

Royal Passagemaker 46

This exciting new series is based on a well proven hull form designed by Ed Monk Senior. All exterior decks and cabin structures are moulded foam cored vacuum infused fibreglass and the hull is solid vacuum infused fibreglass below the waterline, and foam cored above the waterline.

The 46' series is proven to be extremely seaworthy and very efficient. Several of the 46' Trollers have shown an average fuel burn of one gallon per hour, (combined cruising and trolling averaged over a fishing season).

Greg Marshall has just completed the preliminary plan & portfile designs of the 46' vessel shown. This new vessel will be available in both two & three stateroom models. The two stateroom model offers a full beam mid ship master stateroom with the guest stateroom forward. The three stateroom model offers two double staterooms amidship and the master stateroom forward. This vessel will displace approximately 50,000 lbs., making it a very capable ocean voyager with the latest comfort, styling and design features.

This vessel is truly capable of taking an adventurous couple with or without friends economically cruising around the oceans of the world in safety, with all the comforts of home. If you have any questions please don't hesitate to contact me at any time.

General Specifications:

Length Overall.....	46'	Freeboard aft.....	6'0"
Beam.....	14'6"	Freeboard forward.....	9'4"
Draft.....	5'8"	Fuel.....	1120 imperial gallons
Displacement (approx.)..	50,000 lbs.	Water.....	215 imperial gallons
Standard power...	Cummins 6BT-210 Hp. Intermittent / 185 Hp. Continuous		

P.S. Greg Marshall has just completed preliminary drawings for a 42' full displacement and a 42' semi displacement Vessel. These designs will be available in one and two stateroom models and have excellent sea keeping abilities.

ROYAL PASSAGEMAKER 46

STANDARD EQUIPMENT

General Construction

The hulls, decks and cabin structures are vacuum infused with vinylester resin and unidirectional glass fibres. When core is used in our laminates, we use ATC Corecel triple cut within our infused laminate. There are generous overlaps at all edges of material runs, with the stem and keel having double hull laminates. Being that we use vinylester resin for vacuum infusion, the risk of osmosis has been eliminated.

The deck and cabin structure is cored with high density foam which provides strength and rigidity as well as an insulating factor. Unlike Balsa core the foam does not break down or rot over time.

Hull, Deck & Bridge

Commercial grade (spool type) anchor windlass with 100' of chain and 300' of rode

Two Boarding gates

Fiberglass bow pulpit with roller

Bronze under water thru hull fittings and seacocks

6 Stainless steel deck cleats

Full instrumentation on bridge

Hand rails are 1 ¼' welded stainless steel

Lewmar deck hatch

"L" shaped bridge lounge with storage under and table

Radar arch

Tinted plexiglass wind screen

Durable heavy duty rub rail on moulded fiberglass guard (rub rail)

Engine Room, Machinery & Mechanical

Cummins 6BT – 210 HP intermittent/185 HP Continuous @ 2200 RPM driving a Hurth 3.1:1 reduction gear

Soft wall exhaust hose with in line G.R.P. mufflers

2" Navy Hull Board (U.S.C.G. approved) Acoustical/Thermal Insulation

2 ½" #316 Stainless Steel propeller shaft

Bronze four blade propeller

Work bench with 110V. outlet

Two RACOR 75-900 FG fuel filters

Custom fuel transfer system allows for the capability to polish all fuel within an 8 hour period.

12V & 110V Lighting

1120 Imperial (1344 U.S.) gallon in two moulded G.R.P. tanks

Two 2000 GPH. & one 4000 GPH. electric bilge pumps

One WHALE Titan manual bilge pump

PARAGON water pressure system

20 Gallon hot water tank

Control, Navigation & Electrical

MORSE Throttle & Gear controls

JASTRAM (Wagner) dual station Hydraulic steering system

International navigation lights

Dual trumpet air horn

Complete engine instrumentation

Engine protection contactors for oil pressure and water temperature

Tinned copper wire throughout the vessel

TRACE 1500 watt inverter/70 Amp. Smart charger

Batteries 600 amp Starting Isolated from 1000 amp house bank

Vapour proof marine battery switches

12 V./120 V. Electrical distribution panel with magnetic circuit breakers, volt & amp meters

120 V. – 30 amp. Shore power connection

Accommodations & Interior

Maple or Mahogany cabinetry throughout

Soft vinyl headliner

Plush carpeting with underlay (salon, Pilothouse, Companionways & staterooms)

Vinyl floor coverings in the Galley & heads

Propane stove with oven

12 v./110 v. fridge/freezer

Solid surface counter tops in Galley & heads

SEALAND toilets

Exhaust fans in both heads

Stainless Steel Port lights with screens in all accommodation compartments (lower level)

Engine & Mechanical Options

CATERPILLAR 3306B (A rating) 215 HP @ 2000 RPM

CUMMINS 6BT 5.9M 210 HP @ 2600 RPM

LUGGER L668T 175 HP @ 2200

Optional engines available with TWIN DISC or ZF reduction gears

ISUZU 3LD1 33.3 HP auxiliary Wing engine

5 KW. To 12 KW. Generator set

Bow Thruster

Hydraulics package (200 gallon per min. emergency bilge pump/fire pump, bow thruster, hydraulic windlass power, Davit winch, Hydraulic/mechanical stabilisation).

Dingy Davit

Diesel furnace

Stabilisation: paravens (Flopper stoppers), bilge keels, Hydraulic/Mechanical Spare propeller and shaft