

## Ebbtide 33

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