

NELSON WEYMOUTH 34

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YACHT BROKERS

BROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT

NELSON WEYMOUTH 34

BROKER'S COMMENTS

Weymouth Nelson 34 “Lady Emma” is probably one of the best examples of this classic semi displacement motor yacht. After purchasing herin 2019, she underwent a comprehensive re-fit. We now offer a yacht in a almost new condition, with almost everything replaced, redone, checked and improved. A yacht for the buyer that understand the Quality and the Seaworthiness of the Nelson yachts and wants to have a \classic yacht with modern and updated installations.

Pieter Bosma

SPECIFICATIONS

Dimensions	10.40 x 3.35 x 1.00 (m)	**Builder**	R.J. Prior and Son Burnham on Crouch
Built	1984	**Cabins**	1
Material	GRP	**Berths**	4
Engine(s)	2 x Ford 180 diesel	**Hp/Kw**	2 x 220.00 (hp), 161.92 (kw)
Asking price	sold (VAT)	**Lying**	elsewhere / Not at sales office

CONTACT

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	NL		

DISCLAIMER

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

NELSON WEYMOUTH 34

GENERAL

Model	NELSON WEYMOUTH 34
Type	motor yacht
LOA (m)	10,40
Beam (m)	3,35
Draft (m)	1,00
Air draft (m)	4,30
Air draft min (m)	3,50
Headroom (m)	1,88
Year built	1984
Builder	R.J. Prior and Son Burnham on Crouch
Country	United Kingdom
Displacement (t)	10
Hull material	GRP
Hull colour	blue Completely repainted with AWL-Grip 2021 Flag Blue
Hull shape	deep-V
Keel type	long keel
Superstructure material	GRP Completely repainted with AWL-Grip 2021 Vestal White
Rubbing strake	rubber D-Fender 2021
Deck material	GRP
Deck finish	non-skid paint
Superstructure deck finish	paint 2021
Cockpit deck finish	teak
Antifouling (year)	Seajet Emperor 2024
Dorades	yes
Window frame	aluminium 2021
Window material	glass 2021 side windows can be opened
Deckhatch	Large electric sliding roof in pilot house Webasto 2022 Lewmar hatch above the saloon/galley 2022
Mast can be lowered	yes
Fuel tank (litre)	GRP 500 ltr with stainless steel inspection hatch
Fuel tank 2 (litre)	GRP 500 ltr

Level indicator (fuel tank)	New Raymarine fuel gauges fitted with red out on MFD
Freshwater tank (litre)	GRP 250 ltr
Level indicator (freshwater)	New Raymarine electronic water gauge fitted with read out on MFD
Blackwater tank (litre)	stainless steel 30 ltr
Wheel steering	hydraulic
Inside helm position	yes
More info on hull	The Project: A Vision for the Future From the outset, this was never going to be a simple refurbishment. It was a passion inspired project - an opportunity to take a classic vessel with a proud heritage and reimagine her for the decades ahead. My vision was clear: to create a modern classic, that would combine the timeless elegance of the Weymouth Nelson with the comfort, safety, and technology expected of a 21st-century cruiser. This meant more than just cosmetic upgrades. Every system, every surface, and every detail would be carefully considered. From navigation and power management to interior design and materials, the goal was to strike a perfect balance between tradition and innovation. Key elements of the vision included: • Preserving the Nelson DNA: Retaining the distinctive lines, robust hull, and practical layout that define the mark. • Modernising systems: Upgrading electrics, plumbing, and navigation with state-of-the-art equipment. • Enhancing comfort: Redesigning the interior for improved ergonomics, light, and luxury - without compromising the boat's character. • Future-proofing: Ensuring that every decision supported long-term reliability, sustainability, and ease of maintenance. This wasn't just about restoring a boat - it was about creating a vessel that would turn heads in any marina, perform confidently in any sea, and serve as a floating legacy for years to come.

More info on paintwork	To complete the transformation of Lady Emma into a truly special Weymouth Nelson, the entire boat has been repainted - a major undertaking by any standard. It was clear that to achieve a professional, long-lasting finish, I would need the expertise of a specialist company. After considerable research, I chose Desty Marine, located at Hamble Point Marina. Neil Desty was incredibly helpful throughout the process, guiding me through what was undoubtedly one of the most expensive phases of the project. To do the job properly, we agreed to remove all windows, deck fittings, and Dfendering. This allowed for a clean, uninterrupted surface to work from. Every inch of the boat was meticulously sanded and filled to eliminate any existing star crazing and imperfections. Lady Emma was then moved into Desty's purpose-built paint booth/oven, where the transformation began: • Awlgrip primer was applied to the prepared the surface. • The hull was finished in Awlgrip Flag Blue. • The superstructure and cockpit were painted in Awlgrip Vestal White. • A final clear coat was applied to seal and protect the finish, resulting in a stunning, showroom-quality appearance. Once the painting was complete, new D-fendering was fitted to restore the classic Nelson profile. A fresh coat of deck paint was also applied to the side decks and coach house roofs, completing the visual transformation.

ACCOMMODATION

Cabins	1
Berths	4
Interior	teak
Floor	teak and holly
Open cockpit	yes
Pilot house/deck saloon	yes
Sliding roof	electric Webasto 2022
Heating	central hot water Eberspacher Hydronic
Dinette to convert into berth	yes
Opening door to cockpit	Teak

Galley	Galley area completely rebuilt, and fitted with: New stainless steel galley circular sink, New isotherm fridge/freezer and white granite quartz work tops and Nelson cooker and oven
Countertop	granite
Sink	stainless steel
Oven	with 2 burner and Grill and oven Nelson
Fridge	Isotherm
Water pressure system	electrical
Owners cabin	v-bed
Wardrobe	drawers and shelves
Bathroom	shared
Toilet	shared
Toilet system	electric With fresch water flusch
Wash basin	in the bathroom
Shower	shared
Extra info	All new LED lighting provided throughout including: cockpit blue led foot lights and stainless steel (Timage) overhead lights , wheelhouse and saloon galley LED foot lights (white) mini star lights to wheelhouse and saloon/galley and saloon led strip lights behind new teak pelmets
Extra info	All internal timber work was re lined with new teak veneer or replaced • All timber work re varnished with up to 14 coats of Epiphanes varnish New teak and holly flooring fitted throughout All vertical surfaces around windows wrapped in cream All headlining replaced with cream sunbrella vinyl Two new helm seats fitted New cream upholstery fitted in wheelhouse

MACHINERY

No of engines	2
Make	Ford
Type	180
HP	220
kW	161.92
Fuel	diesel

Year installed	1984
Year of overhaul	The engines are Ford Sabre 220hp, both of which were lifted and completely rebuilt, this included new oil pumps, big end bearings, injectors, fuel pumps, lift pumps, injector pipes, two new turbos, additionally all coolers, intercoolers, were overhauled and internal components replaced as necessary. Finally the engines were powder coated in Sabre blue, all coolant pipes replaced with silicone hoses to match. • Other engineering work included new engine mounts, new exhaust elbows, new exhaust hoses, new flexible couplings and new alternators 2022
Maximum speed (kn)	19
Cruising speed (kn)	10-14
Engine cooling system	freshwater heat exchanger
Drive	shaft
Shaft seal	yes
Engine controls	bowden cable With Easy Glide cables
Gearbox	hydraulic
Trimtabs	Bennett 2022
Extra info	The following components were removed for inspection, overhaul, or replacement: • Oil coolers • Heat exchangers and intercoolers • Fuel injection pumps • Big end bearings and oil pumps • Turbochargers • Starter motors • Alternators • Fuel filters • Injection pipes and injectors • Universal couplings • Propeller shafts and cutlass bearings All components were either refurbished or replaced, then finished in Ford Sabre Blue powder coating before reinstallation. Engine Blocks & Cooling System With external components removed, the engine blocks were cleaned, sanded, and coated in specialist engine primer followed by Sabre Blue high-temperature paint. New blue silicone hoses were installed throughout the cooling system, and new engine wiring looms were fitted to ensure reliability and ease of maintenance.
Extra info	At cruising speed 12/14 kts approx 4 litres/mile consumption cruising speed 12-14kts max speed 19kts

NAVIGATION

Compass	Sestrel

Electric compass	yes
Multi control display	New Raymarine Axiom, this included new 12-inch MFD (GPS), Radar, depth sounder, wind speed and direction, auto pilot and speed
VHF	yes
AIS transceiver	Emtreck AIS Tranceiver
EPIRB	ACR
Camera	engine room cameras, both integrated with the Raymarine MFD
Navigation lights	yes
Extra info	New octahedral radar reflector mounted inside grp dome on wheelhouse roof

EQUIPMENT

Cockpit cover	yes
Cockpit table	yes
Boarding ladder	yes
Anchor	yes
Anchor chain	yes
Windlass	yes
Sea railing	yes
Grab rail (superstructure)	yes
Lifebuoy	New deck horseshoe life buoys with lights, drogues and reflective tape
Wiper	Exalto wiper system
Fenders	yes
Clock - barometer	Blue face
Extinguisher in engine room	yes


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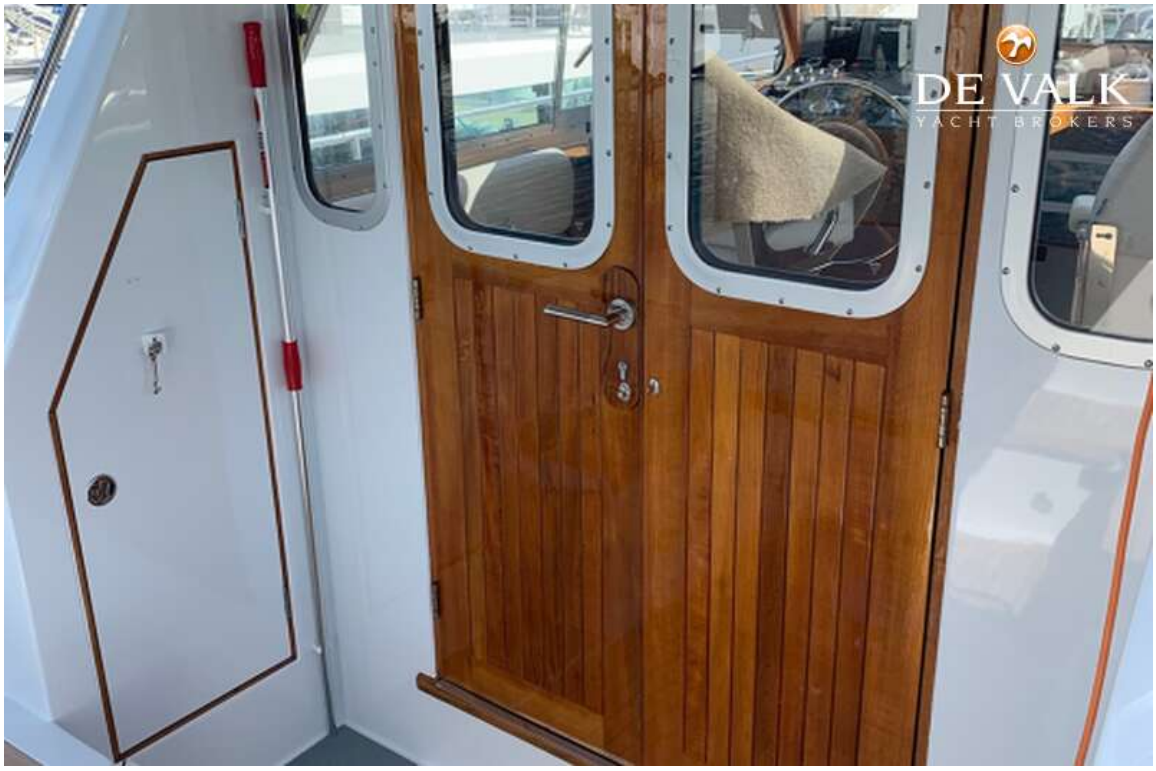

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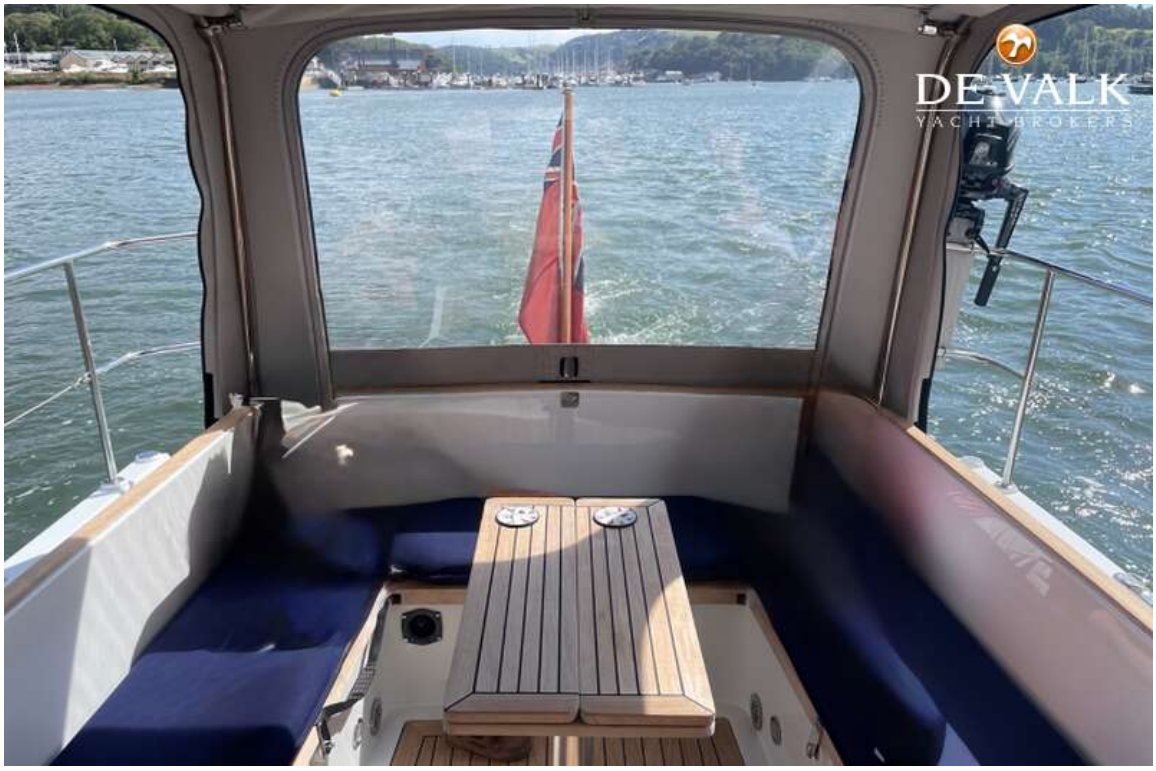

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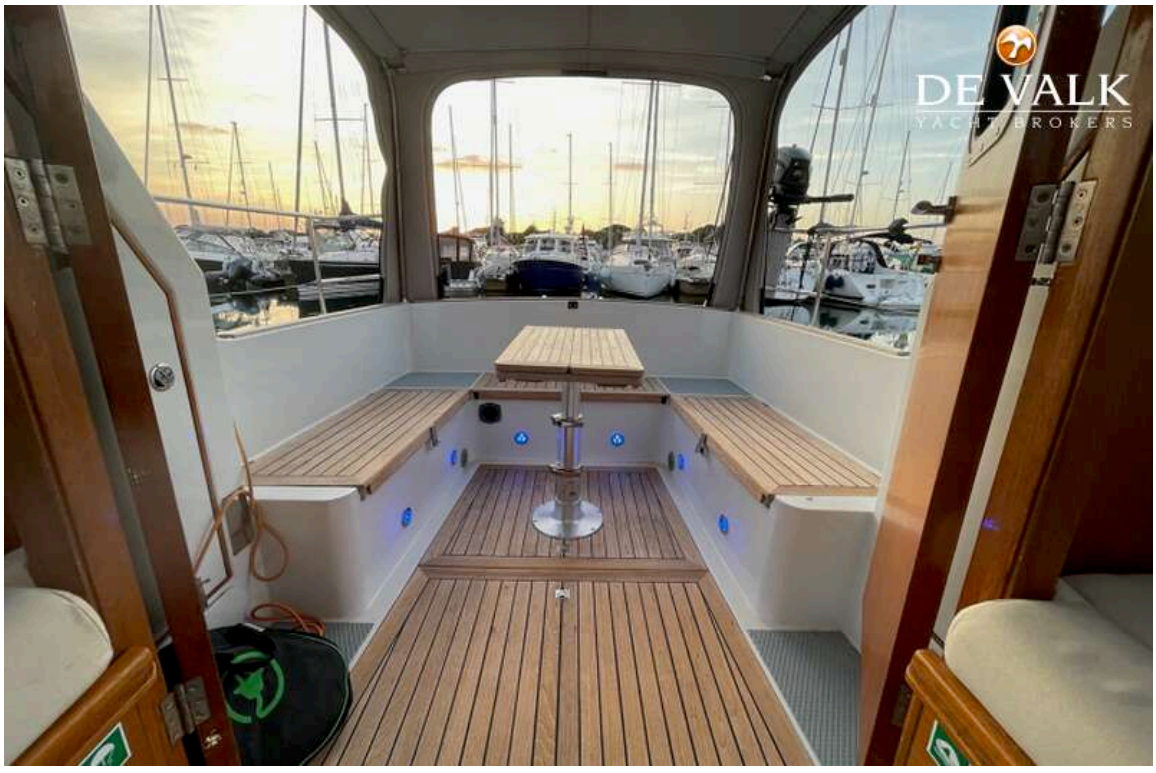

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Crew Only
On Deck
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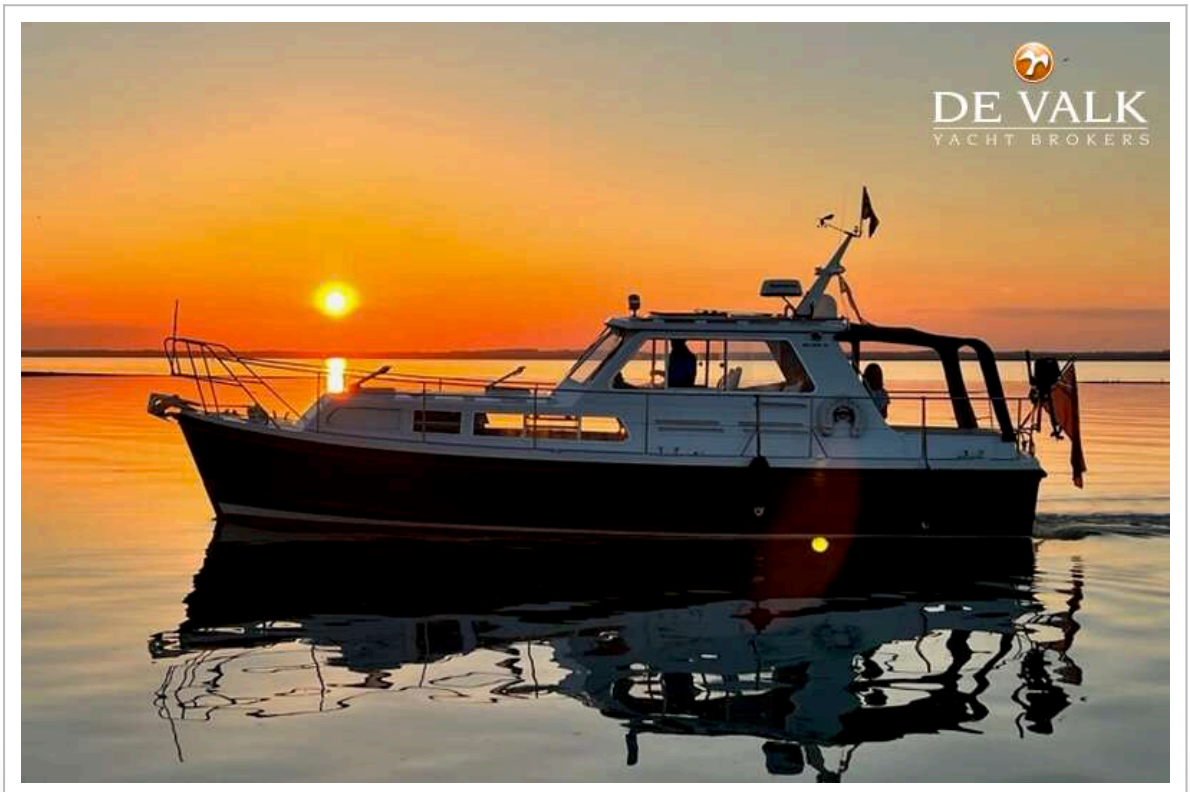

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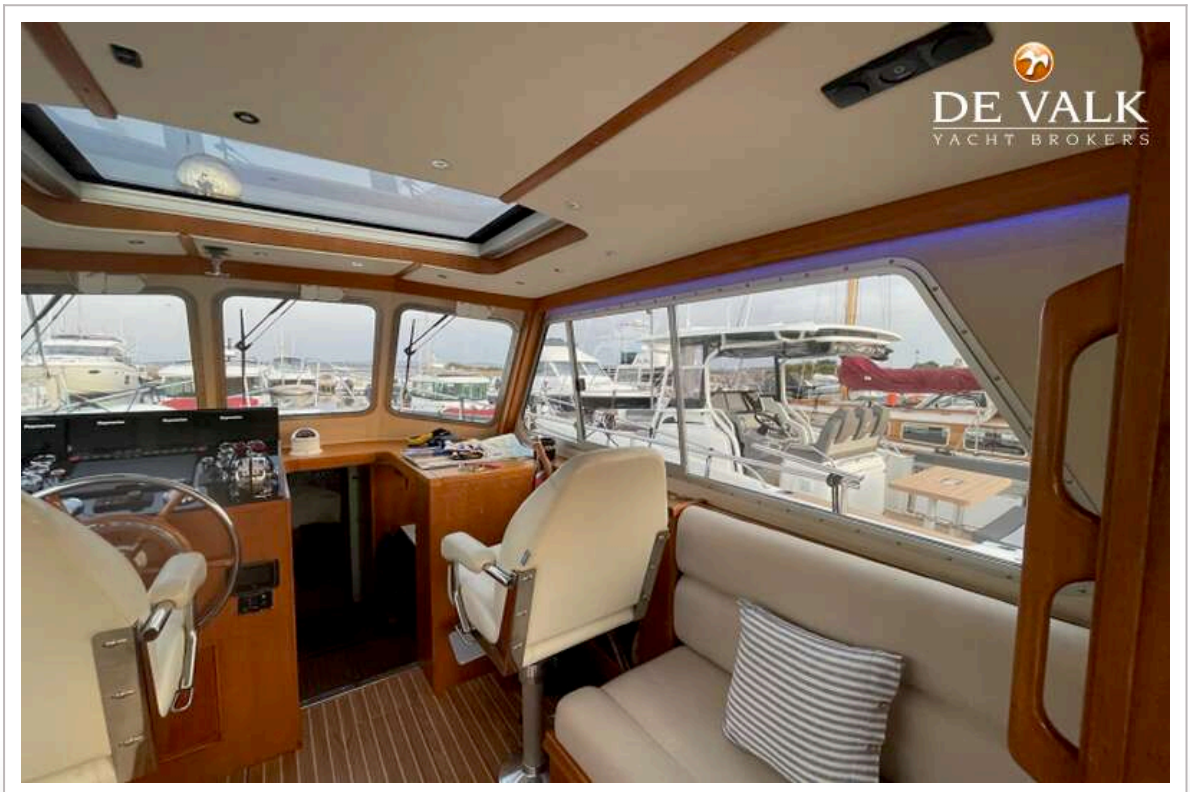

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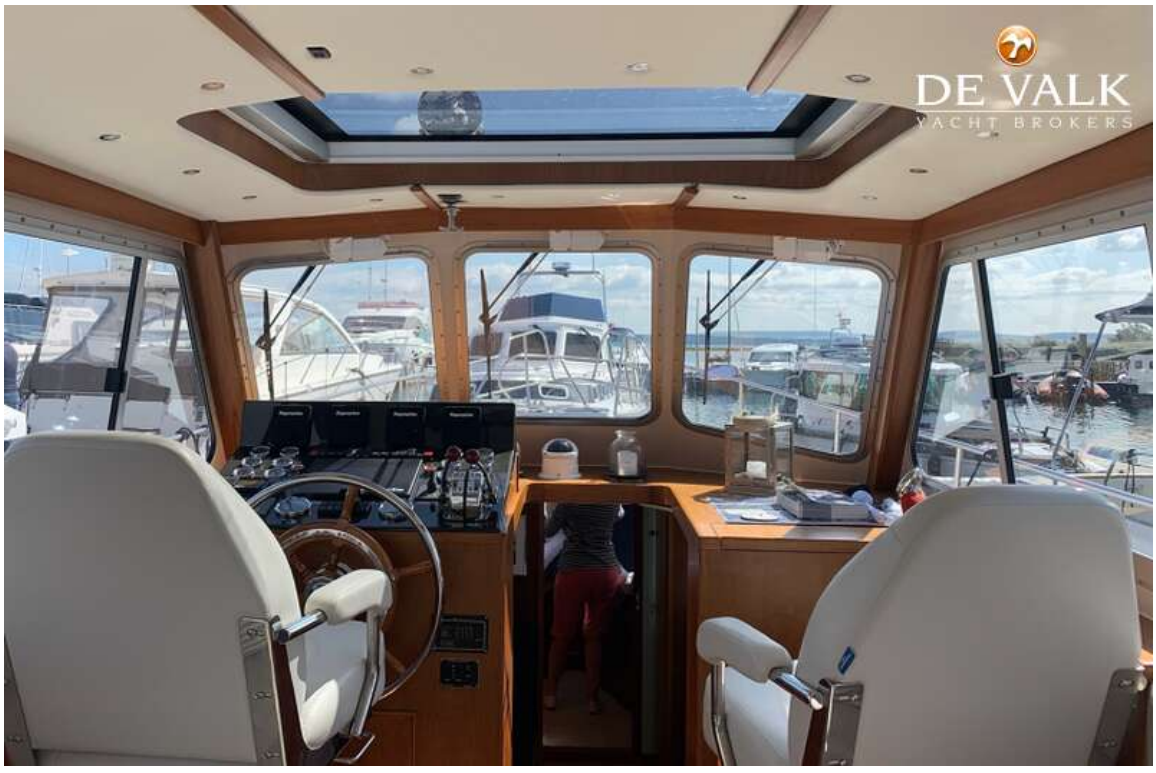

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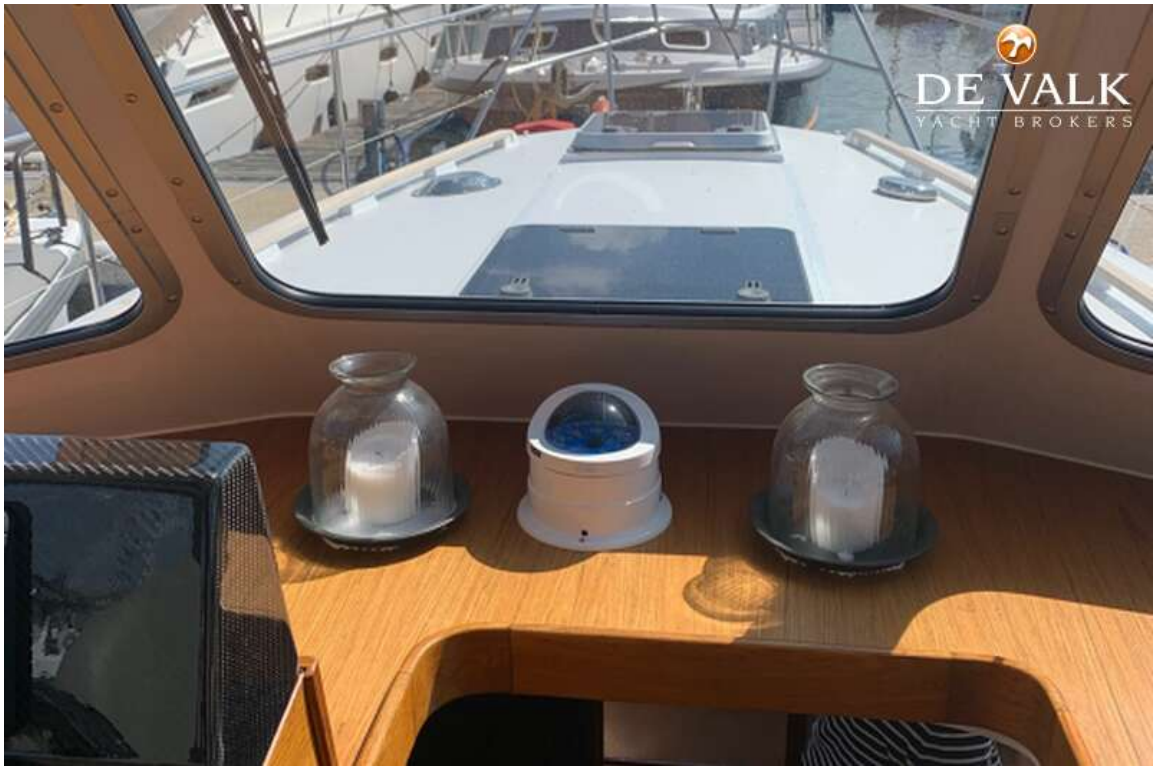

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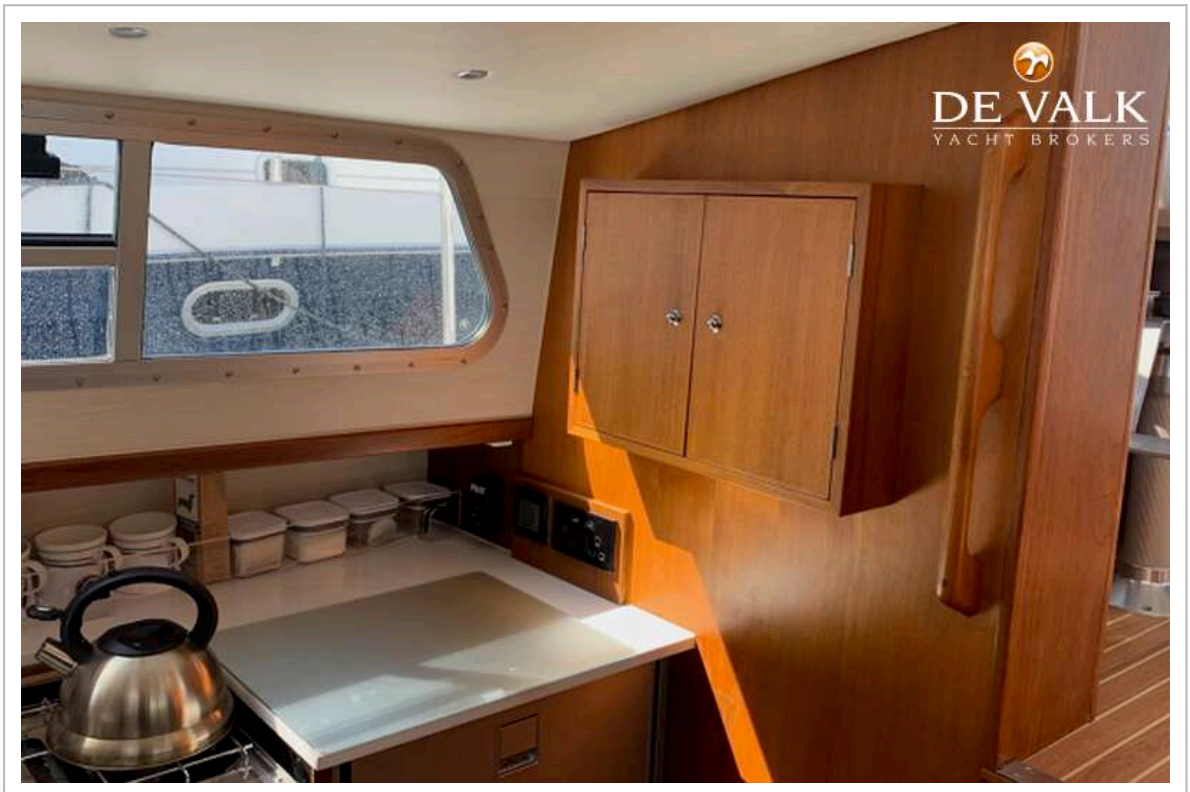

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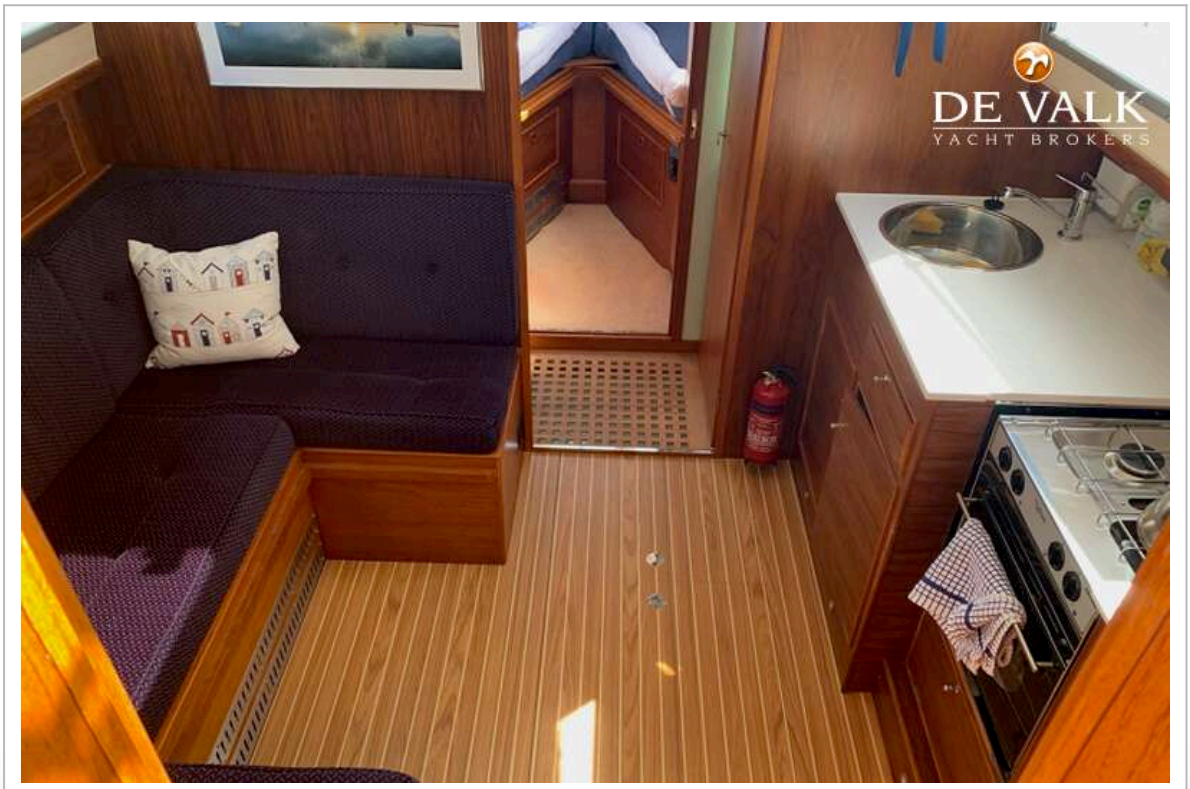

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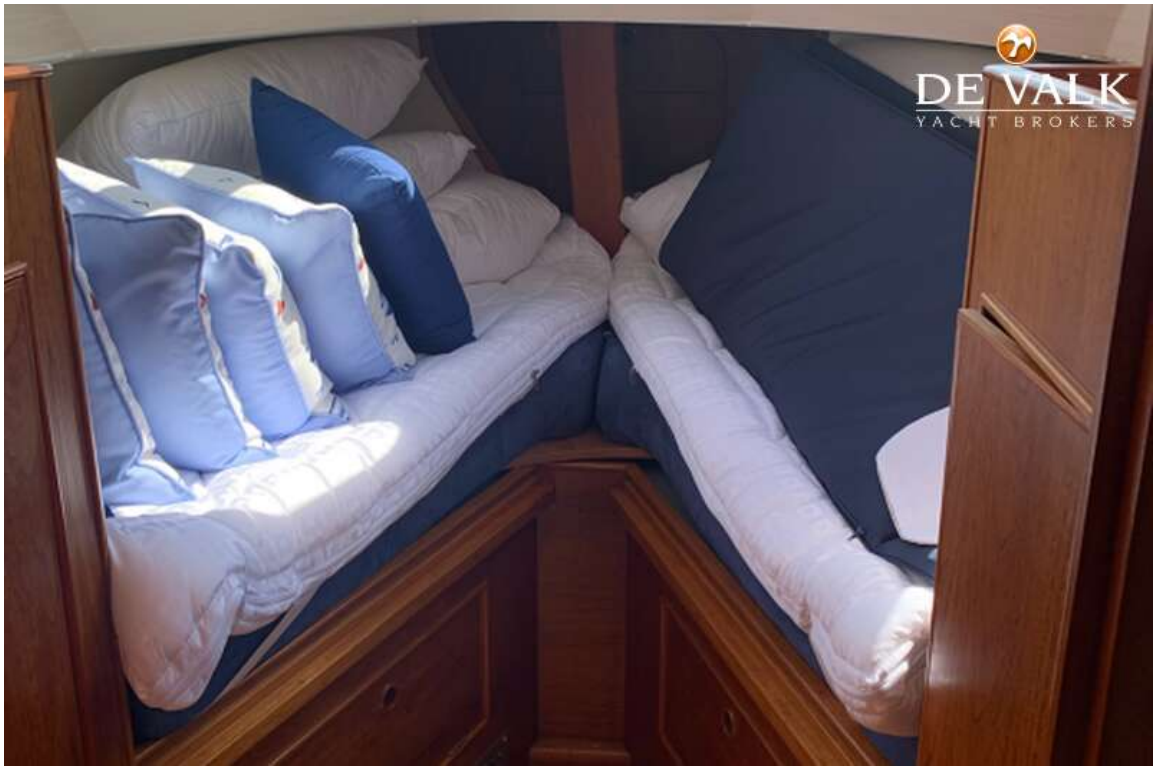

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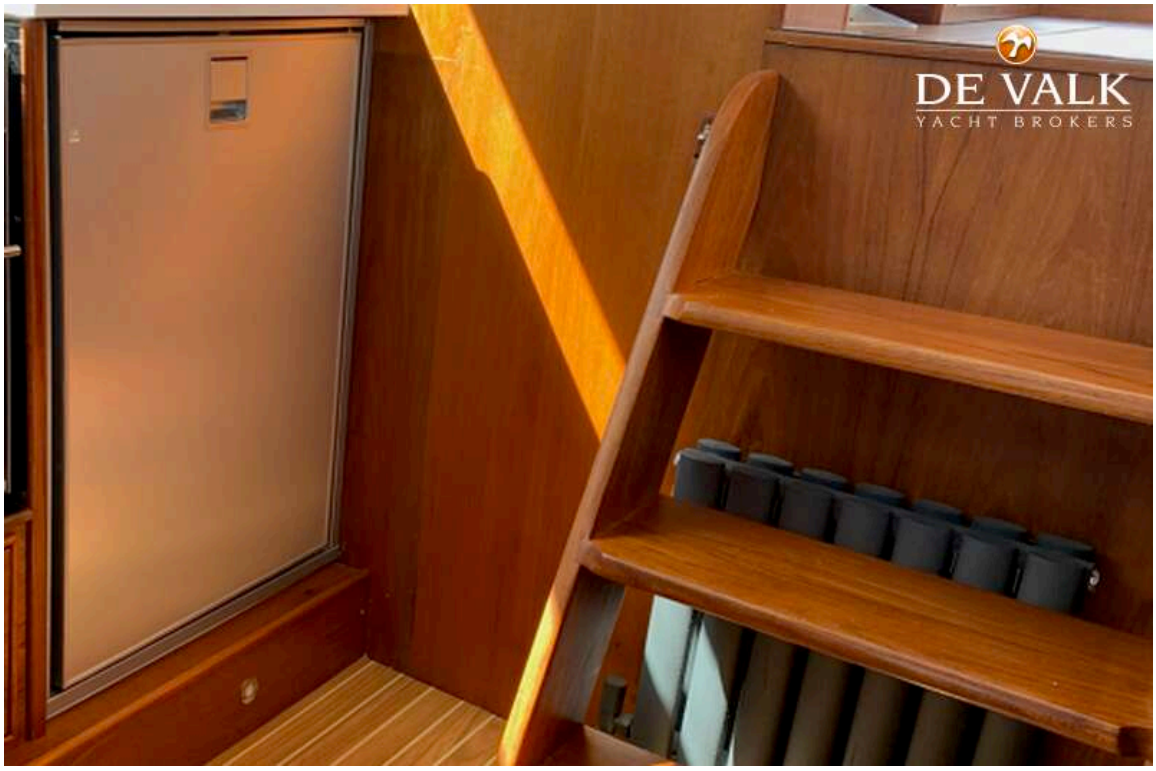

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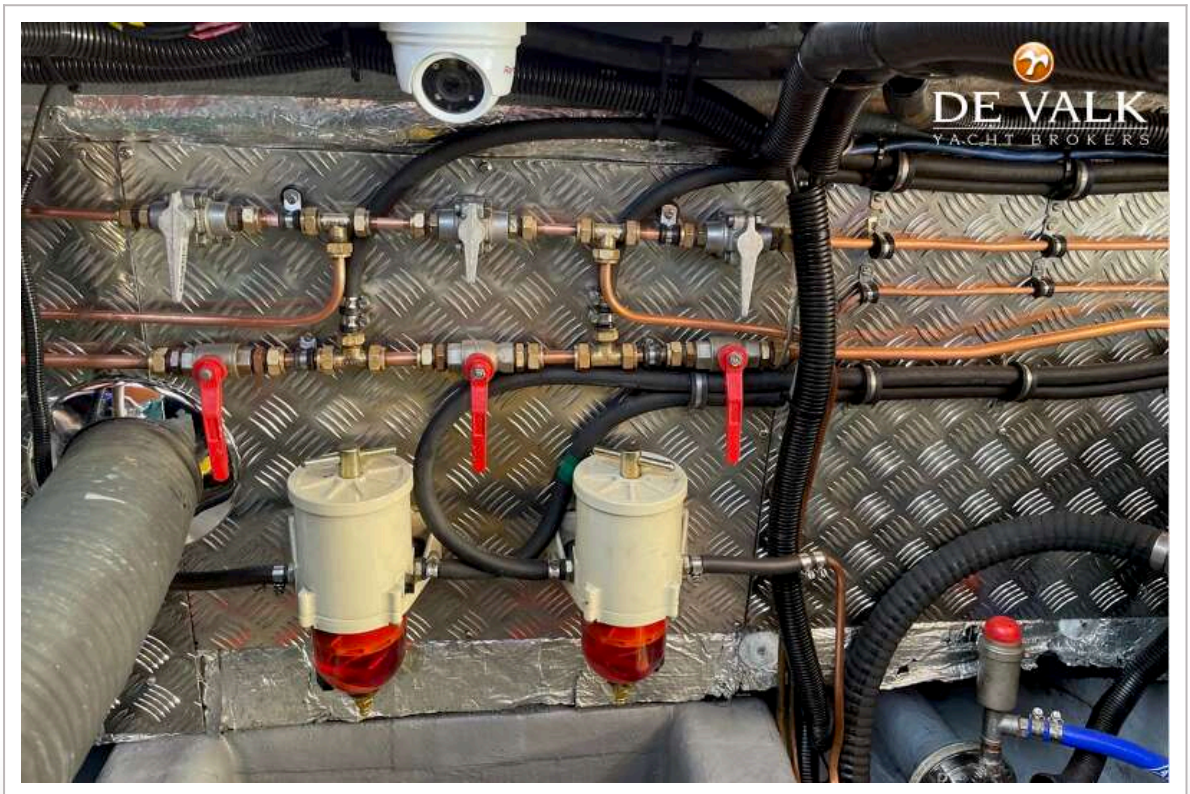

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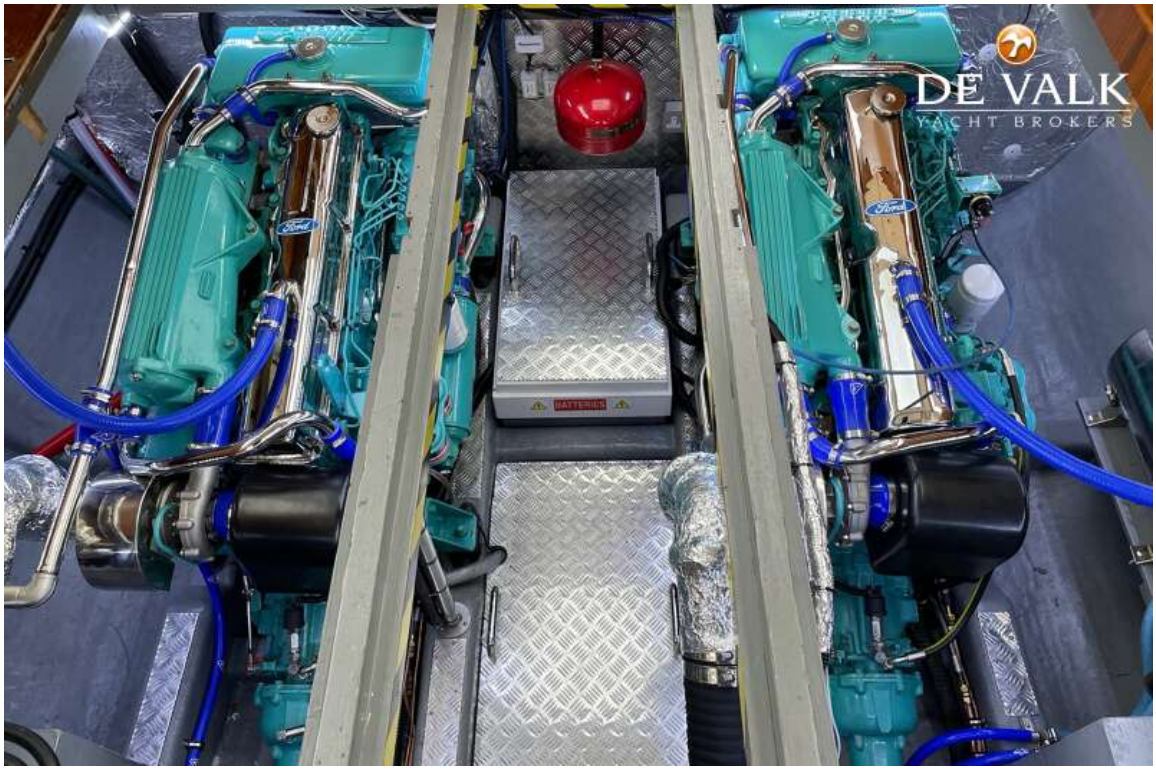

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