434D - 1996

https://www.yachtadvert.com/3407-bruce-roberts-434d.html

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General

Length : 45.11 Ft
Life Raft : No
Leasing in progress : No
Year : 1996
Beam : 13.78 Ft
Area : Iron Wharf Boatyard Faversham,

Engines

Fuel : Diesel
Power Unit. (HP) : 60
Engine Brand : Perkins
Engine(s) : 1

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Facilities

Berth : 7
Flybridge : No
Sailor Cabin : 3
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
Bruce Roberts 434D (Modified) – Now £49,500
This is a rare opportunity to acquire a substantially completed, modified Bruce Roberts 434D steel cruising yacht and finish her to your own specification. With the hull professionally welded by renowned shipwright Peter Keig of Fairhaven Boat Builders circa 1996, this impressive blue-water cruiser offers exceptional potential for anyone seeking a capable long-distance liveaboard or offshore passagemaker.
Powered by a Perkins 60HP diesel engine and offering accommodation for up to seven berths across two cabins and the saloon, together with two heads compartments, the foundations are in place for a truly comfortable cruising yacht. The vessel benefits from unusually large double-glazed windows and hatches, creating a bright, airy interior rarely found in steel yachts of this size.
Included in the sale are the mast, boom, stainless steel standing rigging, blocks and a quantity of timber intended for the completion of the interior fit-out, representing a significant investment already made by the current owner. The original intention was to complete the yacht and cruise extensively in the Mediterranean, but changing health circumstances have forced the sale before the project could be finished.
For the right buyer, this presents an outstanding opportunity to acquire a proven ocean-going design at a fraction of the cost of a completed vessel, while retaining the ability to personalise the final specification. The owner is motivated to achieve a quick sale and is open to sensible offers.
Storage and continued workspace at Iron Wharf Boatyard may be available by separate negotiation, allowing the new owner the opportunity to complete the project in its current location.
Please call our Kent Office +44 (0)1634 571605 for further information or to arrange a viewing.

Accommodation
Accommodation
The accommodation aboard this modified Bruce Roberts 434D has been designed with comfortable long-term cruising and liveaboard use in mind, offering spacious and practical accommodation throughout.
Aft, the generous owner's cabin provides a comfortable private retreat with a large double berth, ample storage and excellent natural light from the substantial 10mm polycarbonate double-glazed windows. The cabin benefits from an ensuite heads compartment fitted with a marine toilet and washbasin.

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Moving forward into the main saloon, the bright and welcoming living area features a large central dining table that converts into a double berth when required, providing flexible accommodation for guests. Large windows and mushroom vents throughout ensure excellent ventilation and a light, airy atmosphere below decks.
The well-equipped galley is positioned for safe use at sea and includes a Force 10 four-burner gas cooker with oven and grill, a twin-bowl stainless steel sink and plentiful storage for provisions and cookware. Hot water is supplied via a large calorifier, making extended cruising particularly comfortable.
Adjacent to the saloon is the navigation station, complete with a dedicated chart table and a useful single berth nearby, ideal for passage-making or additional guest accommodation.
Forward, the spacious V-berth cabin can be configured as either twin berths or converted into a generous double berth. Beneath the berth is a substantial sail locker, providing valuable storage for sails and cruising equipment.
Good ventilation is provided throughout the vessel by mushroom air vents fitted in all cabins, helping to maintain a comfortable environment in a wide range of conditions.
Companionway steps lead up to the large cockpit, offering plenty of space for both sailing and entertaining while underway or at anchor.

Mechanical and Rigging
Sails and Spars:
This Bruce Roberts 434D has a Bermudan masthead rig. The mast and boom are Sailspar of alloy construction and original to the boat, but have never been used. The mast is deck stepped. There are two spinnaker poles, also of an alloy construction. The stainless-steel rigging has been stored in a container and has never been used. The Running rigging needs to be purchased. The mainsail is slab reefing with lazyjacks, and the headsail is furling.
Winches

2 x Sheet winches – Anderson - self-tailing
2 x Halyard winches – Anderson - self-tailing
1 x Additional winch

Sails

None

Mechanical Systems:

Powered by a Perkins 60HP diesel engine. This 60HP, 4-cylinder engine features indirect cooling and is shaft-driven to a 3-blade Bruntons propeller. Wheel steering with Morse controls. This Bruce Roberts 45 is fitted with a stainless-steel tank, size unknown, and reaches a cruising speed of 6kn and has a max speed of 7.5kn. The engine has never been used.

Electrical systems:

This boat has a 240V shore power connection, an immersion heater and a battery charger. It also has an Aeroen wind generator mounted on a mast with spare blades.

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Inventory
Deck Equipment:

Anchor windlass – electric
2 x 60m of 12 mm chain
Twin anchor bow roller
Lifeline gates

Navigation Equipment:

None

Safety Equipment:

None

Keel:

Traditional fin keel with poured lead ballast with wheel steering

History and Construction:

This Bruce Roberts 434 Modified was constructed in circa 1996. The original design was modified to remove the sugar scoop stern to provide a longer length to be used for aft storage. The deck was also raised to meet the higher level to make the aft cabin larger with larger windows and thus lighter. The hull was made by Peter Keig at Weaver Shipyard in Northwich, Cheshire. It has a white hull and topsides. The yacht has been in Ironwharf boat yard and has been partially completed internally, but is at a stage where modifications could be made to customise it to someone's personal taste. The current owner who is the second owner, had plans to finish the build and sail off to the Med. Unfortunately, medical conditions mean that this dream is no longer possible as the task is too much.

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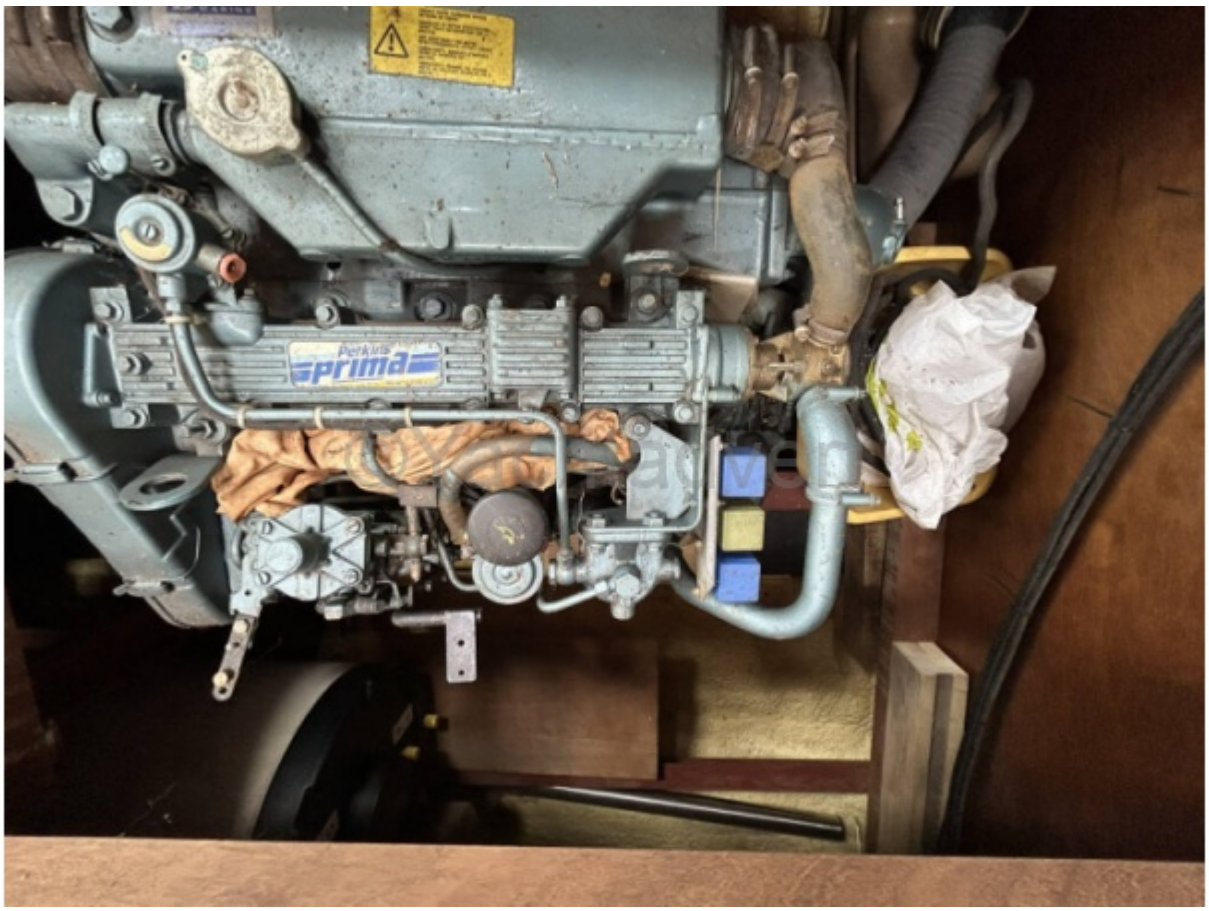

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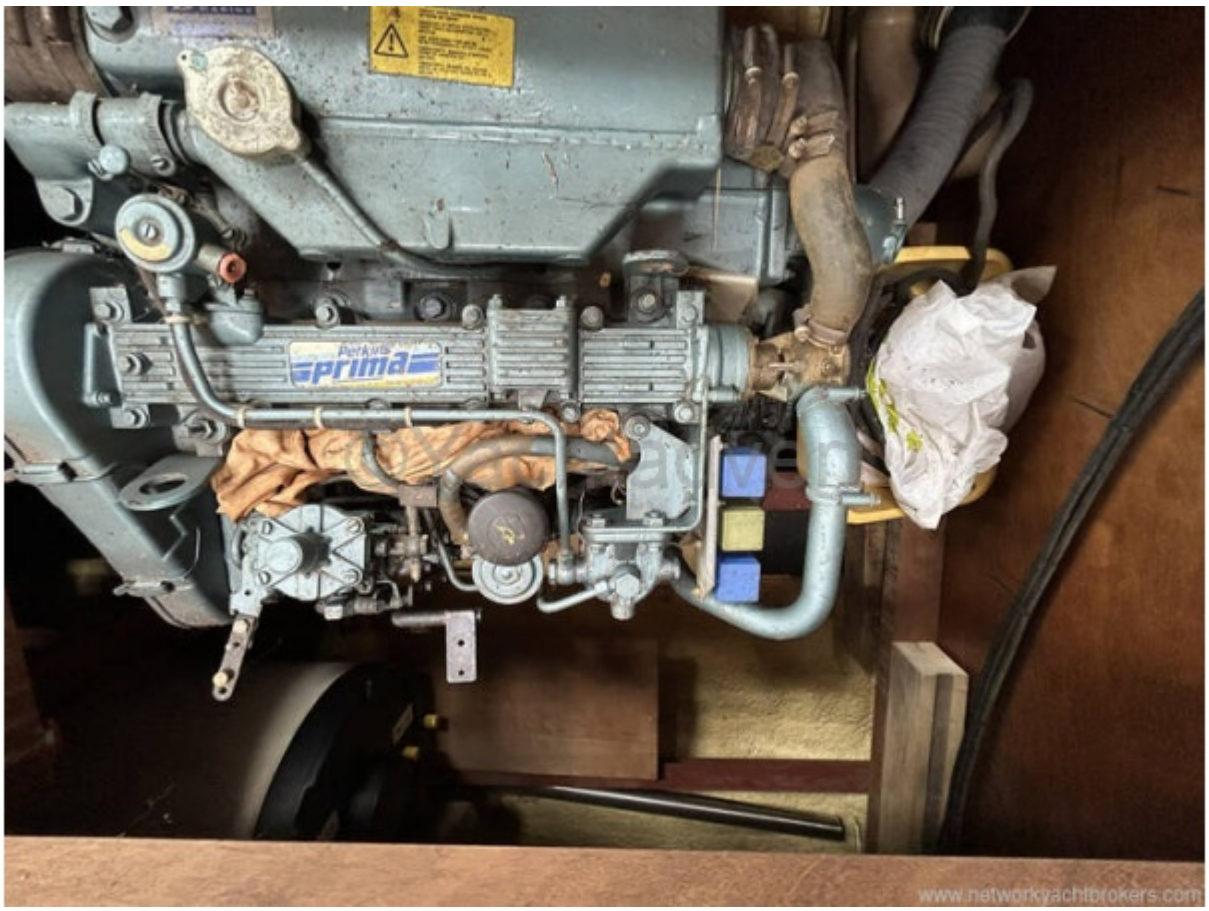

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