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TRAWLER YACHT

130,000 Tax Paid



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INTERNATIONAL BOAT SALES

TRAWLER YACHT | Jane Anne | +44 (0)1326 211 007

Overview

A stunning one off Steel trawler yacht designed by the renowned naval architect Jay Benford and professionally built in the westcountry. Built to an exemplary standard with safe and sturdy seakeeping in mind combined with a completely individual and beautifully finished interior offering complete comfort. 'Jane Anne' will appeal to those with extended cruising in mind and equally to those who simply want to live aboard in comfort. From the French canals to the Norwegian Fjords, all await the arrival of this very special 'little ship'. Viewing comes highly recommended in order to appreciate both the character and high level of finish.

Listing Office: Falmouth

Location: Falmouth

130000 Tax Paid

Boat Details

Summary

- **Make** TRAWLER
- **Model** YACHT
- **Year** 2016
- **LOA** 38ft/12m
- **Class** Heavy Displacement
- **Hull** Steel
- **Engine** Twin Diesel
- **Berths** 5
- **Cabins** 3
- **Aft Cabins** 0
- **Ancasta Ref** 33122
- **Name** Jane Anne

Build

38ft Steel Trawler Yacht Commissioned in 2005 to Jay Benford Design
Built by M&P Steel Craft Ltd of Devises and finished by Will Tricket Boats

Surveyed by Chris Berry, Marine Surveyor to certify RCD Standards

Built to an impressive specification

LOA: 38'

Beam: 14'

Draft: 3'6

Accommodation

Beautifully finished accommodation to sleep up to 5 in 3 cabins all with a wonderfully homely feel through. Sustainably sourced solid oak interior throughout with reclaimed Victorian floorboards. The accommodation comprises:

Saloon:

With permanent seating and table, Multi fuel stove, storage and linear galley with gas hob, full sized oven and grill, double sink and fridge.

Wheelhouse:

Boasting the best view of the house! a wonderfully light area which although fully functional and practical, retains the character of the boat including a seating area and single berth conversion.

Owners Cabin:

A huge cabin with a full sized double 'island' double bed, lots of storage space and hanging lockers all clad in beautiful western red cedar.

Guest Cabin:

Two single bunks

Heads

Full sized shower, basin and electric flush WC

Machinery

Large engine bay with easy access via the guest cabin and plenty of space to work on both engines with ease.

ENGINES AND STERN GEAR

2 x Beta Marine 43HP on 3:1 hydraulic gearboxes and Aquamarine self aligning couplings
40mm stainless shafts with Tides marine SureSeal dripless seals and 3 blade bronze props
Wet Exhaust system through Vetus water-lift boxes

ELECTRICS

Domestic:

8 x 6v 225Ah deep cycle wet cell batteries

Engine:

2 x 12v 200Ah Sealed Cell

2 x 70A Engine alternators serving the engine batteries

1 x 150A alternator serving the domestic batteries

3.5kva generator running from port engine

GENERAL:

2 x 250w PV solar panels servicing the domestic batteries through smart controller

Victron 800w inverter

Shore power

UK standard 3 pin sockets through RCD breaker

TANKAGE:

2 x 150 gal fresh water (through PAR pressure pump)

4 x 75 gal fuel tanks

1 x 75 gal holding tank

Inventory

NAVIGATION:

Raymarine Autopilot

Autonautic binnacle compass

NAV Computer: HP Pavillion PC Running full Nav gear

Digital Yacht AIS Reciver

Mtech DSC VHF

Nasa Depth

General:

2 burner hob

Oven with grill

Bosch Microwave oven

one and a half sink with mixer tap

Morso Squirrel multifuel stove

Valiant Balanced flue combi boiler

LEC fridge

2 x 13KG propane cylinders

Electric flush WC

2 x electric bilge pumps in the engine room

2 x electrics bilge pumps forward

2 x electric diaphragm pumps for sink/shower

Dinghy davits

GROUND TACKLE

Lofrans electric windlass

50KG cast anchor with 100m galv chain

20 KG bruce on stern 10m galv chain and 50m nylon warp

Owner Comments

In 2005, I commissioned Jay Benford to do the design. I specified the overall dimensions and he tweaked one of his existing designs for me. The hydrostatic and hydrodynamic modelling and the hull scantlings was done by Jay's associate, David de Villiers. The detail of the interior fittings was done mostly by me but with a lot of help from the others. Jay is a well-know US naval architect, based in Maryland. David is based in New Zealand. I'm based in the UK. It was one of those world-spanning projects. I commissioned M&P Steelcraft Ltd, whose yard is near Devizes, to build the hull. We sent off the cut files for the steel and started to weld up the hull. It was an exciting time. But M&P had underestimated the amount of work required and, as it turned out, were also in other financial difficulty. They went bust. The hull was not quite complete and I had to find another builder. I was lucky to find Will Trickett Boats Ltd. They were great. They finished off the hull, improved on some of the previous work and provided a space for me keep the boat while I did the fitting out work. The hull was all finished, shot-blasted, epoxied and foam insulated by the start of 2008. I started the fitting out - working every weekend, every spare moment. I used Will's professional boat-fitters to do the crucial items - engines, fuel systems, stern gear. All the equipment I installed is of high quality and at least one size larger than you might expect. For the interior, I tried to get a simple, informal and friendly feel, rather than the hard, shiny look of many production boats. And I tried to use materials responsibly. Most of the oak used in the interior is from managed woods near where I live and the floor boards are from a Victorian house in Clifton, Bristol. By 2013 we were ready to launch. Jane Anne was lifted onto a low-loader and made the slow journey down to Bristol harbour. I commissioned Chris Berry, a marine surveyor, to survey the vessel and to complete all the paperwork so that she is properly RCD (European Recreational Craft Directive) certified. He also prepared the owners manual, required by the RCD process. I and my family cruised from Bristol around the Severn estuary and across the Bristol Channel. Then, in early 2016, we took Jane Anne all the way down round Lands End to Falmouth. She has been based in Falmouth and Mylor since then. She's a very sturdy boat. Not fast - hull speed is about 9 knots - but very economical.

Images











Images

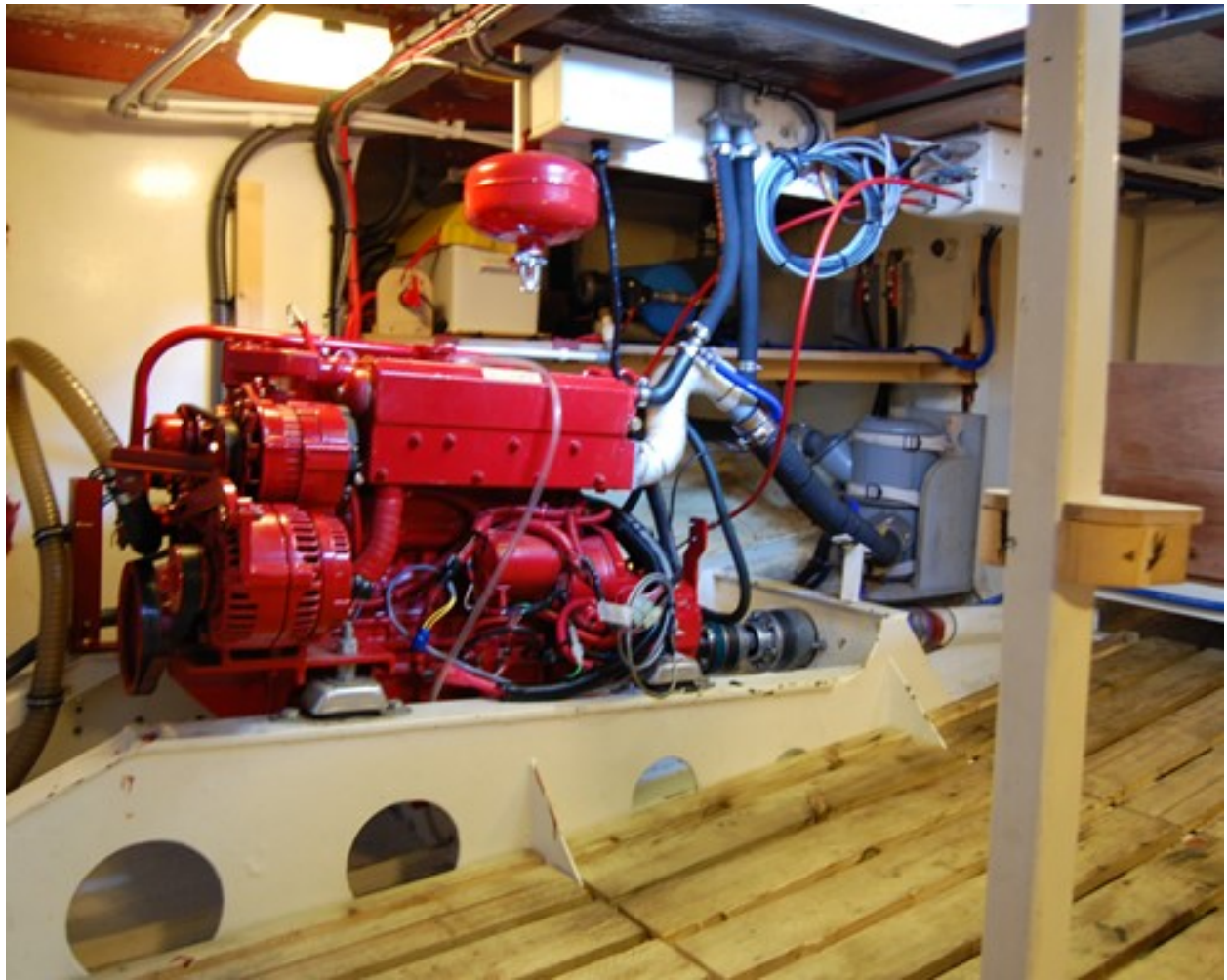












Images







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