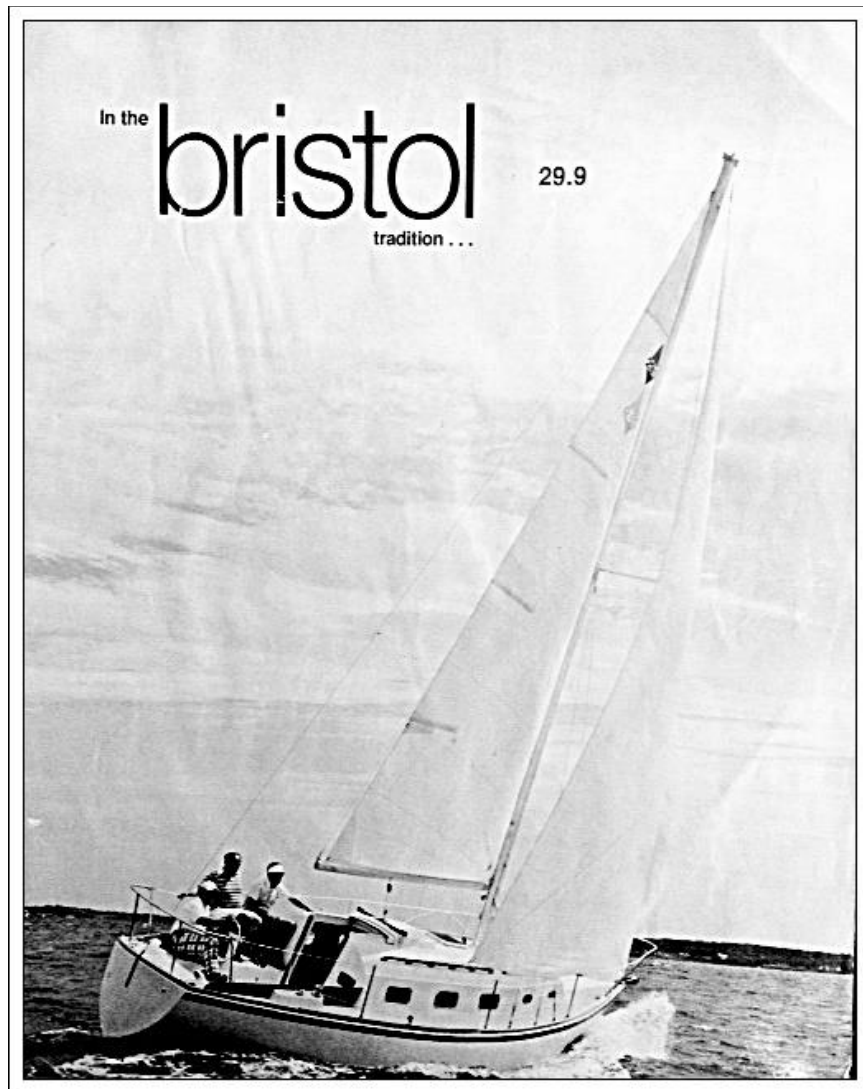


For Sale: Bristol 29.9, 1979

Yanmar diesel engine, 15 hp. New jib; self-furling. Fully battened mainsail. Lazy jacks 2 years old. New halyard. Bottom painted last season. Modified full keel. Shoal draft. Dodger. In slip at Castle Harbor marina (Chester, MD) paid through December 2018. \$15,000.

Contact: david.crosland@usdoj.gov or leave message at 410-544-1937



In the Bristol tradition . . .

Quality Protects Your Investment!

A yacht is a big investment. Minimize depreciation . . . increase appreciation . . . go the quality route! Bristol craftsmen have been instilled with the "quality policy" since our pioneering days in fiberglass. Our criteria . . . outstanding performance and accommodations, superior marine materials and workmanship, excellent factory warranty and followup service, and pride in the ultimate craft. Our models from 22 to 40 feet reflect the Bristol tradition. The new Bristol Classic 29.9 is typical:

Dual-purpose design. The Bristol 29.9 is designed for successful racing under MORC and IOR . . . with unusual accommodations for her size. The waterline is long in relation to over-all length. The lead ballast is positioned for low center of gravity . . . for good sail-carrying ability. The aft rudder, with fixed skeg, provides positive steering control and assures exceptional directional stability.

The designer, Halsey C. Herreshoff, located the engine way aft for better utilization of interior space. This, plus ample beam and over six feet of headroom, provide exceptional spaciousness and convenience for her size . . . as drawings and/or a personal inspection show. Each "warmth-of-wood" interior is fabricated individually of quality woods . . . glued and screwed (stainless steel and brass screws) . . . not stapled or air-hammered together.

Quality construction, for example, is evident in the deck-to-hull joining. The deck is laid *inside* the hull on an integral flange (see sketch) . . . in a sealant-type bedding compound and securely fastened (together with teak-trim toe rails) with stainless steel bolts. The resulting joint is extremely strong and tight.





Bristol quality features: hulls made by hand lay-up process using full strength resin; best available spars and rigging . . . up to off shore cruising specs; anodized spars . . . not spray epoxy or lacquer protected; ports are Almag 35 high tensile aluminum alloy . . . not plastic with outside finishing ring; teak hand-laid cabin soles in most interiors; generous use of Philippine/Honduras mahogany and best available teak; exposed interiors of hull are gel-coated for easy cleaning; top grade marine hardware (Shaeffer Marine, Nicro/Fico, Rostand ports, Edson steering systems, Merriman turnbuckles, etc.); Bomar hatches; stainless steel anchor roller stemhead; seacocks on all thru-hull fittings; Woolsey marine finishes . . . Woolsey Vinelast[®] bottom paint; heavy 3/8" lifelines; heavy pelican hook; stainless steel fastenings on all deck and hull hardware; welded bow and stern rails; Lewmar winches; plus a long list of other standard and optional equipment for customizing your Bristol Classic 29.9.

BRISTOL CRUISING 29.9

Standard Equipment —

Yanmar 15 H.P. Engine
Edson Steerer
Manual Bilge Pump
Bow Pulpit
Stern Rail
Lifelines and Stanchions
Vinyl Mattresses
2 Burner Recessed Stove
Head
Interior Handrails
Deck Light
Manhead Light
Anodized Mast & Boom
Genoa Track w/Block on Slide
Teak Sole
1 Opening Post
Anchor Roller Stemhead
1 #8 Lewmar Jib Halyard Winch
1 #8 Lewmar Main Sheet Winch
2 #50 Lewmar Jib/Genoa Sheet Winches
1 Standard & 1 Lock-in Winch Handle
Traveler
1# Genoa Track
2nd Bow Cleat
Jiffy Reefing
Fuel Tank Capacity - 19 Gallons
Bow Water Tank Capacity - 38 Gallons
Keel Water Tank Capacity - 25 Gallons

