

## Colin Archer Adventurer 1350



**Year:** 2000  
**Location:** Newcastle upon Tyne  
**LOA:** 44' 3" (13.50m)  
**Beam:** 13' 1" (4.00m)  
**Draft:** 6' 3" (1.90m)

**Remarks:**

Dutch built and completed in 2000. She has been painted out shell, she has been complete with a new hull plate with overlapping welds for strength. She was last refitted in 2014 with new masts, rigging, cabin, 2 singles in saloon and bunks in bow.

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## Mechanical and Rigging

### **Construction:**

Keel laid by Brovo Scheepsbouw of Enkhuizen of the Netherlands in 2000.

The hull is 6mm plate below the waterline, 5mm above and 4mm used on deck and superstructure.

Long box constructed keel with 4,500 Kgs lead ballast.

Hull is two pack primed and painted with navy top coat and smart yellow cove line stripe. This was completed in 2014.

The deck is finished in grey non slip using hard wearing commercial grade coatings.

Large centre cockpit with teak laid cockpit grate and seating.

Central binnacle with spoked wheel steering, illuminated compass and single lever engine control.

Canoe stern, counter and keel hung rudder. Emergency tiller. Hydravane wind steering system.

Wide side decks allow easy movement around the yacht. Large height stanchions and fore and aft rails offer protection.

Open bow with electric windlass and anchor roller.

### **Engine & Electrics:**

Vessel powered by a highly reliable Daewoo LO34N inboard diesel engine.

4 cylinder, sea water jacket cooled developing 70hp @3000rpm.

This well maintained unit is situated in a dedicated engine space beneath the cockpit allowing easy access for servicing.

Reduction gearbox driving stainless steel shaft and 3-bladed bronze propeller.

Cruising speed is 6.5 knots@1700rpm

Fuel is stored in a 500 litre steel tank. This is then transferred to a 50 Litre day tank which will provide approximately 16hours of running.

Bank of 4x12V batteries. These are wired together in sequence to provide 24V of engine and 24V of domestic power.

Batteries are recharged via the engine alternator or the Sterling Alternator to Battery spilt charger.

Also fitted are 1500W inverter, 150M/amp inverter, Sterling Prosave Galvanic isolator and Leading Edge wind generator.

12/24/240V panel at chart table with gauges for charge and level monitoring

3-pin UK plugs and 2-pin European plugs fitted throughout the boat.

### **Sails & Rigging:**

Vessel was changed from a sloop to a ketch rig in 2014.

Aluminium deck stepped main and mizzen masts by Z-Spars.

All standing rigging new at the same time.

Braid on braid running rigging replaced as required and in good working order.

Self tailing winches are by Harken and are within easy reach of helm.

Sails include a slab reefing main and a roller furling genoa. These were both new in 2014

Storm sail purchased new in 2012.

## Inventory

### **This is a very well equipped boat capable of long sea voyages. Included in the sale are:**

Binnacle mounted compass

Raymarine ST60 Tridata Speed/Depth/Log

Furuno GP33 GPS

Furuno 1715 Radar

Standard Horizon CP300 chart plotter

Icom ICM-411 DSC VHF  
Simrad Autopilot  
Hydravane self steering system  
Sailor SC4000 Iridium Satellite Phone  
Lofrans Falconi electric windlass with foot controls  
75Lb CQR bower anchor with 100M of 12mm chain  
Danforth Kedge anchor with chain and warp  
Seabrake GP30 Sea Drogue  
Search light  
Boarding ladder  
Horn  
Manual bilge pump in each water tight compartment (4 off) with diverter valve system in engine bay  
Emergency electric roving pump  
Dinghy  
Fenders  
Boathook  
Navigation lights  
Engine spares  
Clock & Barometer  
Cutlery crockery and utensils  
Danbuoy  
Flares  
Life Buoy (2 off) with lights  
Fire blanket

## Accommodation

The saloon is entered from the cockpit via a companionway ladder.

Saloon seating/dining area to port with fold out leaved table.

Opposite dinette is the large chart table/navigation area with bi-folding chart lid and chart storage.

Here are situated the navigation aids and chart reading light.

Adjacent are the fuse boards and battery monitoring equipment.

Moving forward there is a further seating/berth area to port with a large storage cupboard at far end.

Opposite is the fully equipped galley with Wallas diesel fired stove and hotplate. This efficient system also acts as heating to the boat.

Large stainless steel sink with draining area and hot and cold pressurised water.

Front opening fridge unit with small freezer compartment. 240V microwave oven for when attached to shore power.

Plentiful storage areas for tinned goods and utensils. Small capacity washing machine.

Forward of galley is a shower stall with hot and cold pressurised water.

Through water tight bulkhead door is the forward cabin with two bunks to starboard.

Good cupboard and drawer storage, 12V lighting and opening deck hatch to upper deck.

Separate heads with electric toilet. Separate sink with hot and cold water and mirror.

Returning to saloon there is a passage aft alongside the machinery space.

This leads to the aft cabin area. This was the last place to be fitted out and features a landscape double bed.

There is an ensuite heads with sea toilet and a hanging space to starboard.

The interior is a mixture of teak faced marine ply, hard wood joinery and white painted panelling.

The fabric is red draylon giving the boat a comfortable and warm feel.

There is hard wearing carpet to the floors.



## Remarks :

Rare opportunity to purchase a genuine blue water cruiser. This go anywhere, steel hulled cruising yacht has just returned from adventures in the northern hemisphere and has sailed to Murmansk, Svalbard, Greenland, Iceland, The Faroes, Heligoland, Denmark and the Shetlands to name but a few. She is now looking for new owners to enjoy new adventures with.

Built in 2000 in Holland by Brovo Scheepsbouw to a Colin Archer design modified for steel construction by Yacht Architect Kees P. Kornaat. The hull is made from heavy duty plate that overlaps itself to increase strength and durability. Originally sloop rigged the present owner changed her to Ketch rig in 2014. This made sail handling easier for a smaller crew and made her much more comfortable to sail.

Below decks is fitted out to a good standard and offers a comfortable living space, en-suite guest cabin with bunks, large galley and chart table.

The "owners cabin" is aft accessible via a corridor from the saloon. This spacious area is not completely finished and offers her new owners a blank canvas for personal fit out. This cabin is also en-suite.

Auxiliary power is a 70hp Daewoo LO34 inboard diesel engine. This will push the boat along at 6.5 Knots@1700 rpm and offers reliability. Well maintained as you can imagine bearing in mind where she has travelled. Most recent service in March 2017.

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