

PHILIP RHODES 43FT BERMUDAN YAWL 1956 - SOLD



Specification

ALBA

PHILIP RHODES 43FT BERMUDAN YAWL 1956

Designer	Philip L Rhodes	Length waterline	29 ft 6 in / 9 m	Engine	Yanmar 40hp Diesel
Builder	Abeking & Rasmussen	Beam	11 ft 3 in / 3.42 m	Location	Spain
Date	1956	Draft Board Up	4 ft 7 in / 1.4 m	Price	Sold
Length overall	44 ft 0 in / 13.4 m	Draft Board Down	8 ft 0 in / 2.44 m		
Length deck	43 ft 1 in / 13.12 m	Displacement	13.2 Tonnes		
		Construction	Carvel teak on oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

In his seminal 1966 work, *The Proper Yacht*, Arthur Beiser wrote, "... a Rhodes boat is sure to be able, handsome, and comfortable. But there are other architects of comparative skill, and what seems to me to be Rhodes's unique talent is his way of infusing a special, distinctive, pleasing character into each of his creations. I have seen and admired a score of different cruising vessels of Rhodes design, and all of them draw the eye at once for the exact rightness of their looks." ALBA, one of the highly successful 'Rhodes 29s' has this "exact rightness" in spades, enchanting her six owners over six decades on both sides of the Atlantic Ocean. She's also astonishingly authentic, and pleasingly - almost deceptively - fast. In fact, ALBA has it all.



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HISTORY

PHILIP RHODES DESIGN No. 633

The phenomenal passage racing success of such a wholesome and good-looking yacht as Richard Nye's seminal Philip Rhodes-designed 53ft centerboard yawl CARINA (II) of 1955 saw orders flowing into to the Rhodes office for something similar. One of the most successful CARINA (II) offspring - becoming known as the 'Rhodes 29s' - was a series of 42-43ft (29ft waterline) exquisite, full-keel and centerboard-keel yawls and sloops of which ALBA, a centerboard version built from the best materials of the time - teak, oak, spruce and bronze - by the master builders of Bremen, Germany, Abeking & Rasmussen, is arguably the finest of the lot and nowadays incredibly authentic.

Launched in 1956 as HONEY to the order of Mamaroneck, New York, yachtsman I. David Easton, a member of Larchmont Yacht Club, her early years involved cruising and occasional east coast USA distance races, including participation in the 1959 Annapolis - Newport.

At some point in the 1960s, HONEY was sold to colourful New York-based French restaurateur Andre Surmain. Perhaps she offered a place of peace away from the heady atmosphere of Lutèce, Manhattan's go-to French restaurant; somewhere he could choose his friends. Certainly, her quality of build, finish and beauty would have been appreciated by a man with a collection of, at one count, 27 classic cars.

It is said that in 1973, on announcing one night at the restaurant that he'd sold-out to his chef and business partner, André Sotner, Surmain then sailed HONEY across the Atlantic to Mallorca and his new venture there at Puerto d'Andraitx, 'Foc i Fum', where the offer was: "French and Mallorquin food in an ambience of flowers under the stars".

During Surmain's ownership her name changed to OJALÁ, though it is presently not clear if this happened while she was still in the USA, or perhaps on arriving in Spain. It's a wonderful Castilian Spanish word of Arabic origin that we might translate as "God willing".

From 1978, probably after Surmain moved to France and his new restaurant venture Relais a Mougins near Cannes, Spanish-based Swiss architect Marc Baillart took over the reins of custodianship and cruised the Mediterranean extensively. Through these first three ownerships, a trend was set of changing almost nothing and, still as OJALÁ, she remained in an astonishingly original state when she caught the eye of serial Italian classic boat collector Ugo Baravalle in 1989. Baravalle became captivated: "I found her in Seville, Spain. For the previous 10 years, she had been owned and sailed single-handedly by a Swiss yachtsman... She is beautiful, 98% of her was original, the cotton sails, her stove - even her flags."

She joined Baravalle's Circilo Nautico Italiano collection of classics at Portoferraio on the island of Elba, her name changing again to the present ALBA after his first daughter. Baravalle's team of highly skilled boatbuilders and engineers gave ALBA her just deserts, and she made her Mediterranean classic regatta debut at Mahon, Menorca, in the 1991 edition of Trofeo Conde de Barcelona, coming equal first in class.

Now, since 2002 ALBA is in her second Spanish ownership by a Barcelona architect, Commodore of Real Club Náutico de Barcelona for over a decade, and from 2004 to 2008 the President of the organising authority for western Mediterranean classic regattas, CIM (International Committee of the Mediterranean). She regularly attends and places in the Mediterranean classic regattas, winning overall in the 2013 Copa del Rey de Barcos de Época - Vela Clásica Menorca regatta at Mahon.

As HONEY, OJALÁ and ALBA, this enchantingly beautiful and fast yacht has always been a happy ship.

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Specification

CONSTRUCTION

- | | |
|----------------------------------|-----------------------|
| - Hull: teak | - Centreboard: bronze |
| - Keel: lead | - Interior: mahogany |
| - Superstructure: teak | |
| - Deck: teak | |
| - Masts & booms: original spruce | |

Specification

RESTORATION / REFIT

Never rebuilt, but sometimes refitted, ALBA is one of the most authentic of classic yachts.

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

<p>From aft at deck level</p> <ul style="list-style-type: none"> - Bronze fairleads for mooring lines on taffrail - Bronze stern light - Bronze stanchions on bronze bases supporting guardrails running forward each side - Solid teak laid deck - Raised lazarette hatch with bronze vent - Bronze cleats each side - Coaming around large cockpit; comfortable for cruising and racing - Single spreader spruce mizzen mast stepped inside coaming - 3 x Merriman winches (2 x halyard; 1 x sheet) - Bronze track on toe rail - Bronze mainsheet traveller and control on central bridge - Lifting tiller - Ash/ bronze mainsheet blocks - Deep cockpit lockers - Bronze engine throttle control - Graymarine engine instrumentation on cockpit fwd bulkhead - (An authentic touch from the original, now replaced Gray 34hp) - Yanmar engine controls stbd locker - Constellation steering compass on bridge deck 	<ul style="list-style-type: none"> - Nevins primary winches on bronze pedestals each side; bronze cleat to stbd - Nevins secondary winches on bronze pedestals and bronze cleats each side <p>On trunk cabin</p> <ul style="list-style-type: none"> - Bronze frame for cockpit dodger - Merriman/ Abeking & Rasmussen centreboard winch - Companionway hatch to stbd <p>Varnished dorade box to port with bronze vent</p> <ul style="list-style-type: none"> - Varnished teak handrails each side - Varnished teak chocks for tender stowage - Raised hatch over saloon - Boat hook - 2 x Dorade boxes; bronze vents and wingtip style nav lights on the boxes each side - Pin rails at mast base - 2 x Spreader Spruce main mast with 3 Merriman bronze winches - Herreshoff kedge anchor on leather chocks - Raised hatch over fore cabin <p>Foredeck</p> <ul style="list-style-type: none"> - Bronze electric capstan windlass; - 70 m chain - 2 x Bronze mooring cleats - 2 x bronze fairleads - 2 x Panama fairleads
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Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

<ul style="list-style-type: none"> - Companionway ladder 4 x steps down - Galley to port - Brushed stainless steel sink - Salt and cold fresh water taps - Heritage 3 burner gas hob and oven - Plate racks and cutlery bearing ship's logo - Athwartships locker for crockery - Large fridges to stbd form base of chart table - Lockers for VHF radio, isolator panel and flags <p>Saloon</p> <ul style="list-style-type: none"> - L shaped settee berth to port with single pilot berth outboard above - Gimballed dining table on centreline 	<ul style="list-style-type: none"> - Single settee berth stbd and pilot berth outboard above – converts to make a double berth - 4 x Original bulkhead lights - 5 x Deck head lights - 2 x Paraffin lamps - A&R style chart stowage in stbd deck head - M Low Inc clock and barometer - Ship's bell <p>Passage forward</p> <ul style="list-style-type: none"> - Bathroom with original Blake WC - Wash basin - Lockers <p>Forward to owner's cabin</p> <ul style="list-style-type: none"> - V berths - Stowage under <p>Forward to forepeak/ chain locker</p>
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Specification

RIG, SAILS AND CANVASWORK

<p>RIG</p> <ul style="list-style-type: none"> - Original spruce masts & spars - Original bronze winches (Nevins), and equipment <p>SAILS</p> <p>Lightly used</p> <ul style="list-style-type: none"> - Mainsail - Mizzen - Genoa - Spinnaker 	<p>Other sails</p> <ul style="list-style-type: none"> - Extensive inventory of older but serviceable sails for cruising <p>CANVASWORK</p> <ul style="list-style-type: none"> - Winter covers - Covers for use when racing - Awnings
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- Mizzen staysail

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

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|---------------------------------------|--|
| - Yanmar 40 hp (2011) | - Autohelm under deck |
| - Major service 2018 | - Isolator panel in locker by charts table |
| - Electric installation refitted 2011 | |
| - 4 x 80 AMP Gel batteries (2017) | |
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Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- | | |
|---|----------------------------|
| - Raymarine ST60 wind and ST 60 Masterview | - Concealed in locker stbd |
| - Northstar Explorer 710 VHF radio with mayday selector | |
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Specification

SAFETY

- | | |
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| - Hydrostatic release EPIRB | - Liferaft for 6 people |
|-----------------------------|-------------------------|
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Specification

OTHER EQUIPMENT

- | | |
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| - Abeking & Rasmussen | boarding ladder |
|-----------------------|-----------------|
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Specification

PHOTO CREDIT

- | | |
|-----------------------|-----------------|
| Sailing images: James | Robinson Taylor |
|-----------------------|-----------------|
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Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY





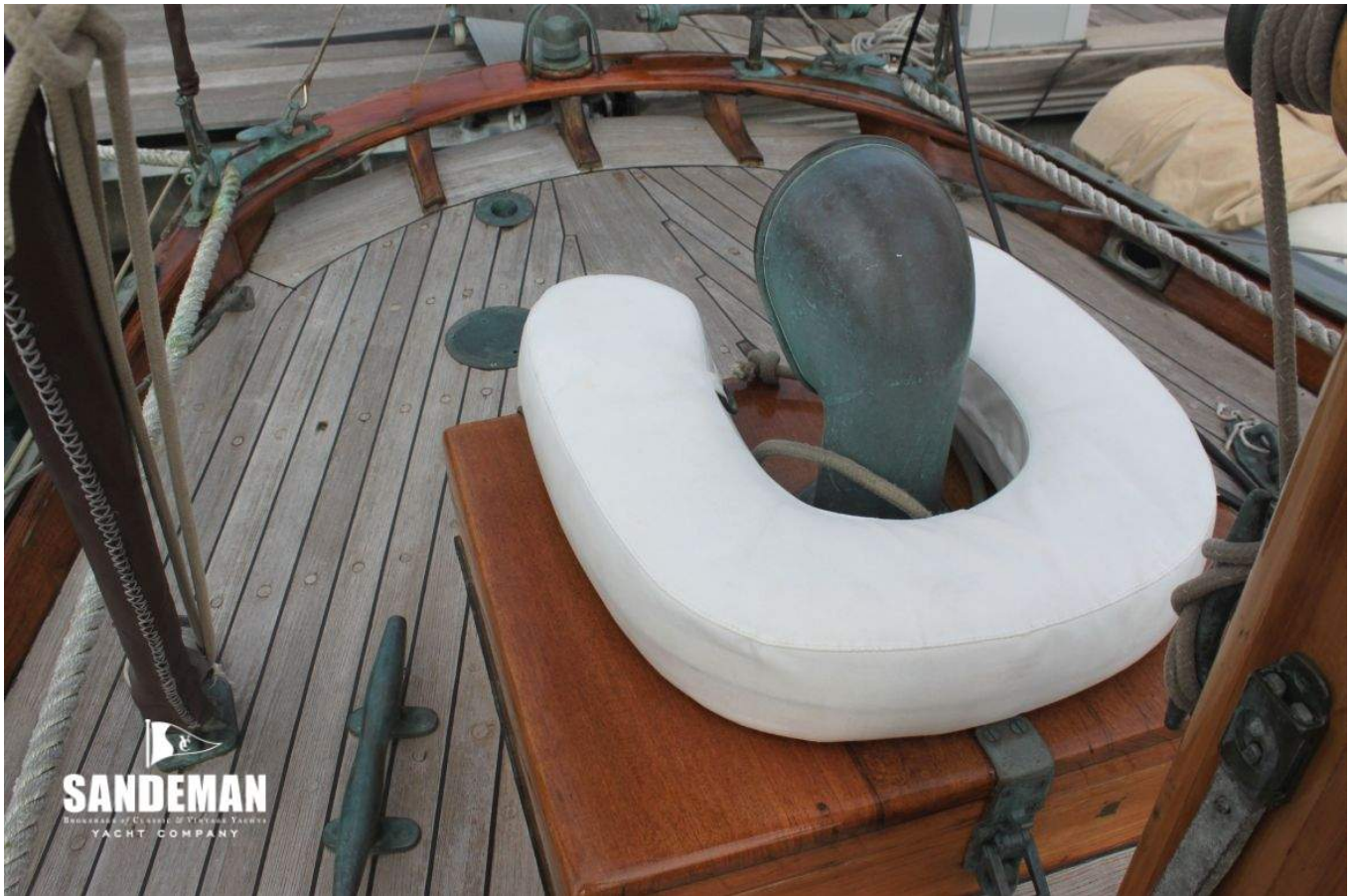









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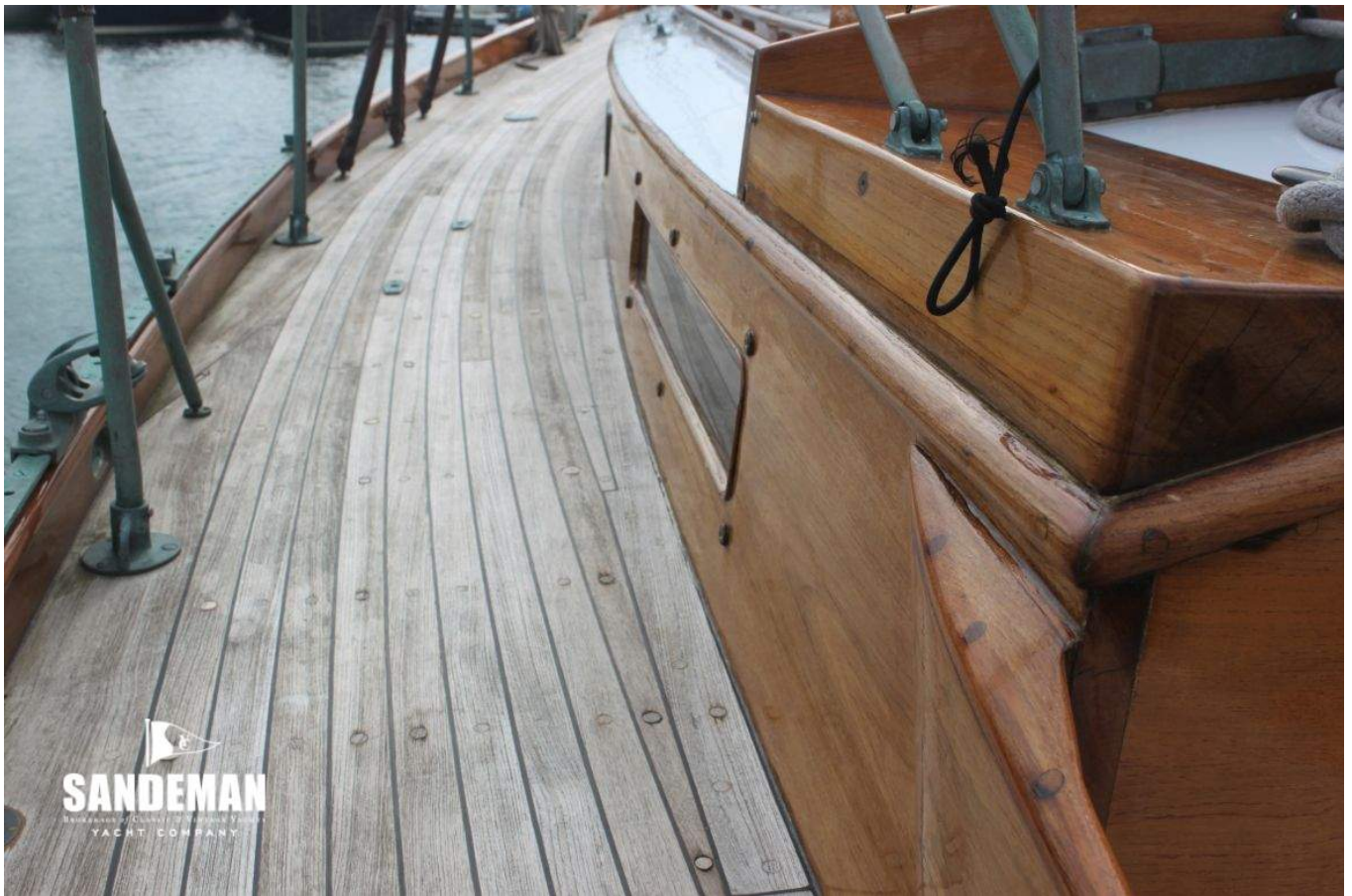



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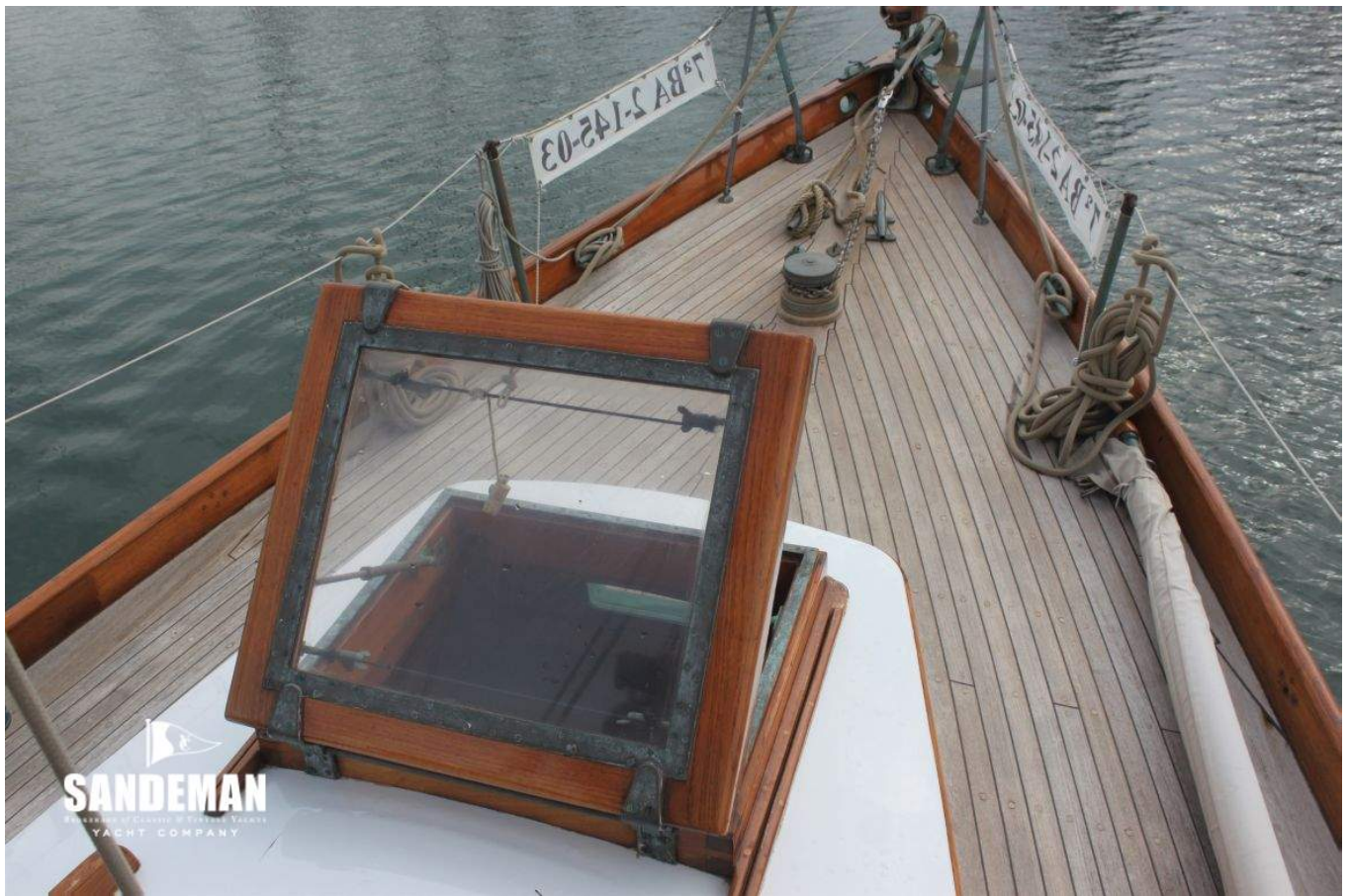


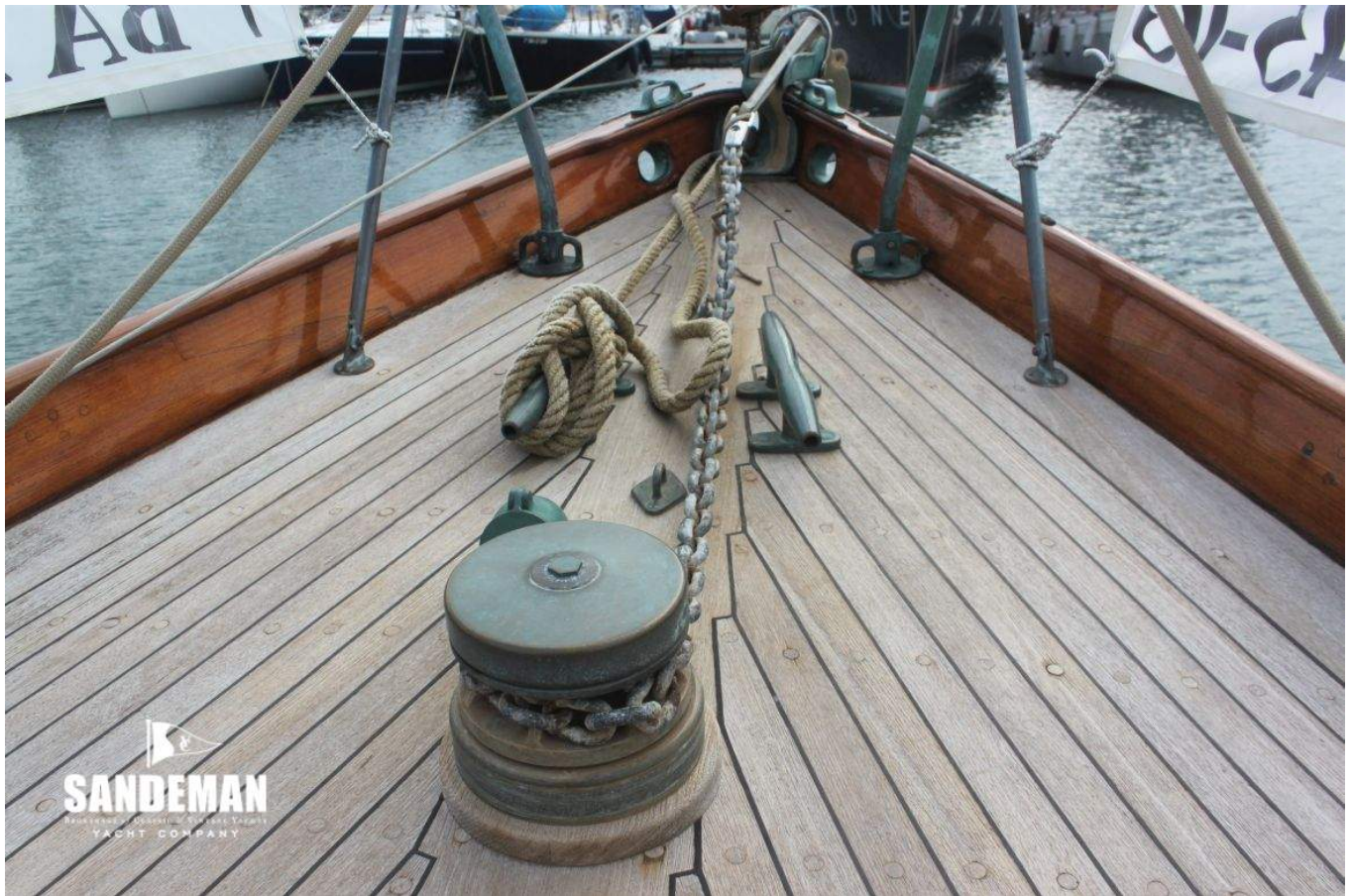

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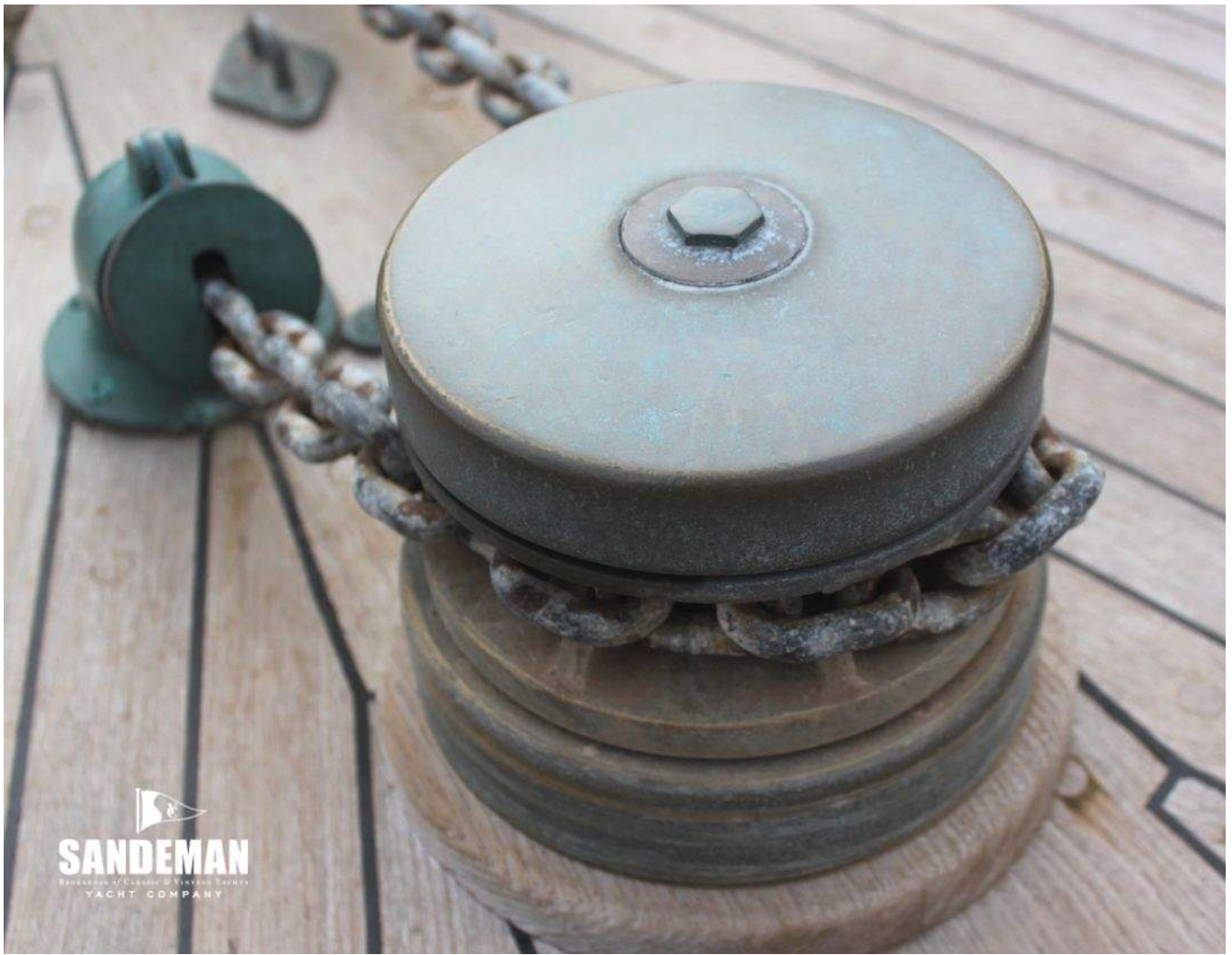



























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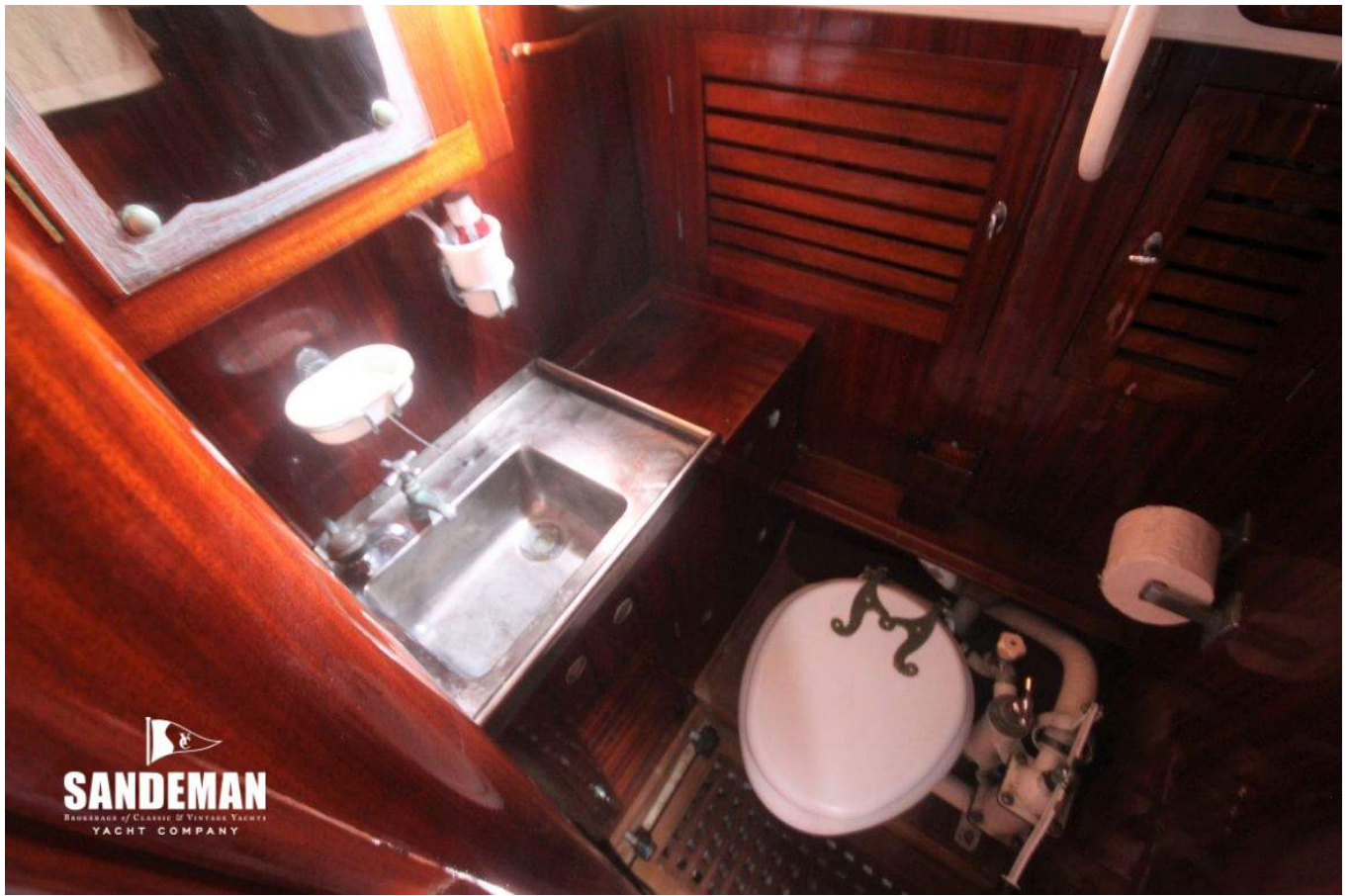







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