



Beaufort 14 (14,60 m) - 1979



Layout :

- Length : 14,60 m (47' 10")
- Beam: 4,20 m
- Draft: 2,10 m
- Material: molded wood / epoxy
- Rigging: Ketch
- Engine: 110 HP Mercedes/Wizeman

Price : 12 M XPF / 100 600 euros

Solid and seaworthy blue-water sailing boat. 3 cabins.

Interior fittings :

Sleeps 6 to 9

- Double forward cabin (berth length 2.35 m, width 2.40 m to 0.75 m)
- 2 double aft cabin in the centre (length berths 2.05 m, width 1.20 m to 0.80 m)
- + Single berth, convertible double berth in saloon
- Large saloon with 2 tables
- 1 bathroom with shower
- Separated toilet
- Chart table
- L-shaped galley

Construction

Sailing boat, Beaufort 14, built in 1979 by the Company "Etudes des Carènes", in St Mandrier (France) - designer: JJ Herbulot.

Moulded wood on primary structure and solid wood stringers. The shell plating is made out of several layers of exotic wood, giving

an average thickness of 20 mm. On the outside, the wood is covered with resin-stratified fiber-glass, PU resin in first place,

but remade with epoxy resin by her owner during a first campaign of deep refit in 2001, and later in 2005.

The hull painting is new, in excellent condition, which provides a an additional warranty of watertightness to protect the wood.

The deck is of epoxy-stratified fiber-glass reinforced plywood; strength, watertightness and visual aspect are perfect. The deck edge was changed in 2005.

The keel bolts were entirely changed in 2001.

The bilges are frequently inspected and painted, the ribs and the shell plating are in perfect condition.

Hull, structure and deck in very good condition.

Engine

Mercedes / Wizeman engine 110 HP, 1995 (1450 hours)

Model: WM617AWS

Shaft axis and stern gland changed in 2005, stern tube in 2011.

Exhaust line changed in 2005.

2017: new turbo, exchangers remade

Diesel tank of 400 liters

Ketch rigging

Standing rigging changed in 2009

Running changed in 2005

Mainsail 30m², 2001, good condition

Genoa 50m², good condition

Staysail 25m², 2011, very good condition

Mizzen 14m² 2011, very good condition

Spinnaker 130m², good condition

Anchorage

Electric windlass 24V (2001), rebuilt in 2017

Main anchor: CQR anchor + 100 meters of 10 mm chain (2005)

Secondary anchor: FOB 45 lbs anchor + 40 m of 10 mm chain + 60 meters of 18 mm rope

Comfort

Fresh water: 400 liters, stainless steel tank

Double sink, sea water at the sink

2 x firdges including one 24V DANFOSS with ss drawer front (2009)

FORCE 10 stainless steel stove and oven (2009)

24V electric toilet TMC (2011)

Electrics

House battery bank: 2 x 200Ah 12V VICTRON batteries (2009), wired in series giving 24V

Engine batteries: 2 x 90Ah 12V (2011)

Wiring remade in 2005

Battery monitor: BEP "Matrix" (2009)

Fixed solar panels: 2 x 180Wc 24V (2011) + 1 x 50Wc 12V

Alternator on engine

Gasoline generator 2kW (2011)

LED Lighting (2011)

Navigation lights: LED (2011)

Electronics

ADVANSEA + NASA speed/depth-sounder/anemometer-windvane system(2011)

LOWRANCE 5200 C GPS chartplotter and charts for Polynesia / South Pacific (2009) + South Asia/West Africa

GARMIN Etrex handheld GPS (2011)

FURUNO radar

FREIBERGER sextant

COURSE MASTER main autopilot with hydraulic cylinder 2001

NAVICO second pilot, with belt onto the steering wheel

Icom VHF

IRIDIUM 9555 sat phone (July 2013)

Safety equipment

Complete safety equipment for french regulation's 1st category (offshore)

SEAPRO offshore liferaft (2009)

KANNAD 406 Mhz distress beacon

Bilge draining:

1 x WHALE GUSHER manual pump operated from the cockpit

1 x RULE 24 V electric bilge pump + 1 RULE 12 V electric bilge pump

Dinghy

CARIBE C9 L hard-bottom rib

EVINRUDE 15 HP outboard engine (2001)

Additional

Teak in the cockpit (2011)

Deck covered with non-slip paint (2005)

Bimini and cover

Rudder bearings changed in May 2013 with new JP3 self-aligning bearings

Last bottom paint: January 2017 + hull paint and inside paint

All passes hulls and valves were replaced in 2009

Main strengths

Through the original building quality and a complete refit by her current owner, hull and structure are in perfect condition.

Hull fittings, the simple and sturdy rigging have aged very well and remain perfectly reliable.

Today, this boat is in a nearly-new condition thanks to the passion and experience of her owner, marine carpenter and knowledgeable sailor.

Given her age and the quality of refit, she could be rated "collection" condition.

In addition, the sails, standing and electronics and instruments were updated and make the boat a full offshore sailboat again.

Eventually, the safety gear updating and the remake of equipments such important as the stern tube warranty the peace of mind of the crew

for beautiful sailings.

ATTENTION :

The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale.

The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.