



## Peterson Contention 33 – Tiffany III

<b>Make:</b> Peterson	<b>Boat Name:</b> Tiffany III
<b>Model:</b> Contention 33	<b>Hull Material:</b> Fibreglass (GRP)
<b>Length:</b> 32 ft 10 in	<b>Draft:</b> 6 ft
<b>Beam:</b> 10 ft 5 in	<b>Number of Engines:</b> 1
<b>Year:</b> 1978	<b>Fuel Type:</b> Diesel
	<b>Price:</b> GBP 17,950

### Tiffany III

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Contention 33 - 1978 - £17,950

A cruiser/racer designed around the 3/4 Ton series by Doug Peterson. In it's day the Contention 33 model collected a good deal of silverware including winner of the 1976 Fastnet race. This particular example currently strikes a good balance between cruising in comfort and the ability to go faster - with her 1.82m draught and lead keel, she stands up to her canvas well and because her lines haven't been distorted to accommodate an aft 'cabin', she remains nicely balanced on the helm while doing it!

Don't confuse this boat with the usual worn out, stripped bare, ex-club racers you may have seen, she is actually in remarkably good cosmetic and mechanical order with a completely replaced modern Selden mast & rig; recent, good quality sails; a replacement Beta Marine engine with less than 150 hrs running time and

she has been maintained to high standards by her current owner (of 24 years' standing). She was professionally stripped, dried and epoxied back in 2000 by Mylor Yacht Harbour and then stripped of anti-fouling, back to the epoxy in 2020 before three further coats of epoxy were applied.

Definitely a very worthy and desirable alternative to Sadler 32; Sigma 33; GK 29-type of boats in 'ready to sail' order.

## Measurements

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LOA:	32 ft 10 in	Ballast:	1920 kg
LWL:	28 ft 6 in	Displacement:	4218 kg
Beam:	10 ft 5 in	Fuel Tanks Cap.:	10 gal (UK)
Max Draft:	6 ft	Fresh Water Tanks Cap.:	40 gal (UK)
		Holding Tanks #:	0
		Number of Heads:	1

## Accommodation

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The accommodation is laid out with 5 berths within the forward cabin and main saloon. Originally, there would have been an additional two pilot berths, one to each side of the saloon, but these have been converted to very practical storage spaces with closed lockers to the forward ends. In fact there is a notably generous amount of storage throughout the boat. This boat's interior was built with a fiberglass headliner for the sake of easy maintenance and she is clean and dry.

### Forward cabin:

2 single berths in the forward cabin in the form of a 'V', with an infill cushion to provide a double. Navy blue, fabric covered berth cushions. Open shelf unit each side of the berth. 2 x 240v, 13 Amp electrical sockets.

### Heads compartment:

Lavac sea toilet to port. Pull out basin above with pumped fresh water. Closed locker above & outboard. Overhead opening deck hatch. A large hanging locker is provided to starboard and, although the original doors to this space have been removed, these have been retained, to be returned to the boat as required. 2 x fire extinguishers.

### Saloon:

Two straight settee berths each side of the centre-line, both fitted with lee cloths. The original pilot berths, outboard are now used as bulk storage areas, each with closed storage units fitted to the 'foot' end against the forward bulkhead. There is no fixed table as such, but an independent folding occasional table is carried and used, either in the saloon, or in the cockpit.

### Galley area:

2-burner Techimpex gas replacement cooker with oven & grill replaces the original. A stainless steel sink with 2 foot-pumped water supplies (one salt). Plenty of storage. The crockery, pots & pans and cooking utensils seen in the pictures are to go with the boat.

### Nav area:

A large, forward-facing chart table with internal storage, navigators seat. Single 240v socket and adjacent inverter for when away from shore support. A 4-outlet 12V DC is also fitted immediately behind the Navigator's right ear.

Quarter berth to starboard, aft of the navigators seat, with the engine cranking battery secured under.

## Sails and Spars

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Double-spreader, keel-stepped mast by Selden 2018, together with dedicated mast partners. Selden slab reefing boom 2018.

Carbon spinnaker pole, with vertical stowage on mast.

Selden rod kicker.

Selden Furllex 204s furling system to the for'stay.

Hydraulic backstay tensioner.

Lewmar mainsheet track

All mast control lines led aft to cockpit via turning blocks and rope clutches.

Secondary, (older) alloy spinnaker pole.

Mainsail Stackpack-style sail cover in blue fabric with lazyjacks

### Winches:

- 2 x Lewmar 44 self-tailing, two speed sheet winches.
- 4 x Lewmar 25 two speed halyard winches.

### Sails:

- Fully battened mainsail (by Ullman Sails - 2014).
- Furling genoa (by Ullman Sails - 2014).
- Three symmetrical spinnakers; One light weight maximum size, one of heavier weight and the third being a smaller 'Bullet-proof' heavy-weather sail.

## Navigation Equipment

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### Within the cockpit area:

- Raymarine i70 Autopilot control display.
- Raymarine i70 Wind speed & direction.
- Raymarine i70 Log/Speed display.
- Raymarine i70 Depth display.
- 2 x bulkhead steering compasses.
- Garmin Echomap UHD chart plotter.

### At Chart table:

- Garmin 128 GPS.
- Icom Ic-M59 Euro VHF Radio (Non DSC).

## Mechanical and Electrical systems

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A Beta Marine three-cylinder, indirectly cooled diesel engine rated at approx. 20 HP was fitted in xxxx, that drives a 2-bladed folding propeller through a conventional stainless steel shaft.

- 2 x 12v 100ah Numar lead-acid batteries,
- 1 x 85A/hr engine cranking battery.
- The battery banks are charged by the engine-driven alternator and a shore-supplied 240V AC Victron Energy Blue Smart 30ah battery charger (2019).
- Nasa BM-1 Battery condition display.
- A Mobitronic 'Pocketpower' 600w inverter is also fitted.

### Tankage:

- Fuel - approx 10Gals/45Ltr carried within a fuel tank that is integrally formed within the engine beds; is fitted with a removable, and clear inspection hatch and has been regularly drained and cleaned by the current owner as part of his engine servicing regime.
- Water Approx 38 Gals/180Ltr, carried in two stainless steel fuel tanks, each located beneath the head end of the saloon's settee berths. These tanks replace the original plastic bag-type tank.

## Deck Equipment

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- CQR-type anchor & chain.
- Lewmar manual anchor windlass.
- Folding sprayhood by Ocean Canvas.
- Acrylic 'Stackpack'-style mainsail cover.
- Acrylic protection sleeve for the headsail when furled on moorings.
- Relatively recent Zodiac inflatable dinghy, c/w oars, pump and bag.
- Set of vinyl-covered cockpit cushions.
- Pair of named spray dodgers.
- Tiller protection cover.
- Outboard mengine stowage pad fitted to pushpit.
- Hook-on, folding boarding ladder.
- Min. 10 inlatable cylindrical fenders, plus one bow fender.
- 1 acrylic-covered fendering cushion/pad, (for use against a careening wall).
- 1 boat hook, 1 off 'Easy-moor' crook, 1 off deck scrubber.

- Ensign and staff.

## Safety Equipment

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- Horseshoe lifebuoy with floating light.
- Danbuoy.
- Throwing line with pick-up buoy attached.
- 2 off packs of flares (expiry date 12/2016 and 12/2021)
- 4 off dry powder fire extinguishers.
- Fire blanket.

General note on any 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 owners specific needs.*

## History and Construction

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Designed by Doug Peterson and built by Southern Ocean Shipyard in Poole 1978, still Part One British Registered, with current certificate in the vendors names.

GRP hull & deck with cast lead fin keel, spade rudder and tiller steering.

'Tiffany III' has been owned for the last 24 years by the current owners, who are now only selling due to advancing years, replacement hip surgery and the need to support an older parent, all combining at the same time. The boat has - in their ownership - been laid ashore each year in a local yacht club's car parking area until 18 months ago, when a decision was made to berth her in a marina, for better accessibilitiy.

The reader will have noted above that the underwater surfaces have been professionally stripped of polyester gelcoat, cleaned and dried and epoxy coated. Subsequently (2020), the antif-fouling coatings were removed and opportunity taken, after inspection of the epoxy coatings, to apply a further three coats of International Paints' Gelshield for added protection.

A modern replacement of the whole rig, including both main spars, together with the associated standing rig should have 'future-proofed' the rig for a new owner's foreseeable use and the good quality, primary working sails are just seven years old too (although only lightly used and not used at all for the last 12 months). Both have not been used since being professionally checked and valeted.

'Tiffany III' sports modern instrumentation, self-tailing winches, carbon spinnaker pole and has been regularly cleaned and checked over on her berth here at Sutton Harbour.

## Disclaimer

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*"In this case we are acting as Brokers only. 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 on our part. Note: Life-saving appliances do not form part of the inventory and it is for the buyer to ensure they are in date and suitable for his purposes."*

# Photos









