27 - 1970

https://www.yachtadvert.com/761-bianca-yachts-27.html

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General

Year : 1970
Length : 27.00 Ft
Draft : 0.00 Ft
Area : Plymouth, United Kingdom

Builder : Bianca Yachts
Material : GRP
Beam : 8.00 Ft
Life Raft : No
Leasing in progress : No

Engines

Fuel : Diesel
Power Unit. (HP) : 20

Engine Brand : Volvo Penta
Engine(s) : 1

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Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

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Household appliances

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

Various

Remarks :
The Bianca 27 class was designed by naval architect Svend Christensen in Denmark in the mid-1960s and was the first class of Danish GRP yacht built by the yard in Langeland, Denmark.
A total of over 600 boats were built, and the design is now considered a ‘Classic.’
The yacht is long-keeled with a masthead sloop rig and furling headsail.
With a ballast ratio of 44, the design translates into a stiff, sea-kindly boat, of which there are many examples of ocean passage making.
This particular Bianca 27 has had a major refit over the past five years. Unfortunately, the vendor has lost motivation to complete the refit, but the majority of the work has been carried out and completed to a high standard.
She awaits a keen sailor who understands this small ocean-going vessel's quality and is passionate about seeing this boat completed and back on the water, ready to sail for another 50 or more years.
Accommodation :
Internally, the main cabin and fore cabin hull have been insulated with 5mm closed cell neoprene, as has the fore cabin ceiling. The entire internal roof has been stripped and clear-epoxied.
The fore cabin has been lined, both hull and roof, with vinyl. 2 Bulkhead mounted Cup / can holders have been made, one incorporating the light switch and having a mobile phone holder. LED light is fitted.
The wet locker and Heads have been stripped, the ceilings clear epoxied, and all surfaces repainted. The Jabsco Manual sea toilet has been removed, stripped and serviced with all seals, gaskets etc replaced. New anti-siphon valves have been installed to both the water inlet and waste outlet hoses. Final re-installation to be carried out and tested.
The main cabin ceiling has been stripped and clear epoxied. The hull has been insulated with 5mm Neoprene. The galley area has been stripped and, together with the forward engine access, requires rebuilding.
There is a new stainless steel sink ready for fitting.
A complete set of new bunk cushions/mattresses and backrests have been made. These are covered in waterproof ‘suedette’, off-white with turquoise detail, and are dual-density foam. The covers are removable from their foam core and are fastened with Velcro.
Inventory :
Navigation Aids:
Nasa Clipper Duet (REFURBISHED BY THE MANUFACTURER)
Nassa Clipper GPS (REFURBISHED BY THE MANUFACTURER)
Plastimo steering compass (NEW 2019)

Ground Tackle & Deck Gear:
Large wooden cleats (1 on the foredeck, two on the aft deck), four new Fairleads ready to be fitted, two original vents stripped & re-chromed. Chain plates were removed & re-bedded
Chain locker forward of the fore cabin (accessible from the fore cabin) with chain pipe on deck, which has also been stripped & re-chromed
Main, fore, & aft hatches have been replaced

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Mechanical :
Construction:
Built by Bianca Yachts Denmark circa 1970
Designed by Svend Aage Christensen
GRP hull deck & superstructure
Long Keel
Transom hung rudder with tiller steering
The hull has been stripped & epoxy coated
Copper coat antifouling
Synthetic teak cockpit seating, cockpit sole board & capping rail
All windows have been removed, and new seals fitted with new Perspex
Washboards have been replaced with frosted Perspex, an extra clear centre panel has been made for use at anchor for visibility
Internally, the hull in the main cabin & fore cabin has been insulated with 5mm closed cell neoprene, as has the fore cabin ceiling

Mechanics:
Volvo Penta D1-20, 20HP diesel engine
Shaft driven
3-blade fixed pitch bronze propeller (NEW 2018)

Electrics:
Rewiring has commenced, and a new fuse panel is fitted, but it requires completion
The main battery has been replaced; a separate ‘domestic’ battery is fitted & wired for the LED lighting when completed

Rigging:
Aluminium spars
Deck stepped mast
Single spreader rig
Stainless steel standing rigging
Halyards terminate on mast cleats (mast winch fitted)
Furling genoa system

Sails:
Mainsail with slab reefing
Genoa
Spinnaker
A new furling headsail has been purchased from Jeckells which has yet to be fitted & used

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Media





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