



BAT

121' (36.88m) 2002 Rumerys
Portsmouth Rhode Island United States



OVERVIEW

\$125,000

Manufacturer:	Rumerys		
Engines:		Hull Material:	Cold Molded
Engine Model:		Cruise Speed:	Knots
Engine HP:		Max Speed:	Knots
Beam:		Cabins/Heads:	/
Max Draft:	"	Fuel Type:	Diesel
Water:		Fuel:	



Data Sheet

Category: Downeast
Subcategory: Antique and Classics
Condition: Used
Model Year: 2002
LOA: 37' 2" (11.33m)

Knots
Knots
Fuel Type: Diesel
Hull Material: Cold Molded

Imported: No
HIN/IMO: URMFW001H101

Engines/Generators

Summary/Description

Rumery's Boat Yard's take on an early William Frost lobster boat / rum runner design with modern input from designers Doug Zurn and Bob Stephens. Cold-molded construction, low engine hours and the coolest boat in the harbor.

BAT

The design and styling of BAT harkens back to the days of the Rum-Runners when speed and stealth were as valuable a commodity as the cargo that these boats carried. Very easily driven in any sea and economical to run at any speed, BAT makes the perfect vessel for anything from a slow harbor cruise to longer runs towards destinations and adventures further afield

Principle Dimensions and Information

Designers: William Frost / Doug Zurn / Bob Stephens

Builder: Rumery's Boat Yard

Year Built: 2002

LOA: 37', 2"

Beam: 8', 9"

Draft: 2', 8"

Auxiliary Propulsion: 2001, Yanmar, turbo-diesel, Model 6LPA-STP, 6-cylinder, 315 HP

Engine Hours: 400 Hours

Cruising Speed: 22 knots

Max Speed: 30 knots

Fuel Capacity: 80 Gallons

Fresh Water Capacity: 6 Gallons

Hull and deck Construction

Cold-molded, wood-epoxy hull construction with solid wood structural members (frames, floors, keel, stem, etc.).

Cold-molded, wood-epoxy deck and cabin over solid wood structural members (deck frames, carlins, etc.) over laid with Dynel cloth set in epoxy with painted smooth and non-skid surfaces.

Deck Hardware and Features

Cast bronze bow chocks

Cast bronze docking cleats (2 at stern, 2 at midships, single at bow)

Cast bronze deck fills (fuel and water)

Bare teak toe rails above bare teak rub rails with stainless steel ½ oval guards

Aft lazarette storage with additional cushioned seating for “rumble seat”.

Raised cockpit coaming with bare teal cap rail

Varnished teak 3-window windshield

Manually operated windshield wipers

Raised cabin forward of windshield

Oval-shaped, fixed portlights in cabin sides (2 each / port and starboard)

Varnished teak eye brow at transition of cabin side to cabin top

Bare teak hand rails port and starboard on cabin top

Lewmar opening hatch in cabin top

Cockpit Layout and Features

Well protected cockpit with raised cockpit coaming capped by bare teak cap rail

Varnished teak cockpit steps

Hardware to mount cockpit steps either port or starboard

Teak cockpit sole

Varnished cockpit seating for helm and guest seating built by Darlings Boat Shop of Shelburne, VT

Storage for dock lines and fenders under helm seat.

Helm station on center-line

Companionway door / entrance to below decks areas to port.

Interior Accommodations

Entrance to below decks area by way of companionway door and skidding overhead hatch from port side of cockpit area above.

Bare teak cabin sole.

Cedar interior hull sheathing

Interior cabin sides, aft V-matched bulkhead and joinery painted cream white.

V-matched overhead panels paint bright white.

Bronze framed oval portlights in cabin sides (2ea. port and starboard)

Lewmar opening hatch in cabin top

Sleeping accommodations for 2 persons in V-berth configuration forward.

Settee seating (additional sleeping space for 1 person) to starboard

Sound insulated engine box on centerline acts as table for below decks areas

Small sink basin at aft end of engine box.

Fresh water (cold) supplied to sink basin by way of manually operated bronze Fin-spray hand pump.

Headroom below is sitting / stooping headroom.

Canvas

V-berth cushions

Starboard settee cushion

Helm seat cushion

Cockpit seating cushions

Helm seat cover

Cockpit cover

Bimini / dodger with side curtains / isinglass

Auxiliary Propulsions and Fuel

2001, Yanmar, turbo-diesel, Model 6LPA-STP, 6-cylinder, 315 HP

Engine Hours: 400 Hours

Full Yanmar engine ignition and gauge panel

Dual lever (throttle and transmission) Morse engine controls

Stainless steel 1 ½" propellor shaft

Bronze 3-blade propellor

Propellor protected by keel and stainless steel skeg

80 Gallon fuel capacity in 2 tanks

Primary and secondary fuel filters

Raw water strainer / filter

Yanmar spares kit

Yanmar engine manual

Graduated stick fuel gauge

Steering

Bronze and Teak 6-spoke steering wheel

Hynautic Hydraulic steering system

Stainless steel rudder shaft and rudder

B&G HS Pilot autopilot

Fresh Water System

Fresh water capacity: 6 gallons in removable bladder tank

Bronze Finspray manual water hand-pump.

Ceramic sink basin

Electrical System and Equipment

12-Volt DC ships electrical system

Separate battery banks for engine starting and ship's Dc systems

4-position Quest master battery selector switch

Paneltronics DC circuit panel

Battery charging by engine alternator

Electronics and Navigational Equipment

Ritchie Helm Compass

Icom IC-M502 VHF Radio

B&G HS 2000 display (km, ds, log, etc.)

B&G HS Pilot autopilot

Furuno Radar

Furuno GPS

Furuno Navnet CMP NT chart plotter and radar display

Manuals for all ship's electronics

Ground Tackle

Large Danforth anchor with appropriately sized / lengths of chain and rode

Dewatering Equipment

Whale Gusher manual bilge pump

Safety Equipment

Fire Extinguishers: 4ea

Flares: 2 flares kits

Air Horns: 2ea

PFD's: child (1 ea.), adult (5 ea.)

First Aid Kit

Carbon Monoxide Alarm

Additional Equipment

Helm area dodger / bimini with side curtains

Navigational and anchor lighting

Varnished Sitka spruce radar, antenna, lighting mast

Dock lines and fenders

Tool kit

Cleaning supplies

Varnished ensign staff and ensign

Disclaimer

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