

1999 Manta 40 Catamaran - Hull #42

Robust early-production cruising catamaran | Bahamas-ready | Liveaboard capable | Extensively equipped

A proven bluewater platform for sailors who value strength, shallow draft, self-sufficiency and practical cruising systems.

Overview

Hull #42 is a 1999 Manta 40 built during the period when the design was still under Endeavor Yachts ownership. According to the owner, these earlier Manta 40s are especially valued for their robust construction, including a substantial forward cross beam and heavy fiberglass structure. Designed as a true liveaboard cruising catamaran, this vessel was originally purchased with virtually every available option and has received significant upgrades over the years.

The boat was set up for extended cruising - particularly the Bahamas - with solar power, watermaking capability, generator, wind generation, large battery capacity, shallow draft and twin diesel propulsion. With sail controls led to the cockpit and an electric winch, the layout is also well suited to short-handed or single-handed sailing.

Cruising & Sailing Highlights

- Electric winch with sail-control lines led to the cockpit for easier short-handed sailing.
- Profurl in-boom furling system.
- Approx. 59 ft mast height, providing useful bridge clearance for many cruising routes.
- Spinnaker included.
- Sea drogue with approximately 400 ft of line and shackle; never used.
- Full cockpit enclosure plus window and sail covers.
- New trampolines installed in 2022.

Power, Propulsion & Self-Sufficiency

- Twin 30 HP Volvo Penta D1-30B diesels with saildrives, replaced in 2007; approximately 2,100 hours each as reported by the owner.
- Extensive inventory of spare engine parts, filters and service components.
- 600 watts of solar panels with 600 Ah battery capacity, expandable to approximately 900 Ah.
- 12V Spectra watermaker converted to manual operation for simpler, more reliable cruising use.
- 5.5 kW NextGen diesel generator and wind generator.
- Xantrex inverter/charger and Link 2000 electronic control system.
- Upgraded electrical control panel providing isolation between 12V and 120V systems.

Navigation, Electronics & Comfort

- Raymarine electronics replaced in 2021 following a lightning strike: 12-inch chartplotter, GPS, autopilot and 18-inch radar dome.
- Autopilot controllable at the helm, by remote, or through a Bluetooth-connected device such as an iPad.
- AIS integrated into the VHF radio.
- Ubiquiti Wi-Fi extender with onboard router.
- Satellite radio.
- TV in the salon and flip-down TV in the cockpit.
- Splendide washer/dryer combination.
- Magma grill connected to the onboard propane supply.
- 11.1 ft Caribe dinghy with 15 HP Yamaha outboard.
- Original halogen lighting replaced with energy-efficient LED lighting, including new ceiling panels.

Built for Shallow-Water Cruising

With a draft of only 3 ft 8 in, the Manta 40 is particularly appealing for Florida and Bahamas cruising. The keels are positioned to help protect the saildrives, which are tucked behind them. The owner notes that the boat can settle on its keels in shallow water as the tide falls, potentially allowing access to the saildrives without a conventional haul-out - a practical advantage in shallow cruising grounds.

Specifications

LOA	39 ft 8 in (12.1 m)	Beam	21 ft (6.4 m)
LWL	39 ft (11.9 m)	Draft	3 ft 8 in (1.12 m)
Displacement	13,000 lb	Sail Area	798 sq ft
Mast above water	59 ft 6 in	Cabin headroom	6 ft 4 in
Fuel	100 gal	Water	100 gal
Holding	30 gal	Auxiliary	2 x 30 HP Volvo diesel

Why This Manta 40 Stands Out

Cruising World described the Manta 40 as combining roomy accommodations, refined deck systems and first-rate composite construction, with a layout designed around the needs of a cruising couple. This Hull #42 adds a long list of cruising upgrades and equipment intended to support extended periods away from the dock.

Ideal for: Bahamas cruising, Florida Keys cruising, extended liveaboard use, a cruising couple, or sailors seeking a capable shallow-draft catamaran with substantial onboard systems.

Contact

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Information is based on details supplied by the owner and historical published specifications. Buyers should independently verify vessel condition, equipment, dimensions, hours, service history and all material facts through inspection, survey and sea trial. Availability and included equipment are subject to confirmation.