

TARTUGA - BENETEAU



Builder: [Beneteau](#)

Beam: 15' 0" (4.75 m)

Year Built: 2012

Min Draft: 19' 8" (6 m)

Model: Oceanis 48

Max Draft: 19' 8" (6 m)

Price: \$275,000 USD Subject to change.

[See full listing on our website](#)

Location: Charleston, United States

LOA: 47' 0" (14.60 m)

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OVERVIEW

Fully refitted and with an ARC pedigree, this turnkey bluewater sailing yacht is ready for offshore voyaging. She is equipped with 1.05 kW of solar charging backed by a 560 Ah lithium battery bank and an onboard watermaker to maximize self-sufficiency, while new standing rigging installed in 2024 is matched by a 2024 mainsail and genoa. A complete navigation and electronics suite ensures confident passage planning, and comfort is assured by triple-zone A/C, a bow thruster for precise handling, and a shoal draft that opens up more cruising grounds; a stylish stern arch with davits keeps deckwork uncluttered and provides secure tender deployment. The interior offers a refined 3-cabin/2-head layout for elegant liveaboard comfort, and the yacht is offered with a 2021 Highfield RIB powered by a 20 hp outboard.

SPECIFICATIONS

Basic Information

Model Year:
2012

Country:
United States

Year Built:
2012

Dimensions

LOA:
47' 0" (14.60 m)

Beam:
15' 0" (4.75 m)

Min Draft:
19' 8" (6 m)

Max Draft:
19' 8" (6 m)

Speed, Capacities and Weight

Water Capacity:
175 Gallons

Fuel Capacity:
105 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Sail Drive

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY





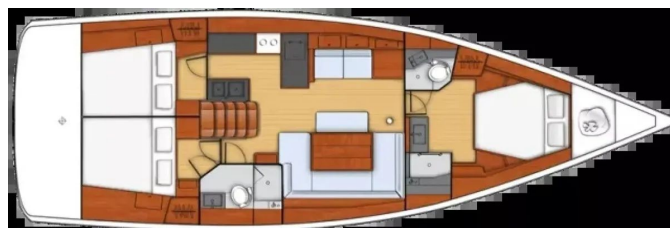
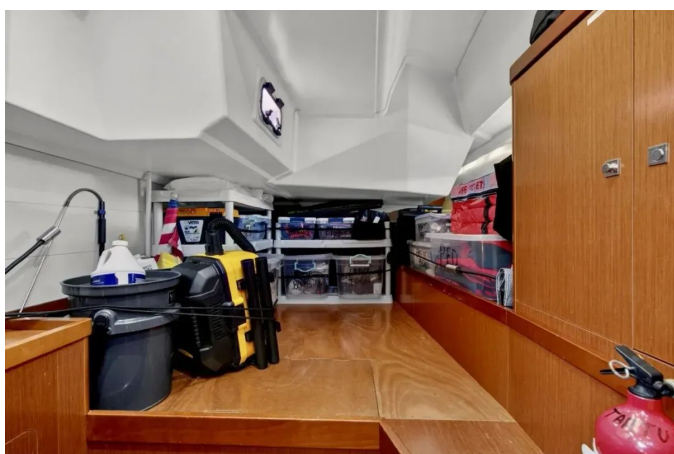
















DETAILED DESCRIPTION

Description

Tartuga is a well-proven and extensively refreshed Beneteau Oceanis 48, prepared for her next chapter of bluewater passagemaking. Having completed the 2024 Atlantic Rally for Cruisers (ARC) crossing and enjoyed a season cruising the Bahamas through 2025–2026, she arrives as a turnkey, well-equipped yacht on which the major maintenance and upgrade items typical for a boat of this size have already been addressed.

From 2024 through 2026 the owner carried out a thorough refit: in 2024 she received a new North mainsail and genoa, new wire standing rigging, a 560Ah lithium house battery bank and a B&G NAC-3 autopilot; in 2025 she benefitted from a new or upgraded SD60 saildrive, a significant electrical system overhaul and an upgraded Balmar high-output alternator; and in 2026 she was fitted with a new Simrad twelve-inch multifunction chartplotter and given fresh bottom paint, alongside recent engine and saildrive servicing to maintain her readiness to cruise. Tartuga is comprehensively outfitted for extended passages with a 1,050W solar array mounted on a custom stainless-steel arch, a Schenker watermaker, three-zone air conditioning, a bow thruster, three electric Harken winches, an electric windlass, AIS, Starlink and a shoal-draft keel drawing six feet, and she carries a 2021 Highfield 340 aluminum RIB powered by a 20 HP Tohatsu outboard. Her attractive three-cabin, two-head owner's layout provides spacious comfort for a cruising couple, family or guests while preserving abundant storage and a practical, liveaboard-friendly flow. Privately owned and never chartered, with no known hurricane or material damage history, Tartuga has been actively maintained and substantially upgraded by her current owner. She is USCG documented, properly imported with CBP-7501 documentation, and available for immediate

inspection at Safe Harbor Charleston City Marina.

Overview

Designed and outfitted for serene long-distance passagemaking, Tartuga is a Beneteau Oceanis 48 presented in turnkey condition, never chartered and without any known hurricane or structural damage history. Her shoal keel yields a six-foot draft and she is arranged with three cabins and two heads, while sail-handling simplicity and deck safety are provided by in-mast furling, a furling genoa, and the reassurance of a bow thruster. Recent investments in systems and sail inventory include a complete 120V electrical refit with a 50 Amp shore-power inlet in 2025, a new inverter/charger and isolation transformer installed the same year, an upgraded alternator, and a new North mainsail and genoa in 2024 with wire standing rigging also renewed in 2024. Performance and sailplan versatility are enhanced by a Code-0 (added in 2020), a spinnaker pole, and three electric winches, while onboard autonomy is extended by a Schenker Zen 30 DC watermaker and a substantial 560 Ah LiFePO4 house bank installed in 2024.

The energy architecture centers on the stern arch, which supports 1,050 watts of solar generation feeding the lithium house bank, integrates dinghy davits and a solar mount, and carries a 2021 Highfield 340 aluminum RIB powered by a 2021 Tohatsu 20 HP outboard. Navigation and entertainment received modern upgrades as well: a new twelve-inch Simrad NSSEVO3S multifunction display fitted in 2026 complements a Fusion audio system with cockpit speakers installed in 2024. Underwater maintenance is current; the hull was professionally prepped and faired before receiving Sea Hawk Biocop TF antifouling in April 2026, and the saildrive was replaced and upgraded in 2025 with fluid changed using Rotella T 15W40 in April 2026.

The sailplan is purposefully arranged for shorthanded handling, anchored by an in-mast furling main and furling genoa with primary sails from North in

2024 and a Code-0 available for lighter airs. Wire standing rigging renewed in 2024 provides additional confidence, while the majority of control lines are led aft to the cockpit. Sail handling is made effortless by two Harken electric primary winches, one Harken electric cabin-top winch and an additional manual Harken cabin-top winch; the deck inventory also includes a spinnaker halyard, spinnaker pole, rigid boom vang, two genoa tracks with turning blocks, a split backstay, and a mainsheet carried on an overhead arch. Routine renewal work continues to keep systems fresh: the jib sheet clutch was replaced in 2025, and roughly seventy-five percent of running rigging—main halyard, jib halyard, topping lift, outhaul, vang, furling line, and mainsheet—was renewed in 2024.

Deck ergonomics and guest comfort reflect thoughtful design, with wide side decks and a clean foredeck for confident movement and an expansive cockpit organized around twin helms and a centerline table with storage, lighting, and stainless handrails for entertaining and relaxed watch-keeping. New settee cockpit cushions arrived in 2026 and are complemented by six folding cockpit cushions, a dodger, a bimini and mesh side curtains; eisenglass windows were added to both bimini and dodger in 2025 for improved visibility and shelter. Ample storage is provided by two large cockpit lockers, additional compartments in the cockpit sole, a dedicated propane locker and a liferaft locker beneath the helm seat. The electric fold-down transom, fitted with a new actuator in 2025, forms a generous swim platform and is supported by a swim ladder and cockpit shower, closing to create secure seating when raised. Ground tackle is cruise-ready with a 73-pound Rocna primary anchor on more than 150 feet of chain, a spare 55-pound Delta anchor, and a 12V DC Lewmar 1,500W automatic windlass on the bow with a handheld wired remote; a stainless bow fitting with twin anchor rollers, an anchor/chain locker and a large foredeck sail locker with ladder and shelving keep gear tidy, while six aluminum mooring cleats and an attractive wooden passarelle complete the fit-out. The aluminum arch also accommodates a dinghy lift, outboard lift, solar

brackets, a Starlink mount and an outboard engine bracket.

A major 2025 electrical overhaul modernized Tartuga for extended cruising and international compatibility, adding six Victron Energy 175W solar panels (1,050W total) on the arch with Victron charge controllers, a contemporary 12V distribution panel and upgraded power management. Battery and starting systems comprise four Bosch S5 A05 AGM 60Ah bow thruster batteries installed beneath the V-berth, two ECO-Worthy 12.8 280 Ah Lithium Iron Phosphate house batteries (560 Ah total), and a Banner Buffalo Bull 605-02 Group Size 31 105Ah 100CCA engine start battery. At the nav station a Victron Energy Multi Control inverter/charger and a Victron Cerbo GX with display provide centralized oversight. Shore-power capability was expanded in 2025 with both a 50A 125/250V inlet and a 30A 125V inlet, plus two 50A shore-power cords; the vessel is wired for U.S. 120/240V 50A split-phase service and can also accept European 230V/50Hz with an appropriate adapter (not included). The documented scope of work included removal of obsolete equipment, rewiring to support new systems, installation of breakers and fuses, a Victron Energy Auto Transfer for all 120V loads, a Victron Quattro 12/3000/120/230V inverter/charger and controls, an Acme Auto Transformer 15 kVA isolation transformer to convert split-phase to single-phase for the boat's mains, a DC-to-DC converter for the engine start battery, a Balmar XT DF 170 J10 175A alternator, a furnished 50A 50-foot 220V shore-power cable, a 10 kVA automatic transfer switch prewired for a future generator, new 110V AC outlets with USB-C fast-charging ports throughout, rewiring of an existing shore-power inlet for portable generator use, and replacement of house battery bank DC wiring; invoices documenting the work are available on request.

Electronics and navigation gear are up to date, anchored by the 12-inch Simrad NSSEVO3S chartplotter installed in 2026 alongside two Simrad wind displays and two Simrad depth and speed displays. Autopilot functions are controlled from the port helm, operating a B&G NAC 3 autopilot (2024) driven by an L & S

hydraulic unit for precise tracking. Communications and situational awareness include AIS transmit and receive capability, a Simrad RS20S fixed-mount VHF with microphone, and two Plastimo size 6 magnetic compasses on the helm dashes. Entertainment and connectivity are handled by a Fusion system with two cockpit and two salon speakers (2024) and a Starlink router and dish mounted on a custom bracket.

Plumbing and tankage systems support extended cruising independence. The Schenker Zen 30 DC watermaker provides efficient water production, while fresh water is carried in three crosslink polyethylene tanks totaling 175 gallons with deck fills and a 12V DC Johnson Pump 5.0 GPM pressurization system; the tank accumulator was renewed in 2025. Hot water is supplied by a Quick B3 Nautic Boiler 40 with a 10.6-gallon capacity installed beneath the starboard side. Sanitation is handled by two crosslink polyethylene blackwater holding tanks; the aft head is fitted with a manual raw-water Jabsco toilet replaced in 2024 with major hoses renewed in 2025, and the forward head features a Raritan macerating electric toilet installed in 2025. Grey water is managed by two 12V DC Whale shower sump pumps beneath the sinks, and the vessel offers three sinks and two showers. Fuel capacity is 105 gallons stored in two polyethylene diesel tanks beneath the aft berths, and bilge management includes one electric and one manual pump with a dedicated LPG storage compartment provided.

The interior combines warm teak joinery with bright, contemporary styling to create an inviting salon and well-organized accommodations. The galley sits to port at the foot of the companionway in an L-shaped arrangement with a stainless steel sink, an ENO three-burner LPG stovetop with oven installed in 2025 and a versatile microwave/air fryer/oven fitted in 2025. Cold storage consists of two 12–24V Vitrifrigo units—a 26-gallon top-opening freezer and a 34-gallon front-opening refrigerator. Opposite the galley a commodious head with separate shower serves guests and day use, while the salon features a U-shaped settee and table to starboard with additional seating to port and

plentiful overhead and under-seat storage. Two aft guest cabins offer comfortable double berths with ventilation and hanging lockers, and the forward owner's suite provides a centerline berth, abundant storage, a vanity with seating and an ensuite head with a separate shower. Climate control is delivered by three-zone Dometic Cruise air reverse-cycle units totaling 24,000 BTU located under the V-berth and the starboard salon dinette bench, augmented by several 12V fans; a Fusion audio system serves salon and cockpit and a TV was added in 2025.

Mechanically, Tartuga is driven by a 75 HP Yanmar 4JH4-TE engine with saildrive and 2,431 hours showing. The vessel received an upgraded SD 60 saildrive in 2025, with the saildrive fluid renewed in April 2026; a 2,000-hour engine service was completed in 2025 and engine oil, fuel filters and the impeller were replaced in April 2026. Charging capability is bolstered by the Balmar alternator upgrade in 2025 and an engine control panel is installed at the port helm for convenient operation. Docking and close-quarters control are assisted by a 12V DC MaxPower bow thruster with helmside controls and a 12V DC Lewmar 1,500W anchor windlass with handheld wired remote. The Zen watermaker remains onboard to extend autonomy.

Safety and extra equipment are comprehensive for offshore cruising: an Arimar six-person offshore liferaft (2024) with service expiration 09/2026, an Ocean Signal EPIRB (2024) expiring October 2034, a MOB pole and flag (2024), a ditch bag (service date to be confirmed), four fire extinguishers, a fire blanket, jacklines and PFDs. Additional cruising conveniences include a foldable bike purchased in 2025, a selection of spare parts and a well-stocked tool kit.

A record of attentive maintenance underscores Tartuga's condition. In 2025 a broad program addressed systems and wear items—forward cabin lights upgraded, starboard winch motor replaced, water tank selection valves and the pressure bladder renewed, engine kill switch replaced, outboard serviced,

seventy-five percent of running rigging renewed, refrigeration serviced, winches greased, swim platform actuator and bushings replaced, steering inspected and adjusted, stern lifelines replaced and a fresh logo applied. In 2026 two watermaker filters were changed, the saildrive fluid was renewed in April, engine oil, fuel filters and impeller were serviced in April, and the bottom was repainted in April, leaving Tartuga ready for her next chapter of bluewater exploration.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

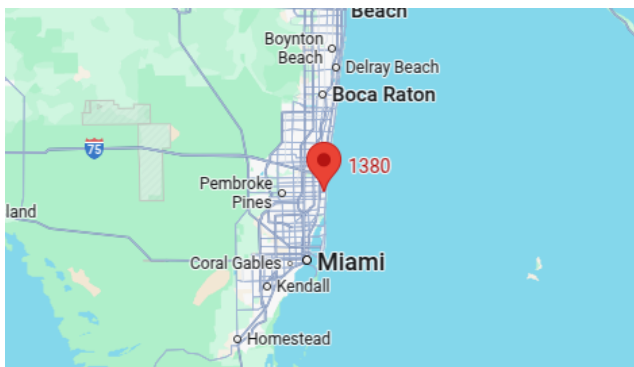
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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