50FT FRED SHEPHERD YAWL 1939 - SOLD



Specification

AMOKURA

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Designer	Fred Shepherd	Length waterline	37 ft 1 in / 11.3 m	Engine	85 HP turbo-charged 5 cylinder Nanni diesel, 1998/9
Builder	A H Moody & Sons, Swanwick, Southampton	Beam	12 ft 5 in / 3.78 m	Location	France
Date	1939	Draft	7 ft 7 in / 2.3 m	Price	Sold
Length overall	55 ft 9 in / 17 m	Displacement	24 Tonnes		
Length deck	50 ft 10 in / 15.5 m	Construction	Planked in pitch-pine all copper fastened to grown oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

Fred Shepherd designed yachts were renowned not only for their great beauty but for the important practicality of more spacious accommodation than could be had in most boats of the 1930s - and perfectly demonstrated in this case. Living aboard could be very comfortable but without compromising her fine sea keeping and sailing qualities. In his book 'Oyster River' George Millar gives a wonderful account of his short-tacking AMOKURA with ease up the narrow tidal channels and rivers of Morbihan in the 1960s. Indeed her handling qualities, whether in light airs or strong winds navigating such waters were remarkable. Thus inspired Millar also noted: "...There was a time in England when most things used by gentlemen were about as perfect as men could make them....." Given her qualities and heritage she has moreover been maintained in beautiful condition with appropriate refits and updates ranging from bronze floors and refastening, all of which are well documented, to significant enhancement of the interior furnishings.

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NAVIGATION AND ELECTRONICS

- Plastimo steering compass
- Robertson AP20 auto pilot
- Simrod CR40 colour chart plotter
- 1CS Nav 4 Navtex
- ICOM ICM 501 VHF with DSL
- ICOM ICM 701 MF/HF radio
- Auto helm ST50 speed, depth and wind instruments

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OTHER EQUIPMENT

- 6 man life raft
- Passarelle
- Boarding ladder
- Awnings
- Covers
- Deck cushions
- Fenders & warps

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MECHANICAL, ELECTRICAL AND TANKAGE

- 85 hp 5-cylinder Nanni Diesel Turbo 1999 – accessed through doghouse sole or by removing front panels
- 3 blade centreline propeller
- 2 x 45 A 24 V alternators supplying domestic engine start battery banks
- 240 V circuit (numerous domestic sockets throughout) to run on shore power / invertor / generator
- Victron Atlas Combi 24 V 1800 W 25A inverter / charger
- Paguro 4000 marine generator (4.6 KW) accessed under cockpit sole
- Dessalator water maker; 60 litre per hour
- Fridge & freezer on 24 V compressors
- 2 x stainless steel fuel tanks; total 90 gallons / c 410 litres
- 3 x stainless fresh water tanks; total 120 gallons / c 545 litres
- 30 gallon / c 136 litre grey water tank with electric and manual pump out – both heads showers and basins by gravity of electric pump
- 15 gallon / c 68 Litre ss black water tank with liquid drain off, vent filled and power / manual pump out. Change over switch in heads for waste tank or overboard option
- 30 gallon / c 136 litre hot water calorifier tank: 240 V immersion heater / heat from engine
- Tank tender level monitor for water tanks
- Pressurised water system with hot and cold water to heads and galley
- Salt water tap at galley
- 2 x electric bilge pumps with hydrostatic auto-sensors
- 2 x manual bilge pumps
- Salt-water deck wash on foredeck for washing anchor and chain

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RIG, SPARS & SAILS

AMOKURA has a Bermudan yawl rig on gold anodised Sparlight alloy masts both of which are keel stepped.

The inner forestay is on a quick release lever to the stem head fitting allowing the boat to be sailed as a sloop-headed yawl – or she can sail as a cutter-headed yawl with the staysail rigged on a boom. The jib is rigged on Reckmann roller gear, fixed to the end of the spruce bowsprit (fixed bobstays). The boat was sailed easily with a crew of two in the cutter configuration for 'Oyster River'! Main boom is sheeted to a modern track and car aft of the cockpit. The mizzen boom is rigged on a pair of strops to the counter, but the sheet is lead forward and easily reached from the cockpit.

- Running backstays to main and mizzen masts

- Mainsail Ratsey & Lapthorne (1987) – stack pack sail cover
- Mizzen Ratsey & Lapthorne (1987)
- Staysail Ratsey & Lapthorne (1987)
- Genoa Ratsey & Lapthorne (1987)
- flying jib Ratsey & Lapthorne (2005)

- Older sails; light jib, storm jib & trysail

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DECK EQUIPMENT

- 60 lb plough anchor and 250 ft chain
- 45 lb plough anchor 30 ft chain and 300 ft plaited warp
- 4 x Barlow 2 speed primary winches mounted on deck coamings

- 24 V chromed capstan chain windlass

Specification

DECK LAYOUT

The deck is teak laid with teak cover boards. Hatch covers are mounted over varnished teak comings. From the bow stainless steel stem head fitting takes the bowsprit over the stem head. There are twin Sampson posts with chromed trim on the foredeck and aft deck. There is a chromed capstan chain windlass with a chromed deck vent.

The original coach roof over the fore cabin with a dorade box is of varnished teak and with a cast bronze vent and two smaller ventilation hatches. On the centreline is a traditional skylight over the main saloon, aft of the main mast then the main deck entrance hatchway also in varnished teak. Each side of the hatch entrance are matching dorades with chromed cast bronze vents.

The varnished teak doghouse opens out into a very well protected self-draining cruising cockpit and although open-backed, can be closed off with a canvas curtain. The starboard offset cabin entrance of the doghouse can be securely closed with a lifting hatch and drop in washboards.

The doghouse seating cover lockers both port and starboard and floor lifts to access the top of the engine.

In the cockpit the boat's teak wheel set by the after bulkhead works through Edison worm gear directly coupled to rudder head to give very light but positive steering. The lazarette is accessed by a hatch over the aft deck.

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CONSTRUCTION

Planked in pitch pine, all copper fastened to grown oak and laminated oak replacement frames and steamed oak intermediate timbers. The backbone is elm, as are the deadwoods.

This yacht is long keeled with external lead ballast. Hanging and lodging knees are galvanised iron. The structural floors are mostly cast in bronze and a stainless steel mast step was fitted in 1983.

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ACCOMMODATION

There's accommodation for 9 with the berths arranged in 3 cabins and although the interior layout is not exactly as the original (e.g. the galley is now aft) the rearrangement has maintained the spaciousness for which her original designer was famed. The joinery is light oak and of excellent quality. The deck head is white and the cabin soles of teak – and can be lifted to access bilges.

Entering from the doghouse, down the companionway; the aft cabin is accessed to reveal a double quarter berth to starboard and single quarter berth to port with chart table and instrument display at the head of the port berth.

Moving forward into the main saloon you pass the steps that access the saloon from amidships; the galley is immediately to starboard and the first head to port. The galley is spacious and well laid out for a classic yacht of this size with a breakfast bar arrangement; stainless steel sink and top loading freezer and a separate fridge There is a gimballed Force 10 gas 3 burner grill and oven and microwave oven discreetly concealed.

The main heads compartment has a Jabsco sea WC, shower with teak sole draining into a shower tray, hand basin and much locker space.

Moving forward in the boat; the main saloon is made up of settee berths port and starboard (with lee cloths). There are Pullman berths hidden behind the panelling above the settee backs which fold down and suspend from the deck head. The main drop leaf saloon table is of oak.

The forward accommodation consists of V berths with en suite heads compartment. There is excellent ventilation from a large hatch in the deck head and plenty of storage under the berths. The chain locker can be accessed by the forward bulkhead.

The second heads compartment also has a Jabsco sea WC stainless steel sink and shower, even this for'ard compartment boasts the same fine oak joinery.

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HISTORY

Designed by Fred Shepherd in 1939 for Ernest Harston, ADC to Lord Mountbatten, AMOKURA was acquired by the late author, George Millar in the early 1950s. Later after 10 years on the Clyde she was sold again, heading for the Mediterranean before returning to England for her first major refit from 1979 to 1982.

She has been extensively refastened, her horn timber and deadwood were replaced with new, the iron strap floors and keel bolts were replaced with

bronze. Many frames were replaced with laminated oak and a new mast step added to spread the load. This work was done by Moodys and Southampton Yacht Services.

After a voyage to the Caribbean in 1984 and under new ownership, AMOKURA benefited from a second major refit 1996 - 2000. Her interior was altered and rebuilt in very high quality light oak. All systems were replaced including water tanks, waste and fuel - the boat was rewired and the engine replaced. The rig was also overhauled by Spencers and new stainless steel chain plates fitted. The hull also saw considerable work; planking enhanced, topside seams re-splined, and below the waterline seams re-caulked. Owned by a family of classic yacht aficionados she consequently appears to be in very fine condition and with the entire electronics also having been updated, every fitting and system in working order.

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




SANDEMAN


Amokura
SANDEMAN


SANDEMAN
YACHT COMPANY


SANDEMAN


SANDEMAN


Amokura
RSYC
SOUTHAMPTON
SANDEMAN
YACHT COMPANY


SANDEMAN


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SANDEMAN




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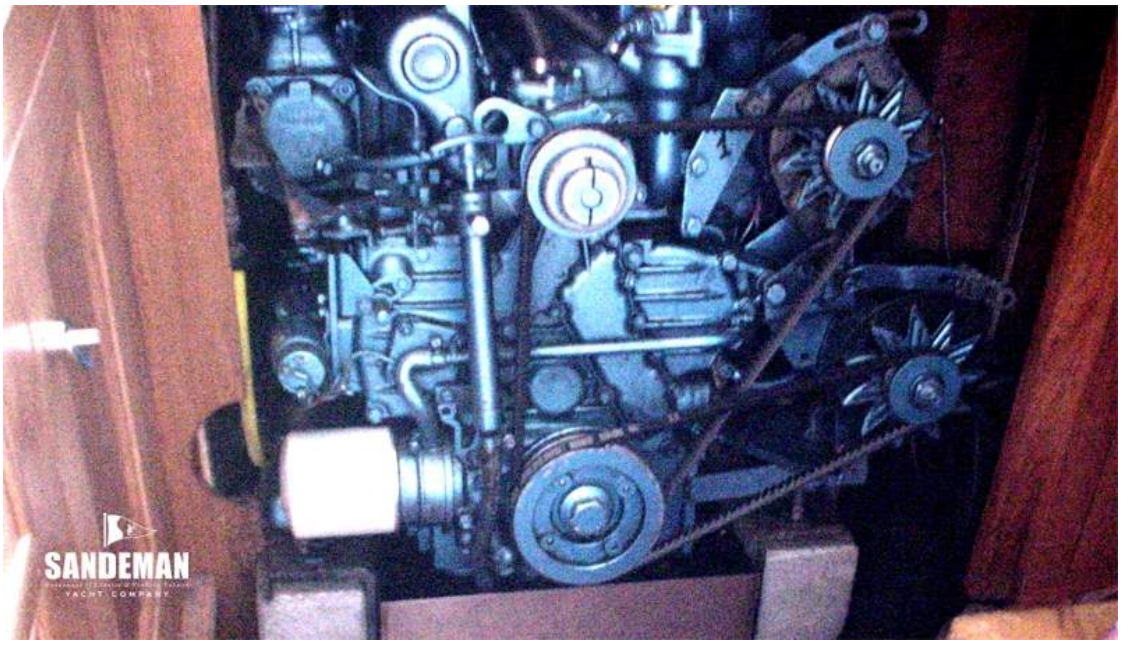

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