

EIRE CEILI — COLVIC



Builder: COLVIC

Year Built: 1981

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 33' 0" (10.06m)

Beam: 11' 6" (3.51m)

Max Draft: 5' 0" (1.52m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Eire Ceili — COLVIC** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **Eire Ceili — COLVIC** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

This extremely rare English-built bilge-keeled boat is tough, rugged, and has been lovingly restored by her current owners. They have had a great time aboard her cruising as a family, but due to the owner and daughter's health issues they are forced to sell. She would make a lovely cruising boat for a small family! Her rig is currently off and stored in a reliable and boat yard in St. Augustine, FL, where all of the work has been completed. Owners are replacing headliner, and she has MANY new electronics and upgrades! This is a preliminary listing--full electronics and equipment list coming soon. Lots of resources have been put into this boat and she is a gem! **Yachting Monthly Review: Colvic Countess 33 review See the February 2017 issue of Yachting Monthly for the full test What's she like to sail?** Being fairly full-bodied, the Countess is not the quickest boat around, but she is well-behaved, safe, stable and drama-free. Her high ballast ratio and conservative sail plan make her stiff enough to keep full sail hoisted until nearly the top end of a Force 5. With the sails balanced she's light and very positive on the steering, but with too much mainsail she becomes hard work. Her deep vee bows and broad shoulders part the waves silently, with no slamming evident, but when pushed hard she can dump a little spray on board. Tacking is a fairly slow affair, but at least that gives you time to encourage the large genoa around and pull most of the sheet in before resorting to the winch. The mizzen pretty much looks after itself and is mainly a steadying sail, although it comes into its own when used with a storm jib in a howler. She won't keep pace with a modern, lightweight yacht, but she'll get you to where you want in reasonable time, while offering comfort and security along the way. **What's she like in port and at anchor?** There are numerous layouts for this hull, depending on the wishes of its first owner, but most offer a spacious, well-appointed and comfortable accommodation arrangement for family cruising. Although it's a bit of a tight squeeze, having an aft double cabin with en suite heads in a 33ft boat is rare and enables you to offer a guest couple their own facilities with total privacy in the forecabin, or vice-versa. Several other berths are available if you really want to pack them in. This yacht can offer a comfy bunk to eight people if necessary. Her cockpit can seat six for al fresco drinks and the same number around the saloon table for dinner, although four would be more comfortable. Access to the sea is down the near vertical transom via a folding ladder. Although it's not quite as easy as a scoop or step, at least there's a good area of afterdeck for you to dump your shopping on, or even take a shower on after swimming. **Would she suit you and your crew?** The Countess 33 slots neatly into the built-for-comfort bracket. She's tough, sturdy, stiff and predictable under sail, making her an excellent family yacht for both coastal and offshore cruising in all but the most challenging conditions. Colvic was a very experienced GRP moulder, so the hulls are consistently well built. However, due to the layup materials available at the time they're not immune to the odd spot of osmosis so expect to find a few blisters on the boats that haven't been epoxy-treated at some time over their lifespan. As the majority of these hulls were fitted out privately, their layout and furnishing quality may vary considerably. While most of the Countesses I've seen have been fitted out well using high-quality components and joinery, just one or two might be classed as being somewhat rudimentary. So if it's a dependable, solidly-built and traditionally laid-out

cruising yacht you're after, that's neither too unwieldy to maneuver in a tight marina nor expensive to berth, then the Countess 33 should definitely be on your search list. **Specs** Keel: Twin Keel **Electronics** Depthsounder Navigation center GPS Compass CD player Log-speedometer Plotter VHF Cockpit speakers Wind speed and direction Sails Furling genoa Battened mainsail **Rigging** Steering wheel Electric winch **Inside Equipment** Battery charger Refrigerator Hot water Marine head Electric bilge pump Manual bilge pump Air conditioning Heating **Electrical Equipment** Shore power inlet **Outside Equipment/Extras** Cockpit cushions Electric windlass

Basic Information

Category: Cruising Sailboat

Model Year: 1981

Year Built: 1981

Country: United States

Dimensions

LOA: 33' 0" (10.06m)

LWL: 29' 6" (8.99m)

Beam: 11' 6" (3.51m)

Max Draft: 5' 0" (1.52m)

Speed, Capacities and Weight

Displacement: 13400 Pounds

Holding Tank: 50 Gallons

Fuel Capacity: 35 Gallons

Accommodations

Total Cabins: 2

Total Berths: 4

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

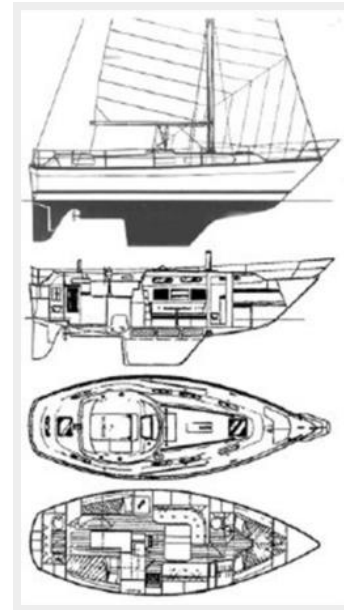
Manufacturer: Volvo

Model: MD17C

Engine Type: Inboard

Fuel Type: Diesel

PHOTOS







CONTACTS

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