

S.V. 'SEAFIRE' O.N. 371267

Designer/Builder: Stan Huntingford / Windship Marine, North Vancouver, 1976

HISTORY: Originally designed as a "Tradewinds Cutter", this well known full-keel, cutter-rigged offshore design became known as the "True North 34" and also the "Noon Ocean". "SEAFIRE" is hull #1 out of the mold and is built especially rugged as many first hulls are; the original blueprints and sail plan are provided with the vessel. The first owner purchased the hull-deck and finished the vessel himself, living aboard for 17 years. Presently the vessel is enjoying an extensive, ongoing refit by her second owner of 6 years. Journey and technical logs kept by the present owner are available for inspection.

HULL and DECK: Massively built of hand-laid fiberglass and Airex-Core, the hull and deck have been joined as one unit. In keeping with offshore sensibility, there are only 2 thru-hull fittings below the water line.

ENGINE: Isuzu 3KR1, 35 bhp, installed 1996, total hours 550, fresh-water cooled. Transmission is a Hurth 250, the largest available for this installation and has been fitted with a factory raw water cooler for use in tropical waters. Propeller is a 3 blade Campbell Sailor 17x15 that offers optimum performance under sail or power and maneuvering at the dock, with the reliability of solid bronze construction. Spare propeller is a used 3 blade Osborne. Shaft is a new Aquamet 22 S.S. 1" x 48" fitted with new cutless bearing and shaft brush. Traditional stuffing box with dripless packing can be serviced anywhere in or out of the water. 51amp. alternator, 2 deep-cycle storage batteries, 1 heavy service starting battery.

Fuel consumption 2.5 lph @1850 revs. = 6.5 kts @ 2400 revs. = 7.5 - 8 kts

TANKAGE: Marine aluminum, Fuel 100 imp. gal., Water 125 imp. gal., Stove 10 gal.

SPECIFICATIONS: Reg. Tonnage: 10.96 Dead Weight: approx. 28,000 lbs.

Ballast: 8800 lbs. encapsulated steel and concrete

LOA 44' LOD 34' LWL32' BEAM 11'

DRAFT 5'6" STEERING tiller/aft-hung rudder

SAILS and SPARS: Sail Area 720 sq. ft. Main 360 sq. ft. double slab-reefing. 6 Sails include Main, Stay'sl, #1 Yankee, #2 Yankee, 160 Genoa, and Storm jib. All are original Lam sails in excellent to like-new condition. 6 manual halyard/sheet winches, spreader lights.

Mast and boom are Hollow Sitka Spruce. Mast length is 42'6", masthead height above water is 50'. A double-spreader rig with aluminum mast steps above lower spreaders, ratlines below to deck. Rigging is all new oversize 3/8" galvanized with S.S. running backstays. (Extensive research confirms wooden spars and galvanized rigging with external halyards are preferred for extended offshore cruising.) Bowsprit and boomkin are new, made from air-dried gumwood.

GROUND TACKLE: Muir Cheetah 12 volt electric windlass. 240' of 5/16" hi-test chain, 200' 5/8" poly rode. Genuine CQR 45lb anchor, folding grapnel anchor for spare.

ELECTRONICS: VHF radio c/w backup antennae, Loran, GPS interfaced with Furuno 16 mile LCD Radar, Autohelm autopilot, Propane sniffer c/w sensors in galley and engine bay, Digital sounder, knotmeter and log, AM/FM Cassette - Cd Stereo. 121.5 EPIRB

ACCOMMODATIONS and AMENITIES: V-berth, pilot-berth, 2 single berths on settee. Can sleep up to 7 crew. 12v white and red lighting, kerosene lamps, 110 volt lamps and receptacles, shore-power plug in cockpit. Head is large with vanity, manual fresh-water tap, S.S. sink, large mirror, functioning shower sump, ITT manual overboard toilet, porta-potty, prefab. space for future holding tank installation. Large chart-table and chart stowage.

Solid mahogany dining table easily seats 4 without blocking cabin passage.

Galley has 2 cu. ft. ice box, large S.S. sink, manual fresh and salt-water taps, Dickinson Pacific stove, 2 burner propane stove c/w 35 lb. aluminum tank, wood stove in main cabin, 3 fire extinguishers, clock, barometer, hygrometer/thermometer. 11 opening 7" round cast bronze portlights, opening skylight and forward hatch. All wood-work on boat is mahogany with some yellow cedar trim below decks. Vessel has an incredible amount of storage space throughout.

Hard dodger is fabricated from mahogany and auto-safety glass and is designed to break away in extreme weather without affecting structural integrity of main cabin. It is equipped with a front-opening windscreen, electric wiper, dome light, chart light, VHF speaker, 2 stereo speakers and removable seat.

Companionway is equipped with removable hinged scuttle-doors and solid drop-boards. Cockpit locker is very large with several built-in compartments, floor, lighting, scuba-tank rack, S.S. boarding ladder stows in locker to double for use while entering locker

INCLUDED: Bulkhead compass, chart-table compass, basic safety equipment, 1 electric automatic bilge pump, 1 manual bilge pump, spotlight, some dishes, misc. spare parts, (engine, rigging, plumbing, electrical) spare lines, fenders, downrigger, manuals for all machinery and electronics. Inflatable tender is negotiable.

NOT INCLUDED: Charts, pots, hand-held VHF, tools, misc. personal effects, bedding, clothing, fishing tackle and mementos.