

John Rodriguez

— YACHTS —

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Dixon 42 CC

£130,000 GBP tax paid/included

United Kingdom

Go anywhere long distance cruiser

Manufacturer/Model	Dixon 42 CC
Name	Golden Fleece
Designer	Bill Dixon
Year	1999
Category	Sail
New or used	Used
Status	Available
Price	£130,000 GBP
Tax/VAT status	Paid / included
Price comment	Go anywhere long distance cruiser
Lying	Gosport, United Kingdom
Reference	RLBD42GF

Specifications

Length overall	12.92 m
Beam	3.86 m
Draft	2.00 m
Hull	Steel
Keel	Fin keel

Description

Dixon 42 CC For Sale

Designed by Bill Dixon to the current owner's specifications, built in steel and fitted out for blue water cruising, this is a fascinating yacht.

Professionally built in Falmouth Cornwall by Morvoran Seacraft and launched in 2000, her lines are similar to a Dixon Centre Cockpit Moody 42.

With a large centreline aft cabin, a single self contained passage cabin, a fwd twin cabin and an exceptionally comfortable saloon (complete with two armchairs) her accommodation is excellent for her size.

Fully equipped for blue water, with impressive water and fuel tankage, she is capable of sailing locally in safety and comfort, or sailing over the horizon to pretty much anywhere.

Part 1 registered, VAT paid and RCD Category A, full details are in the specification section but her highlights include.

Standing Rigging renewed 2010
Genoa replaced 2011
Fully Battened Mainsail new 2015
50 HP Yanmar Engine
Twin engine driven alternators
Wind Generator
Furuno Chartplotter/Radar linked at helm and chart table
SSB
AIS
Whitlock/Lewmar Mamber Rod Steering
Hydrovane Self Steering
Water Maker
Mercury inflatable dingy with inflatable floor and keel (new 2016)
Yamaha 4 hp/4 stroke
Tohatsu 3.5 hp/2 stroke

LYING: Gosport.

Available to view by appointment

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email: info@jryachts.com

Specification

BOAT NAME: Golden Fleece

MAKE & MODEL: Dixon 42 CC

HULL MATERIAL: Steel

YEAR: 1999 – Launched 2000

LENGTH OVER ALL: 12.92m

BEAM: 3.86m

DRAFT: 2.0m

KEEL TYPE: Fin

DISPLACEMENT: 16775 kg

FUEL TANKAGE: Approx 497 litres

WATER TANKAGE: Approx 680 litres

ENGINE MODEL: Yanmar 4JH2 50 HP normal aspirated diesel

ENGINE HP: 50HP

ENGINE HOURS: Circa 2900

SAIL DRIVE OR SHAFT DRIVE: Shaft through Aqua drive universal joint

AGE OF STANDING RIGGING: 2010

ACCOMMODATION SUMMARY

NUMBER OF SEPARATE SLEEPING CABINS: 3

DOES SALOON CONVERT TO A DOUBLE OR SINGLE BERTH:
one single berth with lee cloth, but can be modified to accommodate 2 single berths

TOTAL NUMBER OF BERTHS: 5/6

NUMBER OF HEADS: 2

ACCOMMODATION:

Comfortably accommodates 5 or 6 in 3 cabins plus large saloon. Two sets of heads, large galley and full-size chart station.

Hot water system from engine and Eberspacer diesel heater for water and cabin heating through radiators.

Fitted out with solid wood, teak and marine ply in all cabins except aft cabin which is mahogany. Deck heads all maple, floors holly and teak veneered plywood.

All upholstery is maroon dralon with protective covers where necessary.

Forward cabin with heads, wardrobe.

Double v berth with lee cloths, Storage above and beneath. 12-volt fan

Main Saloon

Settee/sea berth with lee cloth.

Two arm chairs, storage.

(Designed to be changed to settee if preferred)

Drink bottle storage racks and storage racks for wine and drink glasses between chairs.

Table seats 5-6

Entertainment, flat screen TV, Dvd player, video player (from inverter), radio and CD player.

12-volt fan.

Chart table with nav station, lighting control panel, chart storage. Two engine room access hatches.

Galley area with worktops, fridge and freezer compartments (12 volts) Taylors gas cooker.

Panasonic 220 volt micro wave oven, also food storage cupboards. 12 volt fan.

Walk through pilot cabin, single sea berth with lee cloths (storage above and beneath) engine room access. Electric 12 volt fan.

Heads walk through with shower.

Lavac toilet with holding tank , sink with pressure water and hand pump.

Aft master cabin with double bed (split mattress) Lee boards and lee cloths

Storage.

Two wardrobes.

Dressing table 2 x12 volt fans

SPECIFICATION:

Golden Fleece was designed by Bill Dixon to the current owner's specifications and fitted out for blue water cruising. In many ways she resembles a steel Moody, with similar lines and layout, and would be ideal for long-term liveaboard world cruising. She is fitted out, maintained and equipped to the highest standards, and is fully VAT paid and RCD Cat A.

BUILD:

Designed by Bill Dixon professionally, built in Falmouth Cornwall by Morvoran Seacraft and launched in 2000.

The present owner commissioned the design and specified the layout and equipment. RCD CAT A ocean sailing for 8 persons under EU recreational craft directive ruling. Designed for short hand sailing and living aboard. She has voyaged in Mediterranean, Atlantic Islands, Atlantic crossing, South Atlantic and Caribbean Sea.

All steel construction as specified by designer and under RCD supervision and certification.

Hull and decks 4mm, steel-keel 6mm and 12 mm.

Steel frames and stringers. All epoxy coated with Jotamastic 67

Paint system Jotamastic 67 below water line (replaced and grit blasted 2010), above water line Joton hard top AS.

Whitlock/Lewmar Mamber rod steering with electric autopilot drive (replaced 2016) B&G control Hydrovane wind steering .

TANKS:

Two fuel tanks, one in the keel and a second tank behind the armchair- which is used as a day tank.

There is a 'Separ' filter/water separator between the tanks and fuel is pumped between the 2 using an electric vane pump which is controlled manually. System can be set up as fuel polishing system for main diesel tank.

There are also separate Lucas fuel filters and water separators on both tanks for the feed to the engine.

Golden Fleece has 2 water tanks, which have valves to enable them to be used independently of each other. Holding tank fitted.

MECHANICAL AND ELECTRICALS:

Yanmar 4JH2 50 HP normal aspirated diesel KM4A Yanmar cone clutch gearbox. Consumption 2.3 litres per hour. Circa 2900 hours. Serviced regularly, history available.

Shaft drive through Aqua drive universal joint.

Halyard triple oil /water lip seals to 3 blade propeller with Spurs rope cutter.

ELECTRICALS:

Twin alternators output 130-amp hours.

House batteries -4x 110-amp hour gell batteries (2014)

Dedicated battery for windlass red top 100 amp hour (2013)

Dedicated engine start battery red top 100 amp hour (2013)

Twin engine driven alternators generate 130 amp hours with 'Adverc ' smart regulator.

D400 wind generator with dedicated regulator and voltage shunt.

Small solar panel with regulator.

500 watt master volt 12/220 volt inverter.

Shore Power.

Mastervolt 1 kilowatt isolation/step up transformer for 220/110 volt shore power input 220 volt. Mains shore power distribution throughout boat when connected.

Mastervolt 12volt 12/70 amp twin outlet battery charger.

Immersion heater 220 volt.

Microwave 220 volt.

Village Marine 12 volt Water Maker.

RIG:

All spars by sparcraft France.

Mainmast keel stepped single extrusion twin spreaders with jumper struts.

Boom and kicker have Selden goosenecks.

Gas kicker Seldon (2005)

Pole for cruising chute/genoa mounted on mast.

Boom brake.

Mast steps.

Standing rigging all renewed October 2010

SAILS:

Sails by Gowen Ocean/Dolphin sails West Mersey Essex.

Fully baton main sail 33.5 sq meters 9.5 Dacron 3 slab reefing points October 2015 on Facnor cars.

Single line reefing to cockpit reef 1 and 2

Genoa 50.3 sq meters 6.4 oz Dacron December 2011

Headsail roller reefing to Profurl reefing system.

Hanked Genoa stay sail 20sq meters 6.4 oz dacron August 2005 (little used)

Hanked Working staysail dacron 14.3 sq meters 2000-self tacking.

Tri radial cruising chute with snuffer 98.4 sq meters 2000

Hanked Storm Jib (not used)7sq meters 2000

Tri sail unused 11.9 sq meters 2000

HARKEN WINCHES:

Cockpit - 2 x 46 ST, 2 x 32 ST, 1 x 42 ST

Mast - 1 x 42 ST

Outboard crane on radar pole.

NAVIGATIONAL EQUIPMENT:

Brookes and Gatehouse (B& G) Hydra 2000 log/wind/depth/pilot controls all integrated and linked to Garmin GPS and autopilot.

Furuno 1824c display and 1720c display radar chart plotter networked and linked to Furuno GPS - 2006

Transas class B AIS linked to Furuno chart plotter also with dedicated GPS - 2009

Icom 802 SSB with Pactor 3 modem.

Standard Horizon VHF with additional remote handset at steering position.

McMurdo reactive radar signal receiver/transmitter (reflector) which incorporates a radar signal alarm.

Firdell Blipper radar reflector on mast.

Furuno Navtex receiver.

Hydra 2000 is also connected to the electric autopilot. This can steer a course either by wind direction; a compass course or a waypoint.

SAFETY EQUIPMENT:

Avon 4 man liferaft in canister (now out of test)

McMurdo epiRB incorporating GPS position sending.

Horse shoe life buoy and dan buoy.

Life sling MOB rescue system.

Ocean sentry radar target enhancer with alarm.

General note on safety equipment: Any safety equipment such as life rafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owner's specific needs.

DINGHY AND OUTBOARD:

Mercury inflatable dingy with inflatable floor and keel (new 2016) which folds to store on deck.

Outboards with brackets on pushpit.

Yamaha 4 hp/4 stroke

Tohatsu 3.5 hp/2 stroke

OTHER EQUIPMENT:

Swimming ladder on stern.

Bathing platform on stern.

Bow ladder for Mediterranean mooring fits over pullpit.

Large amount of new spares.

OWNERS COMMENTS:

Golden Fleece was commissioned by us to take us - a husband and wife team - safely across oceans and she has performed admirably, never letting us down.

First and foremost she was designed for blue water cruising and for safe and reasonably quick ocean crossings, with a modern hull shape by a recognised top designer and built by a steel hull boat builder who had a reputation for building excellent hulls and fitted out by a team of professional shipwrights who would not compromise on quality.

Every piece of joinery is hand crafted using the best materials available (teak and mahogany) and then coated with many, many coats of varnish.

She was rigorously inspected during the construction to gain the European recreational craft certification for ocean crossings. Every detail is well thought out, from the design of the rig, the type of electrical cable used throughout, the engine make and size, to the layout of the interior.

We set out to build a vessel with pedigree which we think we achieved.

From the first passage across the Bay of Biscay, to Canary Islands, Mediterranean, Crossing North and South Atlantic we have always felt safe and secure in her well protected centre cockpit and on her uncluttered decks. On passage her strong rig and sailplan, self-steering, together when necessary with a powerful reliable engine (with a fuel range of excess of 1200 miles), meant sailing has always been a pleasure with fast passage times.

In port or at anchor she is extremely comfortable with most modern conveniences and she is almost totally self-sufficient. We found especially beneficial, that the water maker combined with a nature pure water filter ensures that there is always sufficient pure clean drinking water in countries where water is of dubious quality. It is never necessary to purchase bottled water.

With an efficient deep freeze some food can be stored for months if necessary and the full-size Taylors cooker we felt was essential to a well-equipped galley. We looked forward to fresh bread from the oven most days.

The luxury of the folding /removable bathing platform together with the permanent swimming ladder on the stern is useful for activities on the water, including diving, as well as having guests arrive and depart for sundowners when at anchor.

We will be sad to see her go but after many happy years on board we have decided to move on and hope to pass her on to another family who get as much enjoyment from her as we have.

THE VESSEL IS LYING: Gosport.

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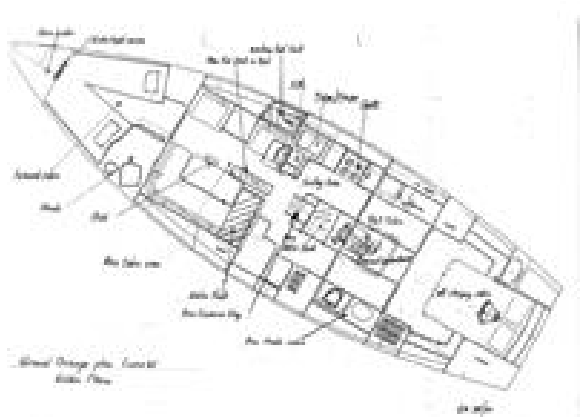
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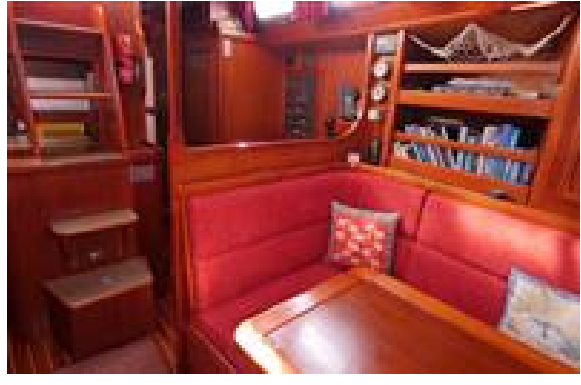
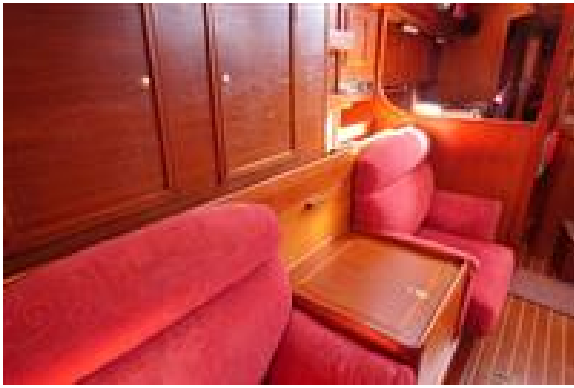
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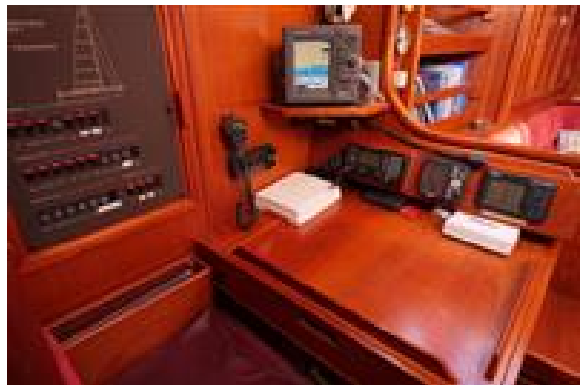
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