

ROBERT CLARK 41 FT BERMUDAN YAWL 1963/2017 - SOLD



Specification

PAS SEUL

ROBERT CLARK 41 FT BERMUDAN YAWL 1963/2017

Designer	Robert Clark	Length waterline	29 ft 2 in / 8.9 m	Engine	Beta 50hp Diesel
Builder	Gebr. Van Dam & Zn, Alphen a.d. Rijn, Netherlands	Beam	9 ft 6 in / 2.9 m	Location	United Kingdom
Date	1963	Draft	6 ft 11 in / 2.1 m	Price	Sold
Length overall	44 ft 3 in / 13.5 m	Displacement	12.5 Tonnes		
Length deck	40 ft 9 in / 12.42 m	Construction	Rolled steel hull; glass epoxied marine ply deck		

These details are provisional and may be amended

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BROKER'S COMMENTS

PAS SEUL is a fine example of Robert Clark's relationship through the 1950 and 60s with the renowned skills of Dutch yacht builders in steel, resulting in sleek and strong race winners that could be pushed hard. In original ownership a regular on the 1960s RORC offshore circuit, she completed the 1963 and 1965 Fastnet Races, then cruised extensively from her River Hamble mooring. Rescued by her present owner from a less happy period, an extensive restoration gives PAS SEUL a new lease of life: a delightfully practical and easily handled classic yacht with modern comforts, and a relatively low-maintenance possibility for reliving her racing days on the Mediterranean and other classic regatta circuits.



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## OWNER'S COMMENTS

"When I found her she had fallen into disrepair and a previous falling out of owners left her without an engine or winches, her spars were broken, her interior in pieces, her deck rotten. She has such sweet lines; it was such a tragic waste that I set about restoring her and over some years she has been completely rebuilt to a high specification.

"You come to realise through investigating her history, and more recently sailing her about the south of the UK, that you are her custodian, more than her owner: there is barely a weekend goes by that someone doesn't come up and say they know the boat, or sailed on her, or at least make admiring remarks as she's tied up alongside.

"She has the sleekest and most classic lines and sails like a true classic yacht should. She's now 58 years young, and I'd like to think the work we've done to her will keep her going well into her centenary. A new owner will have the benefit of enjoying this lovely yacht, which will offer years more pleasure."

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## RESTORATION

From 2009 until 2017 PAS SEUL underwent a painstaking keel up restoration and rebuild. The hull, which was still completely intact, was shot blasted internally, painted and spray foam insulated, the deck was replaced, and coach roof restored, a new, more comfortable interior

installed, new engine, new electronics, new spars, new sails, new deck hardware, new winches. The restoration process, which included finding the original drawings at the UK National Maritime Museum, Greenwich, can be seen at PAS SEUL's website: <http://www.leeonseas.com>

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## HISTORY

PAS SEUL's commissioning owners (a quartet of members of the Perkins builders merchants family when their part of the business now known as Travis Perkins was named Ingram Perkins) were replacing their C.A. Nicholson/ Clare Lallow 35 ft sloop SUNDEW. Perhaps their "Did Not Finish" in the stormy 1961 Fastnet Race persuaded them of the need for something longer – and faster.

The builder, Gebr. Van Dam & Zn of Alphen aan den Rijn, midway between Amsterdam and Rotterdam, was one of a select group of Dutch yachtbuilders who exclusively built the Robert Clark office's steel designs at this time, almost as exclusively for English clients. One imagines the rapport between designer and builder was excellent, as were the resulting yachts.

Originally powered by an extensive Ratsey & Lapthorn sail wardrobe and a 2-cylinder Coventry Victor 14/16 hp petrol engine, PAS SEUL was River Hamble based at least for her first decade, a regular participant in the Royal Ocean Racing Club's offshore races, including two Fastnets, and a West Country cruiser out of St Mawes.

From 1971 ownership transferred to a trio of River Hamble yachtsmen, Messrs A.N. Penfold, C.G. Ford and P.K. Hopgood, later joined by N.L. Williams. Under these and subsequent owners PAS SEUL is known to have cruised extensively including in the Baltic and the Mediterranean.

After a partial refit in the early 2000s she somehow became neglected and when rescued in present ownership required a major restoration of the steel hull and coach house, the complete rebuilding of the deck and interior, and all new systems. It's been a long labour of love.

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## CONSTRUCTION

- Rolled steel hull plating on stringers
- Tested to 6 mm all over
- 3.5 Tons of lead ingots set in pitch in the keel box
- Hull filled and faired with 2-pack paint finish externally
- Hull shot blasted to clean steel internally

- Painted and spray foam insulated to water line internally
- Mahogany ring beam and superstructure
- New Mahogany cockpit
- Marine ply decks with glass and epoxy coating

## DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

### FROM AFT

- Epoxy glassed and painted plywood deck
- Raw iroko cap rail

### AFT DECK

- Raw teak and chromed bronze mooring cleats port and starboard
- Associated chafe strips at rail
- Selden mizzen sheet blocks
- Selden mizzen runner tackle
- Mizzen mast position
- Tiller

### COCKPIT

- Varnished mahogany coaming, rounded aft
- Varnished mahogany cockpit details
- Raw teak and varnished mahogany seats
- 2 x Lazarette hatches
- 2 x Cockpit seat lockers
- Starboard locker stows inflatable dinghy
- Port locker houses inverter and manual bilge pump
- Throttle control to starboard
- Instrument displays and fuel gauge at bridge deck bulkhead
- Selden mainsheet traveller at bridge deck
- Lewmar 45 self-tailing sheet winches port and starboard

### SIDE DECKS

- Selden fore and aft genoa tracks and cars

- Spinlock cleats for adjustment
- Raw teak and chromed bronze spring cleats port and starboard
- Associated alloy spring line fairleads
- Internal deck scuppers
- Stainless steel scupper grills

### TRUNK CABIN

- Varnished mahogany uprights
- 5 x Chromed ports port and starboard
- Varnished teak grab rails port and starboard
- 2 x Bronze mushroom vents
- Raw iroko line stowage box at mast base
- Raised varnished and raw laid teak forehatch

### FOREDECK

- Lofrans vertical electric windlass
- Chain gipsy and warping drum
- Raw teak and chromed bronze mooring cleats port and starboard
- Associated chafe strips at rail
- Stainless steel stemhead fitting
- 2 x anchor channels
- 2 x nylon rollers
- Furlex 304S headsail furler; line led aft to starboard
- Rocna anchor 25 kg
- 60 m Galvanised chain

## Specification

## ACCOMMODATION AND DOMESTIC EQUIPMENT

### 3 x STEPS DOWN OVER ENGINE BOX

- White painted and varnished mahogany finish
- Varnished teak trunk cabin sides
- Mahogany full length carlin fairing/ grabrail
- Varnished pine cabin sole
- 4 x Widney MPH700 Electric plinth heaters

### GALLEY TO STARBOARD

- Stainless inset steel sink bowl
- Mixer tap
- Origo 1500 gimballled 1 x burner spirit hob
- Sharp 220 V microwave oven
- Fridge
- Plate racks; stowage
- Strip light in side deck head

### NAVIGATION AREA TO PORT

- Chart table
- Stowage under
- Ship's isolator panel
- USB socket
- Simrad VHF radio
- Beta Marine engine panel
- Heatmiser neoStat Smart Thermostat heating controller
- Strip light in side deck head

### FORWARD TO SALOON

- Very wide settee berths Alcantara beige upholstered
- Stowage under
- Mahogany drop leaf saloon table
- Stowage under
- 4 x Danish style chromed reading lights
- Weems & Plath clock and barometer

### FORWARD TO LOBBY

- Wet locker to starboard
- Teak grating sole
- WC/ SHOWER COMPARTMENT TO PORT
- Lavac electric/ manual toilet
- Lockers outboard
- Mirror
- Strip light

### FORWARD TO FORWARD CABIN

- Large double berth
- Marine Bedding pocket sprung mattress
- Vast stowage under
- Including liferaft stowage
- Hanging lockers port and starboard
- 2 x Shoe lockers
- Raised forehatch in house deckhead
- 2 x Bulkhead lights
- Access panel fwd to chain locker

## Specification

## RIG, SAILS AND CANVASWORK

### RIG

- Sailplan designed by Ed Burnett.
- Keel-stepped Sparcraft (by Sailspar) main mast (2017)
- 2 x Lewmar 16 halyard winches
- 6 x Spinlock jammers
- Selden main boom and vang
- Sparcraft (by Sailspar) mizzen mast (2017)
- 2 x Lewmar 8 halyard winches
- Selden mizzen boom; rope purchase vang
- Standing rigging new 2017 (Dynema runners for the mizzen)

- Furlex 304S foresail furler

### SAILS

- DS Sails (2017)
- Mainsail; stackpack and lazy jacks
- Mizzen; stackpack and lazy jacks
- Furling foresail

### CANVASWORK

- Main and mizzen boom stackpacks as above
- Under boom covers for house and cockpit with zipper between

### Specification

## MECHANICAL, ELECTRICAL AND TANKAGE

### MECHANICAL/ PROPULSION

- Beta Marine 50 hp Diesel (260 hrs approx)
- Beta Marine gearbox
- Traditional drive train to fixed, 3-bladed offset propeller
- Side-Power electric bow thruster; wireless remote control

- Victron 1200w inverter/ charger
- Victron Split charger
- Victron Galvanic isolator
- Ultrasonic Antifoul system

### ELECTRICAL

- 3 x 110 A Domestic batteries
- 1 x 110 A Bowthruster battery
- 1 x 110 A Engine starter battery

### TANKAGE

- 2 x 75 L Fuel tanks
- Racor fuel filter
- 1 x Beta electrical fuel pump
- 1 x 150 L Bladder water tank
- 1 x 50 L Holding tank

### Specification

## NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Garmin GPS/ chart plotter
- Nexus depth sounder
- Nexus speed log
- Nexus wind speed and direction instrument

- Simrad VHF DSC radio
- Simrad AIS
- Nexus tiller pilot

### Specification

## SAFETY

- Fire extinguishers in each cabin
- Smoke Detector
- Carbon monoxide sensor
- Whale electric/ automatic bilge pump
- Whale manual pump

- 6-Person Ocean Safety valise life raft (not in service date)
- LED running lights, tricolor and anchor light

### Specification

## OTHER EQUIPMENT

- 6 x Fenders

- Warps

### 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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Specification  
GALLERY



























































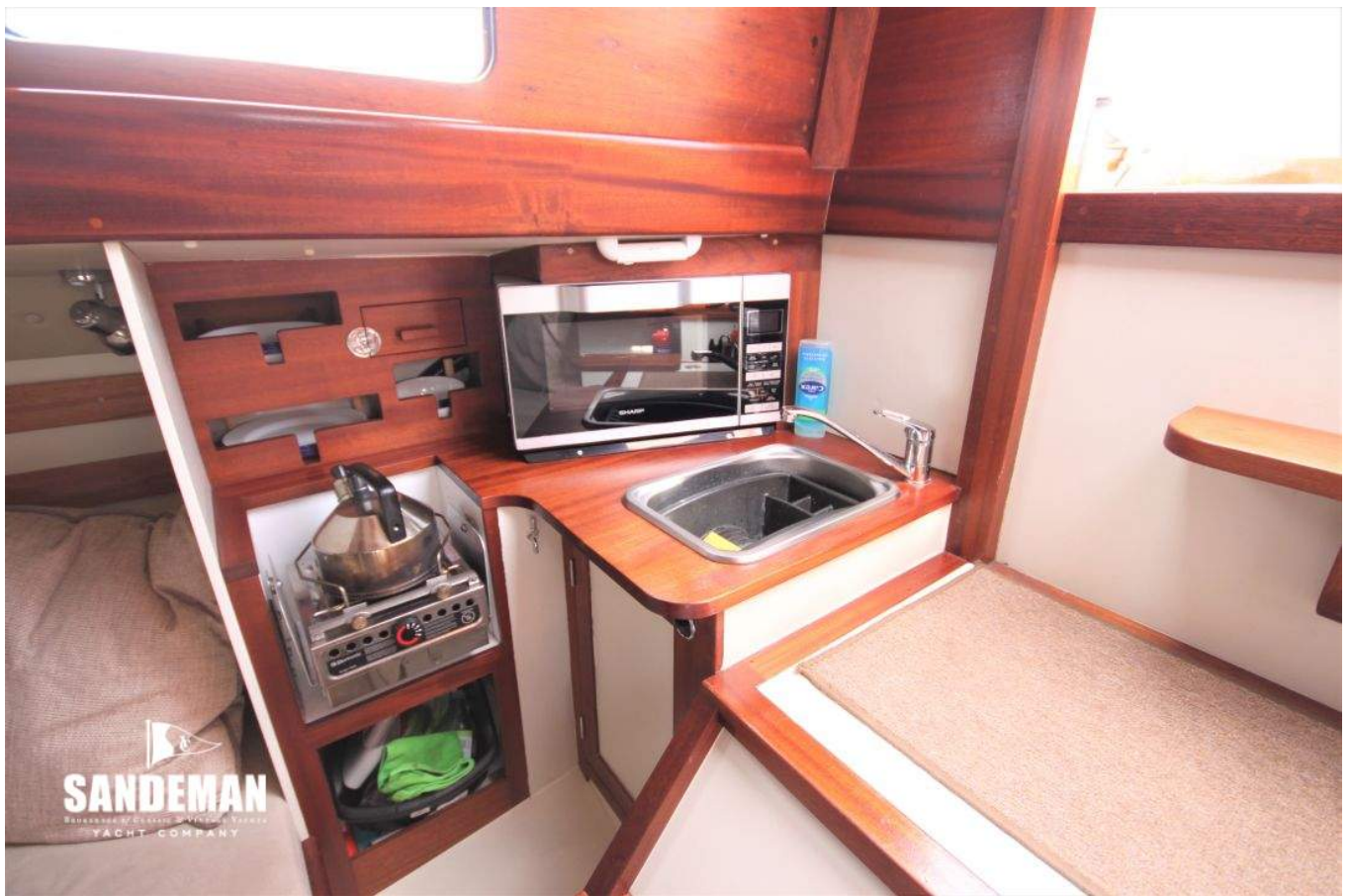
























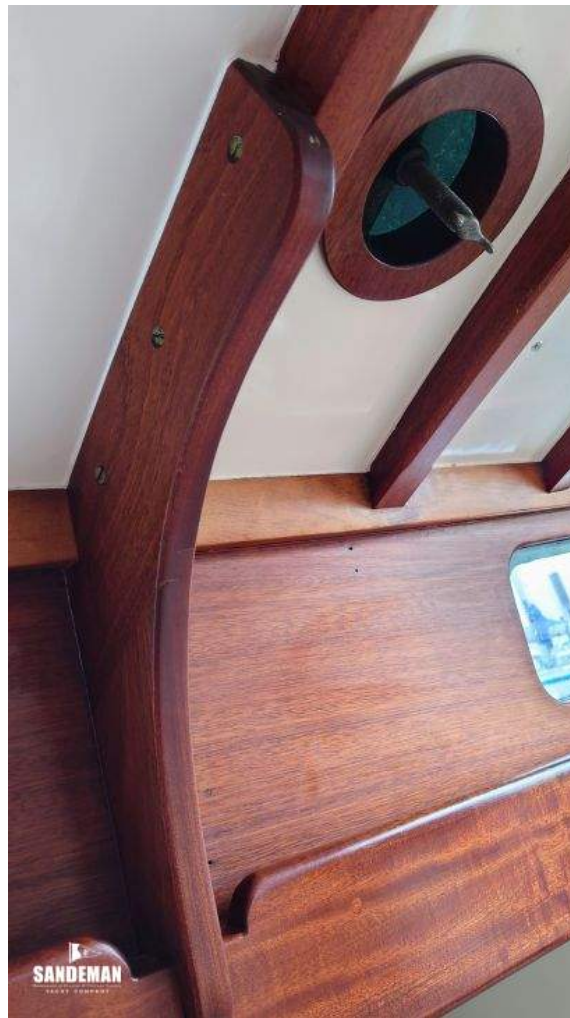


























## SAIL DATA

SAIL	LUFF	LEECH	FOOT	LP	AREA	NOTES
MAINMIZZ	12.88m	15.54m	4.87m	-	34.40m <sup>2</sup>	3 HOLES: 1.50m AT LUFF.
WIZZEN	5.11m	5.45m	2.19m	-	6.17m <sup>2</sup>	
WORMING JIB	12.69m	11.74m	5.35m	4.24m	21.89m <sup>2</sup>	LUFF TO DIST. PIVOTING BEAR
WINDWARD GENOA	15.95m	15.30m	5.14m	6.85m	47.80m <sup>2</sup>	CONJUGATE HOPE LUFF
WIZZEN STAYSAIL	7.30m	5.68m	6.85m	5.05m	18.90m <sup>2</sup>	CONJUGATE LUFF (D12)
MAIN TRYSAIL	TO BE CONFIRMED					
STORM JIB	TO BE CONFIRMED					
SP/MAINMIZ	TO BE CONFIRMED					

## NOTES:

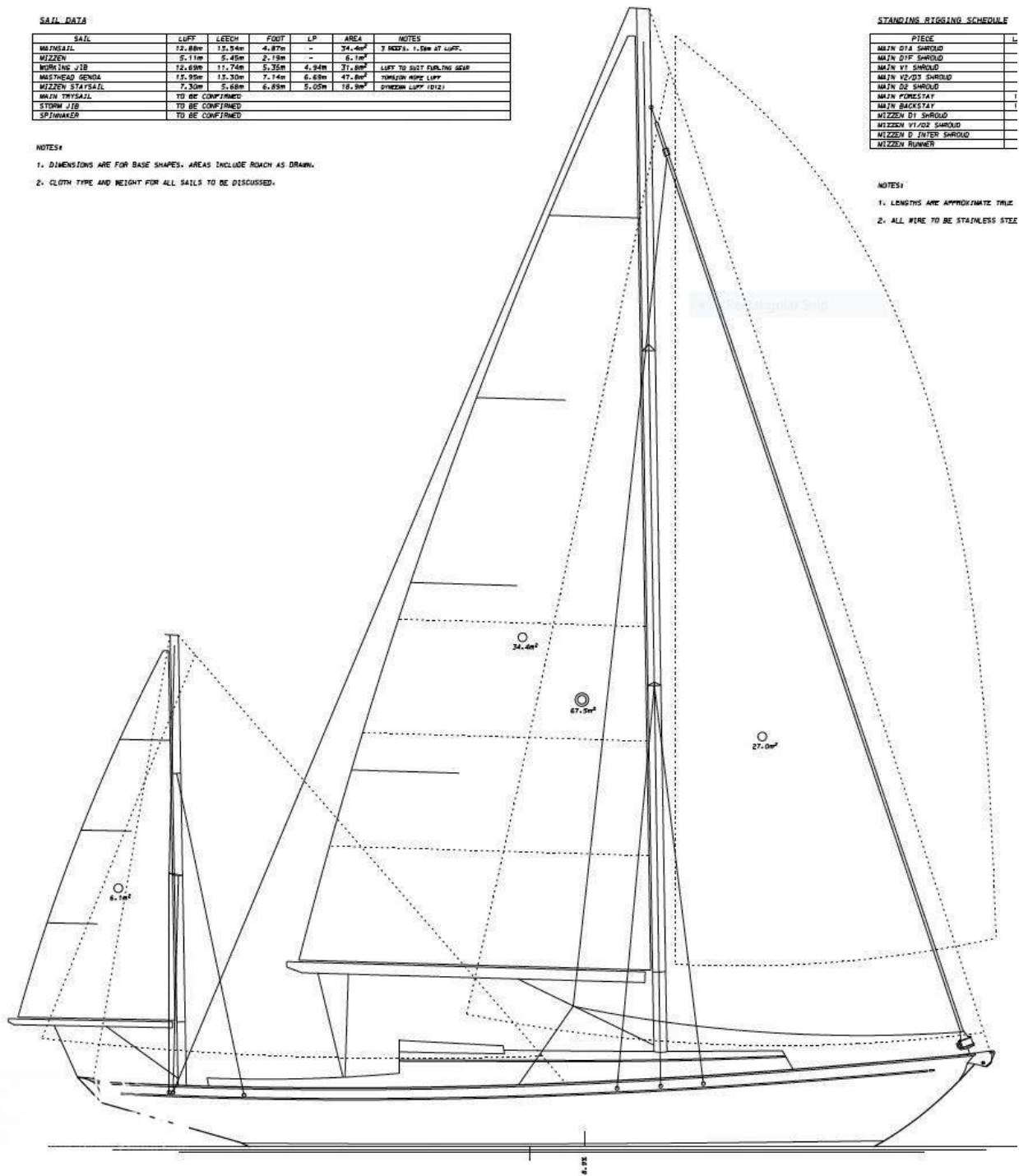
1. DIMENSIONS ARE FOR BASE SHAPES. AREAS INCLUDE ROACH AS DRAWN.
2. CLOTH TYPE AND WEIGHT FOR ALL SAILS TO BE DISCUSSED.

## STANDING RIGGING SCHEDULE

PIECE	L
MAIN D1A SHROUD	
MAIN D1F SHROUD	
MAIN V1 SHROUD	
MAIN V2/D2 SHROUD	
MAIN D2 SHROUD	
MAIN FORESTAY	
MAIN BACKSTAY	
WIZZEN D1 SHROUD	
WIZZEN V1/D2 SHROUD	
WIZZEN D INTER SHROUD	
WIZZEN RUNNER	

## NOTES:

1. LENGTHS ARE APPROXIMATE TYLE.
2. ALL WIRE TO BE STAINLESS STEEL















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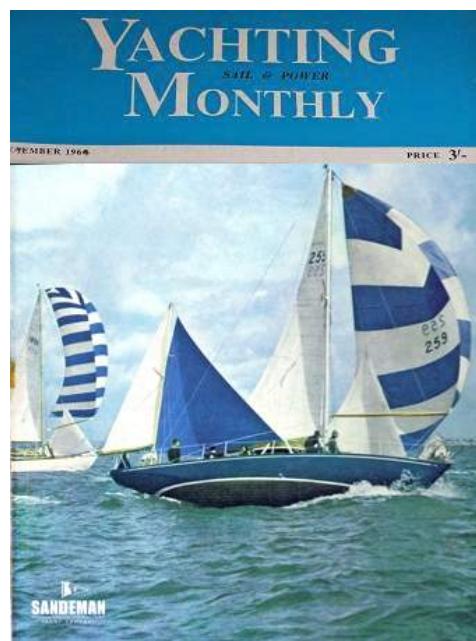
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