

CLINTON CRANE 12 METRE SLOOP 1937 - SOLD



Specification

GLEAM

CLINTON CRANE 12 METRE SLOOP 1937

Designer	Clinton H Crane	Length waterline	44 ft 5 in / 13.54 m	Engine	Westerbeke 55D-four 2014
Builder	Henry B Nevins Inc City Is NY	Beam	12 ft 0 in / 3.66 m	Location	USA
Date	1937	Draft	8 ft 10 in / 2.7 m	Price	Sold
Length overall	67 ft 9 in / 20.65 m	Displacement	26.5 Tonnes		
Length deck	67 ft 9 in / 20.65 m	Construction	Double mahogany and cedar planking on oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

The America's Cup class 12 Metre, GLEAM was built in 1937, a time when rare mahoganies were hand selected and craftsmanship was at an all time high.

More than just a Twelve Metre, GLEAM is hailed by yachtsmen as the grande dame of the fleet, having been painstakingly restored - and she has been maintained by the same family for more than 40 years. GLEAM has her original fully appointed interior offering comfort for all guests with ample seating, a galley and an enclosed private head complete with a copper basin. She has never stopped winning races since she was built and often beats the more recent classic 12s. Realistic offers will be properly considered.



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CLINTON CRANE 12 METRE SLOOP 1937

Specification
VAT UNPAID

VAT is unpaid on

this yacht

Specification
HISTORY

GLEAM was designed by the famous naval architect, Clinton Crane, for his own personal use with the intent of reviving the 12 Metre class. She was built to the highest specifications by the equally famous Henry B. Nevins Yacht Yard in City Island, New York in 1937. The original name on the Crane drawing board was AKABA (this the name of his own very successful 6 Metre built in 1927). During construction however the name was changed to GLEAM as noted on the original plans because Mrs Crane had read the Alfred Lord Tennyson piece "Merlin and the Gleam" and thought it would be appropriate to name her GLEAM after reading "All but in Heaven hovers the Gleam. Follow, follow, follow the Gleam."

Crane designed her using the then innovative concept of tank testing and was tested against a model of SEVEN SEAS. Crane made his studies available both to Olin Stephens and Francis Herreshoff - but only the former accepted.

GLEAM proved influential in the development of the Twelve Metre class in the United States and for its eventual use in the America's Cup. She was loaned to many notable yachtsmen including Briggs Cunningham, Lee Loomis and Harold Vanderbilt, who so enjoyed the experience, they each went out and built their own Twelve Metres to join the class.

When America's Cup racing resumed after the war, the Twelve Metre class was chosen for the competition largely because of Vanderbilt's success with his Twelve in England during 1939. During the 1958 America's Cup, GLEAM had the unique distinction of serving as a trial horse for both the defence candidate, VIM, and the challenger SCEPTRE. She then went on to compile an impressive race record under the ownership of the Commodore of the New York Yacht Club.

In 1975, GLEAM pioneered the concept of chartering a Twelve with the late Bob Tiedemann. The success and admiration of his program has created a second revival and raison d'être for this America's Cup class.

GLEAM has been featured on Lifestyles of the Rich and Famous, The Discovery Channel and PBS. She has also graced the pages of countless magazines such as Town and Country, WoodenBoat, Sailing World, Classic Boat and Yachting World, just to name a few. Her interior was selected to appear in the book Classic Yacht Interiors.

The late Bob Tiedemann was only 27 years old when he decided to buy GLEAM and charter her. He was considered crazy as the charter business of the moment was looking for luxury and comfortable boats and not for thoroughbreds. He was a successful pioneer however and the charter of racing Twelves started thanks to his initiative and his decision to transfer his activity from Greenwich to Newport, more easily identified with the Twelves and their presence in the America's Cup.

Her race record is legendary, including four first places and one second in the recent and prestigious New York Yacht Club sesquicentennial regatta and she is a three time winner of the prestigious Opera House Cup held annually in Nantucket, MA. GLEAM was placed ninth in the classic division in 2001 during the World Championships in Cowes. She took second in the Classic Vintage division of 2005 in Newport and was the winner of the Vintage division during the 2009 World Championships also in Newport.

Gleam is probably the only 12 Metre in the world that has never been restored but maintained through her 78 years. She has not been on the market or for sale for 40 years since the late Bob Tiedemann bought her back in 1975. Her history is rich as she was the reason for the 12 Metre class being chosen for the America's Cup class in 1958 - and the reason why NORTHERN LIGHT was built in 1938. She is USCG certified for 13 day passengers and 3 crew.

GLEAM is one of the 12s featured in the famous historic Rosenfeld image, "Flying Spinnakers" taken in 1939. The owner has several volumes of scrapbooks and the original blue print plans.

Details of ownerships and events

1937 - 1942 Clinton H Crane 1st owner of GLEAM

Home port New York and rig: Bermudan sloop

New lead keel in 1939

Dismasted in 1939; mast replaced with wooden spare mast made for Vim in the same year

1940 Engine installed

1946 -1949 B. Devereux Barker & B Devereux Barker Jr home port Marblehead MA USA

1950 - 1952 John N Potter - new name: CHARLOTTE II home port Darien CT USA

Re-powered 1950

1953 - 1968 W Mahlon Dickerson - re named GLEAM home port Oyster Bay NY USA

Re-powered in 1958

Mast broken again in 1967 replaced with a copy of VIM's mast.

Trial-horse for VIM and for SCEPTRE in the 1958 America's Cup and again of GRETEL in the 1962 Cup

1969 - 1976 C W Ufford

Re-powered in 1970

1975 Robert Tiedemann purchased from Clifford Ufford

1977 Glean Charters, Inc (Robert H Tiedemann) home port New York,
Greenwich CT and Newport, RI USA
Re-powered

1998 Refastened from the waterline down

2006 Robert H. Tiedemann bequeathed GLEAM to his wife, Elizabeth
Tiedemann

2014 Re-powered

2015 The lead keel removed, faired and garboard planking and surrounding
area rebuilt. New keel bolts. Rudder repaired

Specification

CONSTRUCTION

- Carvel double planked mahogany and cedar on white oak frames with silicon bronze fastenings

Specification

ACCOMMODATION

Summary berths for 5 guests and 3 crew in three main cabin areas
- Aft cabin 2 single berths
- Head to port with Skipper WC
- Doorway forward to saloon
- 2 x Settee berths; one each side with one pilot berth outboard
- Galley forward with stove and sink to port and original Monel lined ice box starboard
- Fore cabin with 2 working berths and lockers

Specification

RIG, SPARS AND SAILS

Marconi sloop rig
- Spruce mast and boom
- Wooden spinnaker pole built 2008 using original hardware from previous pole
- Jackyard
- Stainless steel standing rigging
- Main sail 175.922 sq m with cover by North sails in white
- Jibs with covers
- Genoa #1 race sail in white
- Genoa #2 charter sail in off white
- Genoa #3 sail in off white
- Genoa #4 in white
Spinnakers
- No 1 Light in red
- No 2 Light / medium in yellow / black
- No 3 Medium in white / green

Specification

DECK EQUIPMENT AND GROUND TACKLE

- Anchors and chain
- Henry B.
Nevins bronze original winches

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Westerbeke 55D-four 2014 driving offset feathering propeller
- 12 V Electrics / electronics
- Pumped fresh water
- 20 US Gallon fuel tank
- 30 US gallon fresh water tank
- 15 US gallon holding tank

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Magnetic steering compass
- GPS
- VHF

Specification

SAFETY

- Fixed fire system in engine space
- 10 to 12-person flotation life raft

- 16 x Adult PFDs and 2 x Child PFDs
- 2 x Man over board life rings

Specification

REFIT NOTES

- Main cabin repainted 2017

- Cockpit re varnished 2017

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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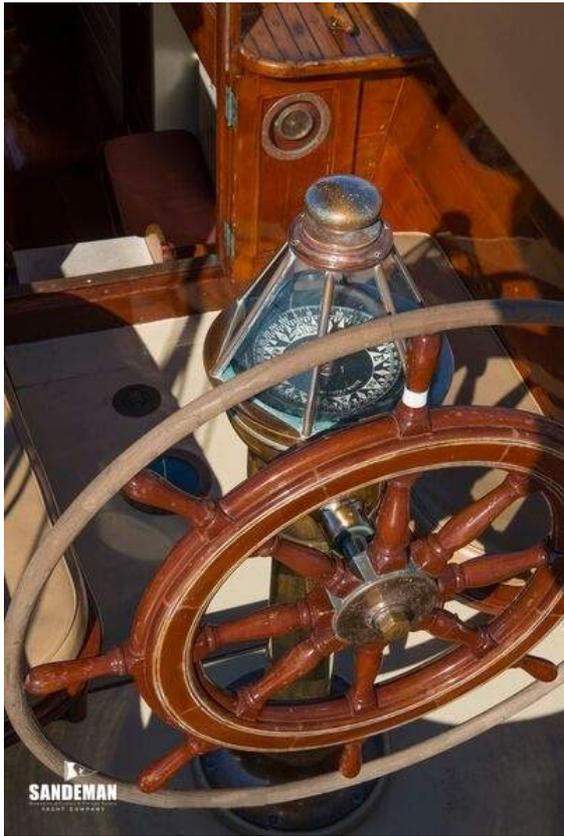
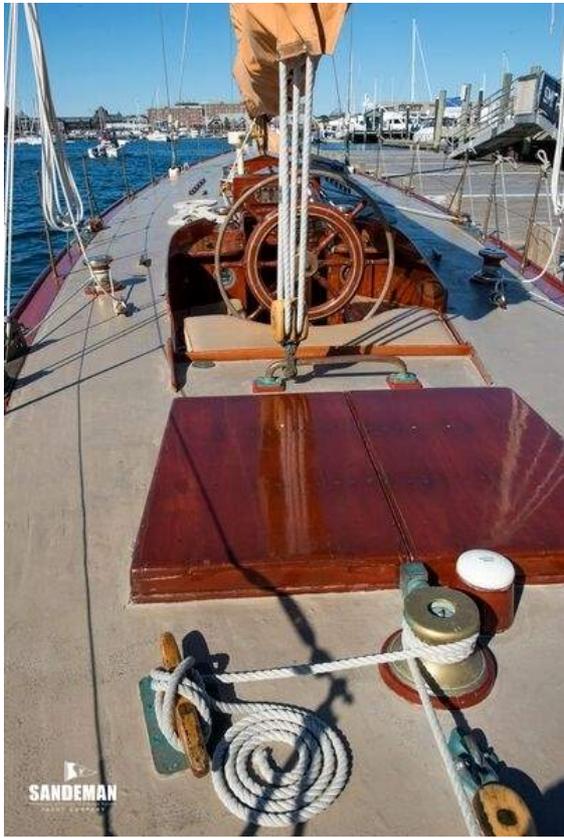

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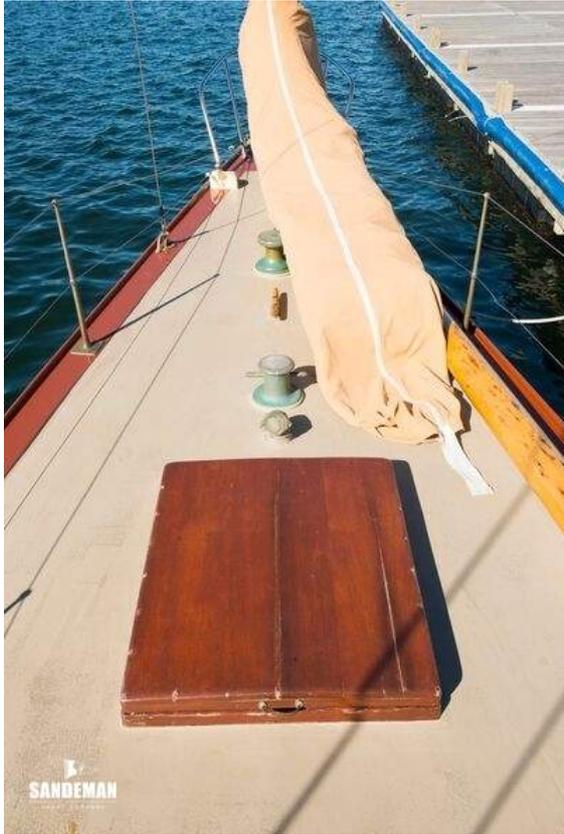



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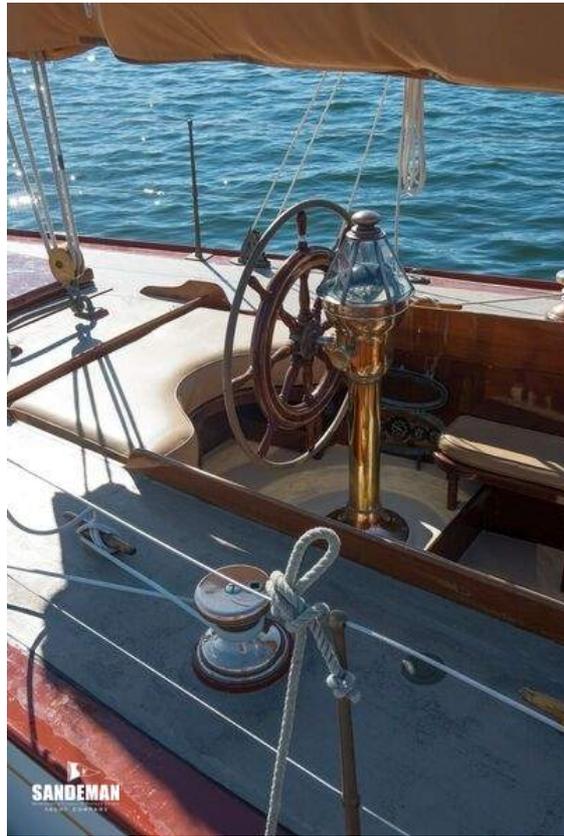


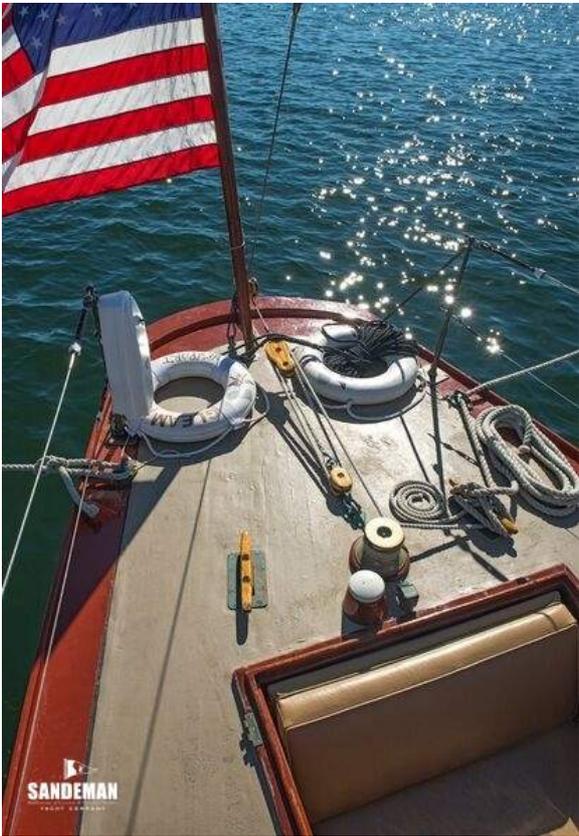


















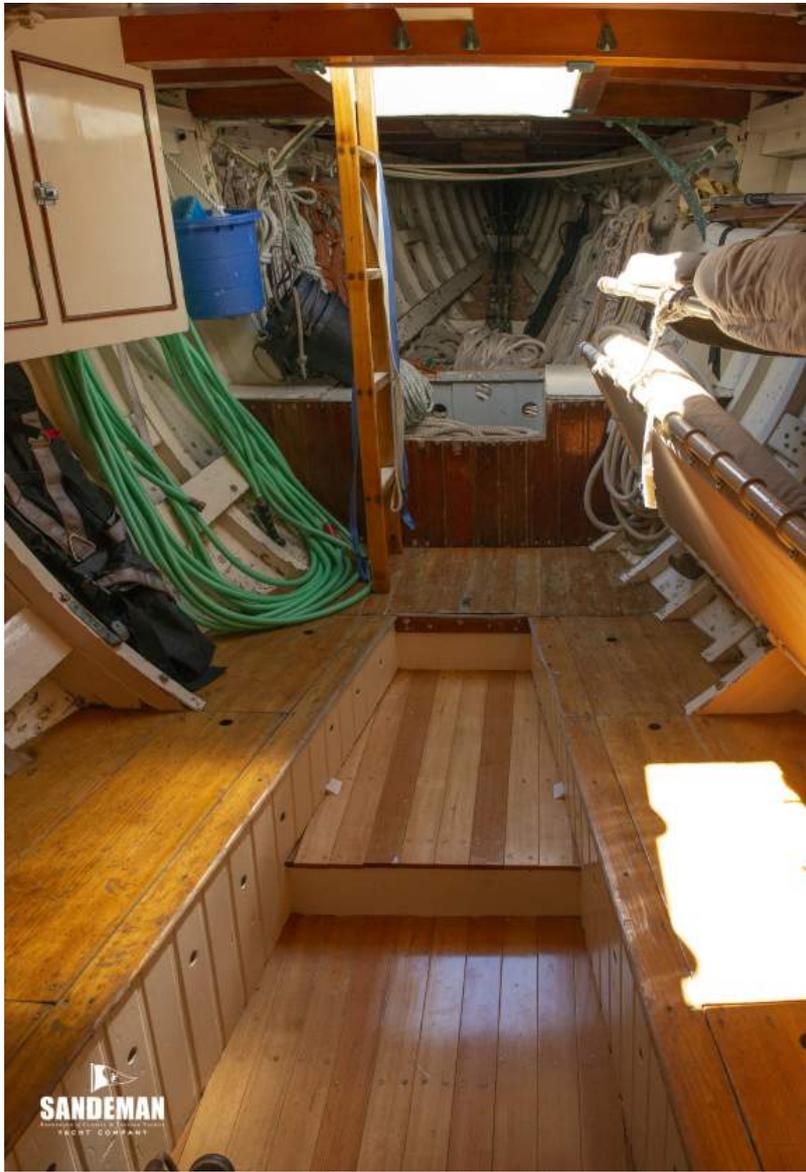

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AUTHORITY OF CLASSIC & VINTAGE YACHTS
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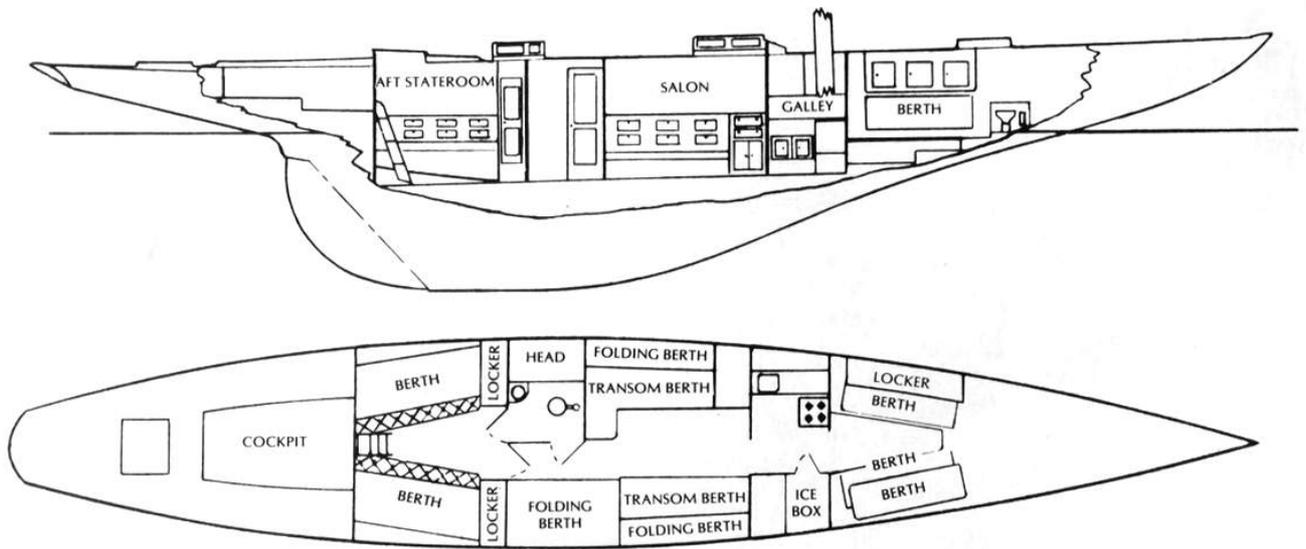

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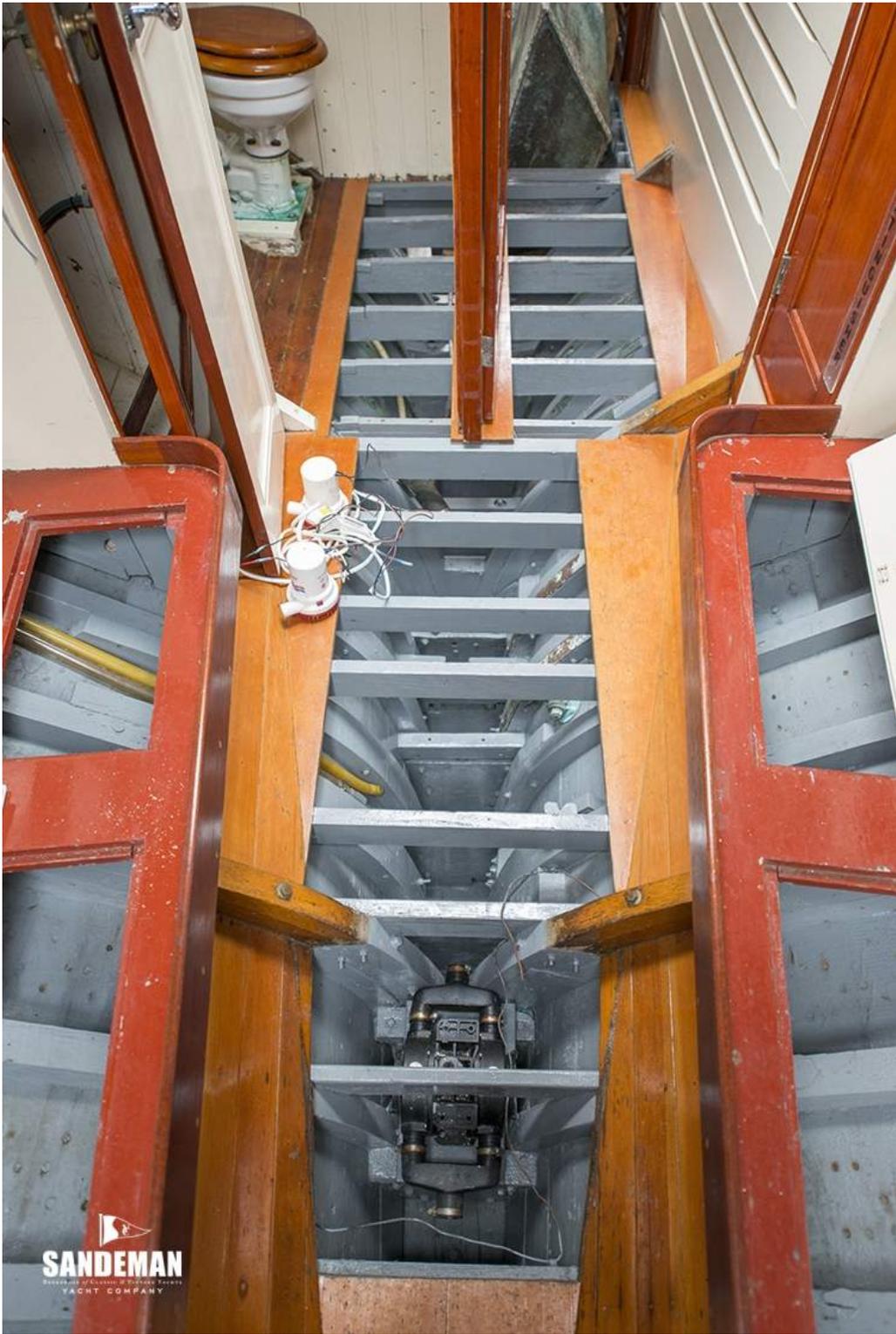




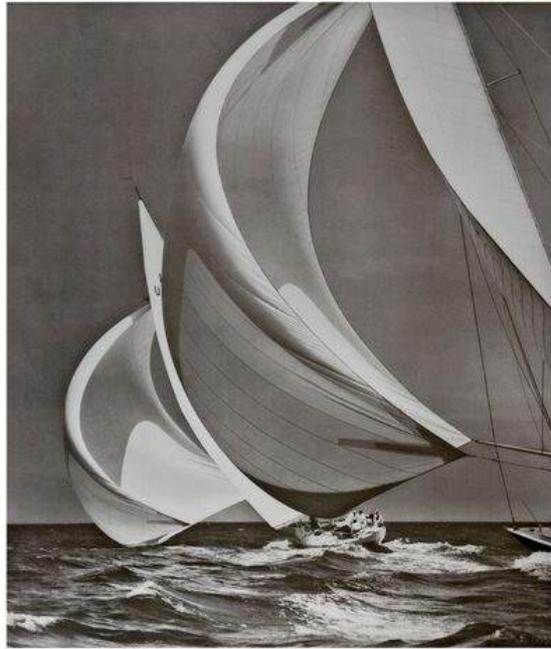




GLEAM




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FLYING SPINNAKERS - 1939
Gleam & Northern Light

"At Sea Under Sail" Morris and Stanley Rosenfeld, Photographers

