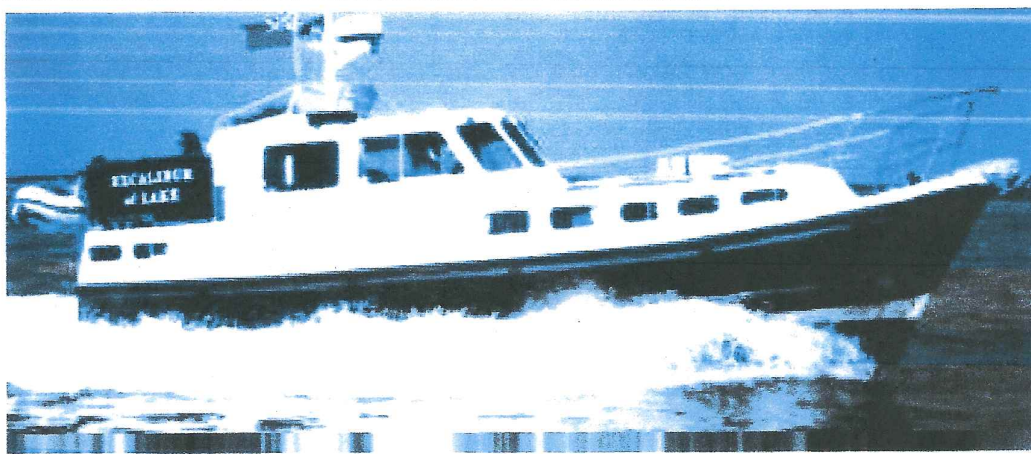


**NELSON 38**  
**"Oystercatcher"**



**LYING :** Cootehall Marina

**PRICE :** €135,000

**YEAR :** 1995

**COLOUR :**

Oxford Blue Hull with light grey non-slip panels on her white coach roof with matching Trackmark fore and side decks. Her Aft deck is finished in laid teak.

**DIMENSIONS :**

LOA 40.10 ft                      Beam 12.3 ft  
Draft 3.10 ft  
Displacement 11.5 te light

**HULL & DECK AREA :**

Construction is of GRP complete with external Mahogany transom 'badging' with extruded rubber fendering at spray rail and gunwhale levels, including diagonals between. Her bow is protected by a stainless steel plate extending above and below the waterline.

A stainless steel pulpit leads into white plastic coated stainless steel safety rails supported on stanchions. A boarding gate is fitted on each side just ahead of the varnished teak capped s/s guard rails around the aft deck, these carry dark blue canvas dodgers.

Attached to the transom is a large s/s and teak boarding platform. Below the boarding platform hydraulic Bennett Trim Tabs are fitted.

## The aft and helm

position are protected by a glass 'destroyer screen' above the wheel house - where the mast is also mounted carrying all aerials, antennae and the three flag halyards required beside which is a mounting and connection plug for the detachable signal lamp/searchlight.

The wheelhouse has a removable section for the main engines to be lifted out if needed.

A pair of electric horns are mounted on the wheelhouse. The coachroof carries a Lifeguard equipment RORC six man life-raft in a flat canister. Deck lights are fitted.

A substantial twin bow roller carries a 45lb CQR anchor to port. An electric salt water pump is fitted inboard with a hose connection on the foredeck to enable a muddy anchor to be washed off. A strong cleat is mounted on the foredeck to permit mooring by chain or rope from the bow.

55 metres of chain runs over an electric Lewmar anchor winch controlled by watertight switches on deck. A chain length counter is fitted which is readable at the main winch controls by the main helm position.

A pair of manual Simpson davits are fitted above the boarding platform which carry an Avon 310 RIB complete with a little used Honda BF8 4 stroke outboard. Provision is made to secure both these by padlock chain to the davits. A Lifesling rescue system is attached to the aft deck rails.

Access below is by two part hinges doors with a sliding hatch above. A six lever Chubb security lock is fitted with the whole protected by a dark blue canvas cover when the boat is not in use. Matching pop on covers are also fitted to the forward and aft wheelhouse screens, and over the outside instrument panel. Hinged Bowmar transparent deck hatches are fitted above the fore cabin, galley/dining area and aft cabin.

### *Exterior Helm Instruments:*

2 x Throttle/gearlevers

2 x Engine tachometers + oil pressure - engine temp and volt metres

1 x echo-sounder FLS 2 repeater unit

Dateline Waypoint, Compass, Rudder and S/D indicators

Robertson 10" Chartplotter repeater unit

Removable Robertson AP300P Autopilot & Shipmate VHF repeater unit

Control for Reinstorm Bow Thruster

## ***WHEELHOUSE***

Entry from the deck is via the varnished double doors, down steps which house 2 lockers, lockers are also constructed outboard of these steps which are convenient for burgees, ensigns, oars for the Avon tender, fire extinguisher etc. Forward is a large cupboard, with instruction manuals stowed in the lower part, merging into another which supports the sprung helmsmans seat and includes bottle stowage.

On the opposite side is a settee/berth with top access stowage beneath including chocks to secure the Grundig 12" TV set. Above is a Furuno FAX-208A Navtex/weatherfax receiver. Forward is the navigators sprung seat with a fridge mounted in its pedestal. In front of seat is chart table, small locker and panel access to much of the ships switch gear, voltage droppers etc.

In front of the wheel is a panel containing the following instrumentation:

- Wagner gear/throttle controls
- Furuno 800 Radar set
- Shipmate RS8 100 VHF radiotelephone
- Webasto heating/ventilation
- 4 Jabsco automatic bilge pumps
- Racor water detection fuel filters
- 24v socket for TV, mobile phone charging etc
- TV aerial

Curtains are fitted in wheelhouse. The three front screens have electric heater-demisters and are fitted with heavy duty pantograph wipers each carrying a washer nozzle pressure fed from a canister in front of the helmsmans set.

Above the port front screen is a row of content gauges for the ships tanks which contains:

Centre main	165 galls
Port & Stbd main wing	66 galls
Port & Stbd aft wing	c.50 galls

On both sides fuel filling points are incorporated into the steps leading down from the aft deck area to the side decks. Stop valves isolate supply to each Aft wing tank and supply from each main wing tank.

Water tank	95 galls
------------	----------

The filler for the water tank is located in the centre of the coachroof.

Helm Instruments:

- Engine Throttle - Gearlevers Trolling Valve controls
- Reinstorm Bow Thruster control
- Robertson AP300 Autopilot
- Robertson 6" Chartplotter
- Furuno GP-50 Mk2 GPS Navigator
- Night light switch
- Dateline compass, central, rudder, analogue speed & wind instruments
- Phillips echopilot FLS 2
- Deck lights switch



Shipmate RS 8100 VHF Radiotelephone  
Engine tachos, oil pressure, temperature & volts & starting switches etc  
C Plath compass, switchgear, anchor chain counter etc

### ***GALLEY & DINING AREA***

This is approached from the wheelhouse down a short flight of steps which incorporate stowage. To port of these steps is the 240v control panel for battery charging from shore supply and 240v ring main. ,

To starboard of this gangway is the 24v control panel with battery voltage and amperage gauges above the circuit breakers. Above is mounted a Sony radio receiver with speakers in wheelhouse, saloon/galley area and forward cabin. Below the worktop to starboard are drawers, a second large built in top load fridge cabinet, and various lockers with a sink fed by pressurised running hot and cold water. Outboard are lockers for plates, mugs etc. Over the fridge compartment is a bulkhead locker with shelves. Forward is a Taylor LPG marine cooker. Fire blanket and Fire extinguishers are located near the cooker. Opposite the galley area, on the port side is an 'L' shaped settee set around a dining table with hinged leaves. The backrest hinges upward to form a wide single berth underneath there is a further stowage space. Above this, and under the deckhead, are lockers and a shelf. Further high level lockers with shelves are constructed on the aft bulkhead. On the forward bulkhead there is a bookshelf with clamp above a deep chart locker with a hanging locker below.

### ***HEADS;***

A 24v Lavac unit is fitted with both electric & manual discharge either overboard or to a holding tank of about 60 gallons. A 2 speed ventilation fan is fitted to this compartment which has a sole of varnished veneer ply. The forward portion of the heads compartment is screened off by a plastic curtain to provide a shower area. The hot and cold pressurised tap to the basin duplicates as a shower head. There are lockers above and below the basin. An electric pump, switched just below the basin, evacuates a teak shower tray.

### ***FORE CABIN:***

This is approached through a hinged mahogany door to port of which is a hanging locker with lockers above. 2 individual fitted bunks, with stowage under, are installed in 'V' formation. The motor of the Bow Thruster can be found under the front of these bunks. Outboard of the bunks there are shelves with lockers at the forward ends flanking access hatch to the chain locker.

### ***AFT CABIN :***

This is approached down a few steps via mahogany privacy doors. Under these steps are the battery isolator switches and fuel isolator valves. Two wide single berths are fitted above the wing fuel tanks with shelves and lockers outboard. Further lockers can be found on both the fore and aft bulkheads, shelf above on the aft. Between the bunks is a dressing table area with mirror. Isolator valves for the aft wing tanks can be found outboard of the bunk heads, below the soles of the forward lockers.

### **ACCOMMODATION - GENERAL**

The soles of all accommodation, except the head, is finished in varnished mahogany ply with a light holly stripe. Over this is fitted a blue carpet fixe with press stud fasteners. Curtains are fitted to all side screens - with lighting above to give a soft lighting effect. ample overhead lighting is installed with an adjustable reading lamp at each bunk head except wheelhouse. Low level 'Red' lighting is fitted to preserve night vision when required.

### **ENGINE ROOM:**

In this heavily sound insulated compartment a pair of Caterpillar 3116TA 350hp engines are installed complete with Twin Disc 5050A 1.8-1 reduction gearboxes - each with Trolling Valve and 60 amp alternator. Halyard Aquadrive units are fitted to reduce vibration with ocean seals to the stainless steel propeller shafts each of which is fitted with a Spurs ropecutter. The starboard engine carries a high capacity bilge pump for emergency use. Exhaust discharges are through the wheelhouse skin directly into water. Large visible inlet water filters are installed with Racor water direction filters to the fuel supplies. 6 Fulmen 24v batteries are installed in 2 banks. 2 are charged by the port engine the other four by the starboard engine. There is a shunt button to allow the port engine's battery to start the starboard engine in emergency. There is also found the Webasto heating system which supplies hot water for the ships radiators. This unit also heats the 10 gallon calorifier to provide the ships hot water.

:

*The particulars detailed herein are intended to give a fair description of the vessel but their accuracy cannot be guaranteed, these particulars are not a part of any contract or offer and are supplied on the understanding that all negotiations shall be through Dale Sailing Brokerage, who are acting as brokers only. The prospective purchaser is strongly recommended to check the particulars and where appropriate, at his own expense, to employ qualified agents to carry out surveys, structural and/or mechanical & electrical.*