



Ta Chiao CT 54 (16,40 m) - 1981



Layout :

- Length : 16,40 m (53' 9")
- Overall length: 18.28 m (59"9)
- Beam: 4.80 m (15"7)
- Draft: 2 m (6"56)
- Light displacement: 23 Tons
- Material: Polyester
- Rigging: Ketch
- Engine: VOLVO TAMD41 200hp

Price : 8,35 M XPF / 70 000 euros

Solid, reliable boat.

Ideal for charter.

Interior fittings :

3 Cabins - 6 to 8 berths

- An extra cabin can be fitted above the anchor locker.
- Equipment room
- A shower area converted into a sail locker and a toilet and washbasin communicate through doors and lead to a cabin with two single bunk beds and a port cabin with a double bed.
- Plenty of cupboards and storage space in both cabins
- Very spacious saloon with L-shaped bench for extra sleeping space, folding coffee table, chart table, bar and a multitude of cupboards, chests and drawers.
- Starboard passageway leads to a saloon with extendable table and removable bench.
- The saloon can be converted into a double berth
- In the center, a refrigerator and freezer also serve as a work surface for the portside galley.
- Aft: large aft cabin with closet, double bed, cupboards and desk (aft ports give direct access to the sea)
- On port side, shower and WC

Construction and history

Built in 1981 by Ta Chiao Shipbuilding in Taiwan, to designs by Robert Perry.

She was fitted out in the USA, then shipped to French Polynesia, where she was chartered for a few years.

At the time, samples were oversized, and numerous exotic, rot-resistant woods were used for the fittings.

Abandoned by her first owner in the Marquesas, she was rescued in 1995 by a local contractor who replaced the original Ford Leyward engine with a 200hp Volvo. A great deal of work was carried out, notably on the base of the large mast, the electricity, and the freshwater and diesel tanks.

She was then sold to another owner who undertook a huge amount of work, including tearing out the teak deck, re-laminating and laying flexitech over the entire deck surface in Taravao from 2005 to 2018.

In 2018, the fourth and current owner bought the boat and undertook further work: replacing the standing rigging, fixing the rail, stanchions, booms, steering wheel, installing lockers on the aft castle, bowsprit, windlass etc etc....

Since 2020, he has sailed extensively in Polynesia, including on charter.

Engine

Volvo Penta TAMD41H-A 200 HP (1995)
Consumption 5 l/h at 1000rpm
Hydraulic reverser
Three-blade propeller
Stuffing box replaced in 2021
Hydrolube ring replaced in 2021
Bow thruster installed but never mounted (24 V)
2 tanks of 350L, Total 700L

Ketch rigging

Aluminum masts, shrouds on both masts completely rebuilt in 2019: 10mm shrouds for the mainmast, 16mm for the forward stay; 12mm for the staysail stay, 8mm for the mizzen.
Mainmast boom replaced in 2018
Mainsail in average condition
Mizzen sail used
Furling genoa (bearings changed in 2021), good condition
3 staysails of different sizes, average condition
Storm jib, good condition
Winches : the mainmast is equipped with a Lewmar self-tailing winch for the mainsail halyard, a Barlow winch for the genoa halyard, a Barlow winch for the staysail halyard (or any other halyard), an additional winch for easier reefing is located under the boom; the mizzen is equipped with two Barlow winches; the mainsheet is taken up from the sheeting rail by a return system leading to a 2-speed Barlow self-tailing winch; the genoa furler is taken up by a piano leading to a Barbarossa winch; the genoa sheets are each equipped with a 2-speed Barlow self-tailing winch.
2 Spinnaker poles

Ground tackle

2000 W GDI windlass, hand-crafted remote control, connected to engine battery
Main anchor: 25 kg CQR anchor, 80 m 14 mm chain
Secondary anchor: 2 emergency CQR anchors of 15 and 27 kg, 70 m of 18 mm rope
Various large-diameter ropes
Iron hand

Comfort

2 freshwater tanks 350 L, Total 700 L
Double sink in kitchen; sea water by foot pump, fresh water by electric pump
Eno Force 10 2-burner gas stove + oven with grill (burners in poor condition)
BD50 refrigerator in need of repair (gas leak)
2 Jabsco manual WCs
2 showers
Water heater to be repaired (resistance)
2 Fans

Electricity

3 x 125 Ah gel batteries (2024) + 2 x 100 Ah AGM batteries (2022)
120 Ah motor battery
4 Solar panels (2019)
Victron battery monitor
Victron MPPT 100/30 controller
Yamaha 1000 W portable generator
LED lighting

Electronics and navigation instruments

Car pilot :SIMRAD AC 42 from 2018
2018 VHF cobra
AIS Camino108 class B Amex 2020
Anemometer to be reassembled and checked

Nasa depth sounder
Magnetic compass
Barometer

Safety

Liferaft (to be revised)
EPIRB Ocean Signal (2021)
10 Life jackets
Fire extinguisher
Distress flares + hand lights + orange smoke from 2020
Bilge pump with float release in engine hold + 2 bilge pumps under mainmast

Tender

Dinghy Plastimo 3m10 (poor condition)
Suzuki 15 HP 2-stroke outboard motor
Mercury 3.3 HP outboard motor

Miscellaneous

Stainless steel gantry (2021)
Rotopol 2-seater kayak (2019)
Numerous tools: grinder, jigsaw, sander, screwdriver, cordless drill, drill press, multitool, dremel, vacuum cleaner, soldering iron, pipe wrenches, screwdrivers, chisels, pliers, etc.
Engine spare parts: seawater pump, freshwater pump, alternator, electrical panel and wiring harness

Special work :

2018: deck, fittings, live and dead works, railings, helm pedestal, hydraulic system, valves and through-hull fittings, bow thruster, mainsail boom

2021: fairing, hydrolube ring, stuffing box, paintwork, miscellaneous woodwork

2023: bowsprit, overhaul of front forestay and manufacture of sub-boom by Fenua Rigging

Last bottom paint : 2021

Main strenghts

Solid polyester boat, cruising monohull, warm and comfortable interior both at anchor and at sea.

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale.

The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.