



Bruce Roberts 43

YEAR 1995 | £79,500 | VAT PAID | POOLE OFFICE



Summary

Manufacturer: Bruce Roberts

Price: £79,500

Location: Poole

Year: 1995

ID no.: 29F8992726

DIMENSIONS

- **LOA:** 44' 0" (0.00m)
- **Beam:** 13' 0" (0.00m)
- **Draft:** 7.15' 0" (0m)
- **Keel:** Long keel

ACCOMMODATION

- **Berths:** 6
- **Cabins:** 3
- **Heads:** 2
- **Showers:** 0

PERFORMANCE

- **Top Speed:**
- **Cruising Speed:**

TANKAGE

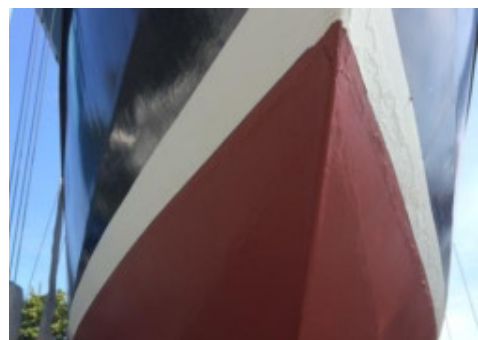
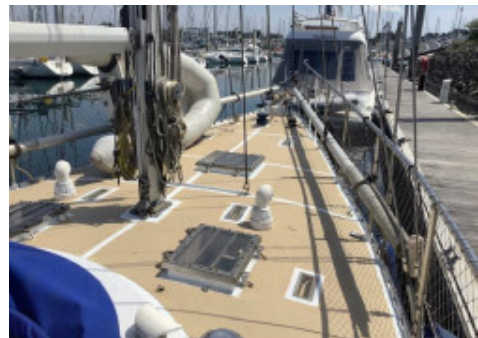
- **Fuel:** Diesel
- **Fuel Tank Size:** 1400 Litres
- **Water Tank Size:** 800 Litres

MACHINERY

- **Engine Make:** Ford
- **Horsepower:** 89
- **Drive Type:** Shaft drive

OTHERS

- **Aircon:**
- **Heating:**

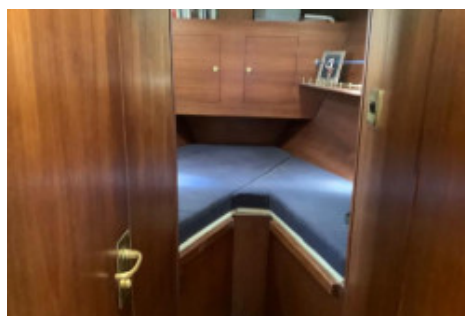
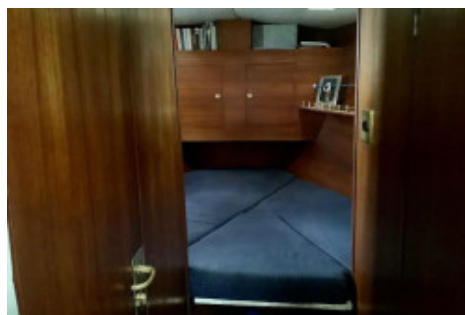
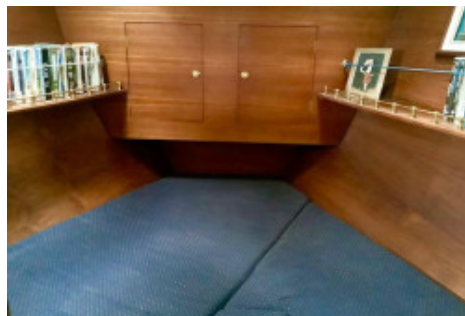


Bruce Roberts 43

Broker Remarks

Bruce Roberts designed **Mauritius 43** built in Shetland by Peter Griffiths, a founder Director of Delta Marine for his personal use. She is constructed in steel and was commissioned in 1995. Peter sailed her to South America, the Caribbean and Florida before returning to Scotland.

Between 2001/2004, she was stripped and rebuilt internally to the current owners specification for a comfortable and functional live aboard centre cockpit blue water cruiser yacht. British registered, lying in France **OPEN TO OFFERS**.



Accommodation

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Comprises 3 cabins, galley and engine/workshop cabin.

Forecabin:

Double V berth (with Insert)

En suite (L1800mm xW2350mm x H1800mm). With toilet, hand basin and shower (Equipped with holding tank for waste water.) L920mm x W1150mm x H1800mm Sail Locker/Wardrobe off entrance opposite en suite shower room L920mmx W900mm x H1800mm
Storage under v berth and linear shelving port and starboard.

Main Cabin:

U shaped berths (seat 6) with gate leg dining table and linear berth seat (seats 3) .
Both berths can convert with inserts into double berth for overnight use.
Storage under seating, lockers and shelving and book storage . (L1850mm xW3500mm x H1900mm)
Chart table/Nav station with two lockers for storage. Access to switch cupboard for DC circuits. L900mm x W850mm
2 x powder extinguishers.

Aft Cabin:

Owners Double en suite (L3000mm xW3000mm xH1800mm). Double berth with ancillary wardrobe/locker space

L2000mm x W 1600mm

En Suite with Jabsco electric wc, was hand basin, shower and

240v

Hairdryer.

Storage under berth (L1100mm x W1400mm x H1800mm)

Galley:

Linear galley comprising 50 litre built in refrigerator (Isotherm), Thomson 2 ring induction hob, twin sink unit with mixer tap, 800W Microwave and Wallas 2kw electric oven. Ample high level storage space. L3000mm x W1320 x H1800mm
In the galley there is a fire extinguisher and fire blanket. In engine room, 1 x powder extinguisher. On Deck, 1x by powder extinguisher.

Mechanical and Rigging

Mechanical and Electrical

Engine:

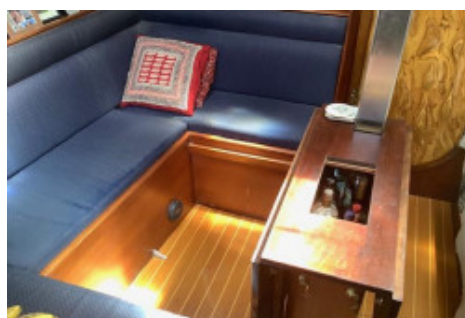
1957 Fordson Major tractor engine 89hp 4 cylinder diesel. **(Totally rebuilt in 2018 with new crankshaft bearings, wet liners, pistons, oil and water pumps)** with Bowman heat exchanger and Vetus exhaust fittings.

The gear box is connected to a Wurth V drive and thence to propeller shaft. Conventional stern gland with packing.

Fuel Installation:

Diesel is stored in two inbuilt tanks 1900mm x 900mm x 900mm providing estimated capacity of 700ltrs per tank- 1400ltrs overall. Each tank is filled from deck ports located on port and starboard deck. Each tank can be isolated if required. Fuel is piped underfloor to the engine compartment initially to a primary filter. The fuel load gives estimated cruising range of circa 1700nm.

Diesel supply to the generator and to the onboard heating is via a 20 litre tank mounted on the workbench in the room



engine above the main fuel tank. This tank is topped up by way of pumped supply from main engine tank. Separate supplies lead to heater and to generator through inline filters.

Generator:

1995 HFL 3 KVA 240v AC generator powered by Yanmar 1GM diesel (Totally rebuilt in 2018).

Engine Bay:

L1900mm x W800mm x H1350mm

Full height access to port side of engine and generator from workshop room. Access doors to starboard side of engine from passageway to aft cabin thru galley.

Exhaust system:

Engine exhaust system is via heat exchanger to Vetus waterlock and via exhaust hose to muffler before discharge above waterline on port side. (Anti siphon fitted)

Generator exhaust system is direct to stainless steel muffler and discharge above waterline on port side.

Bow Thruster:

A Vetus 95 bow thruster is fitted, controlled by toggle switch on steering column.

Mast, Boom and Rigging:

14.6m Tab mast with in mast roller reefing
Double spreader with 5 midship 8mm stays to welded chainplates
2 forestays with Rotostay roller reefing drums

2 x 8mm backstays of which starboard stay is insulated for radio reception

Tab boom with downhaul

2 x 8mtr spinnaker poles

Running rigging comprises:

1 main sheet halyard, 1 Genoa forestay halyard, 1 Inner forestay halyard, 1 spare halyard, all fed through mast

2 spare halyards from upper spreaders

1 topping lift.

For inmast mainsail, one outhaul and one reefing line

For Genoa and inner foresail, one reefing line each

Main 12mm, genoa and foresail 10mm sheets

Sails and Canvasses:

Original sails include:

Main sail, genoa, spare genoa, small fore sail cruising shute, Strom Trisail, 2009 inner foresail

Steering Gear:

Rolls Royce hydraulic steering with bypass valve for Autohelm function.

Hydrovane self steering wind vane with emergency steering control.

Emergency steering by stainless steel tiller connected through cabin to steering quadrant. and /or tiller connected to Hydrovane rudder.

Stern Gear:

The rudder is an extension of the long keel supported at the keel foot and connected through hull to the steering quadrant.

The propeller is a three bladed fixed bronze propeller fitted with rope cutter.

Electrical Installation:

12 volt system comprises 4 x 6V semi traction house batteries providing 12V 440amp capacity, together with engine battery 1x 12v 70AH capacity and generator battery 1 x 12v 50AH capacity.

The batteries are charged from the engine by Balmar 600 series 100amp alternator managed by ARSI voltage controller and from a mains fed Hawk battery charger. The House and Engine batteries are linked when appropriate by isolator switches.

The 240volt system is connected via inlet in cockpit to 240V distribution board. Switch supplies lead to battery charger, calorifier, engine room fluorescent light, and circuits to switched outlets in fore, main and aft cabins.

The HFL 3kva generator is connected by way of transfer switch to the 240V supply.

Engine Room:

L1900mm x W1400mm x H1800mm

Easy access to engine, generator, calorifier, batteries, inverter, charger and relevant switchgear. Workshop bench 1900mm x 850mm with storage underneath.

1 x powder fire extinguisher.

Ventilation and Heating:

Ventilation to the cabins is by way of through deck ventilators. 4 in main cabin and 2 in aft cabin.

Heating to the main cabin is provided by a

Wallas Viking air warm air heater with two outlets. Heating to fore and aft cabins by way of electric fan heaters when required. A Danfoss based isotherm refrigerator is fitted with both side and top opening facility. The capacity is estimated at 30litres measuring 600mm x 500mm x 400mm

Navigation:

Raymarine C series Navigational Display mounted on pedestal at steering console, providing radar, depth, chart options, also ST70 displays for wind/speed /depth and autohelm control.

ST70 displays at chart table with back up Phillips system showing gps position.

Navigation lights are as follows and are LED: Port/starboard mounted on bow, stern light mounted on stern rail, steaming light on mast, anchor light and tricolour at top of mast.

Also courtesy floodlights on deck from spreaders and on aft deck frame.

Communication by Icom 3000 VHF radio with handheld extension to cockpit, with loudspeaker including foghorn. Iridium satellite phone with GPS capability, MF aerial installation fitted.

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.

Specifications

- LOA 13.19m. (Since original measurement, a bowsprit and hydrovane have been added. Overall length now 14.5m)
- Beam 3.9m
- Draft 2.18m
- Gross Tonnage 19.87t
- Reg No: 728486
- Freshwater 800ltr
- Calorifier 30ltr
- Fuel Capacity 1,400ltrs (2 x 700ltr tanks)

Hull Fittings:

Below the waterline are an inlet and outlet to each of the ensuite toilets. Hose connected to welded iron pipes via seacocks. Seacocks were renewed in 2019

There are two 2 inch through hull inlets with seacocks in the engine compartment. The port side inlet acts as main outlet for cockpit drain and for the bilge pump. (The waste water from the galley and from the aft shower tray are discharged into the large bilge under the engine installation.). The Starboard inlet is the raw water inlet for the engine, V drive and generator cooling. It also acts as a cockpit drain from the starboard side.

Midway on portside is the speed/log impeller fitting and depth sounder.

Above the waterline, engine and generator exhausts exit the hull on port side.

1 x powder fire extinguisher on deck. 6 anodes are fitted to the keel and 2 to the rudder. In addition a zincguard galvanic isolator is fitted. Anodes were replaced in 2019 and have life expectancy of 6/8 years.

Deck Fittings:

The deck is enclosed by a 25mm stainless steel guard rail with access gates on port and starboard adjacent to the cockpit. Safety netting has been fitted between the bow and the cockpit.

The Anchor windlass is a Simpson Lawrence vertical windlass with 12mm Pawl for chain and rope capstan. The control is by handheld switch attached to the deck on the port side.

There are 2 Lewmar mast winches and 6 Lewmar cockpit winches mounted on cockpit combing with 5 cleats each on port and starboard. The cockpit is protected by a blue sprayhood, renewed in 2022

Three teak chests are fitted to the aft deck, which act as storage and as additional seating whilst at anchor.

A support frame on the transom carries the radar transmitter, radio aerials, loudspeaker, deck light and gps receiver..

An outboard support bracket is fitted to the transom.

A Hydrovane self steering system is fitted to the transom alongside a fixed 5 rung boarding ladder.

Safety Equipment:

On deck safety lines port and starboard from bow to cockpit, and aft deck safety line from stern to cockpit. Safety line in cockpit.

An Ocean Safety 6 man liferaft to offshore standard, last serviced June 2021

Two horseshoe life rings, one with recovery line and both with lights.

One position marker beacon pole with flag.

One man overboard block and tackle to lift casualty on board.

Yellow grab bag with emergency kit and Epirb beacon.

Deck Hatches:

Access to the companionway is by sliding hatch and double doors constructed in stainless steel and 15mm Polycarbonate.

The 5 step companionway stairs are constructed in stainless steel with rubber treadmaster steps.

The hatches are stainless steel with 15mm polycarbonate. Each deck hatch to the forecabin and aft cabin measure 500mm square. The two deck hatches to the main

cabin measure 500mm x 300mm.

Two small hatches (300mm x 100mm) provide ventilation to aft cabin and aft toilet respectively.

12 windows each 350mm a 200mm of 18mm polycarbonate are fitted into the hull retained by a stainless steel surround through bolted, 6 deck prism windows are fitted into the deck, 4 in main cabin and two in aft cabin.

Toilet Installation:

The forward toilet compartment comprises a manual Jabsco toilet discharging either overboard or into a holding tank. Waste water from both hand basin and shower tray discharge into the holding tank. The holding tank is emptied by way of electric macerator pump overboard whilst at sea.

The aft toilet compartment comprises an electric jabsco toilet discharging overboard. Waste water from both hand basin and shower tray discharge into the shower bilge. A separate pump transfers the waste water into the main bilge.

Both toilet compartments have separate hot/cold supply to mixer taps on hand basin and showerhead. Each showerhead has an on/off switch and spray facility. Each toilet has storage facility, mirror and towel hooks. The

aft toilet has 240v Hair dryer and shaver socket.

Freshwater Installation:

Freshwater is stored in two steel under floor connected tanks, filled from two inlets located at the foot of the companionway. Tank capacity is estimated at 800 litres. Each tank can be isolated if required. A Parmax pump and accumulator provides water to the cold water feed, and to the 30litre calorifier located above the engine. Hot and cold supplies are pumped to mixer taps in the toilet compartments and the galley. The cold water feed to the galley passes through a charcoal filter located under the cooker hob.

Ground Tackle:

A 4 rung boarding ladder is attached to the stern.

A detachable 5 step rope/wood ladder can be attached by the entrance gate either port or starboard.

A 2.3m Viking RIB is carried either on the foredeck or aft on the main stern support frame.

Block and tackle arrangement to lower to water.

The RIB is powered by Yamaha 4hp four stroke outboard, mounted on support bracket on aft stern rail. Last serviced 2018.

Mooring equipment are as follows:

One 35lb Danforth anchor with 35m of 12mm chain.

One 25lb Bruce anchor with 10m of 12mm chain

One 56lb Fishermans anchor.

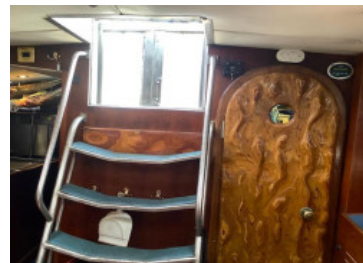
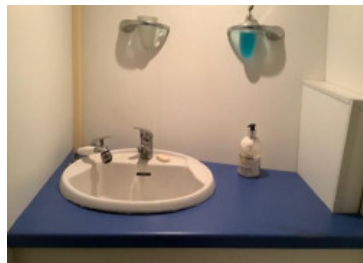
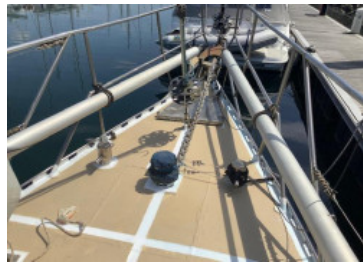
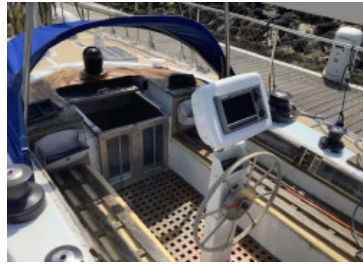
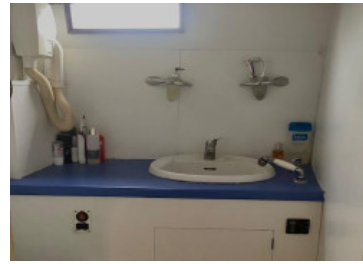
100m x 25mm warp

2 x 15m x 18mm mooring lines

1 x 10m x 18mm mooring lines

Assorted 10mm lines of various lengths

3 x 200mm fatboy fenders, 6 x 125mm diameter fenders



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