



# CEOL MOR

36' (10.97m) 2000 Custom Tumbleweed/Tony Skidmore 36 Fin Keel Cutter  
Lincolnville Maine United States



## OVERVIEW

**\$100,000**

Manufacturer:	Custom	Hull Material:	Wood
Engines:	1 Volvo	Cruise Speed:	
Engine Model:	2003	Max Speed:	
Engine HP:	0	Cabins/Heads:	/ 1
Beam:	11' 0"	Fuel Type:	Diesel
Max Draft:	"	Fuel:	
Water:			



## Data Sheet

Category: Cutter

Condition: Used

Model Year: 2000

Beam: 11' (3.35m)

LOA: 35' (10.67m)

LWL: 31' (9.45m)

Heads: 1

Fuel Type: Diesel

Hull Material: Wood

Displacement: 17000

## Engines/Generators

### Engine 1

Volvo

2003

Fuel: Diesel

Year: 1992

## Summary/Description

### PRELIMINARY VESSEL DETAILS

## Overview

### Hull & Deck:

- Light gray hull (Interlux Seattle gray), dark green boottop, green bottom.
- West System epoxy construction over 3/4" mahogany strip plank, 3 layers 1/8" meranti veneer and 2 layers Dynel cloth.
- Aft cockpit with tiller steering.
- All exposed interior wood is epoxy-coated and then varnished.
- Deck is same as hull, except two layers of meranti veneer, covered with Treadmaster non-skid panels.

### Tankage:

Fuel: 24 gallons in poly tank.

Water: 53 gallons in in 2 poly tanks.

### Engine and Propeller:

- **1992** Volvo Penta, Model 2003, 3-cylinder, 29 hp diesel, with approximately 635 hours.
- 24 gallon fuel tank under cockpit floor.
- 1 1/8 bronze shaft.
- 17" 2-blade feathering prop.
- PYI packless shaft seal.
- Globe Drivesaver drive train protector.
- Bilge blower.
- Cruising speed: 6 knots @ 2400 RPM @ .5 gph.

### Electrical System:

- Panel and all wiring by Ocean Pursuits, **2000**.
- Xantrex Truecharge multistage battery charger; mounted in port cockpit locker, used to maintain and conditions batteries during winter storage.
- Engine starting 12V battery, mounted in port cockpit locker.
- Deep cycle 200AH AGM house battery, mounted in starboard cockpit locker.
- Powerfilm 21 watt flexible solar panel with controller.
- Two electric bilge pumps; manual bilge pump.

### Accommodations:

- For three.
- Double berth forward to port.
- Two settee berths in main salon.
- Dinette.
- Airhead composting head - no holding tanks.
- LPG fireplace by Dickinson.

#### **Galley: Portside aft**

- Force 10 Range (propane), 3 burners, oven and broiler.
- Galleyware settings for 4 - plates, mugs, bowls, etc.
- Oneida stainless silverware settings for 4.
- Cooking pots and accessories.
- Single S/S sink - cold pressure water only.

#### **Water System, Sanitation, Related Systems:**

- Rule-Mate automated bilge pumps (2).
- Whale manual bilge pump (cockpit).
- 22 gallon fresh water food-quality tank, **2023**.
- 38 gallon fresh water food-quality tank, **2023**.
- 3M water filtration system.
- Shurflo Aqua King 3.0 GPM fresh water pump with 1 gallon accumulator - cold water only.
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#### **Propane System:**

- 2 - 11 lb propane cylinders in cockpit lockers; overboard vent & drain.
- Propane gas regulator in port cockpit locker.
- Xintex propane fume detector /vapor monitoring system with solenoid valve control.
- Dickinson propane cabin heater. Mounted on forward bulkhead of main cabin.

#### **Electronics:**

- Raymarine Es GPS and multi-function display.
- Raymarine i70s depth, wind, and speed instruments.
- Raymarine radar.
- All above are networked together.
- ICOM IC-M45a VHF marine radio.
- Standard Horizon HX280s hand-held VHF marine radio.
- Compass.

#### **Sails & Rigging:**

- **2012** Fully battened main by Pope Sails.

- Dutchman sail flaking system.
- **2012** 110 jib by Pope Sails.
- **2000** Furlex 300 S furling gear.
- Two Barient 28 self-tailing 2-speed genoa sheet winches.
- Harken 40-2st self-tailing 2-speed mainsheet winch.
- Barient 24 self-tailing 2-speed main halyard winch.
- Barient 22 2-speed halyard winches – genoa halyard & spare.
- Harken 16st self-tailing single-speed furling line winch.
- Harken track riser for mid-boom sheeting.
- FinDelta #2 anchor riding sail.
- Mainsheet traveller.
- S/S standing rigging.

#### **Ventilation:**

- Micro solar vents. One in galley over stove, one in fore cabin.
- Airhead ventilator for always-on circulation fan.

#### **Equipment:**

- Lifesling.
- Plastimo emergency board ladder.
- Davis Echomaster radar reflector.
- Dodger by Gemini Canvas **2016**.
- Awning by Gemini Canvas **2008**.
- Delta 35# Fast-Set anchor.
- Fortress 55 storm anchor.
- Lewmar V2 sport windlass.
- 20' 5/16 chain + 250' 5/8 nylon 3-strand rode.
- Washdown pump.
- Boathook.
- Bow and stern rail.
- Ensign and staff.
- 8 docklines; 4 fenders.

#### **Build History as explained by Seller:**

"Designed by Tony Skidmore, MINA of Vancouver BC in about 1977; the design was commissioned by Harmon and Hey, then living in Southern California. Jerry Hey was an experienced single-handed sailor whose boat was partially rolled in a near collision with a merchant vessel off the California coast, and the deck house was torn off. He commissioned the Tumbleweed design as flush-deck boat because of that experience. Tony Skidmore was also an experienced single-handed sailor, having sailed from England to Vancouver BC.

I was attracted to the modernity of the cold-molded construction, and purchased the plans in early 1979. I built the boat in three locations - a barn in Merrimack, MA, a boat shed in Hampstead, NH, and our present boat shed in Lincolnville, ME. The first two years involved a full traditional lofting, with the keel laminated directly over the lofting and the frames lofted over a mylar transfer on a plywood platform.

Construction then moved to Hampstead, NH from 1980 until 1996. In that time I build the hull upside down, turned it over and did much of the interior, then finally built the deck. When we moved to Maine in 1996 the hull was complete, including keel and ballast, and the engine was installed.

Construction advanced to the point of launching the boat in August 2000 at Rockport Marine, at which time the rig was installed and sails built. That year the boat was sailable but with much work remaining below. Since then a long series of projects has seen the completion of the interior and many improvements, the latest being updated water tanks.

I balanced all this construction activity with regular sailing on chartered or friends' boats, mostly in Maine. This experience strongly influenced the details I build into **CEOL MOR.**"

### **Sailing Qualities:**

These comments reflect both our experience and our age - we have been able to sail and enjoy the boat into our late 70s, although it is now too powerful for us to manage safely and prudently.

Maximum speed is about 7 knots, occasionally approaching 8 knots in a reach. The boat tacks through about 110 degrees. The boat has a comfortable motion in a chop, and moves well in any sea state we have experienced locally. The few times we have been caught out in stronger winds than we would like (up to 35 knots+) the boat has continued to behave well.

The boat sails best on its feet - we have found that taking a reef (around 15 knots) has the boat moving more comfortably, faster, and pointing better than hanging on. Our most pleasant experiences have been on Penobscot Bay in 12-15 knots.

All our sailing has been coastal sailing, mostly from Penobscot Bay to Frenchman's Bay. Our typical sailing vacation has been 10 days to two weeks, living aboard during that time. The boat is most pleasant for two people to spend time at a good anchorage or mooring.

I am sure the boat would do well for younger or more robust sailors anywhere, including blue water. It was designed as a blue water boat, and I feel it clearly has the qualities which would enable highly capable ocean sailing."

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