



43 - 1995

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91 671 â,- incl vat



General

Year : 1995

Beam : 13.00 Ft

Area : Port La Foret, France

Builder : Bruce Roberts

Length : 44.00 Ft

Life Raft : No

Leasing in progress : No

Engines

Fuel : Diesel

Power Unit. (HP) : 89

Engine Brand : Ford

Engine(s) : 1

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

Hydraulic 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

Storage under berth (L1100mm x W1400mm x H1800mm)

Galley:

Linear galley comprising 50 litre built in refrigerator (Isotherm), Thomson 2 ring induction hob, twin sink unit with mixer tap, 800W Microwave and Wallas 2kw electric oven. Ample high level storage space. L3000mm x W1320mm x H1800mm

In the galley there is a fire extinguisher and fire blanket. In engine room, 1 x powder extinguisher. On Deck, 1 x powder extinguisher.

Inventory :

Specifications

- LOA 13.19m. (Since original measurement, a bowsprit and hydrovane have been added. Overall length now 14.5m)
- Beam 3.9m
- Draft 2.18m
- Gross Tonnage 19.87t
- Reg No: 728486
- Freshwater 800ltr
- Calorifier 30ltr
- Fuel Capacity 1,400ltrs (2 x 700ltr tanks)

Hull Fittings:

Below the waterline are an inlet and outlet to each of the ensuite toilets. Hose connected to welded iron pipes via seacocks. Seacocks were renewed in 2019

There are two 2 inch through hull inlets with seacocks in the engine compartment. The port side inlet acts as main outlet for cockpit drain and for the bilge pump. (The waste water from the galley and from the aft shower tray are discharged into the large bilge under the engine installation.) The Starboard inlet is the raw water inlet for the engine, V drive and generator cooling. It also acts as a cockpit drain from the starboard side.

Midway on portside is the speed/log impeller fitting and depth sounder.

Above the waterline, engine and generator exhausts exit the hull on port side.

1 x powder fire extinguisher on deck.

6 anodes are fitted to the keel and 2 to the rudder. In addition a zincguard galvanic isolator is fitted. Anodes were replaced in 2019 and have life expectancy of 6/8 years.

Deck Fittings:

The deck is enclosed by a 25mm stainless steel guard rail with access gates on port and starboard adjacent to the cockpit. Safety netting has been fitted between the bow and the cockpit.

The Anchor windlass is a Simpson Lawrence vertical windlass with 12mm Pawl for chain and rope capstan. The control is by handheld switch attached to the deck on the port side.

There are 2 Lewmar mast winches and 6 Lewmar cockpit winches mounted on cockpit combing with 5 cleats each on port and starboard.

The cockpit is protected by a blue sprayhood, renewed in 2022

Three teak chests are fitted to the aft deck, which act as storage and as additional seating whilst at anchor.

A support frame on the transom carries the radar transmitter, radio aerials, loudspeaker, deck light and gps receiver.

An outboard support bracket is fitted to the transom.

A Hydrovane self steering system is fitted to the transom alongside a fixed 5 rung boarding ladder.

Safety Equipment:

On deck safety lines port and starboard from bow to cockpit, and aft deck safety line from stern to cockpit. Safety line in cockpit.

An Ocean Safety 6 man liferaft to offshore standard, last serviced June 2021

Two horseshoe life rings, one with recovery line and both with lights.

One position marker beacon pole with flag.

One man overboard block and tackle to lift casualty on board.

Yellow grab bag with emergency kit and Epirb beacon.

Deck Hatches: Access to the companionway is by sliding hatch and double doors constructed in stainless steel and 15mm

Polycarbonate.

The 5 step companionway stairs are constructed in stainless steel with rubber treadmaster steps.

The hatches are stainless steel with 15mm polycarbonate. Each deck hatch to the forecabin and aft cabin measure 500mm square. The two deck hatches to the main cabin measure 500mm x 300mm. Two small hatches (300mm x 100mm) provide ventilation to aft cabin and aft toilet respectively.

12 windows each 350mm a 200mm of 18mm polycarbonate are fitted into the hull retained by a stainless steel surround through bolted,

6 deck prism windows are fitted into the deck, 4 in main cabin and two in aft cabin.

Toilet Installation:
The forward toilet compartment comprises a manual Jabsco toilet discharging either overboard or into a holding tank. Waste water from both hand basin and shower tray discharge into the holding tank. The holding tank is emptied by way of electric macerator pump overboard whilst at sea.

The aft toilet compartment comprises an electric jabsco toilet discharging overboard. Waste water from both hand basin and shower tray discharge into the shower bilge. A separate pump transfers the waste water into the main bilge.

Both toilet compartments have separate hot/cold supply to mixer taps on hand basin and showerhead. Each showerhead has an on/off switch and spray facility. Each toilet has storage facility, mirror and towel hooks. The aft toilet has 240v Hair dryer and shaver socket.

Freshwater Installation:

Freshwater is stored in two steel under floor connected tanks, filled from two inlets located at the foot of the companionway. Tank capacity is estimated at 800 litres. Each tank can be isolated if required. A Parmax pump and accumulator provides water to the cold water feed, and to the 30litre calorifier located above the engine. Hot and cold supplies are pumped to mixer taps in the toilet compartments and the galley. The cold water feed to the galley passes through a charcoal filter located under the cooker hob.

Ground Tackle:

A 4 rung boarding ladder is attached to the stern.

A detachable 5 step rope/wood ladder can be attached by the entrance gate either port or starboard.

A 2.3m Viking RIB is carried either on the foredeck or aft on the main stern support frame.

Block and tackle arrangement to lower to water.

The RIB is powered by Yamaha 4hp four stroke outboard, mounted on support bracket on aft stern rail. Last serviced 2018.

Mooring equipment are as follows:

One 35lb Danforth anchor with 35m of 12mm chain.

One 25lb Bruce anchor with 10m of 12mm chain

One 56lb Fishermans anchor.

100m 25mm warp

2 x 15m x 18mm mooring lines

1 x 10m x 18mm mooring lines

Assorted 10mm lines of various lengths

3 x 200mm fatboy fenders, 6 x 125mm diameter fenders

Mechanical :

Mechanical and Electrical

Engine:

1957 Fordson Major tractor engine 89hp 4 cylinder diesel.
(Totally rebuilt in 2018 with new crankshaft bearings, wet liners, pistons, oil and water pumps) with Bowman heat exchanger and Vetus exhaust fittings.

The gear box is connected to a Wurth V drive and thence to propeller shaft. Conventional stern gland with packing.

Fuel Installation:

Diesel is stored in two inbuilt tanks 1900mm x 900mm x 900mm providing





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