

RIGGED — BRISTOL YACHTS



Builder: BRISTOL YACHTS

Year Built: 1984

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: Bahamas

LOA: 31' 0" (9.45m)

Beam: 10' 2" (3.10m)

Max Draft: 5' 3" (1.60m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **RIGGED — BRISTOL YACHTS** 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 **RIGGED — BRISTOL YACHTS** 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

**** REDUCED!! ****

**** Amazing Upgrades ** Bristol /Ted Hood quality ** Beautiful Teak ** Stunning blue hull ** Delivery to US east coast ** Electronics!! ** Dinghy and outboard ** Liferaft and offshore equipment ** Tons of extra gear ****

Basic Information

Category: Cruising Sailboat

Model Year: 1984

Year Built: 1984

Country: Bahamas

Dimensions

LOA: 31' 0" (9.45m)

LWL: 24' 9" (7.54m)

Beam: 10' 2" (3.10m)

Max Draft: 5' 3" (1.60m)

Speed, Capacities and Weight

Displacement: 11200 Pounds

Water Capacity: 65 Gallons

Holding Tank: 8 Gallons

Fuel Capacity: 18 Gallons

Accommodations

Total Cabins: 1

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Designer: Ted Hood

Engine Information

Engines: 1

Manufacturer: Universal

Model: M18

Fuel Type: Diesel

DETAILED INFORMATION

Features

***** NEW TO THE MARKET *****

--- Additional info and photos will be posted soon - or are available upon request ---

HIGHLIGHTS

- **(Renowned Bristol quality; Fastidious maintenance**
- **Beautifully varnished teak joinery throughout the interior**
- **Many recent, thoughtful upgrades and refits *-(see below)***
- **Stunning dark blue hull**
- **Liferaft and extensive safety gear**
- **Dinghy and outboard**

UPGRADES 2015

- Garmin GHP-12 below-deck autopilot
- AGM batteries installed ("house" and engine-start)
- Mastervolt BTM-III battery monitor installed
- Balmar Digital Duo charger -and regulator installed
- 3 Blue Seas "always-on-combo" switches installed
- Major wiring refit
- Bimini -w/ removable sunshades (side and aft)
- Isotemp 4.2 gallon water heater installed
- Isotherm 12V refrigeration system installed
- Cockpit shower installed
- 35 #. Manson Supreme anchor added
- Spare Danforth anchor -w/ 150' rode
- Furuno Navtex NX-300 weather text receiver
- Fusion MS-RA50 iPod/radio unit
- Honda EU1000i generator 1kW/110v generator
- Electric cabin heater
- Plastimo 6-person liferaft
- 2hp Yamaha outboard
- Bilge pump replaced

UPGRADES and REFIT - 2012-14

- Standing rigging refit
- Running rigging replaced
- Custom mast step fabricated and installed

- North mainsail w/ 3 reefs added
- North furling headsail added
- Profurl furler installed
- SS 1X19 lifelines w/ 4 gates
- Garmin 541 GPS/plotter w/AIS
- Standard Horizon VHF transceiver w/AIS
- Tachometer replaced
- XM weather system installed
- Mastervolt Powercharger 12/40-3 battery charger
- LED lighting installed
- Ultrasuede® upholstery
- Transmission rebuilt (including damper-plate)
- PYI shaft seal reconditioned
- Fixed ports replaced
- Gaskets replaced on hatches and opening ports
- Waste holding tank installed
- Propeller reconditioned
- Mast lights replaced
- Exterior teak brightwork refinished
- Fuel tank empties and cleaned
- Docklines replaced
- West Marine inflatable dinghy added

ACCOMMODATIONS

Throughout: Varnished, solid teak joinery; Solid-plank teak & holly sole; Blue Ultrasuede upholstery; Ample light and ventilation via hatches, fixed ports, and opening ports, dorade vents; Electric heater

- Owner's cabin forward -w/ V-berth, hanging locker. additional storage, and custom teak trim
- Enclosed head -w/ shower, vanity/sink and hot & cold pressure water
- Main cabin -w/ opposing settee/berths - and fold-down teak table; nav-station, aft to port
- Galley, aft to starboard --see below

INTERIOR (Owner's Description)

Owner's cabin: Spacious V-berth for two people with 6'5" length. Tons of storage space here as well including a hanger locker with three drawers and two 6' long shelves with sliding panels under the sheerline. Stainless freshwater tank #2 is directly under the vee with additional storage and holding tank with access through three small cabinet doors. There is also a large storage space in the bow. A small floor panel provides access to plumbing

Head: Maintained immaculately... The Jabsco twist'n'lock manual toilet looks, smells and operates like new. The plumbing is standard setup with a Whale Y-valve (Sea/Off/Tank

positions). The toilet seawater intake is located under the sink. Plenty of storage available here in three separate cabinets. Large mirror and towel rack aft and shower curtains stowed in the corner. We usually use the cockpit shower, but on cooler nights we shower inside. Forward door opens into the V-berth and the starboard door opens into the salon. All through hulls and seacocks are bronze and had been cleaned, greased and reassembled in 2016

Main cabin and throughout: Beautiful, varnished joinery throughout with caning cabinet fronts. Gloss-varnished, solid plank teak and holly sole. Blue Ultrasuede® upholstery and matching mast cover. Opposing, pull-out settee/berths with large, folding, varnished dining table that stows against the port bulkhead with shelving. Two hanging lockers, two double and one single cabinet, five side lockers behind the back of the settees, four pull out drawers opposite the head, four bookshelves above settees and four more storage shelves aft. There are six additional storage compartments underneath the settees. Sit-down nav station aft to port and galley aft to starboard. Easy access to the engine through the engine compartment doors, behind the companionway ladder.

The main system switches are also located within easy reach, directly under the threshold of the companionway. Three, new Blue Sea switches were installed in 2014-2015 for an “always-on” combo mode. First switch is dedicated for starter battery bank, third switch is dedicated for house battery banks and the second switch allows the two to be linked together or keep them separate. This is useful in a battery failure emergency or drained starter battery situation when the two can be linked with the middle switch. Under normal conditions both #1 and #3 are on and don't need to be bothered with.

The salon provides 6'5" headroom throughout. There are four removable panels in the floor to provide access to bilge, stainless freshwater tank #1, bottom of mast/mast step/mast wiring from both sides and shower drain. The large portlights and hatches allow lots of light in and provide very good ventilation, even in light breeze.

Nav-station: The navigation table is spacious with a hinged topside with elevated trim; it extends aft to port with a huge ice box. We don't use this as a fridge though as we have a portable one; we use this box to store most of our bulky, heavy groceries.

On the port side of the table are two shelves with sliding panels. This space houses the main VHF radio, iPod/Aux/AM/FM radio, Navtext weather unit and spare, wired GPS with depth. When these units are not used the panels can be closed and provide a clean, organized look and feel to the area. The switch/electric panel, battery monitoring, autopilot power switch, and propane switches are all located directly above the nav table at eye level within easy reach.

GALLEY

- Shipmate 2-burner LPG stove -w/oven
- Isotherm 12V built-in refrigeration
- Isotherm/Webasto TB-18 portable 12V fridge
- SS sink -w/ hot & cold pressure water

- Spacious countertop
- Ample storage in varnished teak cabinets and drawers
- Bristol signature caned cabinet doors
- *Galleyware*: Pressure cooker; Pots, frying pan, non-skid plates; Food containers and organizers; Utensils and kitchen tools

Owner's description: *The galley is basically the mirror image of the navigation table area but on the starboard side. Ample storage in a single cabinet for pots/pans, plates, etc. and on two long shelves extending aft with sliding panels. We keep organizing glass and plastic jars for food here. All glass is padded and arranged for tight fit so nothing moves around underway. Another huge storage box is located beside the sink, which we use for veggies, bread and other more sensitive food. All galley utensils are in dedicated holders aft of the sink/storage box.*

The Shipmate stove is gimballed and ideally located directly below the companionway hatch to let the heat out quick when cooking on hot days. It's a two burner propane stove with a very useful oven connected to the approved propane locker in the cockpit that holds two ten lb. tanks. A small storage compartment under stove provides great access to smaller galley supplies, like garbage bags, etc.

The boat has pressurized, hot/cold fresh water system with the water pump located under the sink. This compartment is easily accessible and also houses the engine seawater intake seacock and water strainer; we also keep the garbage can here. A manual fresh water pump is also available directly beside the faucet.

SAILS and RIGGING

- Standing and running rigging refit ('12)
- North mainsail -w/ 3 reefs and cover ('12)
- North furling headsail ('12)
- Profurl furler ('12)
- Storm sail
- Lewmar 40=CST 2-speed, self-tailing winches

ELECTRONICS

- Garmin GHP-12 below deck autopilot
- Garmin 541s GPS w/AIS and dedicated depth transducer
- Garmin 182c GPS w/ dedicated depth transducer
- Garmin 78sc GPS handheld
- Garmin Glo Bluetooth GPS for smartphone/tablet
- Standard Horizon VHF w/AIS and 2nd station -- wired -w/ cockpit remote
- Standard Horizon handheld VHF transceiver
- Fusion MS-RA50 iPod/radio/Aux stereo w/speakers
- Integrated XM weather/radio receiver
- Furuno Navtex NX-300 weather text receiver

- Vexilar LPS-1 handheld depth sounder

ELECTRICAL

- 12V "ship's system" -w/ 2 Deka 4-D AGM batteries ('15) --total 400Ah
- Group--24 12V engine-start battery ('15)
- LED lighting throughout
- 5 12V receptacles
- Master breaker panel - for 12V and 110V
- Dedicated breakers for LPG solenoid and autopilot
- 30Amp/110V shorepower -w/ Marincos 50' cord
- 8 GFCI 110V outlets
- Honda 1000W/110V generator ('15)
- Electric cabin heater ('15)
- Mastervolt Powercharger 12/40-3 battery charger ('15)

ENGINE

Engine spares: Fuel pump assembly (1), Secondary fuel filter (1), Primary fuel filter assembly (1), Engine oil filter (2), Seawater pump assembly (1), Engine zinc (1), Impeller (2), Impeller gasket (3), Alternator belt (1), Freshwater pump belt (2)

Owner's Description: *Universal Model-18, diesel with 18-gallon tank. Maintained meticulously every year, including engine oil and filter change, primary and secondary fuel filters change, cooling system always flushed with fresh water for storage with full tank with stabilizer/biocide.*

Overall, the engine is in very good condition. It seems to be built bulletproof and very reliable. When operating the engine, we never exceeded 2,300 RPM, although the maximum RPM output is 3,200 RPM and can push the vessel to 6 knots. The engine has good reputation from a quality manufacturer (Kubota).

The forward part of the engine can be quickly accessed from the salon and all the regular maintenance can be performed from here. The aft and sides can be accessed by removing four wooden panels from inside of the cockpit lockers. Notable is the fuel consumption of this engine; based on our monitoring it is less than 0.3 gallons per hour.

MECHANICAL and PLUMBING

- Rule 800 Electric Bilge Pump w/ float switch
- Jabsco diaphragm water pressure system pump
- *Spare parts:* Toilet pump kit, sink hand pump seal kit
- Waste holding tank
- Isotemp 4.2 gallon water heater
- Cockpit shower

DECK and OTHER EQUIPMENT

- Beautiful, varnished teak brightwork
- Teak dorade boxes w/ chrome cowls
- Custom dodger and bimini w/ removable side-panels and awning
- Double lifelines w/ 4 gates
- Edson pedestal w/ 5" Ritchie compass, elkhide covered wheel w/padding
- Anchor well
- Stainless, folding swim ladder
- Manson 35# anchor -w/ 70' chain and 80' nylon rode ('15)
- Danforth anchor -w/ chain and rode
- West Marine inflatable dinghy; 2hp Yamaha outboard ('12)

Owner's description: *Non-skid throughout and plenty of space to move around with a sense of safety. Big, solid, teak toerails and teak/stainless rubrails. Teak eyebrows, handrails, boxed dorades (with chrome cowls) and cockpit trim – refinished in 2014. Six deck scuppers ensure you never have standing water anywhere.*

New, custom mast step was installed in 2014, the mast boot redone and rig adjusted in 2016. Stanchions and chainplates are solid and dry. New, stainless, 1X19 double lifelines were also installed in 2012 with pelican hook gates on both sides abeam and on both sides of the foredeck for easy dinghy haul-in/haul-out (if you prefer to keep your dinghy on the foredeck during long passages or you can tow it or deflate it and stow it below).

Large, polished stainless steel stem head and bow roller with big stainless chocks throughout. A new 35 lb. Manson Supreme anchor was added in 2015 with 70' HT chain and 80' rope. Spare anchor is a Danforth with 15' of chain and 120' of rope. Rode and spare anchors are stowed in the anchor well. Ten large cleats overall. All deck fittings are backplated below of course. Our swim ladder is stainless steel, foldable and removable, easily locks in place abeam on the starboard side.

In addition to the all-LED navigation light, mast and deck lights – which were also replaced in 2012 – we keep three solar powered lights on the rails that are always on after sunset. We also keep the 2HP Yamaha outboard on the stern rail and a stainless fishing rod holder along with the lifesling. Docking lines are stowed in a custom built, removable shelf directly under the captain's chair; it is accessible instantly.

Portlights were replaced in 2013, Bomar hatches and port openings with gaskets replaced also in 2013 – no leaks anywhere! The hatches have hinged, matching teak framed bug screens below – the port openings also have bug screens.

In 2016 we added a custom made fore deck cover. The canvas has a removable drain in it, above the freshwater filler in the deck and can be used to collect rain water directly into the freshwater tanks. At the same time, on very hot days it can be installed above the deck to keep the interior cool and to direct wind into the forward hatch.

LIFERAFT and OTHER SAFETY EQUIPMENT

- Shipmate 2-burner LPG stove -w/oven
- Plastimo 6-person liferaft ('15)
- Para-Tech Delta drogue
- Smoke detector; CO2 detector
- 2 fire extinguishers
- USCG gear
- Safety ax
- Ditch bag under nav-table
- Off shore, automatic inflatable life jackets w/harness
- ACR Personal Locator Beacon
- Mustang insulated, flotation coat
- Mustang insulated, flotation full suit
- Dual safety tether
- Webbing jacklines
- Petzl ascender kit and bosuns chair

ADDITIONAL GEAR

- Wet/dry shopvac
- Dinghy manual/12V pump
- Dinghy anchor w/rode and bailer
- 1 million candle power floodlight w/portable battery
- Cleaning bucket w/brushes and sponges
- Fishing rod and Cuban reel
- Extra docking lines
- Bumpers
- About 20 of the best books on sailing/sailboats

COCKPIT

Owner's description: *The steering system is an Edson chain and wire pedestal (5" Ritchie compass) with the quadrant directly under the captain's chair. The wheel is covered with non-slip, elkhide with extra padding (between 10-2 o'clock) if you prefer steering. But you don't have to. We believe one of the most valuable pieces we added is the below deck, Garmin GHP-12 autopilot. In combination with the upgraded 800 Amp hour AGM batteries, this system can steer days on end with little impact on battery level. The autopilot is completely integrated with its cockpit control unit and cockpit GPS. You can also control/steer the entire system remotely from your wrist, with the Garmin Quatix watch or dedicated remote – which we do a lot! Tacking and gibing is a breeze when singlehanded with its fully customizable steering parameters. For navigation we plot on an Apple laptop in Garmin Homeport software, we draw in our routes and transfer them to the on-board Garmin 541s GPS. Once inside the GPS it's just a press of a button to enable following your route. Dealing with the sails, long passages and heavy weather*

singlehanded can be very exhausting and at times fatiguing, which can put your vessel and your life in danger. This autopilot is built and mounted bulletproof, so you can rely on a second hand when in need, even in very heavy weather during those moments you need to leave the helm.

As a first GPS backup we also have a handheld Garmin 78sc mounted and powered at the helm (with the same routes loaded). As the second backup we have a Garmin 182c which is located below on the navigation desk shelf and wired in a way that it can be brought up the cockpit if needed. Both the cockpit mounted and below deck GPSs have dedicated depth transducers, which were installed in 2012-2013. One is located aft of the keel and one is forward of the keel. In addition, we have a third, handheld depth meter, which is also great for exploring shallow inlets with the dingy before entering with the boat or as a third backup if all else fails.

Furthermore we keep a fourth GPS backup, which is a Garmin Glo and can be paired with any smartphone via Bluetooth and used for navigation using the Garmin Bluecharts app. We tested this setup many times and it works great. We are crazy about safety and so we also keep a fifth handheld GPS in our ditch bag! But in case all this fails, we of course have the paper charts, Explorer Charts and also have a sextant on board.

Our GPS system also have AIS receiver built in, which is very useful with all its warning features. Our main Standard Horizon radio is located at the nav table and paired with one remote right beside the helm at the cockpit. We also have handheld, wireless/waterproof radios.

Talking about redundancy, Rigged is equipped with a 6 person Plastimo life raft, personal epirob on life jackets and we usually tow a 60' painter while underway, although we are always tied out with two point tethers (there are backplated tie out points in the cockpit and on deck) and also use jacklines. We also keep two survival suits on board and a ditch bag with essential survival gear supplies, such as manual watermaker, food, radio and GPS.

Another big upgrade we added in 2014-2015 to Rigged was a versatile bimini and enclosure with completely and easily removable sides and back panels (with windows). During longer passages the enclosure provides added comfort and safety while keeping you warm and dry. The large bimini also has an awning/extension forward that zips to the California dodger and provides a full overhead enclosure – this is great in keeping the cockpit cool and dry in the tropics.

Storage in the cockpit is immense. There is no quarter berth in this design and there is a good reason for that. Instead there is about 50 cubic feet of storage space in the two lockers combined and almost 7 feet long cockpit seats to stretch out on and large aft storage compartments below on both sides (aft of the nav table and the stove – see interior for more details). This is a great compromise for couples and/or singlehanders as they simply don't need quarter births.

In 2015 we added a new cockpit shower with hot water. The companionway comes with four teak slats; it can be locked both inside and outside. The slats can be quickly switched to the matching, teak screen door when needed. In the starboard aft section of the cockpit is a dedicated propane locker that holds two ten lb. tanks. The raised cockpit sides have large, open face, teak trimmed, storage compartments as well with brass drain holes that are great for

stowing the halyards/sheets/snacks or other smaller items.

HULL DESCRIPTION

Owner's Comments: 5.3' draft, deep bilge, long, encapsulated keel; skeg rudder with prop in skeg aperture. Ted Hood's 11,900 lb. displacement, fiberglass hull design with its slightly tapered stern provides nice motion in choppy seas – her traditional appearance with the blue awlgrip turn heads in every marina. It's simply a very nice looking boat.

Rigged is very easy to sail, it points and keeps course very well; feels solid and responds immediately when needed. Her sails are easy to manage singlehanded and provide a very enjoyable, dry ride in winds 10-15 kts. She keeps her character strong in 20 kts. and stays confident even in heavier weather.

In this performance cruiser category, the hull design is an ideal compromise between maximizing space and comfortable motion under sail with a solid feel. The layout and overall package is best for couples or singlehanders.

Exclusions

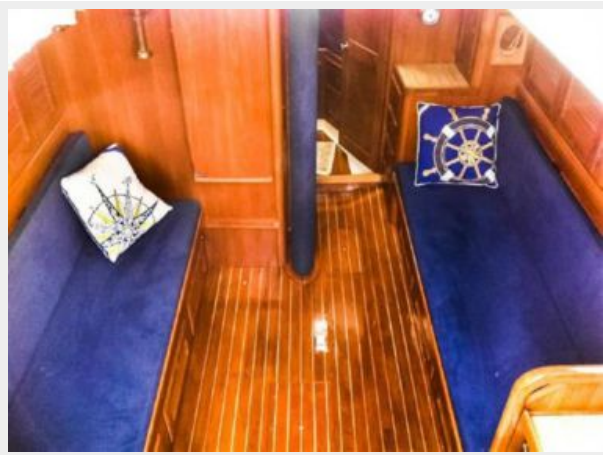
Owner's personal belongings.

Disclaimer

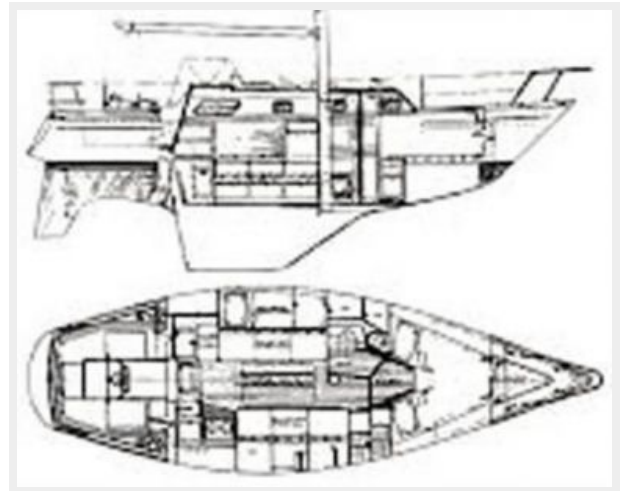
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PHOTOS

Main Cabin



Layout



Owner's Cabin



Underwater View



Galley



Varnished Cabinetry



Dining Table



Head



Bookcase



Solid-plank Varnished Sole



Engine



Foredeck View



Sidedeck View



Looking Forward



Profile



At the Pier



In the Slings



At Anchor



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