



NO NAME — DURBECK



Builder: DURBECK

Year Built: 1981

Model: Cruising Sailboat

Price: ~~\$42,500 USD~~ Off the market

Location: United States

LOA: 38' 0" (11.58m)

Beam: 11' 3" (3.43m)

Max Draft: 6' 1" (1.85m)

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TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	3
Overview	3
Basic Information	7
Dimensions	7
Speed, Capacities and Weight	7
Accommodations	7
Hull and Deck Information	8
Engine Information	8
PHOTOS	9
CONTACTS	13
Contact details	13
Telephones	13
Office hours	13
Address	13

SPECIFICATIONS

Overview

The Durbek 38 is a solid hand laid fiberglassed blue water cruiser. Her full keel w/protected prop, sturdy outboard rudder and new Monitor wind vane (2012) makes her safe for open ocean passages. Other recent upgrades (since 2010) include new Yanmar 4JH5E diesel (less than 100 hrs), dripless shaft seal, seacocks and hoses replaced, new standing and running rigging, hull soda blasted and seven layers of Interprotect barrier coat applied, new Standard Horizon GPS Chartplotter with GX2100 VHF w/AIS and more.

If your plans include heading out to sea then the Dawn Piper is a boat you'll want to sea.

Additional Specs, Equipment and Information: **Specs** Keel: Full **Engines** Engine 1: Engine Brand: Yanmar Year Built: 2011 Engine Model: 4JH5E Engine Type: Inboard Engine/Fuel Type: Diesel Engine Hours: 95 Propeller: 3 blade propeller Drive Type: Direct Drive Engine Power: 53 HP

Builder/Designer

Builder: Durbeck Boatworks, Bradenton, Florida Designer: Peter Guerke

Dimensions

LOA: 38 ft 1 in LWL: 30 ft 1 in Beam: 11 ft 3 in Displacement: 25000 lbs Draft: 6 ft 1 in Ballast: 8,000 lbs

Engines

Engine: Yanmar Model: 4JH5E Power: 53 hp Year: 2009 installed 2011 w/new transmission by Marine Pro, Cocoa, FL Hours: <100 hrs Cruising Speed: 5.5 knots Max Speed: 6.5 knots PSS Dripless Shaft Seal in 2011 with new engine install

Tankage

Fuel: 50 gallons Water: 120 gallons Holding: None. Removed with all septic hoses when Compost toilet installed in 2012

Accommodations

DAWN PIPER is an excellent couples cruiser. Everything is substantial from the bronze ports and warm cabin lamps to the solid wood interior and thick cabin sole. She has great light and ventilation. The boat is very large inside with a big forward stateroom with tons of storage, a large head just aft to port with incredible storage and a workshop adjacent on starboard. The whole area becomes a gigantic bathroom and dressing room. A diesel heater is on the bulkhead to keep warm. The salon is also large with an L shaped settee to port and a straight settee berth to starboard. A very large table can seat about six comfortably. The table is hinged to a bulkhead and folds up to create a large open area. There is abundant storage throughout. The U-shaped galley to port is just below the companionway with lots of storage including special dish storage and a large cabinet with storage below and counter space above. The sit down navigation station is on starboard with a quarter berth aft which is great for storage.

Great liveaboard voyager Tons of storage Nice big forward stateroom Large head to port Workbench to starboard Huge salon with fold up table Storage outboard of the settee Excellent ventilation Nav station to starboard Galley to port Quarter berth aft of the nav Diesel heater

Galley

Two stainless steel sinks Foot pumps for fresh and salt water Three stainless steel water tanks with valve system ORIGO Gimbaled Alcohol Stove w/Oven Massive safety bar for the stove and a harness for the galley slave Insulated ice box

Electrical

12Vdc and 110VAC Electrical Breaker Panel 110VAC 30A Shore Power Shore Power Cord (50 ft) AC outlets Four (4) Trojan T105 Deep Cycle Batteries (420 aH) installed 2012 One (1) 12V Starting Battery Heart Interface Link 1000 Battery Monitoring System Three Stage Battery Charger in 2010 High Output Alternator and Voltage Reg in 2011 with new engine install Nav Lights Port, Starboard 'n Stern Light Deck Lights Steaming Light Tricolor Light Anchor Light Deck Wash Down Pump Two (2) Electric Bilge Pumps (Diaphragm 'n Rule Hi Water) in 2011 Airgen Wind Generator mounted on pole **MONITOR Windvane Steering System new in 2011**

Rig and Sails

Beautiful cutter rig easily managed by a couple. **The rigging (replaced in 2009) is oversized with external bronze chainplates (rebedded in 2009), new pulleys on mast top** and turnbuckles. The wire rigging has Norseman terminals so you can replace a wire one a time. The double spreader rig has permanent backstays so you don't need running backstays (bonus). She'll heave to reliably with a triple reef in the heavy mainsail and the staysail. She'll track well and balance easily to be steered by the **Monitor wind vane steering system (new in 2012)**. The boat is rigged well to cruise.

Stout Cutter Rig **Tanbark Sails** 140% Furling Genoa 110% Furling Genoa Reefable hank on Staysail **Main Sail with 3 reef points new in 2008** Main is 9 oz dacron with slab reefing on boom **New Stack Pack and Lazy Jacks in 2012 Massive bronze chain plates rebedded in 2009** Reefing winch on boom Mid-boom sheeting to traveler in cockpit **Boom Vang Block 'n Tackle by Garhauer new in 2010**

Bronze Barient Winches Cockpit Winches: Primaries: Barient #23 self-tailing Secondaries: Barient #20 self-tailing Staysail: Secondaries used for staysail sheets, with cleats Furling line winch: use primary or secondary winch, port side Halyard winches on the mast: three barient #18 Reefing winch on boom Barient # 10

Hull, Deck & Ground Tackle

Full keel with encapsulated lead ballast. Cutaway forefoot with relatively broad transom with a handsome sheer and relatively low freeboard, and high bulwarks. The external rudder is hung on massive bronze gudgeons. The three-blade prop is secure and safe in an aperture. Hull construction is solid fiberglass and hand-laminated. The hull is laid up with the best tooling polyester resins. The deck is molded with laminated fiberglass unit with strategic balsa coring in sections to reduce weight. The outer layer of deck is approximately 1/2" with 1/2" balsa core then a 1/4" under layer of fiberglass. Areas of deck hardware are reinforced and all were rebbed in 2005. The hull and deck are joined at the toe rail cap and the joint is completely tabbed below with several layers of fiberglass cloth. Bulkheads are tabbed to the hull and furniture is built into the monolithic structure. That is to say she is a well built solid boat!

Strong construction **Solid hand laid fiberglass hull** Massive teak bulwark cap with bronze striker rub rail **Soda blasted and 7 coats of Interprotect Barrier Coat in 2009 New gel coat in 2005** Topsides the hull above the water line below the deck was sanded and gel coat applied in 2004/5) with crimson and gold stripes at waterline and below deck Exterior teak presently can use attention (Feb 2015) but teak is structurally fine **No teak decks! Two tone deck has new gel coat and nonskid colored light beige on white decks** During the refit, the cockpit layout was reworked for comfort, efficiency and esthetics. **Engine control box in 2011 when Yanmar installed** SS Stern pulpit solid rail was extended to front of cockpit for added safety Tiller steering **Monitor Windvane (new in 2012) conveniently within reach on aft deck** Cockpit drains, four Manual Bilge Pump (may need new seals) **Electric Pumps in bilge (primary diaphragm and high water rule) new in 2011** Portable bilge pump mounted on a board with attached hoses for emergency use. Bow Pulpit: SS with Red/Green Nav lights attached (new 2002) **Bulwark is high for safety** Four large scuppers (for quick drainage) **High 30" double SS life lines** Bronze stanchion bases Nice folding boarding ladder **Bronze opening ports, 13 heavy-duty with removable SS screens; rebbed 2005, good condition, extra gasket material.** Two large aluminum Bowmar hatches in V-berth and Saloon that can be opened either forward or aft: both with permanent screens on interior wood frames; both have canvas covers for storage when closed; both have canvas wind scoops that can be rigged forward or aft Also a Tall wind scoop for use on the forward hatch when at anchor The companionway hatch louvered teak doors can be replaced with heavy lexan boards for passage making or screened insert at anchor. Lifting crane for outboard CANVAS: Bimini with Dodger (toast color) Dodger handrails on sides and aft Bimini with glass view for sails, zippers on four sides, and connecting canvas that zippers between dodger and bimini **New Stack Pack for Main Sail w/Lazy Jacks in 2012** Spray curtains attach to lifelines, port and starboard to protect cockpit Cockpit cushions

GROUND TACKLE: Divided chain locker Two bow rollers on solid platform **Lofrans Tigriss 12 v windlass (2003) w/up and down control on deck** Anchor wash down system Primary bow anchor 20kg (44lb) Bruce on SS swivel Secondary Bow anchor 35# CQR Stern anchor 22# Danforth Can use new chain

Additional and Safety Specifics and Items

Jack lines nylon straps run from staysail cleat to strong points at entrance to cockpit Edson manual bilge pump in the cockpit (should replace seals)

Two flag halyards with set of signal flags Portable emergency bilge pump Monitor Windvane steering (new in 2011) PFDs Four type 1 Flares: Numerous handhelds, 12 gauge pistol, regular & parachute, smoke (out of date)

Mirror Fire extinguishers two large multi-purpose located behind chart table Air horn GFI outlets Man Overboard Life Sling MOB Pole stored on back stay with float/flag EPIRB: ACR 406 mhz (needs recert and battery) Anchor light on masthead MARPOLE garbage placard USGC Oil placard

Basic Information

Category: Cruising Sailboat

Sub Category: Cutter

Model Year: 1981

Year Built: 1981

Country: United States

Dimensions

LOA: 38' 0" (11.58m)

LWL: 30' 1" (9.17m)

Beam: 11' 3" (3.43m)

Max Draft: 6' 1" (1.85m)

Speed, Capacities and Weight

Displacement: 25000 Pounds

Water Capacity: 120 Gallons

Fuel Capacity: 50 Gallons

Accommodations

Total Cabins: 1

Hull and Deck Information

Hull Material: Fiberglass

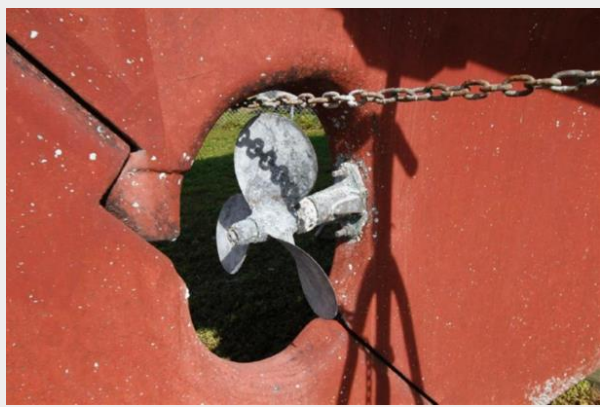
Engine Information

Manufacturer: Yanmar

Engine Type: Inboard

Fuel Type: Diesel

PHOTOS









CONTACTS

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