

Boats For Sale at Rudders Boatyard

We apologise for the appearance of this page while it is being restored from a recent loss of data, photo's etc....!

Please do call us on 01646 600288 & ask for photos & information in the meantime.

Achilles 24 triple keel

Sail number 582

4 year old Tohatsu 6hp saildrive 4 stroke - well serviced

Upholstery replaced 3 years ago.

Garmin 551 colour chartplotter/fish finder. Garmin DSC radio.

Clear Acrylic washboards.

Roller jib. lazy jacks/stack pack on main. Fenders, anchor and chain.

New sheets/ropes ready to be fitted.

ready to sail!

LOA: 27'10"

Beam: 10'

Keel: Large cast iron fin

Draft: 5'6"

Engine: Diesel Yanmar 2GM20F 20 hp (~270 cruising hours)

Elan 700

Designed: John Sharp

Built: 1984

Builder: Elan Yachts

Dimensions: LOA – 23ft Beam – 8.6ft Draft – 2ft/5ft

Construction: GRP with lifting keel

Mechanical & Electrical:

2013 Tohatsu Sail Drive (4 stroke) Outboard engine. (As new – approx. 6 hours use).

1 x 12v battery charged via engine and Rutland 504 Wind charger (fitted 2013).

Tiller Steering.

Fuel & Water:

1 x 23 gallon plastic water tank

1 x Separate fuel tank for outboard

Manual water system

Spars & Rigging:

Stainless steel standing rigging – replaced 2008

Aluminium mast

Roller reefing mainsail

Blue Sail cover

Running rigging renewed 2013

Deck Gear:

2 x genoa sheet winches
1 x Lewmar Halyard winch

Sails:

Main – White
No. 1 – White
No. 3 – Crusader 2000 White
Cruising Chute – Crusader 2000 Blue/White
Storm Jib – White
Snuffler – Crusader 2000 White

Accommodation:

4 Berths (1 x double & 2 x singles) in 2 cabins
2 burner gas cooker with grill (not used for a very long time – suggest whole gas system is renewed or at least looked at by a qualified gas engineer).

Sink

Head (new 1999)

5ft 10 inches Headroom

Equipment:

Compass
Bruce anchor with chain and warp
Warps
6 x fenders
1 x manual bilge pump
1 x electric bilge pump
Garmin 160 Fishfinder 160
Icom VHF/DSC radio

XM230 Inflatable dinghy with oars, foot pump and storage bag.

Mercury 3.3hp (2 stroke) outboard engine. Little used but regularly serviced.

Good, solid boat which has been ashore for a number of years and in need of some TLC.

Hunter Liberty 23

“Falcon”

Dark blue hull no. 77, built 1985.

Ashore Rudders Boatyard, West Wales.

The Hunter Liberty has two shallow keels and a winch-operated central deep keel; this means that it can float in only 1 foot 3 inches of water and will dry out upright and stable.

The rigging, using two masts and booms, means that there are no jib/genoa sheets to handle and the boat will tack effortlessly.

“Falcon” is in excellent condition complete with 4-wheel Hayling trolley/road trailer combination with

manual & electric winches, ramps and spare wheel.

Lewmar Delta 10kg bower anchor with 20m 26mm galvanised chain and 30m multiplait (2012), kedge anchor with galvanised chain and multiplait.

Stiffened masts, good main & mizzen sails with reefing lines to cockpit (2000/1996), Jeckells sail covers (1996), Jeckells spray hood and dodgers (1996, cleaned/proofed 2006), Jeckells boom tent (2006).

Cobra Marine DSC/VHF radio (2010),

in-cabin FM/USB stereo (2014),

Garmin 126 GPS (2010),

Simrad Tillerpilot (2009),

NASA depth sounder, NASA log (2014). With 240v shore power system,

anchor light, flare pack,

Plastimo Contest 101 compass, rescue buoy, stern ladder, blue fenders (8) with rope grips, 3 multiplait mooring lines.

Thetford Porta Potti in heads compartment.

Excellent condition Mercury 4S Saildrive (2006) last serviced 2014 with charging circuit and remote tank. Solar panel, 12v battery.

Aluminium Alloy Cruiser

Rig:-

Sloop rigged

Aluminium SPar

Stainless steel rigging

Sails:-

Furling head sail (Genoa)

Slab reefing mainsail

2 x halyard winches

1 x sheet winch

Main sail cover

Spray hood

Accommodation:-

4 berth with 2 singles in main saloon

1 Double in fore cabin

Coat locker, wet locker

Over 2 burner, grill and oven
Sink, carpets, curtains
1 X head with hand basin manual and electric water system

Mechanical:-

1 x Diesel 20hp Bukh inboard, raw water cooled
Tiller steering
Shaft drive 3 blade bronze prop
Cruising speed - 5kts
Max speed - 7kts

Nav equipment:-

Bulk head compass
2 x auto pilots
Barometer
Fish finder with depth gauge
Chart table
Radar reflector

Safety equipment:-

VHF radio
Fire extinguishers
Quicksilver tender
Mariner 2hp 2 stroke
1x boarding ladder
2 x Horse shoe life buoys
1 x Solas approved lifebuoy light

Inventory:-

Bruce anchor approx 40m chain
danforth anchor with chain and warp
Fenders
Manual windlass
Chart table
Cabin lights
TV
Folding dining table
Bilge keel

BARBARY KETCH £13,000 offers invited.

MOTOR SAILER BUILT IN 1972

Long keeled cruising yacht built by Frederick C Mitchell of Poole to the designs of Walter Rayner

CONSTRUCTION:

GRP hull, deck and superstructure

Long keel with keel hung rudder
Wheel steering
Tread Master on decks

L.O.A. 9.90m (32' 6")
L.W.L. 7.60m (25' 0")
BEAM 3.15m (10' 4")
DRAFT 1.50m (4' 9")
DISPLACEMENT 6096kgs

Full range of sails

Sleeps Six.

Aft cabin - 2 full length berths with lee cloths.

Forward cabin - 2 berths with lee cloths

Saloon - Dinette that will form double berth by utilising saloon table

One heads comprising ornate marine toilet, washbasin with hot and cold pressurised water. Shower stall with teak grating and pump out shower sump.

Wet hanging locker.

Galley -

2 burner stove with oven and grill.

Various lockers and drawers plus a hidden locking safe.

COCKPIT:

Cockpit and wheelhouse semi-enclosed via a large windscreen.

Self draining centre cockpit

Teak cockpit sole (lifts for engine access).

Navigation area to port of cockpit with stowage beneath

Engine control panel in front of wheel.

ENGINE

Mercedes OM636, 1972

42hp, 4 cylinder diesel fresh water cooled

Cruising speed 6kts, max speed 7.5kts

Shaft drive

ELECTRICS

12v system

Engine alternator

TANKAGE

2 x fuel tanks, 40 gall each

2 x water tanks, 60 gall each

WATER SYSTEM

Pressurised water

Water heating system

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Long keeled cruising yacht built by Frederick C Mitchell of Poole to the designs of Walter Rayner

CONSTRUCTION:

GRP hull, deck and superstructure

Long keel with keel hung rudder

Wheel steering

Tread Master on decks

Hull epoxy coated in 2006.

L.O.A. 9.90m (32' 6")

L.W.L. 7.60m (25' 0")

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BARBARY KETCH MOTOR SAILER BUILT IN 1971

Long keeled cruising yacht built by Frederick C Mitchell of Poole to the designs of Walter Rayner

CONSTRUCTION:

GRP hull, deck and superstructure

Long keel with keel hung rudder

Wheel steering

Tread Master on decks

Hull epoxy coated in 2006.

L.O.A. 9.90m (32' 6")

L.W.L. 7.60m (25' 0")

BEAM 3.15m (10' 4")

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BARBARY KETCH MOTOR SAILER BUILT IN 1971 Long keeled cruising yacht built by Frederick C Mitchell of Poole to the designs of Walter Rayner

VARIOUS OWNERS' COMMENTS

These comments were found in amongst another advert for a Barbary for sale:

WHAT SOME OWNERS SAY ABOUT THE BARBARY

“The boat has been out in all conditions to Force 9 and we often get the lee rail under water and have logged 8 knots on many occasions. This season, as it was a broad reach, we won Class 3 @ 4 of the Tobermory to Skye, Clyde Cruising Club race and was second overall on handicap. This is a mean feat for a motor sailer against the racing opposition in Scotland

As for the boat itself and seaworthyness we have nothing but praise and would without hesitation take her anywhere in the world”

W.L BEECROFT – “Mist over Pendle”

“Good strong hatches which have taken much punishment without any trouble or leaks.....excellent hefty rigging and masts.....delightfully cool in the mediterranean in the saloon. Also warm in the UK due to insulation characteristics of the deckswheelhouse just big enough to protect yet the helmsman can look around the corner to foredeck.....main and mizzen sheets lead perfectly well and conveniently even under the cockpit cover to hand in the

cockpit.....side mouldings on the hull with gold inserts make the Barbary as pretty a hull to look at as any.....cavernous cockpit lockers.....the hull shape must be excellent, she sails beautifully when clean below. She rides with such a gentle motion and rhythm in windward work in heavy seas.....the under seat lockers and cupboards generally in the saloon are quite splendidan excellent (the best going) of features of a sailing, cruising 30 – 35 ft. boat with powerful diesel assistance. The mouldings are ideal and the high sided cockpit is very protective indeed when going in hard..... the engine is superb, never put a cylinder wrong. The prop is low down so that even when motoring hard into very hefty seas with 1 1/2 – 2 ft , of breaking tops and very steep faced she kept the prop pushing.....BARBARY BREEZE lies hove-to under mizzen quite beautifully.”
G EDMUND-JONES – “Barbary Breeze”

“The old girl has taken us 27,000 miles and we weathered a Force 10 en route here (FIJI)”

D. BIUCKNELL – Barbarette

“We are, as I said, delighted with our “LAETITIA” and have no wish to have any other kind of boat. For the two of us nothing could be easier to handle and we have been to France for the last six years.”

LT COL. C. J. BRADFORD – “Laetitia II”

Hi, I used to sail on a Barbary 33 on the Clyde during the 70’s. Very solid boat, good sailing off wind, but not brilliant upwind by modern standards. Comfortable and probably a lot of boat for the money if you can find a good one. Definitely a go anywhere take anything little ship, we experienced pretty savage weather at times & hardly noticed (but that could have been helped by the local spirits !) The semi-enclosed cockpit is a real boon for typical UK conditions. Very different to the Sun Odysseys we sail now in the med ! Construction is ‘substantial’ & ‘workmanlike’ & really from a different era, which die hards would appreciate I am sure

Forum YBW.com

I owned a Barbary Ketch for three years and loved her. To my mind it is the perfect seaworthy 50/50 motorsailor. Sails very well and the divided rig is great for solo sailing or couple who are not gorillas. Good layout which works very well for longer periods aboard. The only problem we had with the boat was leaks around the cabin window glass which on our boat were sliding – I would replace these with hinged or fixed ports.

Seadog 30

Deep Keel Seadog 30 - SALUKI OF ARNE

Ketch Sailing Cruiser

Built: 1973/1975 Construction: GRP

LOA: 9.14 m (30' 0") Rig: Ketch

LWL: 7.31 m (24' 0") Engine: 46hp Perkins

Beam: 2.87 m (9' 6") Fuel: Diesel

Draft: 1.37 m (4' 6") Berths: 4+ in 2 cabins

Displacement: 5792.00 Kgs Designer: Reg Freeman

Location: Ashore Rudders Boatyard, Burton, Milford Haven, SA73 1NU

Asking Price: £ 18,000

Construction and Introduction: Built in 1973 (commissioned 1975) by Glascade GRP Ltd of Southampton to a Reg Freeman design. 'Saluki of Arne' has a white GRP hull and superstructure with light blue decks on a long deep keel (lead ballast). A key feature of the Seadog is the fixed windscreen which provides excellent protection for the helmsman and crew. Seadogs were built to a very high standard and weighing 6 tons they are very stable and well regarded seaboats. Being ketch rigged they are easy to manage and having centre cockpits the skipper has an excellent view as well as being close to anything that needs attention. Two Seadogs have completed largely single-handed circumnavigations and several have made Atlantic crossings. There is an extremely friendly and active Seadog Owners Association which assists new, existing and ex owners with an active internet based members forum, summer meets and an annual winter weekend gathering in Bournemouth.
Accommodation: Four (or 5) good size 6 single berths in two cabins, with lee cloths the port aft cabin

berth is nearly a double. There is substantial storage capacity under all berths with bookshelves and lockers as well as a drinks shelf in the main cabin. An additional narrow pilot berth behind the nav desk is currently used for storage. There is a folding table in the main cabin and two gimballed brass oil lamps. There are individually switched electric lights overhead and reading lights for each berth with a fluorescent tube and worktop lights in the galley.

A Taylor's diesel heater is bulkhead mounted in the main cabin and there is an engine bay located Eberspacher (1998) heater with outlets in main, aft and heads cabins with a thermostatic control/auto-timer in the saloon. Curtains, cushions and new unused upholstery covers in main cabin.

The Galley to port consists of a Taylors paraffin cooker with oven, plus stainless steel sink/drainer with 50 gal cold water supply in a keel tank. There is good drawer and locker storage as well as a coolbox. A cooker safety bar and a waist belt ensure safety for the cook at sea.

The forepeak contains the heads and consists of Blakes Lavac sea toilet and wash hand basin plus shaver socket with a large shelved locker and a separate wet/hanging locker heated by Ebespacher warm air. There is ample shelf/bin storage for sails, fenders and warps. Chain is stored low in the forepeak in an easily accessible chain locker.

Engine: 46hp Perkins 4108 diesel engine, via a Borg Warner gear box and morse control through a conventional shaft (new 1997) with a Deep Sea Seal shaft seal to a three bladed 17" bronze prop. New gearbox oil cooler, Quietlife shaft coupling, engine mountings, engine exhaust outlet, Vetus water strainer, waterlock, gooseneck, exhaust hose, seacocks and sound insulation 2004/5.

2 x 12v switched batteries (110ah domestic and 100ah starter) in the starboard cockpit locker, alternator and mains shore power cable with safety circuit breaker and mains 3 pin sockets in main and aft cabins.

Wheel steering with steering box and shaft linkage to rudder. Autohelm Autopilot 3000 with belt drive to the wheel.

1x 84 litre fuel tank

Sails & Spars: Ketch rigged on anodised aluminium spars by Kemp and stainless steel standing rigging plus running rigging (1998-99). All new running rigging and new forestay May 2010. Both masts are tabernacle mounted to allow raising and lowering without requiring/hiring a crane.

Slab reefed main and mizzen, roller reefing foresail. Jeckells main, 150% Genoa (new UV strip 2003) and mizzen all 1994, plus a spare jib and cruising chute with snuffer. Baby stay and storm jib, heavy duty trysail.

2 x sheet winches (plus 2 unfitted) and 2 x halyard winches.

Deck Equipment: Stainless steel pulpit, pushpit and guard wires

Outboard bracket on pushpit

Double roller stem fitting

Lofrans Royal manual windlass on foredeck (2001)

2 x CQR anchors 35lb with 60m 8mm chain (2003) and 20lb with 10m chain

Sail covers for main and mizzen

Dodgers with yachts name

Old winter use sprayhood and brand new unused blue sprayhood and cockpit cover which completely encloses cockpit area

Warps and fenders

Boat hook
Wooden boarding ladder
Cockpit seat
Deck cowl ventilators protected by stainless steel frames

Blue International Interdeck stainless steel frames
protect cowl ventilators and provide good handholds on deck
Navigation Equipment: There is a very good navigation table with electrical panel and instrument mounting space above on the starboard side of the companionway. There is chart storage under the hinged desktop as well as a drawer for bosuns stores and spares.

Fluxgate compass Nav desk gimballed compass
FLS Echopilot (2001) Seafarer 700 echosounder
with repeater
Raytheon SL70 radar Radar reflector
Furuno GPS Yeoman chart plotter (2003)
Garmin map 205 Log/speed instruments
Huson 60 VHF Autohelm 3000 autopilot
Navtex Pro Clock/barometer

Safety Equipment:

Bilge pump manual and automatic
Jackstays
2x Horseshoe Lifebuoys and throw line
Bosuns chair
Carbon monoxide detector
Fire blanket
3 x Fire extinguishers
Emergency tiller
Hi-power hand held spotlight
Plastimo inflatable dinghy and Mercury 3.3hp outboard if required

General Comments:

With her current and previous owners 'Saluki' has benefited from careful and caring ownership. PBO in April 2000 commented that the legendary durability of the Seadog, "was no doubt largely thanks to a displacement of nearly 6 tons", giving solid construction, practical accommodation and good attention to detail; they concluded by saying that "you'd be lucky to find such thoroughness in a custom built yacht". In the era of their construction they were regarded as a gentlemen's yacht and many were customised with teak or mahogany interiors to their original owners wishes.

The Seadog was first introduced in 1964, designed and built by Reg Freeman A.R.I.N.A. The design was popular, and production continued until 1975 with very minor design changes. They offer an unusual combination of qualities - a good enough and tough enough heavy-displacement sailing boat to cross oceans, yet relatively shallow draught for coastal and estuary motor sailing. Add a deep safe cockpit protected from the worst of the weather by the fixed windscreen, and masts in tabernacles so they can be lowered if necessary without outside assistance, and you have a genuinely go-almost-anywhere boat.

The Deep Seadog is a deeper keeled and slightly taller rigged version of the standard Seadog centre-cockpit ketch with bilge keels. With an extra foot of draught and lead instead of iron ballast, and without the bilge plates fitted to the standard version, the Deep Seadog has substantially better windward performance some say up to as much as 1 knot in a good wind. Although originally conceived and

marketed as a motor-sailer, the Seadog is actually a proper sailing yacht with a fairly powerful rig - 510 sq feet with main, genoa and mizzen. Many owners report that in strong winds dropping the main and carrying on under headsail and mizzen is very effective.

Seadogs are comfortable, safe and easily managed cruising yachts and their owners tend to be friendly and accomplished seafarers.

Catamaran

Design: KSS-R-30

Designer: Dereck Kelsall

Copper bottom hull, daggers and rudders

Rig: Z Spars

Main 39.9m

Jib 18.9m

Asymmetrical: 65.2

Launched Sept 2008

This is a very well built and extremely fast catamaran, little used, on a mooring & ready for any serious potential buyer to trial.

Extras:

Mooring warps

Bruce 15kg anchor

6 fenders

Horseshoe life ring & light

VHF

Log

Depth

10hp Honda four stroke

Jabsco heads

Bilge pumps

Winch handles

Cooker/4/6 berths; a double & single in each hull

M2D Amphibious Craft £35,000

In the water, the M2D is powered by three propellers at up to 8 knots. The central propeller rotates 360 degrees thereby also acting as its rudder and providing incredible manoeuvrability.

With its pontoons unfolded the M2B can carry an MCA coded payload of an incredible 10.2 tons on water or land. The completely flat deck area provided with the pontoons unfolded measures a staggering 6m x 6m. It also carries its own ramps which allow vehicles (including military tanks!) to drive on and be ferried across a river or flood zone. The ramps can also be configured to allow vehicles to drive over it, thereby forming a temporary bridge for two way traffic. If all 8 ramps are deployed the clear deck space becomes a staggering 6m x 16m.

Each M2B machine can be interlocked to form a longer bridge or clever "moon pool" in the middle. Two connected together can carry approx. 30 tons.

Via its skipper and driver, the M2B can transition from water to rough terrain or road travel instantaneously with its side pontoons folded or unfolded.

The wheels fully retract into the body (hull) for water travel and in all terrain mode, the M2 has a high ground clearance of 0.8m and can climb slopes of up to 31 degrees.

APPLICATIONS

These amphibious vehicles/ ferries/ bridging systems have already been put into good use in the following commercial environments:

Leadership development & teamwork training courses

Flood damage, sea defence & rescue work,

Ferry for vehicles, plant, equipment, animals & people

A great alternative to a multicat, floating platform or self propelled barge

Temporary bridge

Rescue craft

Dry & portable site for portakabins, stores, etc.

Cable laying

Salvage work

Bridge inspection, repair with cherry picker, access platform or scaffolding

Jetty inspection, repair, removal of bracings with hiab crane and cherry picker fitted

Jetty touch up painting with cherry picker

Dredging

Dive platform

Drilling Platform

Load carrying of i.e. Sandbags, rock, stone, etc. In areas which require an instant transition from land to water travel and vice-versa.

Shallow water, firm ground, sand & all tides work capability.

Returning to Port can be as simple as driving up the beach/ river bank or slip-way each day.

TECHNICAL DATA

As Vehicle:

L: 11.3m

W: 3.0m
H: 3.6m
Wheel base: 5.3m
Track width: 2.1m
Ground clear: 0.8m
Turning circ: 25.4m
Weight inc. Crew: 22Tons
Diesel (red): 50L/100km
Speed: 60km/h

As Boat/ Ferry/ Bridge:

Draft:: 0.5m
Draft w/12T: 0.8m
Width: 3.0, or 6m with pontoons unfolded, or 12m with ramps & airbags also in position.
Diesel (red): 64L/ Std.
Max speed: 9 knots.

General:

Powered by two interchangeable Deutz (KHD) engines of 180hp @ 2300rpm each.
Hydraulic pontoons, ramps, wheel height & take-off, plus on board crane, winch, anchor, air & electrics.

Safety:

Competent operators provided
Back-up air bags & interchangeable engines, automatic fire extinguishers, navigation lights, fog horn, heavy duty bilge pumps, 8+ separate watertight chambers.

Various plant can be used with the amphib such as generator, hi-ab crane, winch, pumps, cherry picker, dumper, digger, forklift, JCB, etc.

Photo's show i.e. Cherry Picker & craneage work & extra ordinary carriage of containers, concrete hods, crane & other large structures. We have more pictures on our website under "Charter" and lots more on our office computer with them in action doing different jobs. A truly versatile, road transportable/ licenceable workhorse.

Available for sale or for chartered. One is in current MCA code.

Please copy and paste this link to see more photo's:

<https://skydrive.live.com/?cid=21c26a95dcb5a00d&Bsrc=SkyMail&Bpub=SDX.SkyDrive&id=21C26A95DCB5A00D%201446&action=Share>

Please copy and paste this link to see the amphib launching on youtube:

<http://www.youtube.com/watch?v=aHfCIVZ1Jzw&feature=channel>

OTHER RUDDERS GENERAL ADVERTS:

MCA Coded Amphibious Barge For Charter

(various skills/ plant available on board by arrangement including a qualified skipper operator)

Plus diesel at cost

Mobile home accomodation also available

Please see our website & contact us for for more details

Conditions apply

Please copy and paste this link to see more photo's:

<https://skydrive.live.com/?cid=21c26a95dcb5a00d&Bsrc=SkyMail&Bpub=SDX.SkyDrive&id=21C26A95DCB5A00D%21446&action=Share>

Please copy and paste this link to see the amphib launching on youtube:

<http://www.youtube.com/watch?v=aHfCIVZ1Jzw&feature=channel>

6 Months summer launching & storage for boats on easy trailers - £450 inc vat

Rudders General

Rudders is a picturesque, family run boatyard and harbour in Burton on the Milford Haven, S.W. Wales. Catering for both power and sail, we offer a trailer boat store & launching service, 60 deepwater-swinging moorings for craft up to 50 ft plus some semi-drying moorings.

Facilities include a deepwater landing pontoon, all tide access slipway, water taxi service, emergency recovery, leaning posts, quay wall, lifting to 10 tons, storage ashore, 2,500 sq ft, 20ft high boatshed & stores, security cameras, shower and toilets. Within in a mile, by boat or by foot, are the Jolly Sailor, Stable Bar, Beggars Reach Hotel, Ferry Inn, Lawrenny Arms & Tearooms!

Rudders ran the a one boat Haven Link Waterbus pilot service in 2008 and two boat service on Fridays, Saturdays & Sundays in June, July, August & September of 2009. We are currently awaiting more information about the possibility of a service for 2010. Other services offered are:

RYA approved Powerboat Training Centre (up to 24 meters).

Accommodation overlooking the Haven, complete with use of our pontoon etc.

Hire/ Charter of various MCA coded vessels/ amphibious craft.

Mooring/ Pontoon laying & Maintenance

Jetty Maintenance for refineries to include:

Skippers, painters, crane operators, riggers, RIB safety boats & craft such as our amphibious vessels with cherry pickers / cranes mounted (see Hire/Charter section) to help complete high profile jetty projects run by companies such as Besix & Kier for the Chicago Bridge & Iron Company (CB&I) South Hook Exxon/ Qatar LNG Jetty Project. Also for AMEC and Dragon LNG jetty works, Dean & Dyball to deliver & remove scaffolding in a sensitive SSSI area or the challenging amphibious transportation of materials for Tenby's new Lifeboat Station.

Our slipway is in a sheltered bay and works at ALL states of the tide. We do the launching & recovery for you. Marine Engineering & repairs on site.

The end of our hammerhead pontoon is 30ft deep on a low water spring tide.

Please see our website www.ruddersboatyard.co.uk for more information - we have a mobile holiday home overlooking the Haven also if of interest.

RYA Approved Courses, run on our very own Humber Destroyer 5.3 meter RIB with 100hp Four Stroke Yamaha. When deemed to be sufficiently competent, you can charter this from us.

Come & have some fun!

It is a 2 day course for £199, more details on our website:

www.ruddersboatyard.co.uk