

Bruce Roberts Bruce Roberts Spray 38 Livaboard



Year: 1990
Location: Plymouth
LOA: 42' 0" (12.80m)
LWL: 31' 8" (9.65m)
Ballast:
Designer: Bruce Roberts
Beam: 13' 0"
Draft:

Heads:
Cabin:
Engine:
1

Remarks:
 This yacht was completed in 2005 when launched. It is a factory and is the perfect yacht for colder water.

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Mechanical and Rigging

Construction:

Professionally built by Roger Apperley of Watercraft, Diglis, Worcester in 1990
Interior fit out completed professionally between 1990 & 2005, launched in 2005
Designed by Bruce Roberts
Built from steel construction
Multi chine
Teak laid decks
Teak capping rail
Wheel steering
Long keel with lead ballast (keel stripped and re primed in 2016)
Hull has been professionally spray foam insulated

Mechanics:

Perkins 6354 120hp Diesel engine (reconditioned in 2000)
PRM hydraulically operated gearbox
Shaft driven
Three blade fixed pitch bronze propeller
Single lever morse control
Lancing Marine oil, temperature & volt meter
Water, fuel & holding tank gauges
Honda generator

Tankage:

5 x polypropylene fresh water tanks (volume unknown but sufficient for long term cruising)
Polypropylene fuel tank & single steel suction tank within the keel (volume unknown but sufficient for long term cruising)
Holding tank made of polypropylene

Water System:

Hot & cold pressurised water
Water system refitted with new hoses etc throughout in 2015
Water heated from gas fired water heater

Electrics:

12V heavy duty gel batteries x 4
Electronic devices Hawk 3 mains battery charger
Charging from engine alternator
EDMC alternator management system
Aero 6 gen wind generator
3 x solara SM225M solar panels
Sunsaver duo SR425 monitor
Morning star remote meter
240V shorepower system, with internal ringmain fitted with 240V RCBO
Shorepower cable

Rigging:

Ketch rig
Stainless steel standing rigging (new 2005)
Running rigging removed & stored, in excellent condition
Aluminium spars (new 2005)
Deck Steeped masts
Selden rod kicker (new 2005)
Single spreader main & mizzen masts

Inner removable forestay
2 x Harken #16 two speed mast winches
Harken #32 two speed mast winch
Harken #8 single speed mizzen mast winch
Furlex roller furling gear

Sails:

All sails are in like new condition!!
Mainsail by Saunders Sails (new 2007)
Mizzen sail by Saunders Sails (new 2007)
Genoa by Saunders Sails (new 2007)

Inventory

Navigation Aids:

Garmin GPS Map 4008 chartplotter
Garmin Radar
Garmin GMI 10 (NMEA 2000 compatibility)
GWS 10 Wind speed
Vetus echosounder/depth
Vetus electronic log/speed
Vetus hydraulic autopilot AUTOP46
Vetus rudder position
Icom IC M601 DSC, VHF radio transceiver

Ground Tackle:

35 lbs CQR primary anchor
35 lbs CQR secondary anchor
Gypsies x 2
Both anchors have 50 meters of 12mm chain
15 meters of multibraid warp x 2
Lofrans electric anchor windlass (foot controls on deck & control unit in the wheel house)
Double aluminium bow rollers

Deck Gear:

Harken #46 self-tailing, two speed genoa winches
Lewmar main & mizzen travellers
Stainless steel pulpit
Stainless steel pushpit
Gebo deck hatches x 5 (all hatches were new in 2005)
Gebo fixed windows x 10
Gebo opening windows x 3
Stainless steel davits
Stainless steel boarding ladder
Stainless steel mooring cleats
Aluminium fairleads
Teak grab bars
Teak laid decks
Teak laid aft cockpit

Safety Equipment:

Electric bilge pump
Manual bilge pump
Navigation Lights
Tricolour masthead light
Red night sailing lights internally

Gas alarm

Equipment:

Wetline 2.60 inflatable hard bottomed Rib
Evinrude outboard engine
Suzuki outboard engine
John Franklin telescopic beaching legs (stored under saloon seating)
Canvas lazybag with lazyjacks for both the mizzen & mainsail
Four inch brass ships clock & barometer
Various fenders & warps
Boat hook

Accommodation

Sleeps 6 in two cabins and the saloon
V berth in the forepeak cabin
Heads aft of the Forepeak cabin
Saloon with single berth to port
Aft facing bench seating to starboard
L-shaped galley to starboard
Isotherm refrigerator with freezer
Force 10 four burner hob & oven
Double sink, with hot & cold pressurised water
Chart table to port
Portside passageway to aft cabin with folding single berth
Aft cabin with a large double berth
En-suite heads
Workshop/workbench next to the engine room
Wheelhouse with helm position to starboard & seating to port
Ample stowage throughout

Internally from forward there is a chain locker and a two berth cabin. Aft of the forward cabin there is a heads to starboard, with a toilet wash basin and shower, there is a spacious locker to port.

Seating berths and chart space are to the port side of the saloon, a spacious dinette and galley area to starboard.

A step up- leads to the enclosed wheelhouse with controls set to starboard, seating area to port and the engine is under the wheelhouse floor. A step down from aft end of the enclosed wheelhouse leads to the double cabin within the stern of the vessel, incorporating a second heads set to the starboard side.

A passageway which incorporates a large single fold down berth, to the port side of the engine room leads back to the double cabin and the passageway on the starboard side provides a utility and workshop area. The engine compartment itself is accessed from both these passageways.

Remarks :

The Bruce Robert Spray 38 is an iconic cruising and livaboard vessel.

Many Sprays have circumnavigated or completed long distance voyages and a number of

these vessels are featured in Bruce Roberts book "Spray. The Ultimate Cruising Boat". They are noted not just for seaworthiness but also the spacious and roomy interior for living aboard in comfort.

This boat has the distinction of being a relatively rare professionally built hull, fitted out to a very high standard by the present owner as a personal project to be enjoyed by his close family and friends.

Her hull was built in Worcester, England by Roger Apperley of Watercraft, Diglis. Worcester. There are photographs of the build available to view.

The current owner has maintained her well and since her commissioning in 2005 has enjoyed many pleasant times on the River Tamar & Southwest coast.

She offers great value as a Bermudan rigged auxiliary Ketch, of conventional long keel and multi-chine hull form.

Under the working rig of genoa, mizzen sail and mainsail she would carry about 900 sq ft of canvas.

The sails were new in 2007 and were used very lightly for 5 seasons and have been laundered, bagged & stored since 2012. They are made by Saunders Sails and are of real quality.

The 6 cylinder Perkins diesel auxiliary engine and PRM hydraulically operated gearbox and will deliver up to 120hp.

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