

ANDRÉ MAURIC 48 FT INTERNATIONAL 10 METRE CRUISER RACER 1963/2019 - SOLD



Specification

ANTEREN

ANDRÉ MAURIC 48 FT INTERNATIONAL 10 METRE CRUISER RACER 1963/2019

Designer	André Mauric	Length waterline	36 ft 3 in / 11.05 m	Engine	Nanni 90hp Diesel
Builder	Chantiers Navals du Lacydon, Marseilles	Beam	11 ft 5 in / 3.48 m	Location	United Kingdom
Date	1963	Draft	7 ft 8 in / 2.33 m	Price	Sold
Length overall	48 ft 0 in / 14.63 m	Displacement	14 Tonnes		
Length deck	48 ft 0 in / 14.63 m	Construction	Mahogany planking; diagonal epoxied veneers; epoxy sheathed		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

A very fine example of highly talented and revered French yacht designer André Mauric's work, ANTEREN has been given a modern twist par excellence by some of the best names in the crossover between traditional and modern woodworking skills and rig design. Very early in his career, Mauric found a sweet spot in the design of an easily-driven, light on the helm, relatively light displacement hull form that he continued to refine - successfully on the race course - into the 1960s. Adding modern short-handed sailing systems and comforts down below to an already thoroughbred hull has resulted in a most enticing blend that many present day designers strive to emulate, yet ANTEREN remains a cut above.



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Specification  
REFIT/ RESTORATION

2010 - 2019 Fairlie Restorations and Shemara Refit LLP

- Stripping off original GRP sheathing, removal of the two 5 mm diagonal mahogany veneers
  - Repairs to the the mahogany fore and aft planking where necessary
  - Refitting new diagonal veneers with SP Systems epoxy
  - Two layers of 300g GRP, again with epoxy
  - Keel removed, all keel bolts renewed
  - Complete new Jefa rudder system and blade fitted
  - Hull structure was in good order
  - The teak deck with plywood base was removed
  - Any deck beams that needed replacing were fitted
  - Whole new 12 mm teak deck fitted.
  - Coachroof hatch and cockpit are all new as these were in poor condition
  - Companionway hatch originally offset; changed to be on the centreline
  - Interior completely redesigned by Design Unlimited
  - Old interior had been set up as a racing boat
  - Present interior all new, hand built teak.
  - Electrics, plumbing, mechanical installations all new with the latest technology
  - New stainless steel fuel and water tanks fitted
  - New engine with coupled generator between engine and gear box
  - Provides 240 V power when not linked to shorepower
  - All new batteries
  - New Hydraulic drive
  - A new rig designed to ensure ease of both short-handed cruising and efficient racing
  - All new Lewmar winches installed (4 of these are electrically operated)
  - A full Raymarine navigation and performance package coupled to an autopilot
  - All new composite rudder with roller bearings linked to a carbon fibre wheel
  - Yacht is incredibly light and well balanced to helm
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Specification  
A SHORT NOTE ON ANDRÉ MAURIC (1909-2003)

Despite being already known from a very young age as a multi-faceted, highly-talented yacht designer, André Mauric's day job before the Second World War was managing shipyards. His career as an independent yacht designer didn't commence until 1945, and what a career it was to become with notable designs including: 1963 ALCATRAZ, RORC Class

III overall champion in 1965; 1970 FRANCE, America's Cup 12mR for Baron Bich; 1973 IMPENSABLE, Half-Ton Cup winner; 1973 PEN DUICK VI, Eric Tabarly's 1976 Transat winner; 1977 FRANCE II America's Cup 12mR for Baron Bich; Michel Malinovsky's various ocean racing KRITERS; 1985 ALCYONE turbosail-hybrid monocoat for Jacques Cousteau.

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Specification  
HISTORY

ANTEREN was launched at Marseilles in 1963 as GLEN ELLEN II for Maurice Tian, who would go on to become President of Société Nautique de Marseille in the 1970s, and whose family continue the GLEN ELLEN naming to this day (now into the XXs) for their high performance Marseilles-based yachts.

The 1963 edition of Lloyd's Register of Yachts describes GLEN ELLEN II as an International Rule 10-Metre, but her relatively light displacement and house suggest that it's more likely she would fit the International Cruiser Racer Rule devised in the late 1940s by Bjarne Aas (Norway) and James McGruer (Scotland), in which case she may be the only 'C/R' built with a separate rudder - and this well in advance of Olin Stephens's 'breakthrough' metre boat, the America's Cup 12-Metre INTREPID.

Mauric's earliest, pre-World War Two racing yacht designs were to the fascinating French 'Chemin de Fer' Rule, devised in opposition to the International Rule to create performance yachts light enough to be transported by rail. Very early in his career, Mauric found a sweet spot in the design of the easily-driven, light on the helm, relatively light displacement hull form this rule encouraged, and he continued to hold to these principles, even when designing to other rules - sometimes even with little regard to convention, for example in his successful mid 1960's designs for racing

ANTEREN's hull form is in effect a scaled-up version of Mauric's highly successful One-Ton Cup GIRALDIA design. Guy Dewavrin's ALCATRAZ to these drawings, with Alain Gliksmann at the helm, was RORC Class III overall champion in 1965, and in 1966 won the Cowes-Dinard race and was top European boat in 3rd place at that year's One Ton Cup. The GIRALDIA design in turn owed its provenance to Mauric's 1939 design for his own French 5-Metre Rule yacht CYNTHIA. The longitudinally shorter than traditional ballast keel fairing and separate rudder were nothing unusual in model yacht racing design back to the 19th Century, but in the early 1960s still rather radical at full size in a seagoing yacht. The result is a yacht that is incredibly light and well balanced on the helm. This, married to the surefootedness of a still relatively long keel by present day standards, together with a very modern and efficient rig (designed - with short handed sailing by a couple in mind - by people who really understand such things and use them to the hilt in Grand Prix yacht racing, for example in the Fast 40 Class), makes ANTEREN a very enticing package indeed for performance cruising and racing.

Purchased by the present owners at Saint-Tropez in 2010, she has subsequently received attention in the best of hands at Fairlie Restorations, and Shemara Refit (described in detail above) - and it really shows.

under the RORC Rule.

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Specification

## CONSTRUCTION

- Mahogany planking plus diagonal epoxyed mahogany veneers
  - Epoxy 300g GRP sheathed
  - A core sample is available
  - Stainless steel hanging knees
  - New keel bolts
  - Jefa rudder system and blade
  - New teak laid deck on plywood substrate
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Specification

## DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- GENERAL
- Antal and custom deck gear
  - Stainless steel stanchions
  - Stainless steel pushpit and pulpit
  - Varnished teak bulwark, taffrail and capping
  - Teak laid deck
- FROM AFT
- Ensign staff socket at taffrail
  - Stainless steel Panama fairleads port and starboard
  - Stainless steel mooring cleats port and starboard
  - Lopolight stern nav light
  - Stainless steel mushroom vents port and starboard
  - Flush lazarette hatch
  - Lewmar 55 Chromed self-tailing mainsheet winch electric/ manual
  - Mainsheet leads from under cockpit sole
  - Winch control at inboard aft coaming
  - Stainless steel running backstay padeyes and blocks port and starboard
  - Stainless steel cheek sheaves port and starboard
  - Deck shower fittings
- COCKPIT
- Raised teak coaming, raw teak capped
  - Laid teak aft helm seat, locker under
  - Jefa pedestal with binnacle and steering compass
  - Stainless steel granny bar
  - Carbon fibre wheel leathered
  - Stowage bins under side decks
  - Shore power socket and engine panel to port
  - Engine throttle control to starboard
  - Navtec hydraulic rigging control to starboard
  - Raymarine autopilot control to port
  - Teak laid seats port and starboard
  - Deep locker under port bench
  - 3 x Revo self tacking winch system switches to starboard
  - Windlass control to starboard
  - Teak laid cockpit sole with hatch access to engine top
  - Mainsheet padeye and bronze under sole fairlead
  - Raymarine nav repeaters at forward bulkhead port
  - Raymarine Hybrid Touch GPS Plotter to starboard
  - Sheet winches on varnished teak plinths
  - 2 x Lewmar Chromed 55 Revo back-winding self-tailing sheet winches electric/ manual
- WINCH CONTROLS
- Winch controls at inboard coaming
  - 2 x Lewmar 55 Chromed self-tailing sheet winches manual
  - Halyard/ control lines tail bin to port
- TRUNK CABIN
- Varnished teak uprights
  - 2 x large and 3 x smaller stainless steel-framed ports port and starboard
  - Painted roof; varnished teak grab rails port and starboard
  - Companionway with varnished teal sliding hatch and 2 x washboards
  - 1 x Lewmar 55 Chromed self-tailing halyard/ controls winch electric/ manual to port
  - Clutches
  - 1 x Lewmar 55 Chromed self-tailing controls winch electric/ manual to stbd
  - Clutches
  - Varnished teak teak spray breaks port and starboard
  - Bomar stainless steel/ smoked polycarbonate hatch over saloon
  - 2 x Bomar stainless steel/ smoked polycarbonate hatches over heads
  - Deck-stepped mast position; halyard/ controls lead blocks
  - Lead sheaves outboard port and starboard
  - Bomar stainless steel/ smoked polycarbonate hatch over forecabin
- SIDE DECKS
- Stainless steel Panama fairleads port and starboard
  - Stainless steel mooring cleats port and starboard
  - Staysail deck track and cars port and starboard
- FOREDECK
- Flush forehatch over sail locker
  - Water filler to port
  - Inner forestay position
  - Lewmar vertical chain gipsy windlass
  - Windlass in/out switches to starboard
  - Stainless steel Panama fairleads port and starboard
  - Stainless steel mooring cleats port and starboard
  - Split stainless steel pulpit
  - Lopolight port and starboard running lights
  - Stemhead padeye
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Specification

## ACCOMMODATION AND DOMESTIC EQUIPMENT

- GENERAL
- 2 x fitted chairs to port

- Interior completely redesigned by Design Unlimited
- All new, hand-built teak
- Teak cabin sole, much adapted from original
- Courtesy lighting spots

#### FROM AFT

- Down 5 x steps companionway ladder
- Galley to port
- Entrance door to aft cabin to starboard
- Sideboard to starboard with locker outboard

#### AFT CABIN TO STARBOARD

- Double berth
- Large hanging locker
- Strip lighting
- Reading light

#### GALLEY TO PORT

- Extensive Corian top surfaces
- Aft facing 2 x basin stainless steel sink
- Mixer tap
- Lockers under and over
- Gimbaled Smev 2 x burner gas hob, and oven
- Deep top-loading refrigerator
- Another refrigerators
- Stowage lockers/ drawers
- Strip lighting
- 2 x 240 V sockets

#### FORWARD TO SALOON

- U-shaped settee/ dining area offset to starboard
- Shelf and locker outboard
- Dining table

- Desk/ chart table between
- Shelf and locker outboard
- Ship's electrical panel/ tank & nav displays/ VHF Radio outboard
- TV forward port
- Hatch in deckhead
- 2 x Bulkhead lights
- Strip lighting
- 4 x 240 V sockets

#### FORWARD TO FULL BEAM HEADS/ SHOWER COMPARTMENT

- Inset ceramic sink unit to port
- Mixer tap
- Lockers under and outboard
- Mirror
- Cup and soap holders
- Hand towel ring
- Built-in electric WC to starboard; shower
- Teak lift lid seat conceals toilet
- Lockers outboard
- Toilet roll holder
- Strip lighting

#### FORWARD TO MASTER DOUBLE CABIN

- Large double berth
- Large drawer under
- Shelves outboard; stowage under
- Clothes locker to starboard
- Hanging locker to port
- Strip lighting port and starboard
- 2 x Bulkhead reading lights

### Specification

## RIG, SAILS AND CANVASWORK

#### RIG

- All new rig Axxon Composites 'Dracula' carbon spars
- Rig designed for ease of both short handed cruising and efficient racing
- A taller carbon mast with 2 x swept aft spreaders
- Harken spinnaker pole track forward; Antal fine tune
- Carbon boom; hydraulic outhaul
- Navtec stainless steel vang
- Carbon spinnaker pole
- Rod rigging
- Navtec hydraulic backstay
- Navtec hydraulic furling forestay
- Full 'classic looking' modern material running rigging

#### SAILS

#### Cruising configuration:

- Furling yankee
- Staysail
- Slab reefing mainsail with lazy jacks
- Code 0 flown from bow

#### Racing configuration (Endorsed IRC certificate):

- Yankee furler is removed
- Separate forestay for hanked, non-overlapping jib
- Sheets inside the spreaders for good upwind performance.

#### SAILS (Doyle 2019)

- Mainsail
- Yankee
- Staysail
- Jib
- Code 0
- S2 spinnaker.

#### CANVASWORK

- Boom cover
- Day Bimini
- Full deck winter cover

### Specification

## MECHANICAL, ELECTRICAL AND TANKAGE

#### MECHANICAL

- All new
- Recent Nanni 90-hp Diesel
- Coupled with 240 V generator between engine and gear box
- Provides 240 V power when not linked to shore power
- Hydraulic drive off the motor as propeller exit low down bilge
- 4 x Bladed feathering propeller

#### ELECTRICAL

- All new and wiring

- All systems new at restoration
- Large domestic batteries
- Considerable 240 V available via an inverter

#### TANKAGE

- All new and plumbing
- 2 x Stainless steel diesel tanks
- 2 x Stainless steel water tanks.
- Pressurised hot and cold water
- Calorifier and Eberspächer heating

#### Specification

### NAVIGATION, ELECTRONICS AND COMMUNICATIONS

#### NAVIGATION

- Plastimo Olympic 135 steering compass
- Full Raymarine navigation and performance package
- Including Hybrid Touch GPS plotter at chart table and cockpit
- Boat speed, depth and wind information

- Coupled to an autopilot again means that the boat is easy to handle for two people.

#### COMMUNICATIONS

- Icom M423 VHF Radio
- Stereo
- TV

#### Specification

### SAFETY EQUIPMENT

- 2 x Automatic bilge pumps

- 1 x Manual bilge pump

#### Specification

### OTHER EQUIPMENT

- Warps
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Fenders

#### Specification

### IMAGE CREDIT

Drawings: Paul Spooner

Design

#### 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





















































































































  
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