel tank. Tank 2 is the starboard diesel tank. Both diesel tanks have screw-in dipsticks under the salon floor. The label tank 9 is the blackwater tank.

- Overfilling the water tanks will spill into the bilge resulting in bilge pump cycles.

Driveline

- Perkins 4-236 main engine. 4173 hours. It runs excellent and is super reliable. Fitted with electric engine oil preluber. This device has been in use before every engine start since 1990. The engine has no leaks, no discernible oil burn and is super reliable. Max rpm we use is 1800 rpm resulting in approximate consumption of 1 gallon per hour. Most economical cruise at 1500 rpm +/- 100 rpm. Results in cruise speed of 7 knots. Max hull speed of 8.5 knots.
- Dual Racor centrifugal primary filters. 10-micron filters replaced Aug 2018. The main engine has a 2-micron final filter. Walbro electric fuel pump and main engine mechanical lift pump replaced 2015 and both have less than 200 hours use.
- 185 gallons diesel in two tanks. Both tanks inspected and cleaned in Aug 2018. No leaks, no water just a thin film of fine sediment removed. All refuels are fed through a prefilter ensuring no water ingress through fuelling.
- Transmission is a Borg Warner Velvet Drive. Oil is clean and the transmission performs flawlessly
- 3 blade max prop and PSS shaft seal in excellent condition.

Electrical Generation and Monitoring

- The aft arch has one kilowatt of solar installed. This is enough power to generate 4 to 5 KW on most days and more than enough power to keep up with refrigeration and any other electrical need.
- Each panel is 350W, and on sunny days, this will recover all house bank loads consumed overnight. It will also heat hot water, and carry any underway loads.
- The main engine has both a 55 Amp and 120 Amp alternators, which is sufficient to recover all house banks, starter banks, and even heating hot water electrically.
- Kubota single cylinder 7 kW 12V DC generator is fitted with a 12A 120Amp alternator and also heats water in the water heater through its heat exchanger. The generator runs well under load and has only 1227 hours.
- The hot water system has a 240V 2500W heating element, which generates about 600W of heating on 110V through the inverter or consumes about 50A through 12V. Hot water can be heated through the inverter on 110 with the generator running or on 12V with either the generator running or from solar panels deployed in full sun.
- House bank is four 4 X 100 Ahr Carbon foam batteries in two banks of 12V 200Ahr. (new in 2018 These are more tolerant of deeper discharge cycles and sulfation. Extensive data capture demonstrates the carbon foam batteries charge faster and provide much greater discharge capacity than any other lead-acid technologies.
- The start battery bank is two spiral wound Optima sealed 750A start batteries (new in 2016 and 2019)
- The 3 x 350W solar panels all have individual Victron MPPT 100/30 SmartSolar charge controllers, are monitored through the Victron Bluetooth app on your tablet or cell phone.
- The house and the start batteries are all monitored through a Heart Interface Link 2000
- All new wiring run and installed for new and upgraded systems. All wiring old and new has been either cable tied or run in dedicated conduits.

Miscellaneous

- 4.5 horsepower Mercury 2 stroke outboard.
- Outboard crane located on arch stbd aft
- Numerous boat hooks and brooms located on the arch
- Nearly 2000 feet of line available in the sail locker and on the aft arch
- All running rigging

Additional

Numerous spares and a new line on the reel will be left for the new owners. As will the 10 ft tandem kayak and 2 10ft paddle-boards. Also 2 Audi folding bikes.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice