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The Owner's Website

## 1970 Columbia 43 Mk III



### Ref. No.: S006

	KEEL	KEEL/CENTERBOARD	MkIII
LOA	43'3"	43'3"	43'9"
LWL	32'8"	33'0"	32'8"
BEAM	12'4"	12'4"	12'4"
DRAFT	6'11"	4'11"/10'3"	7'0"
DISPLACEMENT	22,200	23,500	22,200
BALLAST	10,300	11,600	10,300
SAIL AREA	810 sq ft	810 sq ft	852 sq ft
OPTIONAL POWER		Palmer M60	50 HP Perkins 4-107
Diesel			
WATER	48 gal	48 gal	50 gal
FUEL	50 gal	50 gal	50 gal
VERTICAL CLEARANCE	58'4"	58'4"	64'4"
DESIGNER	Wm Tripp		

**Asking Price: €9,000 Offers Invited**

Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine(s) on our part.

Ballena is a Columbia 43 MkIII, an American boat built by Columbia Yachts in 1970 and designed by William Tripp. It started life under German ownership and its design was a race winner on the East and West coasts of the USA. She crossed the Atlantic and spent several years in Spain before being owned by ex British Navals officers in the 80's. Prior to my ownership from 2001 she was being used as a sail training and experience yacht by a young adults Trust in Portsmouth, and as a requirement was Board of Trade coded. In my ownership I brought her to the Mediterranean in December 2001 and I have been cruising her singlehanded in Turkish waters and around for the last four years.

### Additional Specs, Equipment and Information:

#### Builder/Designer

Builder: Columbia

Designer: Bill Tripp

#### Dimensions

LOA: 13.2m

LWL: 11.2m

Beam: 3.8m

Displacement: 12t

Draft: 2.2m

Bridge Clearance: 18.2m

#### Engines

Engine(s): Perkins

Engine(s) HP: 42

Engine Model: MC42

Hours: 1900

Cruising Speed: 6kts

#### Tankage

Fuel: 250l

Water: 150l





### Accommodation

Looking aft in the saloon you can see the dining area on the starboard side with comfortable seating for six persons, with the galley area on the port side. The saloon table can be modified to create an extra two berths for those weekend guests. The saloon is spacious allowing a headroom 6' 6" in a beam of 12' 4". Good storage is available behind each berth and access to the fuel tanks (separately controlled) is under each of the lower berths.



The berths are of 100mm foam and covered in Sunbrella for easy maintenance. Four berths are available in the saloon area, two on each side, or the berths can be folded down for comfortable seating. All saloon berths have leeboards for passage making. . Ample storage is available for each berth.

The dining area provides comfortable seating for six persons with storage under the forward and starboard seats. Under the aft seat are situated the domestic batteries (4x105 amp hour) and behind the aft seat are the power controls (battery charger, autopilot computer, instrument computer, shore power breakers etc.) and underneath are the engine batteries (2x85 amp hour). The table can rotate on the single support. A separate board can be used to convert the saloon area into a double sea berth. The second fresh water tank is located under the dinette/galley floor (125 litres). Space is available under both sides of the floor to modify the aft water storage to approximately 300 litres. The main bilge pump is located under the water tank and secondary pumps are in the saloon bilge and engine compartment (float switch alarmed and controlled).

The navigation table is situated forward of the mast opposite the heads. This has in my experience proved a very useful position, although not usual in modern designs. Storage under consists of a lifting table for charts etc. and drawer and cupboard space beneath. Equipment is described in the technical section of this site. The domestic wiring panel is hinged for easy access and has a built in 300watt inverter which is adequate for computers and mobile/camera/phone chargers. The radar and autopilot repeater are mounted here along with the SSB receiver and VHF. An instrument repeater is also mounted here mainly used for depth and windspeed whilst navigating.



The forepeak is the master cabin, a spacious double berth or two single berths on 100mm foam with ventilation grill underneath. Good storage space is available under each side with easy access, and the forward water storage (150litres) is also under this berth. There is both hanging locker space (jacket length) and shelf storage with a drawer set above in this cabin. A good sized hatch access is above this berth for fresh air and fire safety. There is ample opportunity to increase the storage in this berth if the new owner requires. Forward is the anchor chain locker with space for spare anchors and warp.

The heads are situated just forward of the mast opposite the navigation area. The heads are equipped with a Jabsco "quiet flush" electric toilet with separate inflow and macerator pumps. Room is available behind and under the mirrored cupboard for a holding tank installation. Cupboard storage for wet gear is left of the mirrored cupboard. The heads are also equipped with a shower and shower tray pumping. All pumps are easily accessible for maintenance. The basin is supplied with both hot and cold water via the calorifier.

The basin taps include an extending shower hose. All valves are easily accessible under the basin with pine plugs attached for safety.



#### Galley

The galley is equipped with a Techimex 2 burner cooker, with oven and grill. A 600 watt microwave is built in and runs on shore power or portable generator. A Kawasaki GA 1200 generator is currently on board. The galley also includes a 150 litre fridge which can be temperature controlled to produce ice. There is also 300 litres of cool storage plus cupboard space behind the work surface and 5 drawers under the work surface. Open tray vegetable storage is both under the cooker and above the sink. A double sink is fitted, with hot and cold water, which also has cupboard storage under.

### Sails & Rigging

The rigging consists of a keel stepped Aluminium Mast with additional mainsail furling by SeaReef. There is an inner forestay with Highfield lever (new 2001). The Genoa furling gear is by SeaReef. All rigging overhauled 2000/2001. Inner forestay and furling foils new 2001, new forestay 2003. Spinnaker pole and storm pole. 4 Barton/Barlow mast winches, 2 Lewmar 44ST genoa winches and 2 Barlow 40 spinnaker winches. The standard Mk III sail plan is for a 34 square metre mainsail and a 51 square metre No1 genoa.

There are two furling genoas, 150% and 120%, and the in-mast furling mainsail.

The sail locker includes two spinnakers (normal in a chute, and light airs) and a cruising blister in a chute. Also there is a storm foresail and a trysail, plus a drifter and inner foresail.

A six man liferaft (service required 2006) is mounted on deck. The 2.4m Zodiac sits comfortably on the foredeck whilst sailing and still allows easy access to the bows.

### Engine & Technology

The engine is located behind the saloon steps which makes it easily accessible for maintenance. Access is also available through removable panels in both the port and starboard cockpit lockers. Lifting out, if necessary, would be straightforward via a boom hoist through the saloon hatchway. A 70 amp alternator provides charging through a diode splitter to both battery banks and the alternator is managed by a Sterling controller to maximize output

The engine is a Perkins MC42 (42hp), installed new in August 2001 and has 1900 hours running time. It is indirect cooled and fitted with a 70 amp alternator. The transmission is via a hydraulic gear box and vee drive unit all of which was overhauled in November 2005. The propeller shaft has a Deep Sea Seal (instead of a stuffing gland).

A new shaft and three bladed high thrust propeller were installed in 2004. Normal cruising revs are 1500 giving 6.1 knots in calm water, and fuel consumption is approximately 3.85 litres per hour. The injectors were serviced and calibrated in November 2005. Control is by the normal Morse system in the cockpit and the electrical panel is just inside the saloon for easy access and weather protection.

Ballena carries 250 litres of fuel in two tanks located under the saloon berths. Each is separately valved and both were cleaned in July 2001 and have since been continuously treated with biocide, and kept full during wintering. Oil, oil filter, water separator filter and diesel filters have been regularly changed every 200 hours and molybdenum additive has been used from new. All manuals are on board.

Behind the engine is a 35 litre calorifier, heated by the engine fresh water cooling system or on shore power. Supply is both to the galley sink and the heads.

There are four 105amp domestic batteries, two 95amp engine start batteries and one 105amp windlass battery.

Charging is via 70amp engine driven alternator through a Sterling charge controller, or a shore powered Mastervolt 40amp 2 bank charger and twin 50watt solar panels. The system is monitored by a Mastervolt battery monitor.

### Navigation

The main instrumentation is the Brookes and Gatehouse Hercules system including windspeed, wind direction and fine wind direction, boat speed, compass and depth. Depth and wind are displayed on analogue repeaters. Twin sounding sensors and twin propeller logs have been fitted. A total of seven repeaters allows monitoring in the cockpit, saloon or at the navigation table. A JVC 1000 Radar is located on the mast and the display is at the navigation table, and can be rotated to be visible from the saloon.

The C-Tronix autopilot incorporates a hydraulic ram on the steering quadrant, is controlled from the cockpit or the chart table repeater. The Garmin 128 GPS is located above the navigation table with a cockpit repeater. The Seavoice VHF has a switchable cockpit speaker. The NASA SSB receiver uses an external "backstay" antenna.

A Navtex RTTY weather station provides the normal reports from coastal stations up to 200 miles offshore.

### Deck Equipment

Main anchorage is the 45 lb CQR with 100m of 10mm galvanized (2005) chain on a Seawolf electric windlass (up and down), deck or cockpit operated. A 15 lb Fortress kedge/ stern anchor 10m 8mm chain and warp is kept in the cockpit locker. A 10 lb folding Fisherman's stabilizing anchor is stowed in the chain locker, and 80m of 24mm tow warp is stowed in the lazarette plus normal shore lines including winter springs.

### Disclaimer

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**Comments:**

An opportunity to buy a comfortable cruising and liveaboard yacht with systems maintained and upgraded.

**Lying:** Marmaris

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