

BIG BLUE — BELLIURE



Builder: BELLIURE

Year Built: 1988

Model: Cruising/Racing Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 41' 3" (12.55m)

Beam: 12' 0" (3.66m)

Max Draft: 7' 10" (2.39m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Big Blue — BELLIURE** 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 **Big Blue — BELLIURE** 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

1988 42 Belliure

The 12.5 meter Belliure will satisfy the requirements of the most demanding sailor. The 41-footer, built in Spain of composite construction features refinements reserved for only the best hand built yachts. She was designed by world renowned naval architect Ron Holland and built by D. Vicente Belliure at the Astilleros Belliure yard in Calpe Spain. Upon careful examination of this vessel, one will notice that no compromises have been made in terms of safety, quality, or comfort. This vessel was finished to exacting standards using only the best materials and equipment. If you are looking for a strong cruiser or racer this vessel deserves your careful consideration. A unique combination of lovely cruising amenities and excellent performance at a very affordable price. All halyards and sheets lead aft to oversized self-tailing winches, the jib is roller furling, the cockpit is large and comfortable; characteristics which allow her to be easily sailed by a couple or single-handed. At the same time the hull, foils and rig by Ron Holland with refinements by Jim Taylor - both noted for their race boat designs - produce fast and powerful yacht which can make you the star of your local PHRF fleet. Above all else, she is gorgeous both at the dock and under sail.

Basic Information

Category: Cruising/Racing Sailboat

Model Year: 1988

Year Built: 1988

Country: United States

Dimensions

LOA: 41' 3" (12.55m)

LWL: 31' 8" (9.65m)

Beam: 12' 0" (3.66m)

Max Draft: 7' 10" (2.39m)

MFG Length: 41' 0" (12.50m)

Speed, Capacities and Weight

Displacement: 14250 Pounds

Water Capacity: 60 Gallons

Holding Tank: 16 Gallons

Fuel Capacity: 60 Gallons

Accommodations

Total Berths: 2

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Configuration: Deep Vee

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: JHE

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Accommodations Big Blue? is very roomy below, with a large galley and dinette, navigation station, pilot berth, two staterooms and full-width head. Starting forward, there is a V-berth with twin hanging lockers and a large overhead hatch for light and ventilation. Next aft is a full-beam head with macerating head and shower. A sink and vanity with spacious storage are to starboard and there is a teak grate in the shower. The main salon has a U-shaped dinette to port with a single pilot berth above. To starboard is a settee berth with storage lockers above and outboard. Aft of the settee is a forward facing Nav station with electric panel, VHF and storage beneath the chart table. The L-shaped galley is at the foot of the companionway to port. It is designed for convenient and safe operation underway, and features a double s/s sink, 4-burner propane stove with oven, 12 Volt refrigerator, ice chest, spacious counters and storage. The second stateroom is aft to starboard, with double berth and hanging locker. All staterooms feature Hella turbo fans, LED lighting, and ample ventilation. All salon lighting is LED.

Deck and Hull The cockpit is large, with molded transom steps and a fresh water shower. There is a deep and spacious port storage locker and life raft storage aft of the companionway. Teak decks for traction and durability surround the white coach top roof. Cut-away reverse transom with two-tiered swim platform (sugar scoop) and custom built 4-rung removable swim ladder. Hull and deck are a mixed composite of carbon, fiberglass, kevlar and cored with Divinycell. Keel and rudder were designed by Jim Taylor and modified by Waterline Systems to a deep elliptical rudder and addition of a keel shoe Navy Blue topsides with silver cove stripe 12 Volt Stimson Lawrence windlass 35# CQR anchor with chain and rode

Electronics ICOM M504 fixed mount VHF with remote Command Mic II at helm ICOM M422 fixed mount VHF at navigation station Raymarine E120W Hydro Touch chart plotter at helm Raymarine GPS Antenna NKE Gyropilot 2 Processer (autopilot) NKE Gyropilot Graphic display NKE Depth Transducer NKE Paddle Wheel speed sensor NKE Log/Sounder Interface NKE Fluxgate Compass NKE Carbon Wind sensor NKE Gyropilot remote control / transmitter NKE Hydraulic ram ? Type 32 NKE Wind Angle Analogue Display NKE Performance Data Displays (2) NKE NMEA Topline Interface NKE NMEA Output Interface Sony stereo system with 2 speakers and iPod/iPhone interface Panasonic Toughbook navigation computer with secondary GPS NKE & Raymarine system fully integrated. Note: A feature that makes Big Blue an exceptional boat for single-handing and couples is her nke Autopilot and its MOB function. The Pilot Remote Control is synchronized with the autopilot; it can, therefore, recognize when the person wearing the remote has gone overboard (the pilot instantly loses the signal from the remote when the remote is submerged or is at a preset distance from the computer). The loss of signal sets off an MOB alarm which turns the boat head to wind and HOLDS it there until (a) the skipper climbs back aboard and disengages the MOB function or (b) the remaining crew reads the nke displays for distance and bearing to the MOB and makes a successful retrieval. There

are also programmable EPIRB and distress signal functions. The NKE system installed is the same system found on boats like those in the Vendee Globe and cost in excess of \$50K.

Engine and Mechanical Yanmar naturally aspirated common rail diesel Balmar 150amp alternator system All new engine room insulation and sound abatement Sterling Power Products Pro Split R digital automatic combiner Racor filtration system Automatic bilge pump 2-Blade Max Prop Goiot Steering Pedestal

Sails and Rigging (2) Bariant 36 self tailing three-speed primary winches (2) Bariant 24 self tailing two-speed secondary winches for runners (2) Bariant 24 self tailing two-speed halyard winches on cabin top for halyards and reefing (2) Bariant 26 self tailing two-speed halyard winches on cabin top for halyards and reefing All halyards lead aft on cabin top and have Spinlock clutches Halyards include: primary main, secondary main, port jib, starboard jib, port spinnaker, starboard spinnaker Spinnaker topping lift runs aft on cabin top and to Spinlock clutch Balmar rigid boom vang with control line running along cabin top to clutch Anodized aluminum, triple spreader mast built by Kemp (Seldén) Rod Rigging by Navtex (replaced in 2011) Plastimo Tubular Radar Reflector Anodized aluminum boom with internal reefing and outhaul built by Kemp (Seldén) Anodized aluminum spinnaker pole with internal trip built by Kemp (Seldén) Profurl two track roller furling headsail track Harken mainsheet track with endless line Antal course and fine main sheet adjustment Harken headsail car tracks Goiot toe rail Hood cruising main sail with ronstain batten car system Hood racing main sail 2 Genoas by Hood 1 Spinnaker by North Sails

Electrical ProMariner ProNautic 12-40P Battery Charger ProMariner ProNautic charger remote panel Xantrex Pro AM1800 inverter Xantrex inverter control and monitoring panel WEMA tang gauges Blue Sea Systems 120V AC

Additional Equipment MOM8 Man overboard module Life Raft in custom built locker 30 Amp / 110 Volt shore power with cord Dock Lines Inflatable Fenders Boom Tent Hatch Tent Winch Handles Life Jackets Spares

Disclaimer The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Exclusions

Owner's personal belongings.

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PHOTOS

















CONTACTS

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