

Colvic Countess 33



YEAR 1984 | £17,495 | VAT PAID | NEWCASTLE OFFICE



Summary

Manufacturer: Colvic Countess 33

Price: £17,495

Location: Newcastle

Year: 1984

ID no.: 14297

DIMENSIONS

- **LOA:** 33' 0" (10.06m)
- **Beam:** 11' 6" (3.51m)
- **Draft:** 5' 0" (1.52m)
- **Keel:** Fin keel

ACCOMMODATION

- **Berths:** 1
- **Cabins:** 2
- **Heads:** 2
- **Showers:** 1

PERFORMANCE

- **Top Speed:** 6 knots
- **Cruising Speed:** 5 knots

TANKAGE

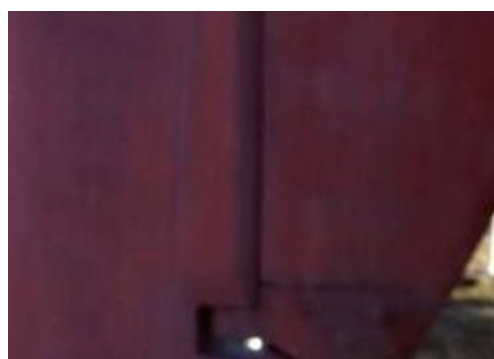
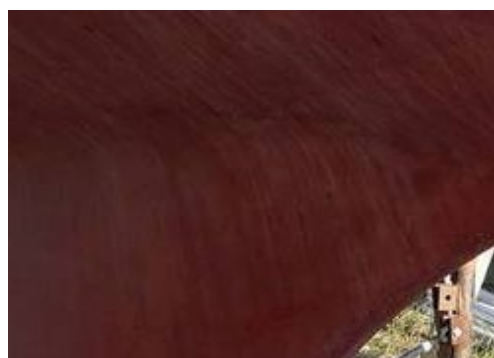
- **Fuel:** Diesel
- **Fuel Tank Size:** 50 Litres
- **Water Tank Size:** 30 Gallons

MACHINERY

- **Engine Make:** Perkins
- **Horsepower:** 47
- **Drive Type:** Shaft drive

OTHERS

- **Aircon:**
- **Heating:** No



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Broker Remarks

Described as "Full Bodied" by Yachting Monthly, the Colvic Countess is a solid passage maker offering a safe, stable and dry ride. Her high ballast ratio will allow full sail at a time when newer, lighter, modern boats are having to reef. Designed by Ian Anderson who is renowned for producing sea kindly, volume cruisers ideal for what our coastal conditions. Safe and secure cockpit with wheel steering. Main saloon with seating area to port and galley to starboard. Forward cabin with double berth and plentiful storage cupboards above. Large heads with sea toilet and storage. Aft cabin with small double and a single. Make an ideal live aboard boat. Deck stepped spars with boom mounted main and roller furling genoa. Economical and reliable 47hp Perkins diesel with stainless steel shaft and bronze propeller. Electronics include a Garmin plotter, Clipper speed and depth, Auto pilot and wind speed. Boat ashore for winter and has had recent hull polish.



Accommodation

Below decks is warm and welcoming thanks to the red fabrics and dark wood trim. Plenty of light from the saloon deck lights and side windows giving a light feel. The saloon is entered from the companionway. The boat is divided into two defined areas. The saloon with spacious seating to port with a large dining table. Opposite is the well-equipped galley with gas-fuelled oven, hob and grill. Stainless steel sink with pressurised water, Rimini boiler and microwave for use when in port. A fridge is situated in the void below the saloon table. Aft of the galley is a further settee/berth with trotter box and storage behind and below. Forward of the galley is a small passage leading to the forward cabin with double berth. To port of passage is the large day heads with sea toilet and sink. Opposite heads is a galley storage cupboard. The forward cabin has storage along both sides of the hull and beneath the berths. Returning to the saloon and coming aft is a large chart table with chart storage below and switch panel above. This is at the aft end of the port settee/berth adjacent to the internal helm. Aft of here is the second defined area of the yacht. A passage leads aft to a spacious cabin.

This area has a single to port and what can only be described as an intimate double to port. Also here is an ensuite head with sea toilet. The passage between saloon and aft accommodation gives access to the engine bay.

Mechanical and Rigging

Construction: Heavy lay-up GRP hull with white topsides and blue cove line. Encapsulated 1.5M draft fin keel weighing 2291 Kgs giving a ballast ratio of 37.69%. Counter keel hung rudder with wheel steering in cockpit and saloon. Large transom with a bathing ladder and removable dinghy davits. Self-draining centre cockpit with stained wood slatted locker tops. Locker storage. Stainless steel pushpit, pulpit and coachroof rails giving extra security at sea. Wide side decks finished in light blue non-slip deck paint leading forward to the foredeck. Mast shrouds are inboard allowing free and uninterrupted movement around the decks. Large capacity anchor locker, manual windlass, deck mounted mooring post and stainless steel bow fitting with a double roller. **Engine & Electrics:** Vessel powered by a single, Perkins 4-cylinder inboard diesel. This 47hp workhorse is situated beneath the companionway in an insulated compartment.

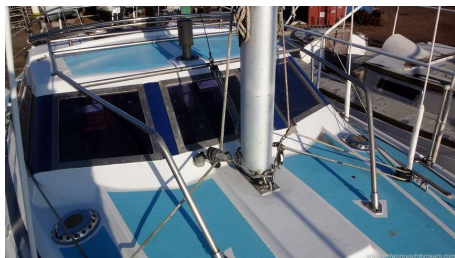
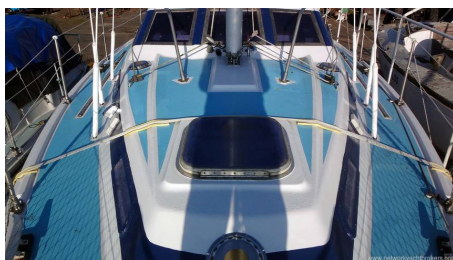


Single engine lever control in the cockpit with engine start panel in the saloon. Dual steering position for inclement weather. Engine well maintained with service carried out annually. 100-litre fuel capacity. Bank

of 2x12V batteries providing engine start and domestic power. Batteries recharged via engine alternator or onboard battery charger when attached to shore power. **Sails & Rigging:** Deck stepped aluminium spars with stainless steel standing rigging. Terylene running rigging with the majority led aft to cockpit. Halyard and sheet winches within easy reach of the helm. Sails include a battened main and a roller furling genoa. Main sheet system to the aft of the cockpit for easy control. Lewmar winches. Halyard bags.

Plastimo Bulkhead Compass Clipper wind speed/direction Garmin GPSmap 551 chart plotter Clipper depth Clipper log Manual anchor windlass Anchor with chain and warp Davits (removable) Boarding ladder Dinghy Fenders Mooring warps Manual and electric bilge pumps Navigation lights Sprayhood Clock & Barometer set Boathook Lifebouys.

2 off Manual fire extinguishers Automatic fire extinguisher Fire blanket Hand held air horn



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