



Ebbtide 33

Network ID	1011062	Power/Sail	Sailboat
Year	1998	Engines	1
Hull Material	Steel	Engine Hrs Port	18
Fuel	Diesel	Construction	Steel
Location	Plymouth		
LOA	35' 0" (10.67m)	Keel	Long ...
Min Draft	4' 1" (1.24m)	Displacement	8000 kgs
Max Draft	4' 1" (1.25m)	Ballast	3200 kgs
Beam	10' 2" (3.10m)	Berths	6
LWL	26' 3" (8.00m)		
Cabins	1	Heating	Stove
Heads	1	Showers	1
Watertank Size	120 Litres		
Horsepower	40	Drive Type	Shaft drive
Fueltank Size	380 Litres	Cruise Speed	5 Knots
Top Speed	6 Knots	Rig Type	Cutter Rig

Price: £59,950

Accommodation

Detail

Construction:

Built in 1990, dry stored until she was commissioned in 1998, she was used for one season only due to the owners moving to Canada. She was again dry stored until a recent refit in 2012 and commissioned for the 2013 season.

Designed by Alan Pape

Professionally fitted out by the Bridgend Boat Company to a very high standard

Steel hull and deck

4mm hull and deck

6mm keel side

10mm keel base (keel ballast iron ingets set in molten tar)

Hull soda blasted and professionally painted with Hempel two pack polygloss

Tiller steering

Transom hung rudder

Deck soda blasted and repainted with Hempel two pack epoxy in 2012

Tredmaster deck (new 2012)

Teak laid cockpit seats, and cockpit grating

Teak capping rail (steel capping rail is raised higher than standard)

Cherry wood interior

Mechanics:

Powered by a lister Alpha 40hp diesel engine

Four cylinder, raw water cooling

18 engine hours

Single lever morse controls

Various engine spares

Shaft driven

Three blade, fixed pitch bronze propeller

Sleipner bow thruster (new 2012)

Electrics:

240V shorepower and cable

Two x 120ah batteries

SBC 140 12V/12 amp mains battery charger

Charging from engine alternator

NASA Clipper battery monitor (2012)

LED internal lighting throughout including red chart light

Tankage:

Fuel capacity 380 litre steel main tank (84 gallons) tank cleaned and epoxy painted in 2012

50 litre (11 gallons) secondary steel tank (Electric pump to move fuel from tank one to tank two) (2012)

Fresh water capacity 120 litre stainless steel water tank (26 gallons) (2012)

Stainless steel holding tank 50 litres (11 gallons) has deck pump out (new 2012)

Grey water tank five litres (one gallon) with integral float switch and pump

Water System:

Pressurised hot and cold water

Hot water from calorifier with 240V immersion heater (six gallon tank)

Additional manual pumped seawater in the galley

Rigging:

Bermudan cutter rig

Aluminium anodised silver mast and spars (mast built by Eurospars, ocean spec)

Stainless steel standing rigging (new 2012)

Braided running rigging (new 2012)

Selden Pro-Furl genoa furling gear (new 2013)
Slab reefing mainsail by Kemp Sails
Lazyjacks and canvas Kemp Sails lazybag
Harken deck gear throughout

Sails:

Mainsail 8oz Dacron by Kemp in cream
Yankee 7oz Dacron by Kemp in cream, has a UV sun strip
Staysail 7oz Dacron by Kemp in cream
All sails were made in 2001 and are in as new condition!!!
Cruising chute by Jeckels (1998 – as new condition)
Spinnaker

Navigation Aids:

On Deck:

NASA Clipper fluxgate steering compass (2012)
Standard Horizon SL50 speed/log
Standard Horizon WS50 wind
Standard Horizon DS 50 echosounder
Simrad tiller pilot TP10 (new 2013)

At The Chart Table:

Standard Horizon omni repeater
Lowrance Elite 4m chart plotter (new 2012)
NASA Clipper compass
ICOM M411 DSSC VHF (new 2012)

Ground Tackle:

Double stainless steel bow roller
15kg Bruce anchor
50m 3/8" chain
Lofrans manual windlass, two speed
Self launching/ self-stowing anchor system

Deck Gear:

Two x Holmatro #40 two speed, self-tailing genoa sheet winches (2102)
Two x Harken #32 two speed, staysail sheet winches
Two x Harken #18 single speed, self-tailing halyard winches
One Harken single speed winch on the mast
Two triple and two double Spinlock clutches (2012)
Harken deck gear, genoa tracks, cars, mainsheet system, track and all running blocks
Lewmar deck hatches (new 2012)
Stainless steel stern gantry
Stainless steel pulpit and pushpit
Custom stainless steel handrail/guard rail
Boarding gates

Safety Equipment:

Mcmurdo 406 rescue EPIRB
Lifebuoy with light (new 2012)
Navigation lights, deck light, cockpit light
Horn
Automatic fire extinguisher in engine bay (new 2012)

Equipment:

Canvas boom and cockpit tent (new 2013)
Canvas cockpit dodgers (new 2013)

Canvas hatch covers (new 2013)
Stainless steel and teak boom lift (new 2012)
Ships clock and barometer (new 2012)

Accommodation:

Sleeps six in one cabin plus the saloon
Double V berth in the forepeak
Heads between the forepeak and the saloon
Convertible saloon table to starboard that makes a double berth
Single saloon berth to port
Single aft quarter berth to port
Galley to starboard
Portholes with blackout cushion/blackout infill's in all cabins
Cushions upholstered in 2012 and new foam for cushions
Cherry wood interior joinery immaculate condition!!
Cabin heated by charcoal stove
LED lighting throughout

Forward Cabin:

Double V berth
Open shelving to port and starboard
Large hanging locker to port
Port and starboard cupboards
Under berth stowage
Portholes with blackout cushion/blackout infill's
Opening Lewmar deck hatch

Heads:

Hot and cold pressurised water
Shower
Electric shower sump
Jabsco sea water toilet
Holding tank
Portlight

Saloon:

Settee seating to port
C-shaped settee seating to starboard, which converts to double berth
Solid wood saloon table with folding leafs
Port and starboard open shelving and cupboards
Portlights to port and starboard with cushion blackout infill's
Opening deck hatch
Under seating stowage

Galley:

Galley area to starboard
Twin stainless steel sinks
12V refrigerator
Gimble, Nelson Spinflo stainless steel two burner hob grill and oven
Cupboard stowage for plates, cups and utensils
Under worktop cupboards

Chart Table:

Forward facing chart table
Chart draw
Chart light (red & white LED)

Aft Berth:

Large single aft quarter berth to port
Under berth stowage
Side access to engine and stern gear

Remarks :

This is possibly the best Ebbtide 33 in the UK, although the hull was originally built in 1990 she has been dry stored in a barn for most of her life due to the owners commitments abroad.

She was commissioned for the season of 1998 to ensure that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

Mapleaf was only used for the season of 1998 and then dry stored in a barn until 2012 when she had a major refit to bring her up to a professional modern standard (mainly equipment based). The Ebbtide 33 had a Lowrance Elite 4m chart plotter, ICOM M411 DSSC VHF, NASA Clipper fluxgate steering compass and a new Simrad tiller pilot TP10.

This Ebbtide 33 really does look the part, her standing and running rigging was new in 2012, and although her sails were cut in 2001 they are in as new condition!! Almost as though they are fresh from the Kemp sail loft.

She also benefits from top of the range deck equipment, Harken tracks, cars, blocks and winches are not to go unnoticed.

The interior joinery and detail on this Ebbtide 33 is superb, a finish like no other, with her high quality cherry wood finish.

Externally there has also been emphasis on detail, with small touches of teak woodwork that softens the hard steel look of the boat, custom stainless steel hand rails, pulpit, pushpit and stern gantry also shine and adds a real wow factor.

The sea keeping qualities are also a factor to consider this Ebbtide 33 is a true world cruiser, so if you are looking for a comfortable yacht to take around the world this is it.

This is no ordinary Ebbtide 33 and certainly should not be overlooked, if quality and high standard craftsmanship is what you are looking for then drop by our office to view this special yacht. She has been lightly used throughout her lifetime due to the owners in recent years reverting back to motorboats.

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