

BRUCE ROBERTS NEW YORK 65

DE VALK
YACHT BROKERS

BRUCE ROBERTS NEW YORK 65

BROKER'S COMMENTS

She is ready to cross the Atlantic right now, 90% of the systems on the boat are under a year old making her an outstanding platform to visualize your dream.

Henk Sijbranda

SPECIFICATIONS

Dimensions	20.00 x 4.90 x 2.20 (m)	**Builder**	
Built	1998	**Cabins**	5
Material	Steel	**Berths**	8
Engine(s)	2 x Kubota V3800 DI T diesel	**Hp/Kw**	2 x 100.00 (hp), 73.50 (kw)
Asking price	sold (VAT)	**Lying**	contact Hindeloopen

CONTACT

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DISCLAIMER

These particulars are given in good faith as supplied but cannot be guaranteed.

BRUCE ROBERTS NEW YORK 65

GENERAL

Model	BRUCE ROBERTS NEW YORK 65
Type	sailing yacht Sail Yacht
LOA (m)	20,00
LWL (m)	18,50
Beam (m)	4,90
Draft (m)	2,20
Headroom (m)	2,00
Year built	1998
Country	U.S.A.
Designer	Bruce Roberts
Displacement (t)	40
Hull material	steel
Hull colour	Red
Hull thickness (mm)	5
Keel type	Fin keel
Superstructure material	Steel
Deck plate thickness (mm)	4-5
Deck finish	2012
Superstructure deck finish	2012
Cockpit deck finish	2012
Antifouling (year)	2011
Dorades	2
Window frame	Steel
Window material	Lexan
Portholes	10
Insulation	Foam
Radar arch	Mounted on mast
Fuel tank (litre)	8 x 200
Level indicator (fuel tank)	At pollishing system
Freshwater tank (litre)	2 x 200

Blackwater tank (litre)	2 x 130
Blackwater tank extraction	Deck extraction
Wheel steering	Mechanical Heavy Duty
Outside helm position	yes
Emergency tiller	yes
More info on paintwork	2011
Extra info	Comments: The interior was not on the 2011 renovation list. It is perfectly functional, as evidenced by the 6500nm passage. You can sail away on the Carol Lee today and remodel later, or customize and renovate to make the interior of your dreams. The bulkheads and framing have been done to a high standard, and contain much simpler joints than is typical in most yachts. Finishing the interior in its current layout would require only basic carpentry skills. Alternatively,if you wish even more cabins (chartering, for example).

ACCOMMODATION

Cabins	5
Berths	8
Layout	yes
Deck saloon	yes
Headroom saloon (m)	1,95
Heating	Webasto
Aft Cabin	Master cabin
Dinette to convert into berth	yes
Galley	secure wrap around galley
Countertop	Formica
Sink	Stainless steel Double
Cooker	5 burner
Gas alarm	yes
Microwave	2011
Fridge	Isotherm 90 l. 2011
Freezer	Isotherm 90 l. 2011

Hot water system	Webasto
Water pressure system	yes
Kettle	yes
Waste compactor	Broan
Owners cabin	Aft cabin
Bed length (m)	King size 2,00 x 2,00 m.
Bathroom	en suite
Toilet	yes
Wash basin	yes
Shower	Residential
Guest cabin 1	yes
Bathroom	Shared
Shower	yes
Guest cabin 2	yes
Guest cabin 3	yes
Washing machine	yes
Dryer	yes

MACHINERY

No of engines	2
Make	Kubota
Type	V3800 DI T
HP	100,00
kW	73,50
Fuel	diesel
Year installed	2011
Maximum speed (kn)	11
Cruising speed (kn)	8.00
Range (nm)	1000
Engine hours	500
Engine cooling system	Freshwater heat exchanger

Engine controls	yes
Gearbox	Hydraulic ZF 63 transmission
Exhaust	Watercooled Vetus mufflers
Thrust bearing	Power train marine (norway) Hydrodrive
Propeller type	Fixed Quickutter, line cutters
Propeller blades	3
Propeller shaft material	Stainless steel
Shaft lubrication	Water
Manual bilge pump	yes
Electric bilge pump	yes
Bilge alarm	yes
Electrical installation	110 + 12V.
Start battery	Thin plate pure lead (tppl) 2 x 850 Ah
Service battery	yes
Battery charger	Super wind 350 self tending, whispering wind turbine 30 Ah.
Inverter	2011
Battery charger/inverter	2011
Shorepower	yes
Watermaker	Schenker Italia Smart 100, 100 ltr/h
Extra info	Comments: The propulsion system is simple and robust. The Kubotas were purchased direct from Kubota and marinized with off-the-shelf parts that are readily available. The motors are extremely affordable - in fact, should a problem ever occur it would be cheaper to purchase a replacement motor than repair the old. Carol Lee cruises at 8.5 nm/h at 80% throttle under one engine alone. Both engines are used only during dockage or when the extra power is absolutely needed. Fuel consumption under one engine at cruise rpm averages 3 gph. Although many people were skeptical, the twin engine arrangement provides excellent handling characteristics in close quarters, and a bow thruster is not needed. The Hydrodrive arrangement provides an ideal location to mount propshaft alternators whichcould provide unlimited power under sail - a great upgrade.

NAVIGATION

Compass	yes
Electric compass	yes
Depth sounder	Simrad BSM-1
Log	yes
Windset	Simrad IS-20
Repeater	yes
VHF	Uniden VM-525
VHF handheld	yes
Autopilot	Simrad AP 24+ WR-20 remote
Wind vane steering install.	yes
Rudder angle indicator	yes
Radar	Simrad broad band
Plotter	Simrad NSE 12
Electronic chart(s)	yes
AIS receiver	Simrad NAIS-B + transponder
Radio receiver	yes
Transmitter	AIS
EPIRB	yes
Loudhailer	yes

EQUIPMENT

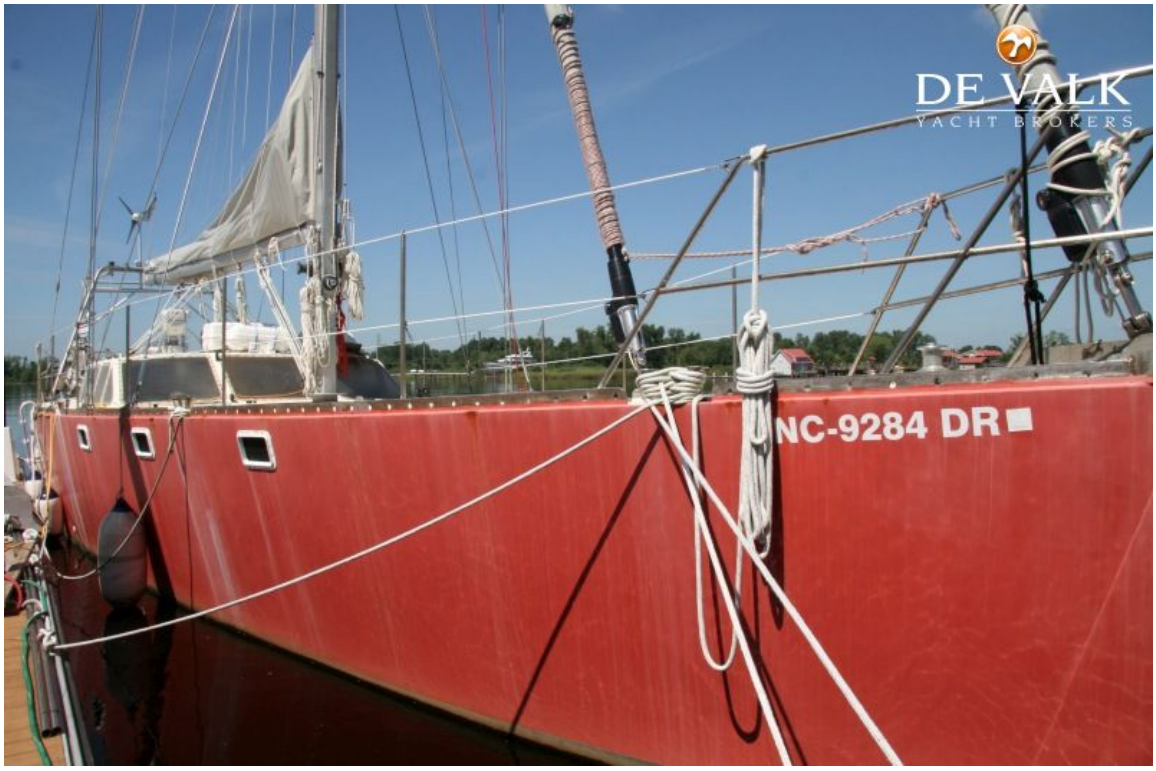
Cockpit cushions	yes
Cockpit chairs	with sotrage Aluminium
Anchor	yes
Anchor chain	13 mm
Windlass	Electrical
Dinghy	Aluminium V-hull
Outboard	15 hp Johnson 2 stroke
Davits	yes
Sea railing	91 cm
Grab rail (superstructure)	yes

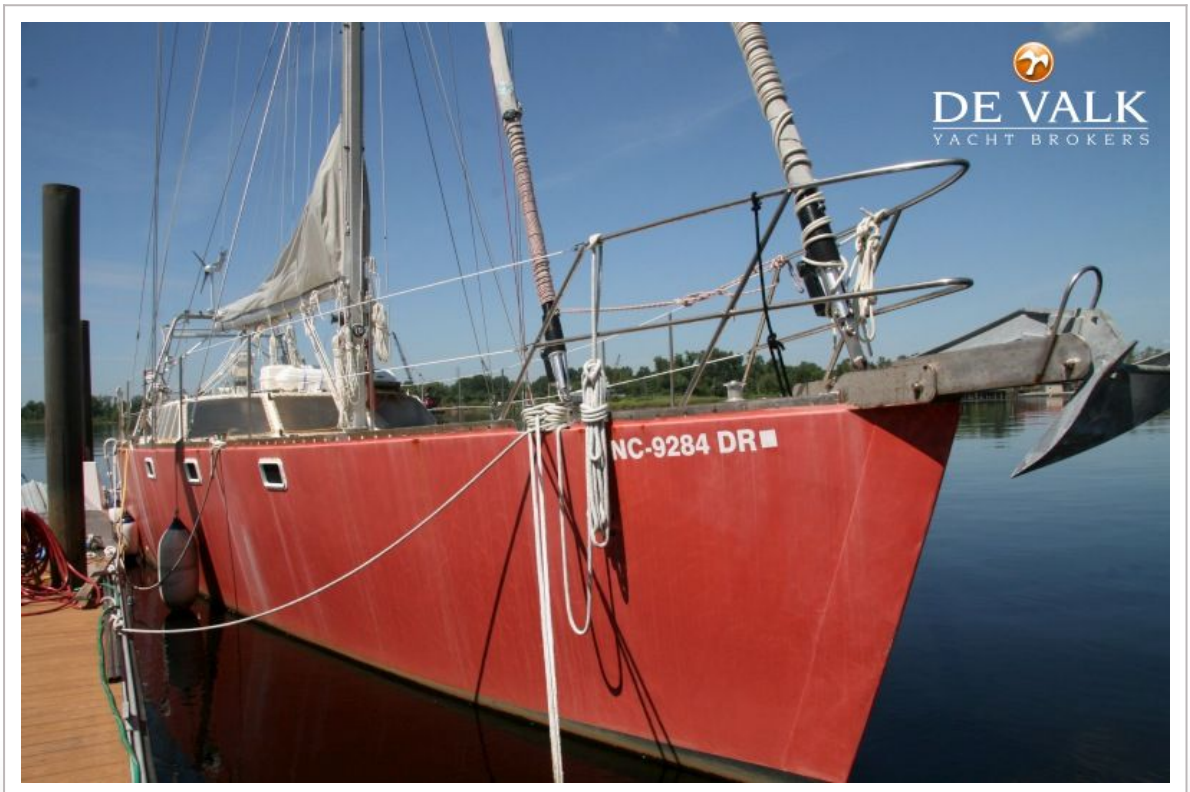
Railing side opening gates	3
Pulpit	yes
Life raft	yes
Life raft (pers)	6
Last life raft survey	New 2011
Lifejackets	6
Safety harness	6
Lifebuoy	1
Horn	yes
Fenders	yes
Mooring lines	yes
Spare parts	yes
Tools	yes
TV	yes
Radio-cd player	yes
Cockpit speakers	yes
Clock - barometer	yes
Fire extinguisher	yes
Latest extinguisher survey	2011

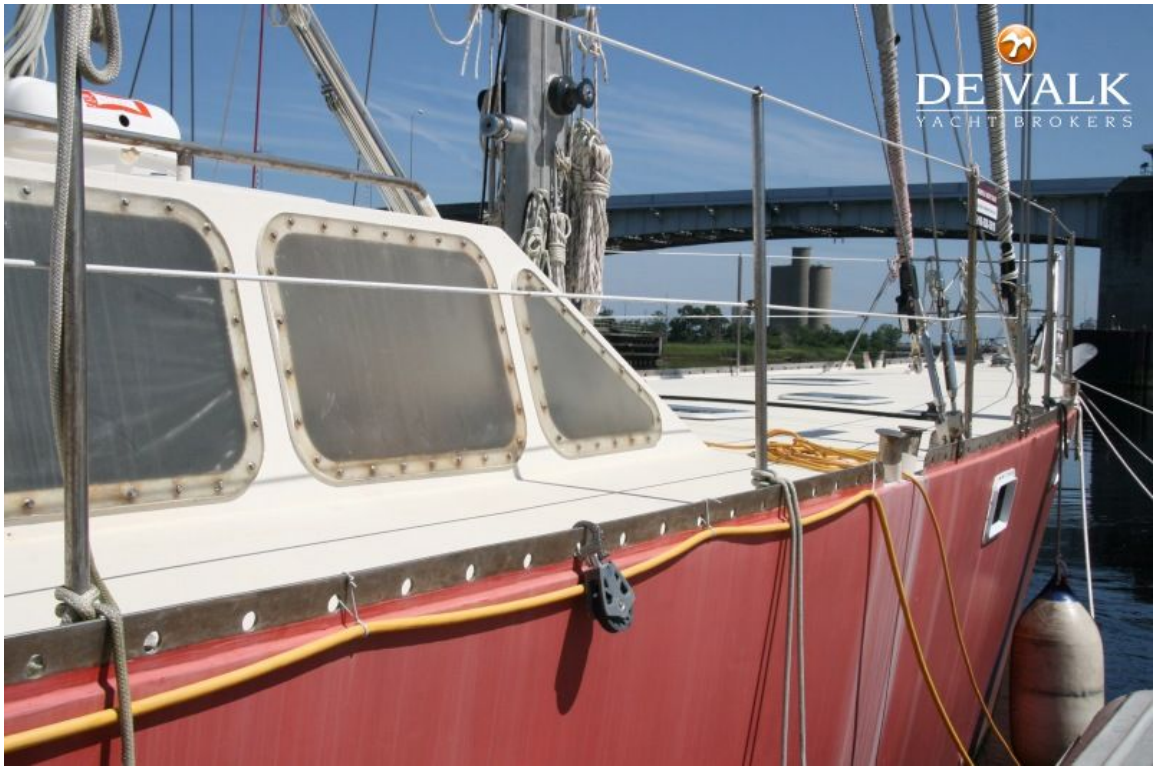
RIGGING

Brand mast	One off, heavy duty
Material mast	Aluminum
Mainsail	Marble Head Dacron 20 x 7,5 m.,
Mainsail cover	Mack Sails
Battcars	Harken 2011
Fully battened mainsail	yes
Main staysail	11,77 oz Marble Head, Dacron
Genoa	120% 10.77 oz marblehead, Dacron
Staysail	yes
Staysail furler	electric Harken

Yankee	yes
Self tacking jib installation	Harken track
Reefing System	In boom reefing lines,
Boomvang	2011
Genoa sheetwinches	On cockpitseats
Halyard winches	Self tailing
Isolated backstay	SSB antenna
Extra info	boom new 2011. Comments: The main is a simple and bulletproof system. Unzip the Mack Pack, head up, raise main. Lowering is as simple as heading up, releasing the halyard, and watching the sail drop like a stone into the Mack Pack. Reefing is achieved at the mast, with reefing lines on rope clutches right at the gooseneck. Lower main, cinch up reef, retension main. The triangle sheeting, combined with the boom vang, provides excellent sail shape, and is simple and robust. The Harken MarkIV Unit 3 electric furlers are a godsend. Furling switches at the helm make furling and reefing a dream. During the Panama delivery the staysail was in nearly constant use either under sail, or as a steadying sail under power. Genoa sheets are led to turning blocks mounted near the arch, then forward to primary winches located at the forward end of the cockpit seats. It is a simple and effective setup.


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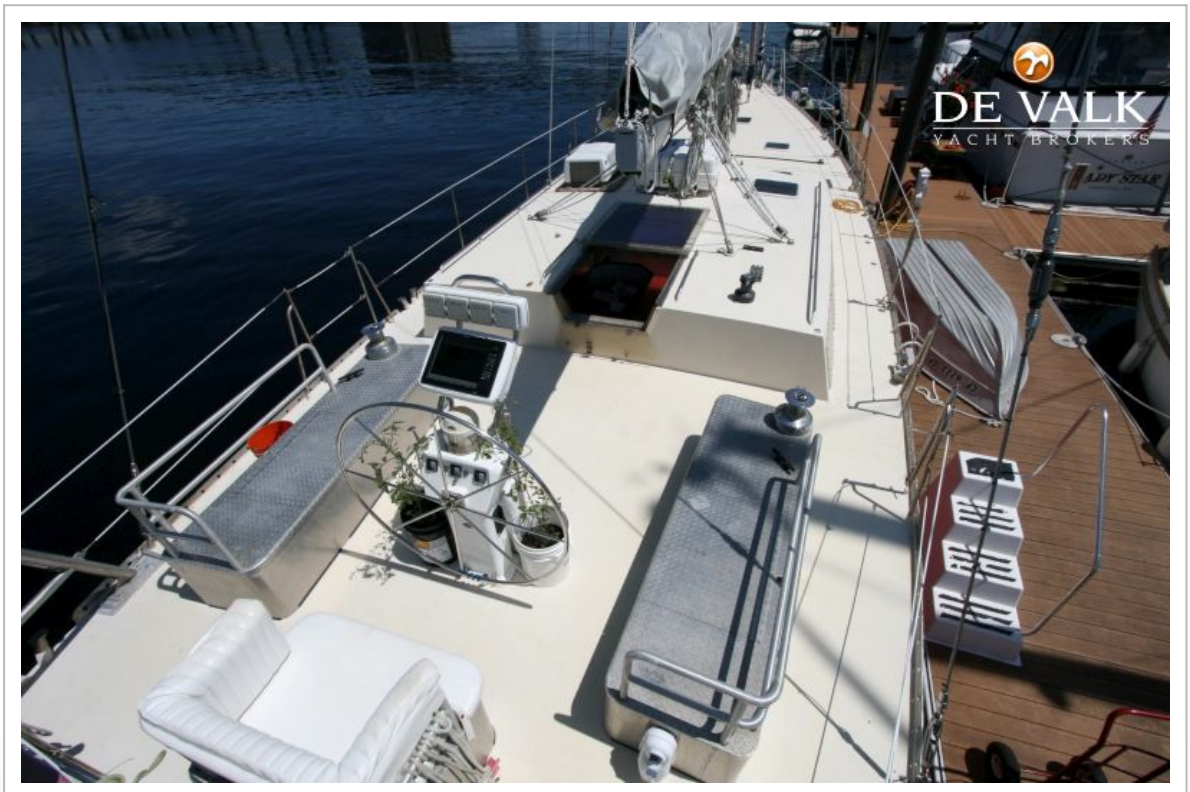

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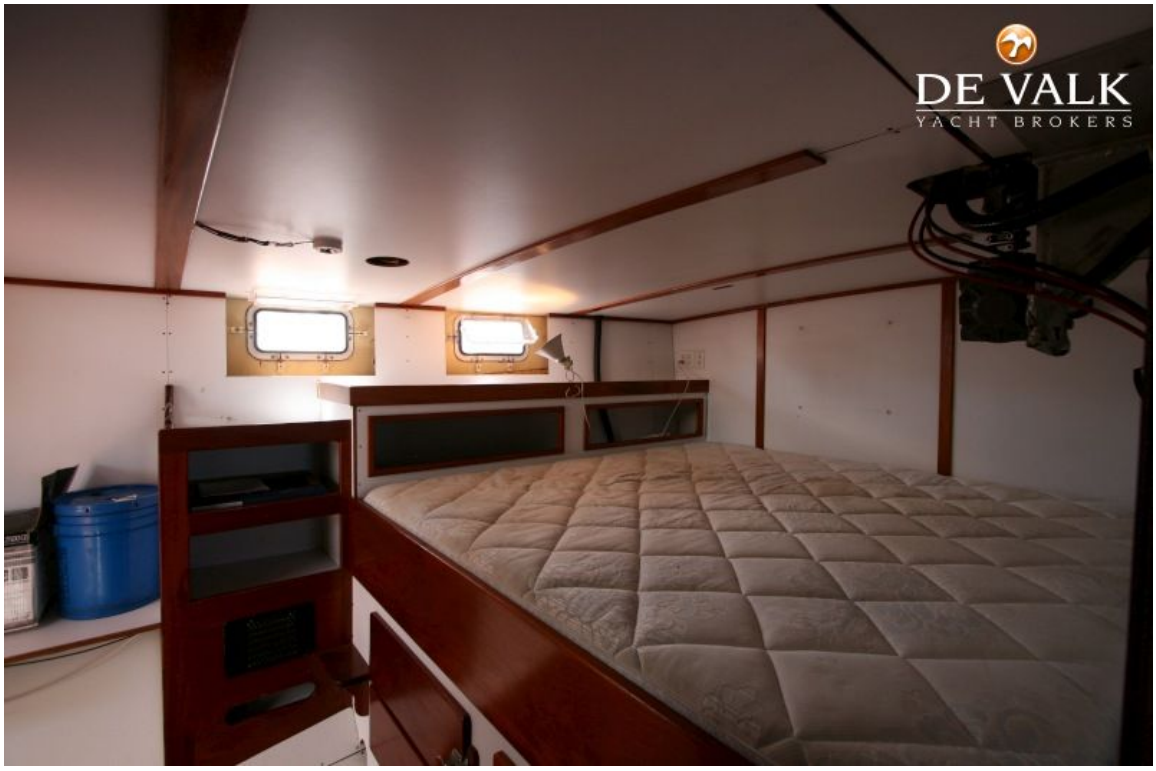

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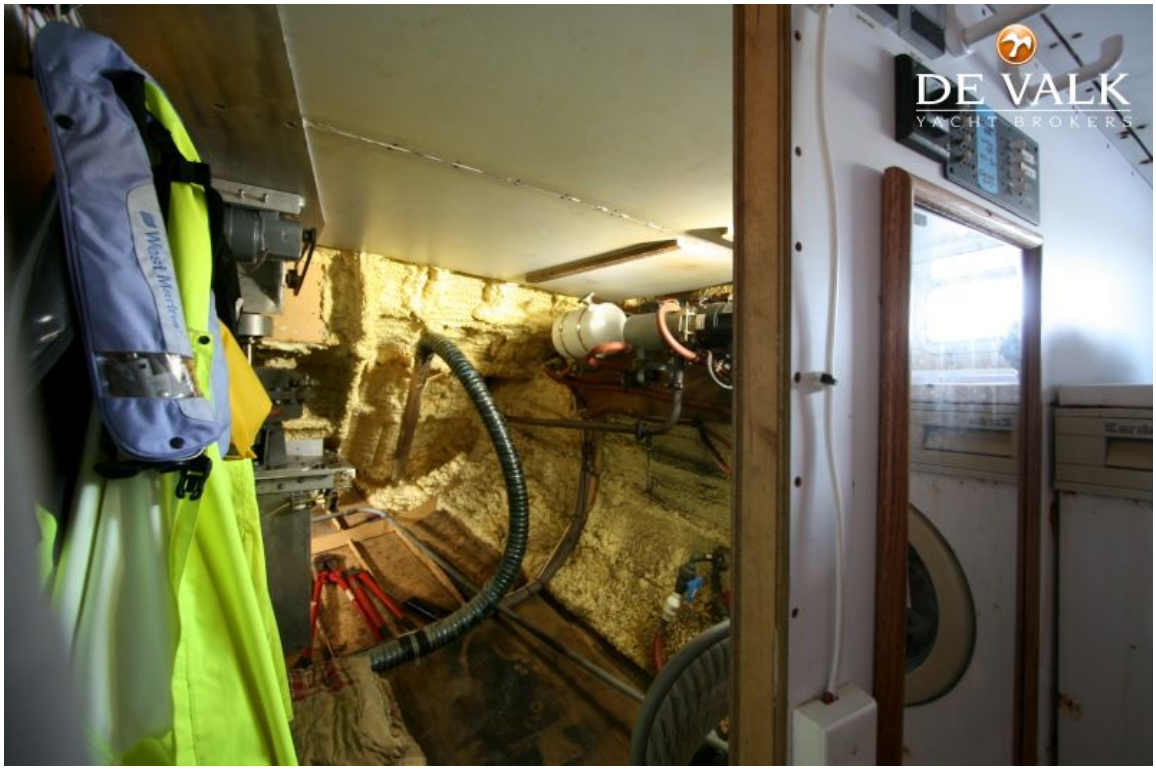

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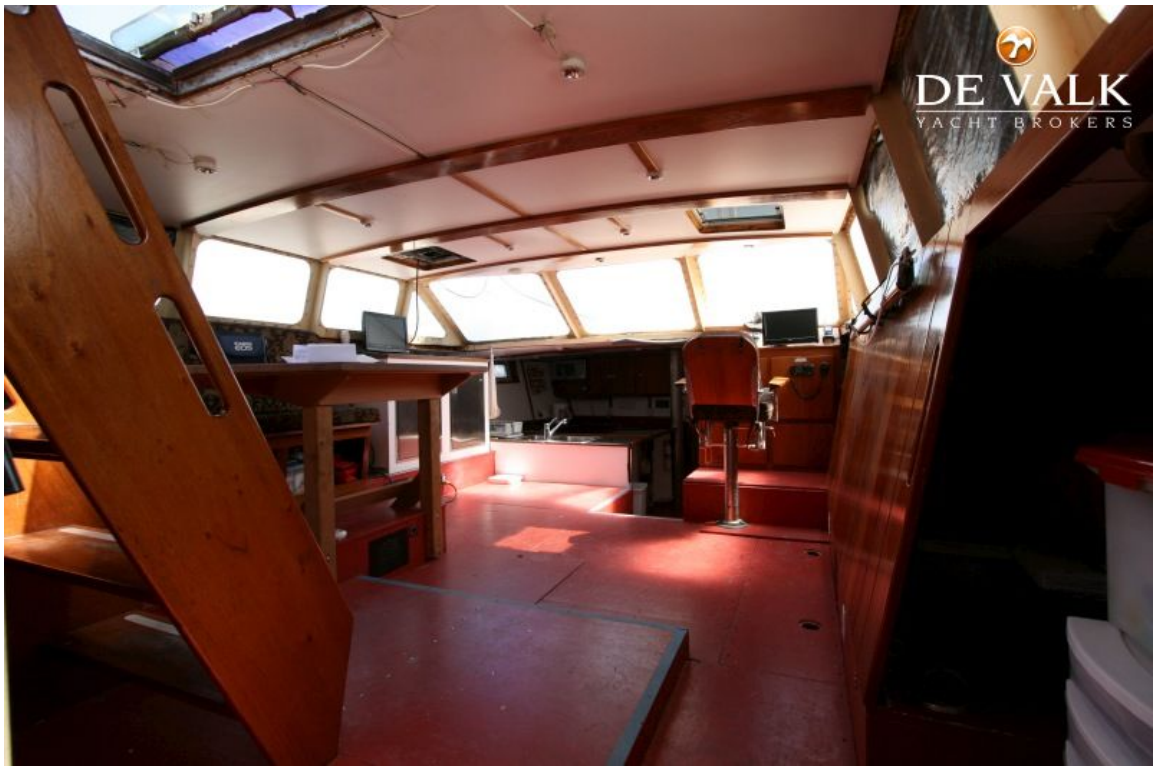

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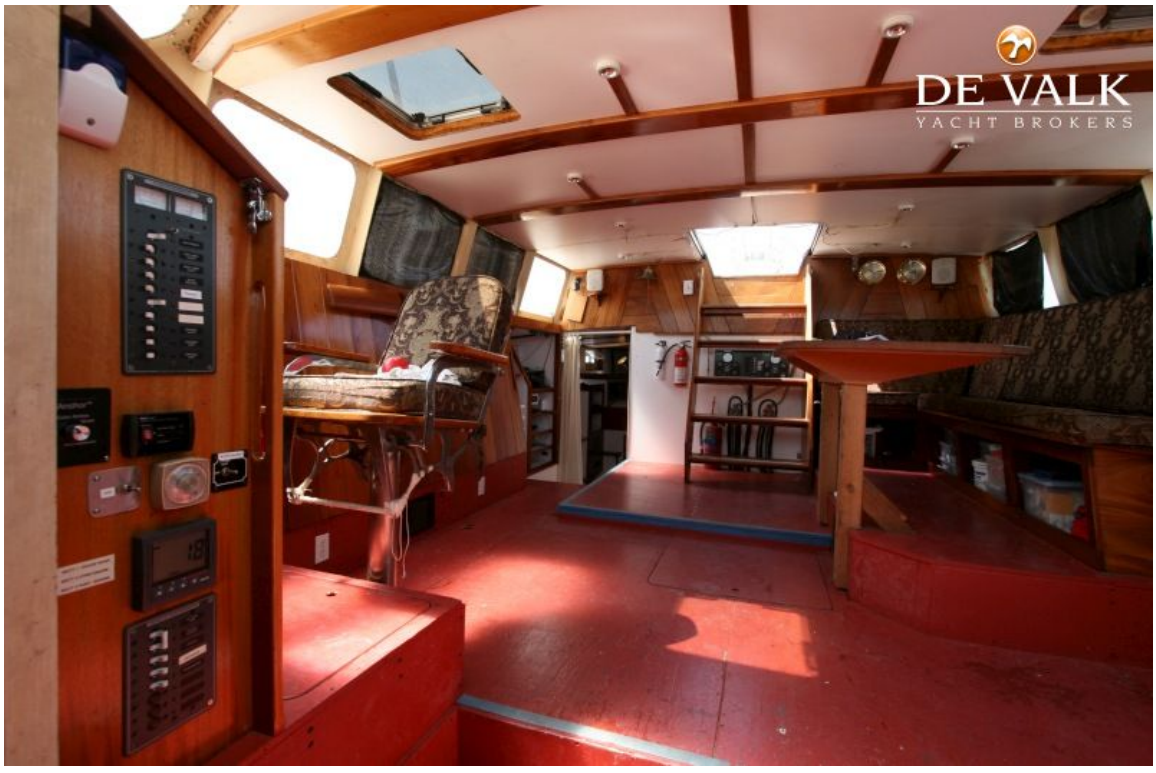





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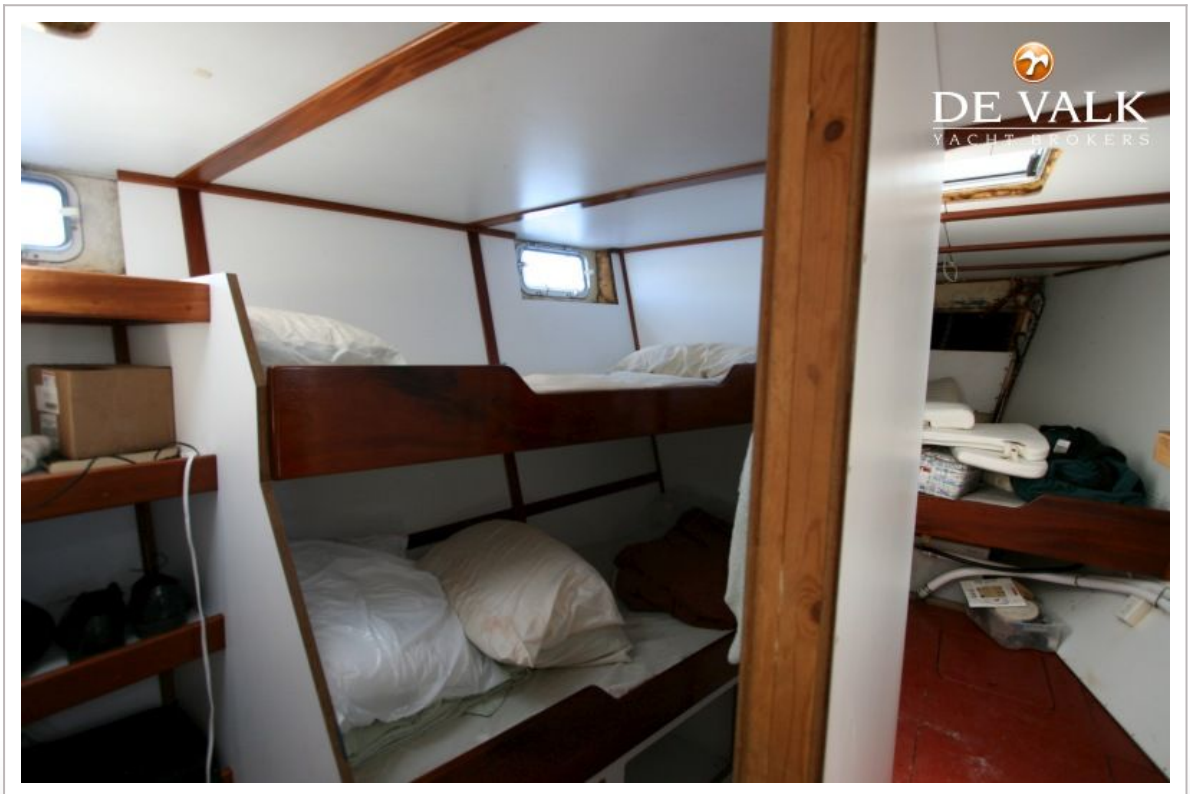



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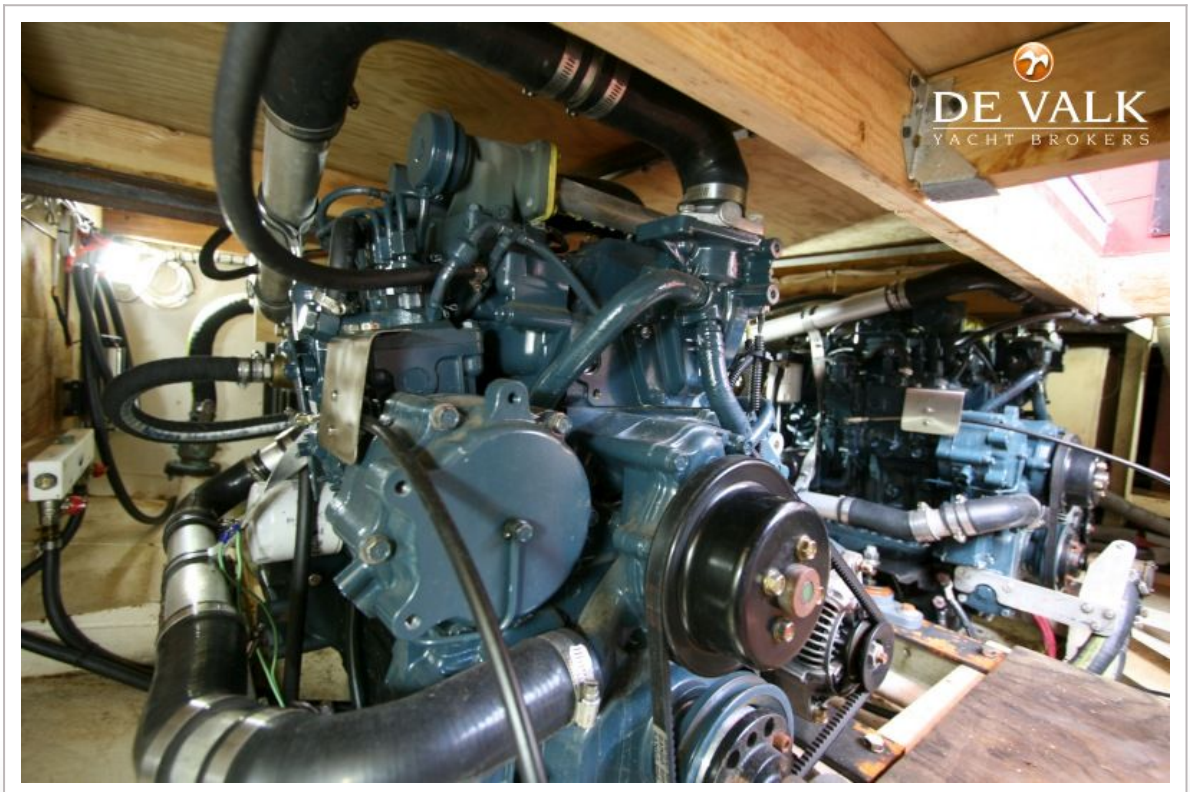

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