50 - 2003

https://www.yachtadvert.com/3729-beneteau-50.html

125 000 EUR incl vat



General

- Builder : Beneteau
- Length : 48.88 Ft
- Life Raft : No
- Leasing in progress : No
- Subtype : Pleasure
- Year : 2003
- Beam : 14.99 Ft
- Area : Preveza, Greece

Engines

- Fuel : Diesel
- Power Unit. (HP) : 100
- Engine Brand : Yanmar
- Engine(s) : 1
- Hours : 5400

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Facilities

Berth : 8
Flybridge : No
Sailor Cabin : 4
Helm : No

Electronics

Autopilot : Yes
GPS : Yes
VHF : Yes
Watermaker : No
Radar : Yes
Sounder : Yes
Chartplotter : Yes
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : Yes
Teak cockpit : No
Furling mainsail : No
Gangway : No
Davits : No
Electric windlass : Yes
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : Yes

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No
Bow Thruster : No
Marine Generator : Yes
Hot water : No
Flaps : No
Tender Engine : No

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Household appliances

Fridge : 1
Oven : Yes
Gas stove : No
Heater : Yes
Dishwasher : No
TV : No
IceMaker : No
Freezer : Yes
Microwaves : Yes
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

Various

Broker Remarks
Tara is a 2003-built Beneteau 50, a Bruce Farr–designed cruising yacht offering a spacious four-cabin, four-heads layout well suited to family cruising in the Eastern Mediterranean. She has been drysailed at Cleopatra Marina, Preveza, for the past fifteen years and presents as a well-equipped, turn-key example of the model.
Tara has benefited from a substantial programme of recent works, including a complete standing rigging replacement, renewal of all 21 skin fittings and seacocks, and an upgraded charging system — all completed in 2026. She is offered ready to cruise, with a comprehensive equipment list and no significant outstanding works beyond those noted under Known Defects.
Highlights Listed below but included in Full Specs:

New standing rigging (2026)
All 21 thru-hulls and ball valves renewed with TruDesign composite fittings (2026)
Upgraded charging system — 140A alternator with serpentine belt and Balmar external regulator
Four-cabin, four-heads layout
Bow thruster
Full Garmin electronics suite, including AIS, radar and chartplotter
Recent engine service (September 2026)
In-mast furling main with electric winches
Spinnaker fitted with snuffer for short-handed use

BROKER'S REMARKS
Tara presents as a well-cared-for example of the Beneteau 50, benefiting from a thorough maintenance programme under long-term ownership. The standing rigging, thru-hulls and charging system have all been renewed in 2026, giving the next owner confidence in the vessel's major systems.
The four-cabin, four-heads layout is a genuinely practical arrangement for family cruising or entertaining guests, with each stateroom served by its own heads compartment. The cockpit and deck are set up for easy, short-handed handling, with electric winches, a bow thruster and a snuffer-equipped spinnaker.
Having been drysailed and stored ashore for most of each year, Tara is in good order throughout and ready for the coming season

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Accommodation
ACCOMMODATION
Tara offers a spacious four-cabin, four-heads layout, with all staterooms fitted as double or queen berths — a genuinely practical arrangement for family cruising, with no cabin required to share a heads compartment. Two of the four heads are plumbed to holding tanks.
LAYOUT
Four double/queen cabins, each with its own heads compartment (two fitted with holding tanks, two without). Chart table and saloon table both fitted.
DOMESTIC
The galley is equipped with an oven, grill, galley sink, cool box and refrigerator (freezer conversion possible [CHECK]). Water system is pressurised, with hot water via immersion/calorifier. Webasto diesel heating is fitted; air conditioning is not permanently installed, though a portable 4,000 BTU shore-power unit is available for use at the boatyard. Stereo, TV and DVD player fitted; no TV aerial or satellite TV. Toilets are manual flush. No water maker fitted.

Mechanical and Rigging
CONSTRUCTION

Builder: Beneteau, France
Designer: Bruce Farr & Associates
Year built: 2003
Hull material: GRP
Deck material: GRP
Hull colour: White
Keel type: Fin
Rudder type:spade
Steering type: Wheel, twin aft helm positions
Keel:— preventive epoxy treatment applied

DIMENSIONS

LOA: 14.90m (48ft 11in)
LWL: 13.40m (44ft 0in)
Beam: 4.46m (14ft 8in)
Draft: 2.30m (7ft 7in)
Air draft: 19.00m (62ft 4in)
Displacement: 13,000kg
Ballast: 4,228kg

MECHANICAL

Engine make: Yanmar 4JH3-HTE
Engine type: Diesel inboard, single engine
Engine year: 2003
Engine hours: Approx. 5,459 hours
Service history: Last serviced September 2026 by the owner — oil, filters, antifreeze, transmission oil

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and secondary fuel filter
Cooling: Fresh water cooled
Fuel consumption: Approx. 4 litres/hour
Drive type: Shaft drive
Propeller: MaxProp feathering propeller
Bow thruster: Yes, 7hp
Charging: 140A alternator with serpentine belt, Balmar external regulator (upgraded)
Any other information: Alternator and serpentine belt system upgraded from the original Yanmar V-belt arrangement

PERFORMANCE

Cruising speed: 7.5 knots
Maximum speed: 8.3 knots
Motor range under power: Approx. 1,000 nautical miles

TANKAGE

Fuel: 500 litres, 2 tanks, plastic
Water: 1,000 litres, 4 tanks, GRP
Holding tank: 80 litres, 2 tanks, plastic — fitted to two of the four heads
Macerator/pump-out
Grey water tank: Not fitted

ELECTRICAL

Domestic batteries: 3 x 145Ah, age September 2023
Engine starter battery: Age August 2021
Bow thruster battery: Age not recorded [CHECK]
Inverter: 1,000W 110V Xantrex
Battery charger: Xantrex
Charging system: 140A alternator with Balmar external regulator (upgraded)
Generator: Honda EU1000 portable
Shore power, 14-gauge shore power cable

RIGGING

Rig type: Sloop, in-mast furling
Mast material: ZSpar, keel-stepped
Standing rigging: New (2026) — complete replacement of both forestays, both backstays and all shrouds, using Stay-Loc turnbuckles and swages
Running rigging: New (2026) — spinnaker halyard, jib halyard and main topping lift replaced; main and jib furlers serviced
Furling: In-mast main furling; furling headsail
Reefing: In-mast
Spinnaker pole: Original
Lines led aft to cockpit: Yes

SAILS

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Main: Elvström, approx. 20 years old, fair condition, in-mast furling
Genoa: UK Sailmakers, approx. 18 years old, good condition
Cruising chute/spinnaker: North Sails, approx. 18 years old, excellent condition, fitted with a snuffer for short-handed use
Sails have been regularly serviced by a sailmaker in Lefkas

Inventory
NAVIGATION

Chartplotter / GPS: Garmin 740
Radar: Garmin HD 18
AIS: Garmin AIS 600
Autopilot: Raymarine SmartPilot
ST6000/ST7000 autopilot
Wind instrument: Garmin GWind (wired), masthead wind indicator fitted
Fish finder: Garmin Chirp
VHF radio: Standard Horizon
Compass: Plastimo, fitted at each helm station
Deck instruments: Garmin GM10, connected to an NMEA 2000 backbone
Barometer and clock: Brass

DECK

Decking: GRP
Anchors: 30kg Bruce (primary) with 80m of 12mm chain; 20kg secondary anchor
Windlass: Lofrans Falcon, electric
Winches: 2 x Lewmar 66, 1 x Lewmar 40 (electric), 1 x Lewmar 40
Anchor locker: Forward
Pushpit / pulpit
Boarding ladder
Cockpit table
Cockpit lockers: 2
Cockpit/deck shower: Hot and cold

CANVAS

Sprayhood
Bimini
Winter cover
Cockpit cushions, including forward cushions for sun lounging

TENDER

Dinghy: Naut-Tend 230 inflatable
Outboard: Suzuki DF6, approx. 8 years old

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MISCELLANEOUS

Warps: 10
Fenders: 10
Full set of docklines and 2 x 50m long lines for shore mooring
Leather-wrapped steering wheels
Bosun's chair and climbing harness
Stand-up paddleboard (with carbon paddle)
Spinnaker sheets fitted with Tylaska shackles
Fully stocked galley — pots, pans, crockery, glassware, cutlery and serving trays
Comprehensive tool kit, including ratchet set, hand tools, strap wrenches, jigsaw, handsaw, polishing equipment, spare head pumps and hole saws
Spare Balmar 624 regulator and spare 140A alternator
Spare macerator pump
12 x USB charging ports
Fitted sheets, flat sheets, blankets and pillows for every cabin
Games, books, guitar and sports equipment, including 6 sets of masks, snorkels and fins

EXTRA DETAILS

Currently ashore, Preveza, Greece
Drysailed for the past 15 years
All 21 skin-fitting thru-hulls and ball valves replaced with TruDesign composite fittings in 2026, together with upgraded sewage lines and premium head hose

KNOWN DEFECTS

Port aft heads plumbing is incomplete; parts are aboard and a plan is in place, estimated at approx. 4 hours' work to finish
Outboard requires a carburettor service, including a needle valve replacement
Engine-driven fridge unit leaks refrigerant when not in regular use
Bow cabin vinyl wall covering has been removed; replacement material is aboard but not yet fitted
Bow cabin heads pump leaks and requires replacement; three spare pumps are carried aboard
Zincs will need replacement if the vessel is to be launched for any length of time
Bottom paint (antifouling) will be required if the vessel is to be kept afloat rather than continuing to be drysailed
Teak on the swim platform is worn
Teak rail has split in three or four places around the cleats and will need replacing

KNOWN DAMAGE

Accident history: None
Insurance claims: None

HISTORY
Tara was purchased in Croatia as an ex-charter vessel and subsequently registered in Canada. She has since been developed into a private family cruising yacht, with the owners cruising aboard for 13 months before deciding to retain her rather than sell.
In 2026, following a survey recommendation, the entire standing rigging was replaced — both forestays, both backstays and all shrouds — using Stay-Loc turnbuckles and swages, carried out by a rigging specialist in Lefkas. At the same time, the main and jib furlers were serviced and two halyards and the main topping lift were replaced. All 21 thru-hulls were replaced with TruDesign composite skin fittings and ball valves, rated to a 500lb

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side-load specification, together with new head hose and clamps.
The electrical system has been upgraded with a stronger serpentine belt drive in place of the original Yanmar V-belt, paired with a 140A alternator and Balmar external regulator, allowing substantial battery charging within an hour of running the engine.
Over the past 15 years the vessel has been drysailed from Cleopatra Marina, Preveza, averaging around 35 days afloat per year. Recent upgrades include replacement foam in the aft cabins, new sun pads and cockpit cushions, a gas barbecue, and a complete Garmin electronics suite (AIS, chartplotter, wind instruments, cockpit repeaters and radar) on an NMEA 2000 backbone.
Sails are older but serviceable and have been regularly serviced by a sailmaker in Lefkas; the spinnaker has been fitted with a snuffer to allow short-handed use. The Yanmar engine has approximately 5,500 hours and has received regular oil and filter changes; it drives a straight shaft to a MaxProp feathering propeller, which reverses pitch to minimise prop-walk. Indicative power speeds: 1,500rpm ? 6.5 knots, 2,000rpm ? 7.2 knots, 2,500rpm ? 7.7 knots. The exhaust elbow has been upgraded to stainless steel, with the original retained as a spare.
The primary anchor is a 30kg Bruce with 80m of oversize 12mm galvanised chain (chain replaced 2016).

SAFETY

Life raft, last serviced July 2022
Radar reflector
Life jackets: 9
Fire extinguishers: 4
Fire blanket
Flares: Carried [CHECK — expiry date not recorded on the form]
Bilge pumps: 2 electric, plus manual
Foghorn
Search light

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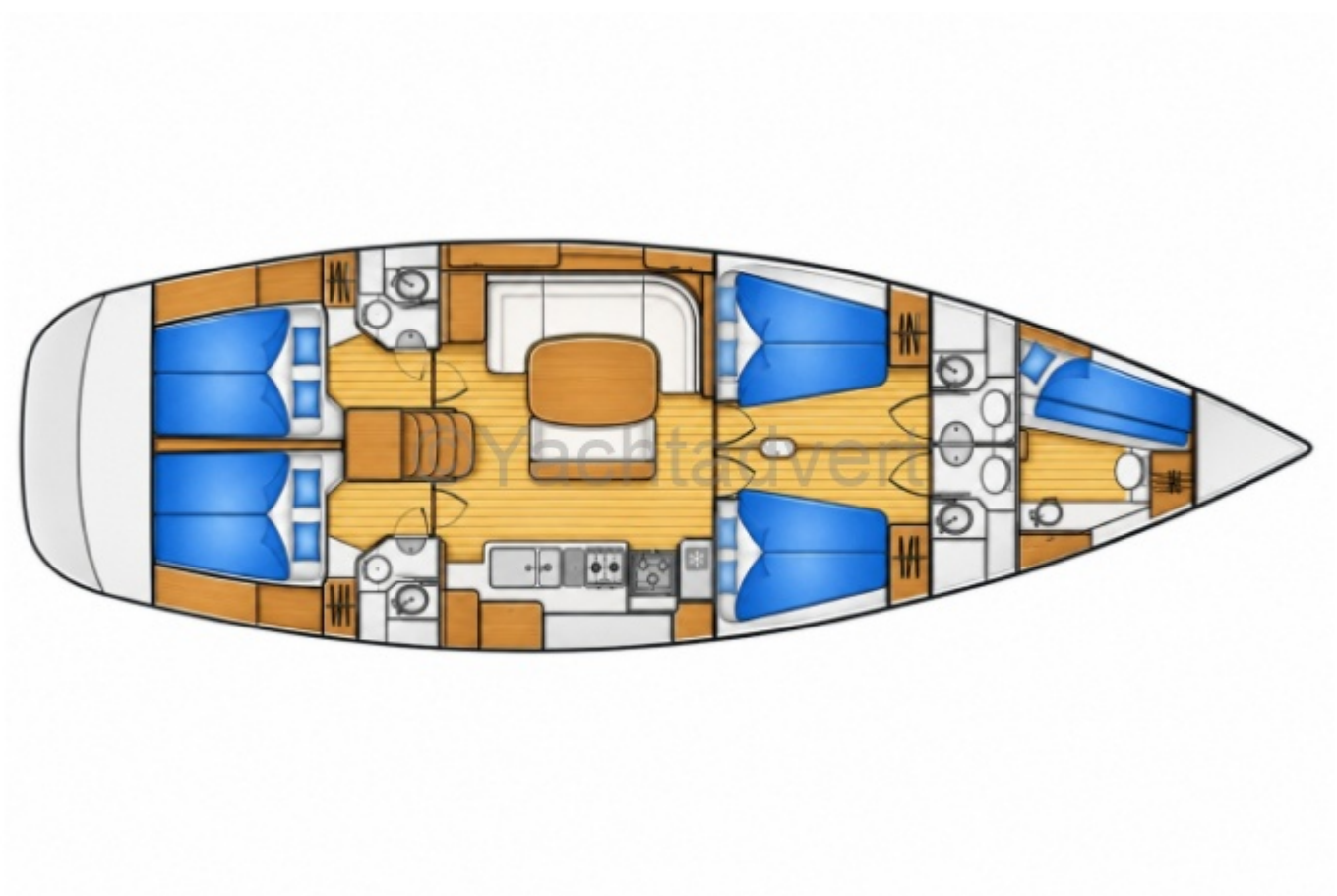

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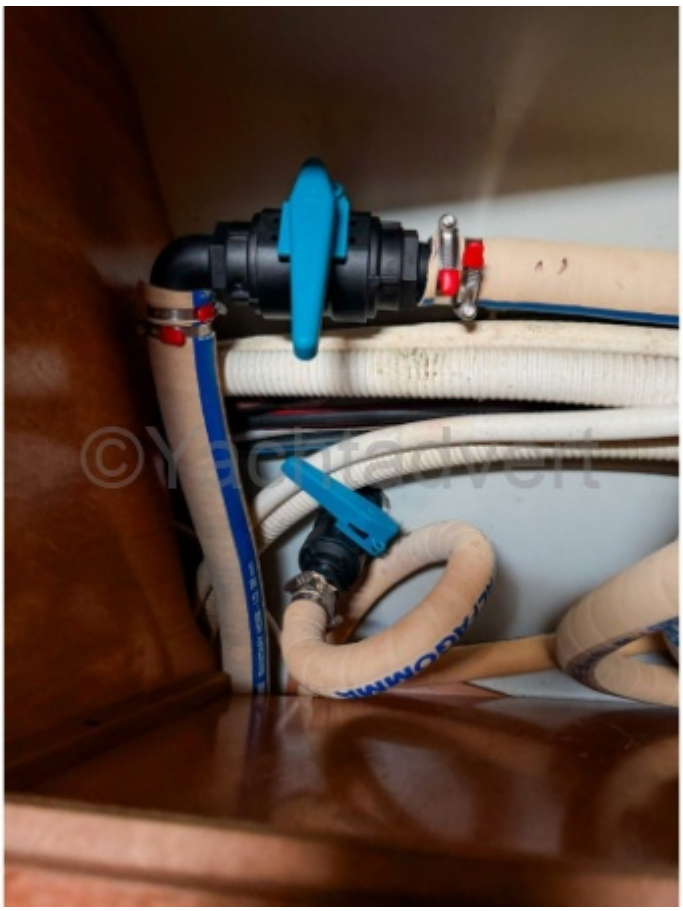

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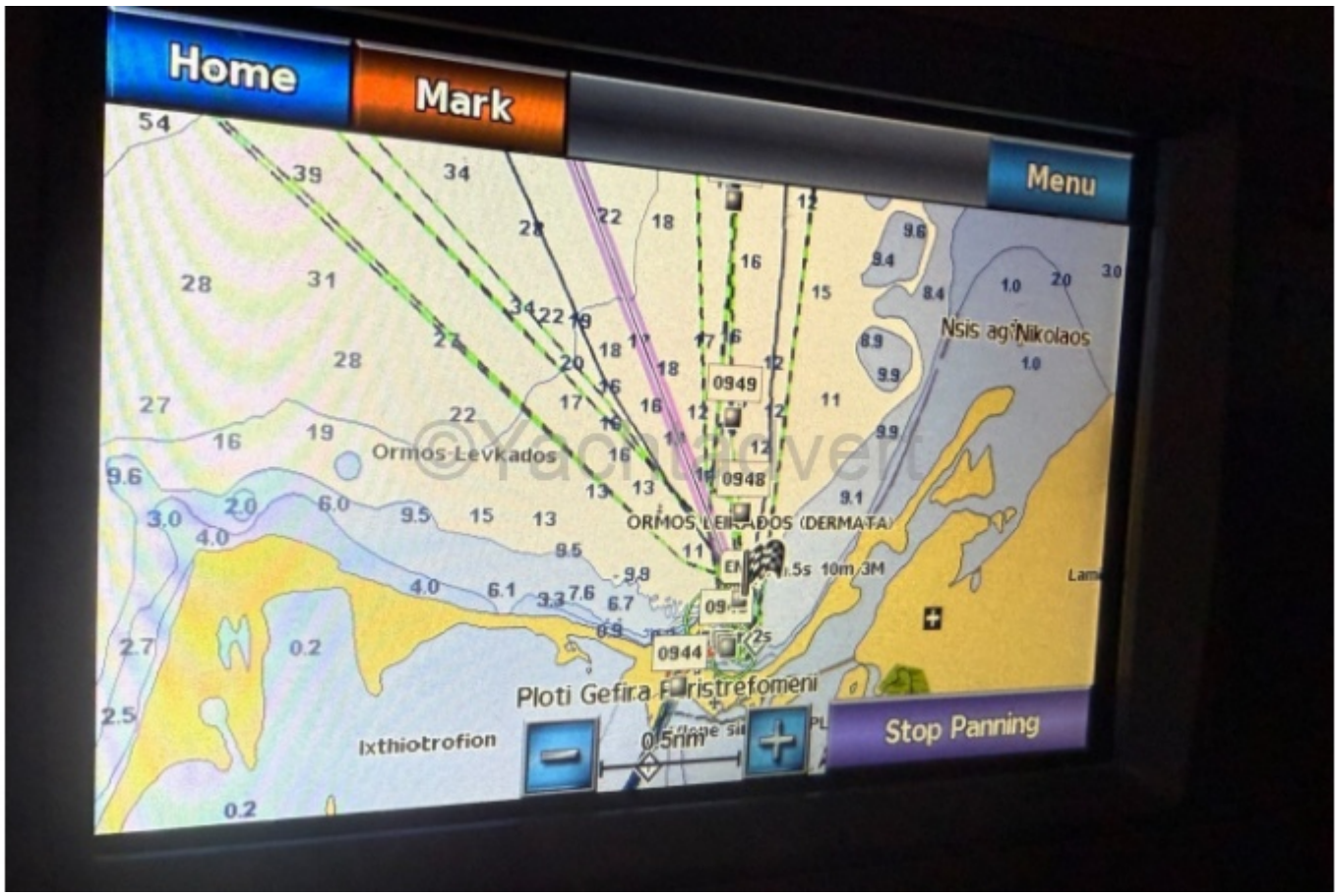

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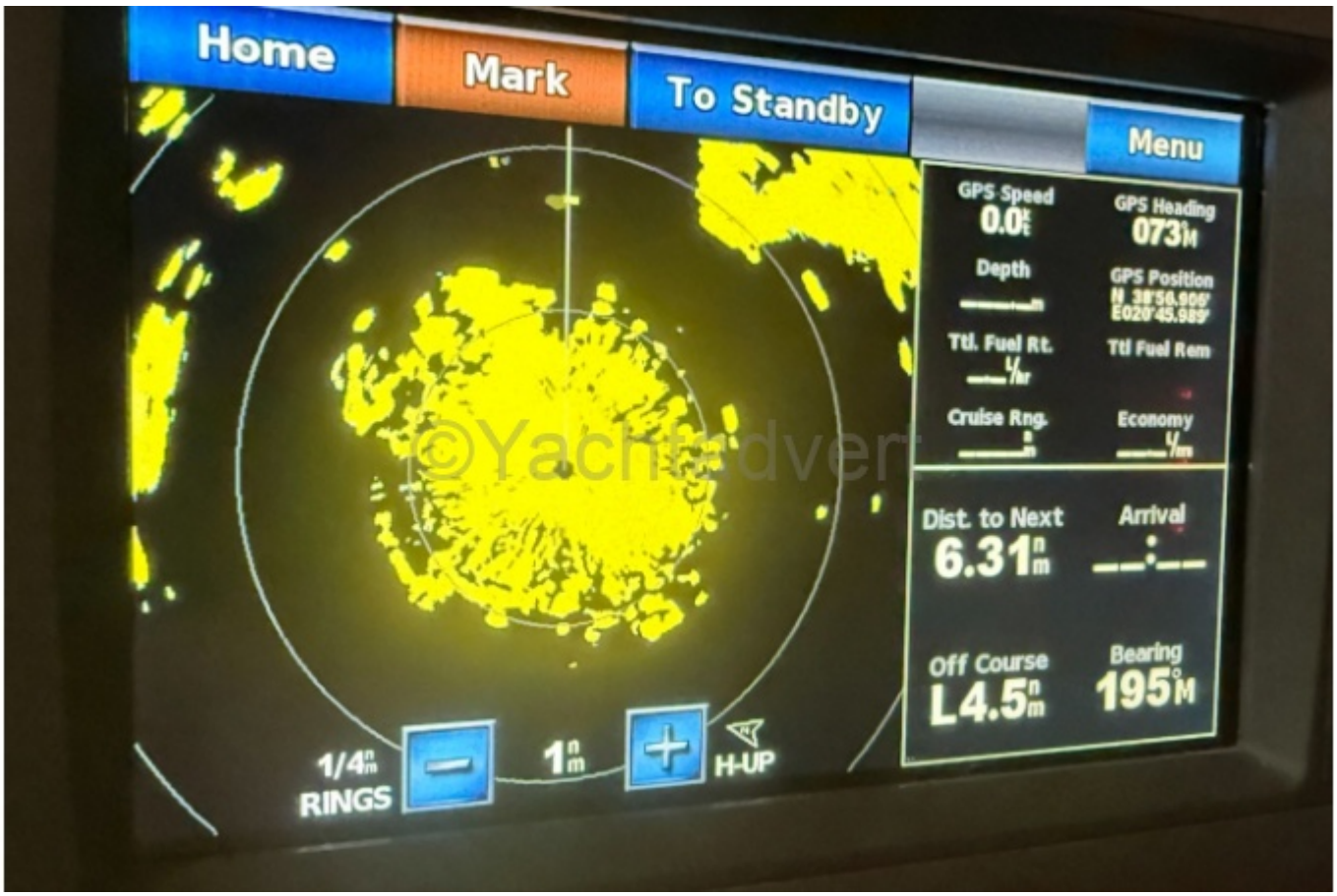

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