

Nicholson Nicholson 31



Year: 1979
Location: Plymouth
LOA: 30' 7" (9.32m)
Beam: 10' 3" (3.12m)
Draft: 5' 6" (1.68m)

Remarks:

This Nicholson
with only
invested

Notably she has been re-engined
replaced in 2017, a good navigation
long distance cruiser and she will tackle all

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Mechanical and Rigging

Construction:

Designed by Camper and Nicholson to Raymond Wall design
Built by Camper and Nicholson Ltd in 1979 (moulding by Robert Ives Ltd)
GRP hull deck and superstructure
Original off-white gelcoat finish
Long encapsulated lead keel
Transom and keel base hung rudder
Tiller steering

Hull No. 3110120

Yard No: 101

Mechanics:

Yanmar 3YM20, 3 cylinder, 20hp diesel engine (new 2015)
425 engine hours
Freshwater cooled
Shaft driven
R&D flexible coupling
Carbon/stainless packless stern seal
Three blade fixed pitch bronze propeller
Single lever teleflex engine control

Electrics:

Two x 110ah, 12V batteries
Charging from engine alternator
Mastervolt digital battery monitor
New switchboard in 2015
230V shorepower system

Tankage:

Freshwater capacity 295 litres
Fuel capacity 60 litres in a single stainless steel tank

Water System:

Cold water system
Manually pumped

Rigging:

Kemp aluminium spars
Keel stepped mast
Mast stowed aluminium, Kemp, telescopic spinnaker pole
Stainless steel standing rigging (new 2017)
Rotostay Regatta genoa furling system (new 2009)
Separate mast track for Trysail (new 2002)
Removable inner forestay with Highfield lever (new 2002)
Slab reefing with three reefs
Two x Lewmar, #7 single speed, mast mounted winch
Lewmar #6 single speed, mast mounted winch

Sails:

Mainsail by Crusader Sails, heavy-duty cruising cloth (new 2003)
Genoa
Working jib (new 2003)

Cruising chute
Storm jib
Trysail
Second Mainsail (old, but serviceable as a spare)

Inventory

Navigation Aids:

In the Cockpit;
Garmin GPS map 620 chartplotter (new 2014)
Raymarine wireless Micronet MN 100-2 wind (masthead anemometer)
Raymarine wireless Micronet MN 100-2 log/depth
Plastimo Contest steering compass
Simrad TP30 tiller pilot
Aries wind vane self-steering system

At the Chart Table;
Raymarine RL70 GPS, plotter, radar
Garmin handheld GPS map 78S
Furuno GP-32 GPS
Furuno Navtex NX 300
Simrad RD68, DSC, VHF radio
Entel submersible handheld VHF's

Ground Tackle:

Rocna 29kg anchor
Chain 50m and warp
Spare 20lb CQR anchor
Double recessed bronze bow roller with stainless steel cheeks
Simpson Lawrence manual anchor windlass
Para anchor with warp

Deck Gear:

Two x Lewmar #40, self-tailing, two-speed sheet winches
Aluminium mooring cleats and fairleads
Aluminium stanchions
Stainless steel foredeck bollard
Stainless steel pulpit and pushpit
Custom stainless steel pushpit seats (new 2016)
Teak toe rail
Teak cockpit grating
Genoa tracks with adjustable cars
Mainsheet traveller
Two x Lewmar opening deck hatches (new 2015)
Darode deck ventilators

Safety Equipment:

All Safety equipment listed is included in the sale but the vendor offers no warranties
The purchaser must service the safety equipment and ensure that it is appropriate for his purposes
Horseshoe lifebuoy and light
Avon four-man valise liferaft (service date 2019)
McMurdo EPIRB (within its service date)
Danbuoy
Webbing jackstays
Radar reflector

Manual bilge pump
Gas detector (new 2017)
Fire blanket

Equipment:

Inflatable dinghy
Outboard engine
Canvas sprayhood (new 2015)
Canvas cockpit dodgers (new 2015)
Canvas stackpack (new 2015)
Canvas hydrovane cover
Canvas tiller cover
Telescopic Spinlock tiller extension
Webbing mast ladder (uses the mast mainsail sliders)
Boathooks
Moorfast mooring pick up pole
Ships clock, barometer and tide clock
Radio/CD player with speakers
Cockpit speakers

Accommodation

Sleeps five in two cabins which includes the saloon
Double V berth in the forward cabin, with an infill
Heads aft of the forepeak
Saloon with port and starboard settee berths
Portside single cot/sea berth
L-shaped galley to port
Forward facing chart table to starboard
A single quarter berth to starboard

Forward Cabin:

Double V berth with infill
Under berth stowage
Open shelving to port and starboard
Opening deck hatch

Heads:

Positioned between the forward cabin and the saloon
Lavac sea water toilet
Hand basin
Cold manual water
Vanity unit above the hand basin with mirror
Under counter stowage

Saloon:

Port and starboard settee berths
Portside cot berth
Stowage behind seating
Starboard side cupboard storage above berth
Saloon table

Galley:

C-shaped galley to port
Force 10, two burner gas hob, grill and oven

Single stainless steel sink
Cold manual water
Coldbox
Shelf storage

Chart Table:

Forward facing chart table to starboard
Chart stowage below
Navigation electronics suite
Electrical switchboard (new when?)

Quarterberth:
Quarterberth to starboard
Under berth stowage
Shelf storage

Remarks :

Camper and Nicholson are renowned for building quality ocean-going vessels, they were market leaders when it came to construction methods and finish throughout their range. The Nicholson 31 was a very popular model, she superseded the Nicholson 32 and the builders added extra beam and freeboard which added extra headroom as well as making the interior more spacious and comfortable. The other difference from the Nic 32 was the addition of a forward facing chart table unlike the linear one that was found on the 32, this allowed a more comfortable position when navigating.

The Nicholson 31 was known used as a single-handed long-distance cruiser, hence she has the Aries wind vane self-steering system onboard. The Nicholson 31 will tackle all conditions in her way and also has a good turn of speed, she has an encapsulated lead filled long keel which is perfect for offshore sailing from a safety perspective. There is a deep cockpit with secure cockpit coamings, this ensures protection in the cockpit which gives crews confidence in a seaway.

The owner has upgraded the boat well, she has been re-engined and the standing rigging was renewed in 2017.

The current owner has mainly used the boat for cross-channel trips to Brittany and the Channel Islands as well as long cruises around our beautiful Southwest coastline. The previous owners have also proven her seaworthiness with return Atlantic crossings and an AZAB trip.

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