

ABEKING & RASMUSSEN 63 FT 125 SQ M SEEFahrTKREUZER RACER CRUISER YAWL 1936



Specification

AR

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| | | | | | |
|----------------|----------------------|------------------|----------------------|----------|-----------------|
| Designer | Henry Rasmussen | Length waterline | 42 ft 2 in / 12.85 m | Engine | MWH 30hp Diesel |
| Builder | Abeking & Rasmussen | Beam | 12 ft 6 in / 3.8 m | Location | Denmark |
| Date | 1936 | Draft | 8 ft 0 in / 2.45 m | | |
| Length overall | 63 ft 3 in / 19.27 m | Displacement | 25 Tonnes | | |
| Length deck | 63 ft 3 in / 19.27 m | Construction | Part composite | | |

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Few yachts enjoy almost 40 years of tender loving care by the same understanding and knowledgeable owners. The astonishing 63ft Abeking & Rasmussen 125sqm Seefahrtkreuzer AR has, and when you step aboard you truly feel it. She is the embodiment of the classic yacht as fully functional art. Keeping her true to Henry Rasmussen's design for his own yacht has been paramount over the years, and apart from the inevitable and necessary structural refits, the only real concession to modernity in AR has been the subtle introduction of sail handling systems to enable this elegant, fast, safe, comfortable and seaworthy yacht to be sailed short-handed by a family. To own AR is a very rare and highly recommended opportunity.



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OWNERS' COMMENTS

"In 1982 there was no such thing as the 'classic yacht renaissance', but the people around such yachts were special. One of them was definitely Herr von Georg, the yachting school's representative in the sale. He gave us preference over other interested parties who wanted to rip everything out to create more and more modern space for charter guests.

"We were originally looking for a yacht that was only a bit bigger than our 30 foot WIDNES, but sometimes you are powerless! We had WIDNES for five years and many restorative experiences, yet we couldn't get enough. Over all the years it seemed that AR had chosen us too, and in some quiet hour I would have liked to know what Georg and AR whispered about us. In any case, despite all the rundown cosmetics after all the sailing school miles, she gave us the great gift of being constructively healthy. But of course plenty of work remained, so that for a while, next to the question of who actually chose whom, also the one about who actually belongs to whom appeared. You learn a lot about personal 'relativity theories'.

"We tried to change as little as possible, and where we did - in particular to make her easier to sail short-handed, or even single-handed - we tried to do it as subtly as possible. For example, today the anchor chain disappears directly below deck and no longer has to be carried awkwardly over the deck. Also we've organised the reefing in such a way that four crew don't have to sweat blood for 20 minutes; one person can do it in easily in 5-10.

"But there are limits... Of course, the galley in front of the mast is nothing practical, but just a whimsey from the days when the professionals lived in the forepeak: from there to the pantry and from there again to serve the fare... But you'd have to be very callous to saw it out and swap it with the guest cabin, where the ship's movements are calmer and the way to the cockpit would be shorter. Would you really have saved something? At least you would be a few stories and laughs the poorer!"

Specification

HISTORY

Abeking & Rasmussen build no. 2976

Germany's pre-eminent 20th Century designer of beautiful, strong, fast and able yachts, Danish born Henry Rasmussen, also knew how to sell them. His method of dealing with the Great Depression years was to travel to the USA and engage W. Starling Burgess in finding American newbuild clients for his Lemwerder, Bremen yard, Abeking & Rasmussen. He returned with orders for 14 yachts.

AR was born out of that marketing flair; her name would be the clue when she went on show at Kiel during the 1936 Olympic Games yachting regatta there, at which Rasmussen's 8-Metre design GERMANIA III won Bronze representing Germany, and AR hosted many international guests.

Henry Rasmussen also knew how to design and build them. The Seefahrtkreuzer Rule was his own creation, and from it developed a line of beautiful yet sensible, fast yet seaworthy and seakindly yachts, with AR being one of its finest expressions - nowadays also in preservation.

Abeking & Rasmussen's output was so astonishing (138 vessels - albeit of all sizes - in 1936 for example) that it is hard to imagine Henry (or "Jimmy" as he was known) having much time for sailing, but during the first season he did manage to cruise her back to his home town of Svendborg on the Danish island of Fyn, where no doubt she was noticed. Original power came from a suit of sails by the local Wilhelm Mählitz loft, and a 6 cylinder 24hp Selve petrol motor in calms.

AR was quickly sold to Willy Schröder of Altona (Hamburg), a member of Norddeutscher Regatta Verein, who renamed her HARRO IV and sailed the Baltic coast out of Travemünde, competing in North Sea Week 1938. In 1939 she passed into the ownership of highly successful German racing helmsman and fellow NDR member Heinz Horn, becoming his 13th

1. HUTSCHI (British Zone SA) 100 sq m Seefahrtkreuzer Brauer/ Krüger 1935
2. KRANICH (British Kiel YC) 100 sq m Seefahrtkreuzer Brauer/ Krüger 1935
3. LIVELY (British Kiel YC) 125 sq m Seefahrtkreuzer HR/ A&R 1936
4. AEGIR X (British Kiel YC) 100 sq m?
5. KÖNIGIN (Royal Engineers YC) 100 sq m Seefahrtkreuzer HR/ A&R 1935
6. FLAMINGO (British Kiel YC) 100 sq m Seefahrtkreuzer HR/ A&R 1935

LIVELY was sold in 1953 to Hanseatische Yachtschule at Glücksburg on Flensburg Fjord and renamed MÖWE. It was to be a long and happy story at this extraordinary institution which is still going strong. During almost 30 years of sail training and 120,000 sea miles, she won the Blue Ribbon of Flensburg Fjord and held for many years the sailing school's internal speed records. The present owners bought her from the school in 1982, since when - as AR again - she has been cared for lovingly as a cherished member of the family, cruising the Baltic, Kattegat and Skagerrak, and racing successfully in the western Baltic classic yacht regattas organised by Freundeskreis Klassischer Yachten,

There seems hardly any period in her long life when AR has not been a happy ship; when you step aboard, you truly feel it.

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More information on AR's provenance can be found at her website:
<http://yachtar.de/>

SKJOLD.

She survived 1939-1945 and, like many other fine German yachts, then became a prize of war, the British "Windfall" yacht LIVELY, but unlike most Windfalls she remained in Germany as one of the newly formed British Kiel Yacht Club's fleet. However, along with fellow club yachts KRANICH and AEGIR X, LIVELY did visit British waters during at least one summer under the command of the BKYC Rear Commodore, Tom Dixon, taking part in the 1951 Fastnet Race followed by the Royal Yacht Squadron's race clockwise round the Isle of Wight for the Britannia Challenge Cup. That year's Fastnet start was a torrid affair in strong westerlies with many yachts not making it beyond the Solent, including Kennon Jewett's John G Alden-designed ketch MALABAR XIII, dismasted off the notorious Shingles Bank. LIVELY at least made it as far as Portland before retiring to Weymouth with a split mainsail. The season before, LIVELY had finished 3rd in the Copenhagen - Kiel Race, the third and final stage of the RORC's 1950 "Scandinavian Series" (the earlier stages were: Dover - Kristiansand, and Arendal - Copenhagen). For the Copenhagen - Kiel stage all competitors were British forces "Windfall" yachts:

Specification
CONSTRUCTION

| | |
|--|-----------------------|
| Semi composite hull | - Teak deck |
| - Larch planking on steel and oak frames | - Teak superstructure |

Specification
DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

| | |
|---|--|
| - Varnished covering board and capped toerail | - 2 x Opening ports |
| - Bronze fairleads port & starboard at taffrail | |
| - Bronze ensign staff socket at taffrail | Chart House external |
| - Bronze mooring cleats port and starboard | - 2 x Bronze ventilators |
| - Wood mizzen sheet blocks on bronze padeyes | - Sliding companionway hatch |
| - Barient 36 bronze self-tailing winch | |
| - Hatch to lazarette | Fwd to raised engine room access hatch |
| | - Athwartships sliding hatch |
| Mizzen mast; single spreader | - Varnished mainsheet cleat and block at deck |
| - 2 x Barient bronze self-tailing winches | |
| - 1 x Merriman bronze winch | - Raised butterfly skylight hatch over aft cabin |
| | |
| Deep, well organised cockpit | Fwd to forward companionway house |
| - Lockers port and starboard | - 2 x Half butterfly skylight hatches port & starboard |
| - Raised cockpit coaming | |
| - Ship's wheel | - Bronze yankee tracks port & starboard |
| - Binnacle with Plath steering compass | - Bronze mushroom vents |
| - Engine control | |
| - Autopilot control | - Butterfly hatch over saloon |
| - Sheet winches on bronze coaming mounted plinths | - Small boom gallows and dinghy stowage |
| - 2 x Barient 32 bronze self-tailing - yankee | |
| - 1 x Barient 27 bronze self-tailing - mainsheet | Main mast |
| - 1 x Lewmar non self-tailing - boom staysail | - 2 x Spreader + diamonds rig |
| - Highfield runner levers port & starboard | - 2 x Captive halyard winches |
| - Bridge deck with mainsheet traveller | - 2 x Merriman winches |
| | |
| Chart House internal | - Wood boom with Barlow reef pennant winches |
| - Full size chart table | |
| - Banquets port & starboard | - Bronze traveller for staysail |
| - Brass lamp (adjustable) | - Staysail on boom |
| - Barograph | - Wood jib pole to starboard |
| - Clipper log | - 2nd Wood pole to port for lifting dinghy |
| - Clipper depth | - Butterfly hatch over galley |

- Garmin GPS Plotter 2210
- Ship's isolator panel
- Clock
- 'Sailor' radio set
- Bookshelves

- Bronze ventilator
- Scuttle forehatch with 2 x opening ports
- Bronze Walter Sclafani vintage hydraulic windlass
- Large warping drum and capstan
- CQR anchor
- 80m anchor chain
- 'Lemon squeezer' deck prism
- Bronze mooring cleats port and starboard
- Bow roller

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- Access via companionway house
- Down 7 steps of turned staircase

Moving aft

Aft cabin

- Butterfly skylight hatch in deckhead
- Double berth to starboard
- Drawers under
- Locker aft
- Reading light
- Door to access heads
- Single berth to port
- Banquette
- Drawers under berth
- Locker aft
- Reading light
- Built-in desk/ chest of drawers on centreline
- 2 x hanging lockers

Moving forward

- Oilskin locker

Opposite companionway steps –

- WC compartment (dayhead and access from aft cabin)
- Blakes WC
- Ceramic sink with hot and cold taps
- Lockers
- Bulkhead light
- Butterfly skylight hatch in deckhead

Moving forward

Guest cabin to starboard

- Single berth
- Pipe cot fits in to make occasional berth
- Hanging locker
- Deckhead light
- Butterfly skylight hatch in deckhead

Moving forward to Saloon

- Settee to port
- Long L-shaped settee to starboard
- Settee forms occasional berth
- Drop leaf table offset to starboard

- Lockers port & starboard entire saloon length
- Drinks locker
- Glasses locker
- Book cases
- Butterfly skylight hatch at deckhead
- Refleks Diesel heater in dedicated area port fwd
- 3 x Bulkhead lights
- 2 x Oil lamps
- Fusion CD/ Radio

Forward to Galley

To port

- Stainless steel sink in unit with locker under
- Bronze seawater hand pump
- Freshwater foot pump and faucet
- Richmond Ring Co. 'Shipmate' stove
- 3 x burner hob, and oven

To starboard

- Brushed stainless steel top
- Large Danfoss fridge under
- Lockers; dedicate plate and cup stowage

- 1 x Deckhead light
- 1 x Bulkhead oil lamp

Forward to forepeak

- Entry via door from galley
- 2 x Pipe cot berths
- Tool lockers
- Raised scuttle hatch at deckhead with 2 x opening ports
- Metal ladder to hatch
- Chain locker
- Sail stowage forward
- 1 x Bulkhead oil lamp
- 1 x Deckhead light
- 1 x 'Lemon squeezer' prism light

Specification

RIG, SAILS AND CANVASWORK

Spruce spars

- 1 x Merriman bronze winch

Main mast

- 2 x Sets of spreaders and diamond
- 2 x Captive halyard winches
- 2 x Merriman winches

Sails

- Main (2017)
- Mizzen (2017)
- Genoa
- Jib
- 2 x old Jibs
- Boom Jib
- Mizzen staysail

Mizzen mast

- 1 x Set of spreaders and strut
- 2 x Barient bronze self-tailing winches

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

- MWH 30hp Diesel motor
- Yamaha 800W Generator

- Autohelm autopilot

- 12V Electrical system
- Victron charger
- Sterling inverter
- 220V Anchor chain wash pump

- Water tanks 220 L
- Fuel tanks 200 L
- Greywater tank 70 L
- Paraffin tank 25 L

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Garmin chart plotter
- Echolog log

- Sailor radio
- Debeg radio

Specification

SAFETY

- 2 x Electric bilge pumps
- 2 x Whale manual bilge pumps
- 8 x Lifejackets
- 2 x Lifebelts

- Lifebuoy
- Night light float
- Autoflug 6-person liferaft

Specification

OTHER EQUIPMENT

- Folding cockpit table
-

4 x Cockpit back rests

Specification

IMAGE CREDITS

- Many images are ©Tom Nitsch
- Drawings:

FKY Yachtsportmuseum Digital

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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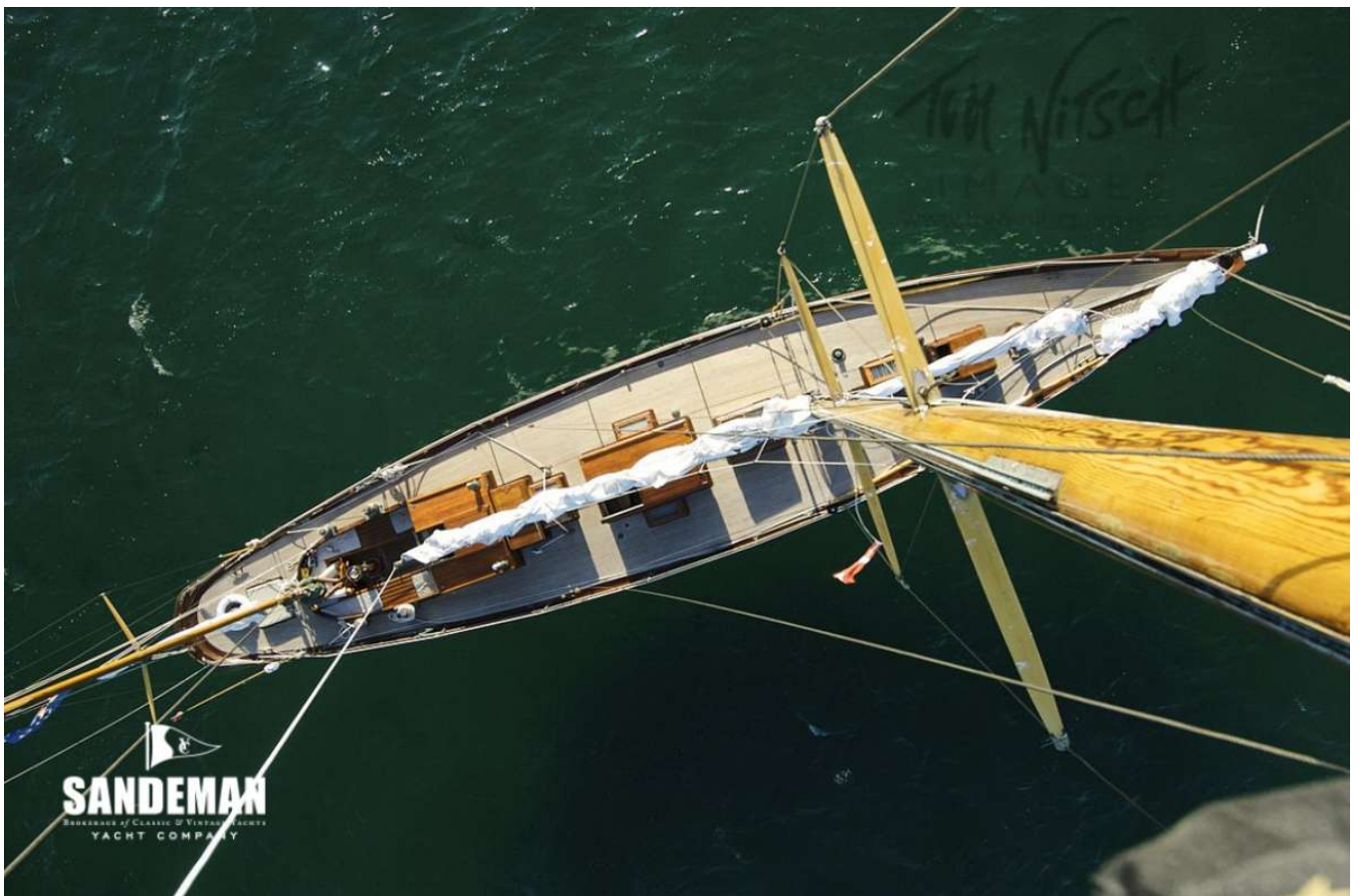




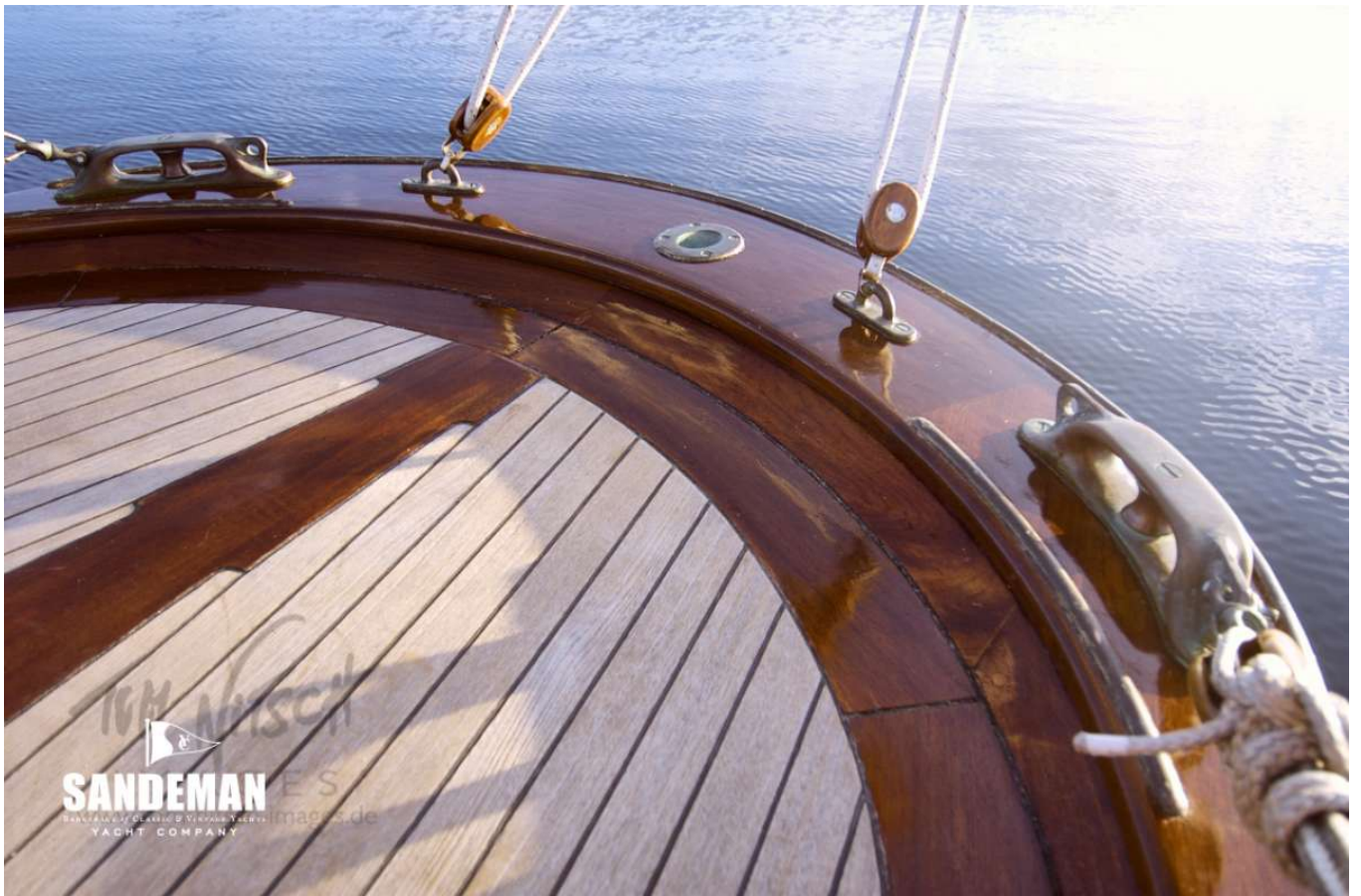








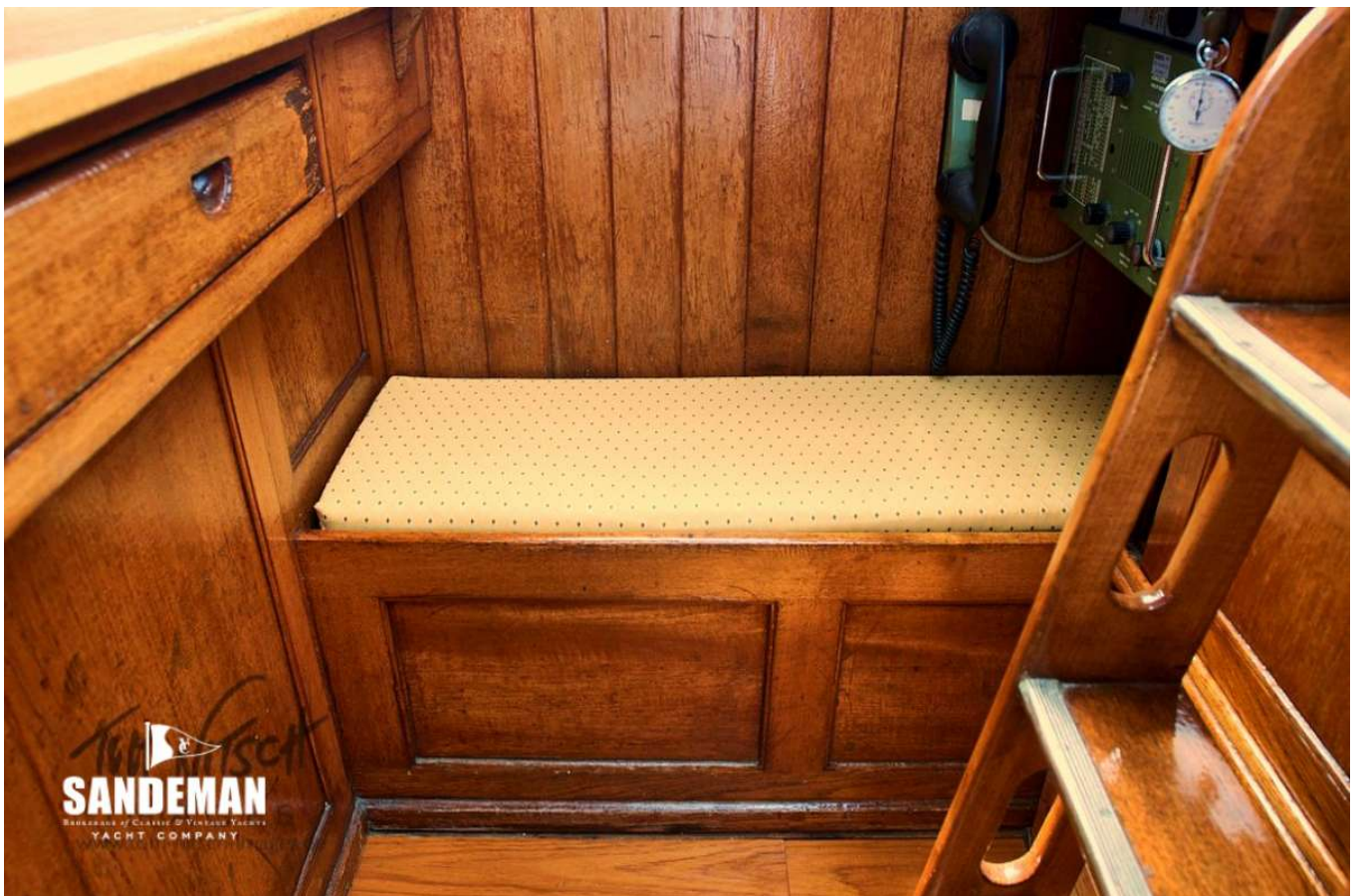
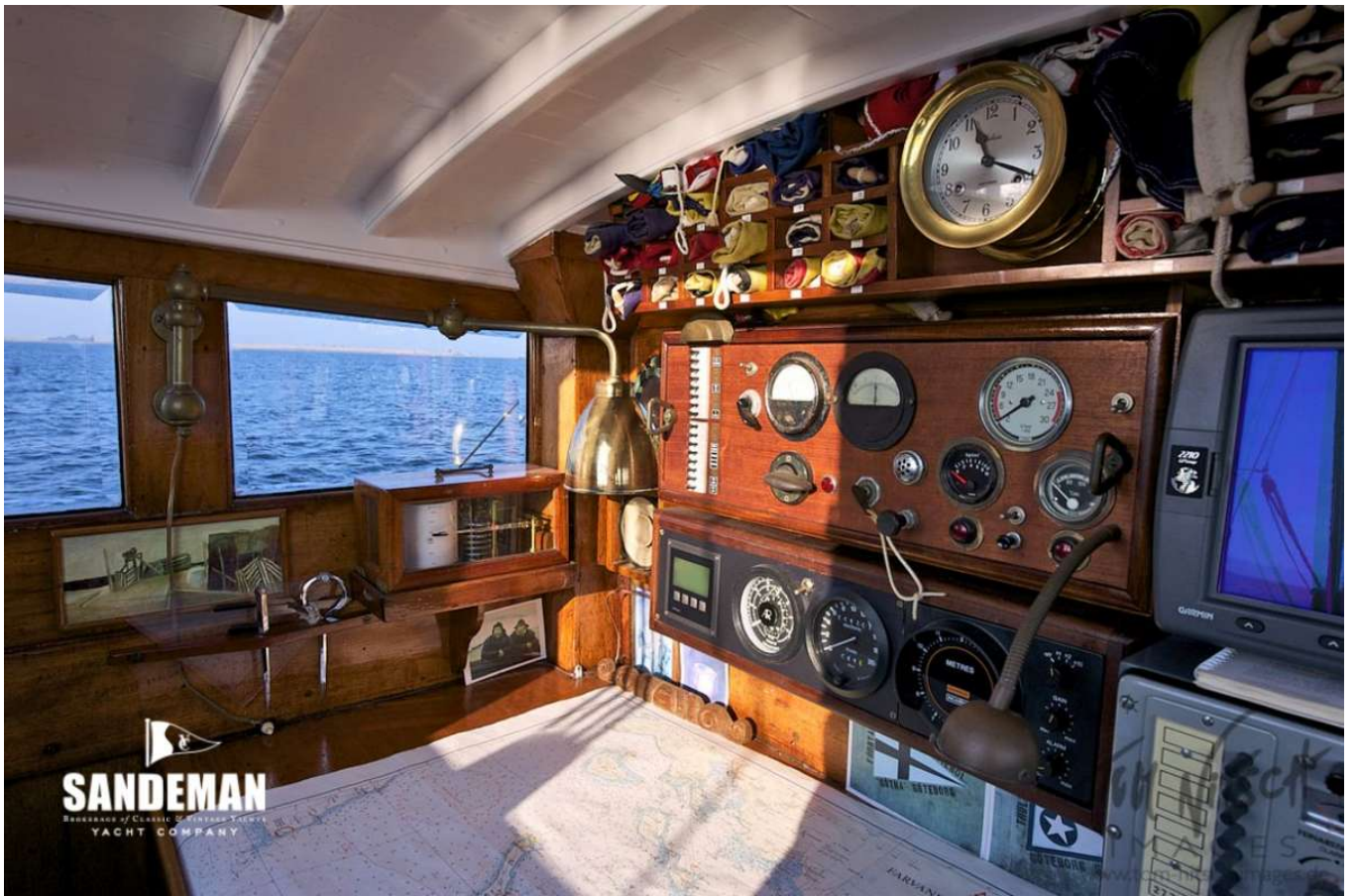


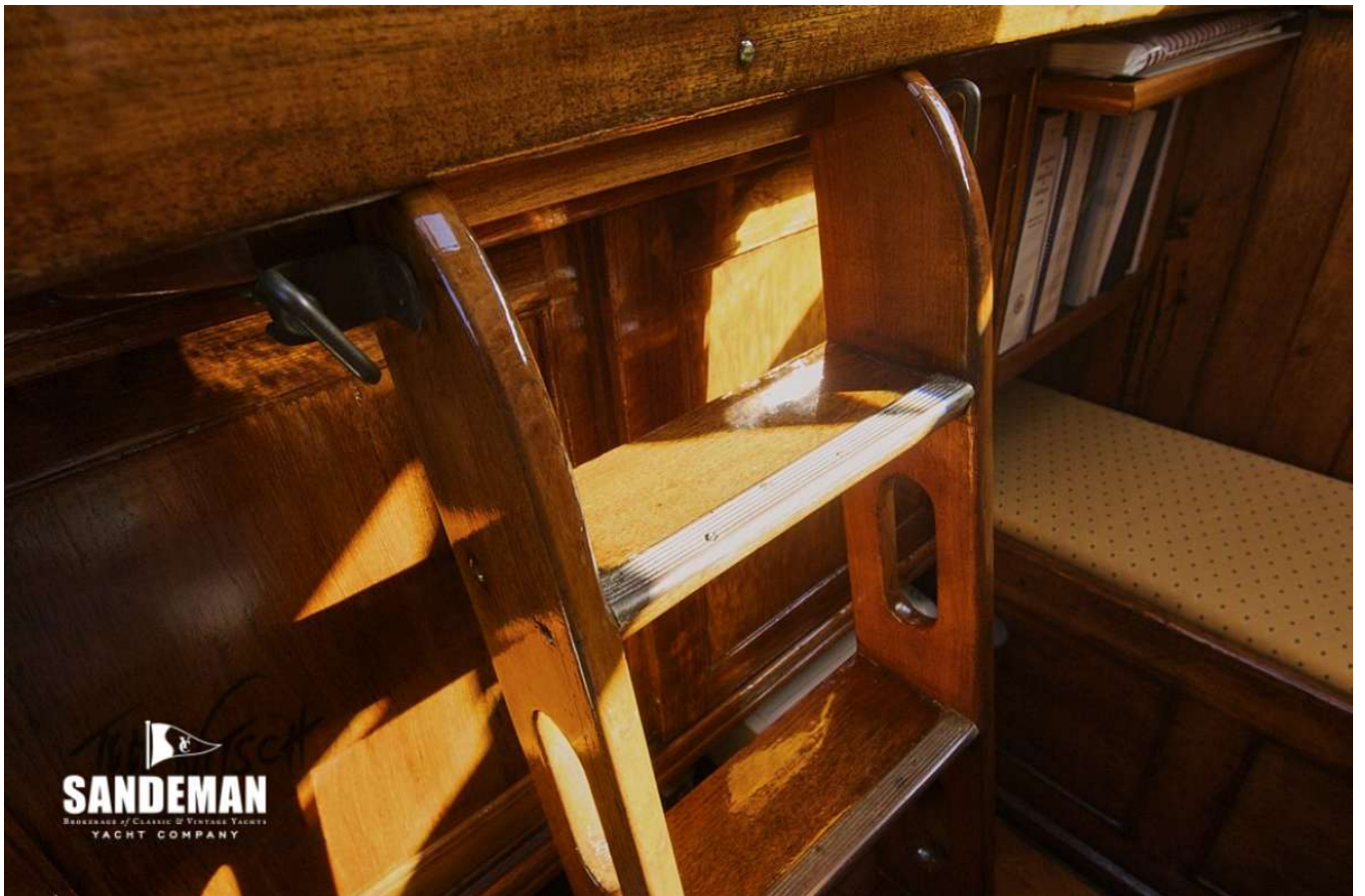
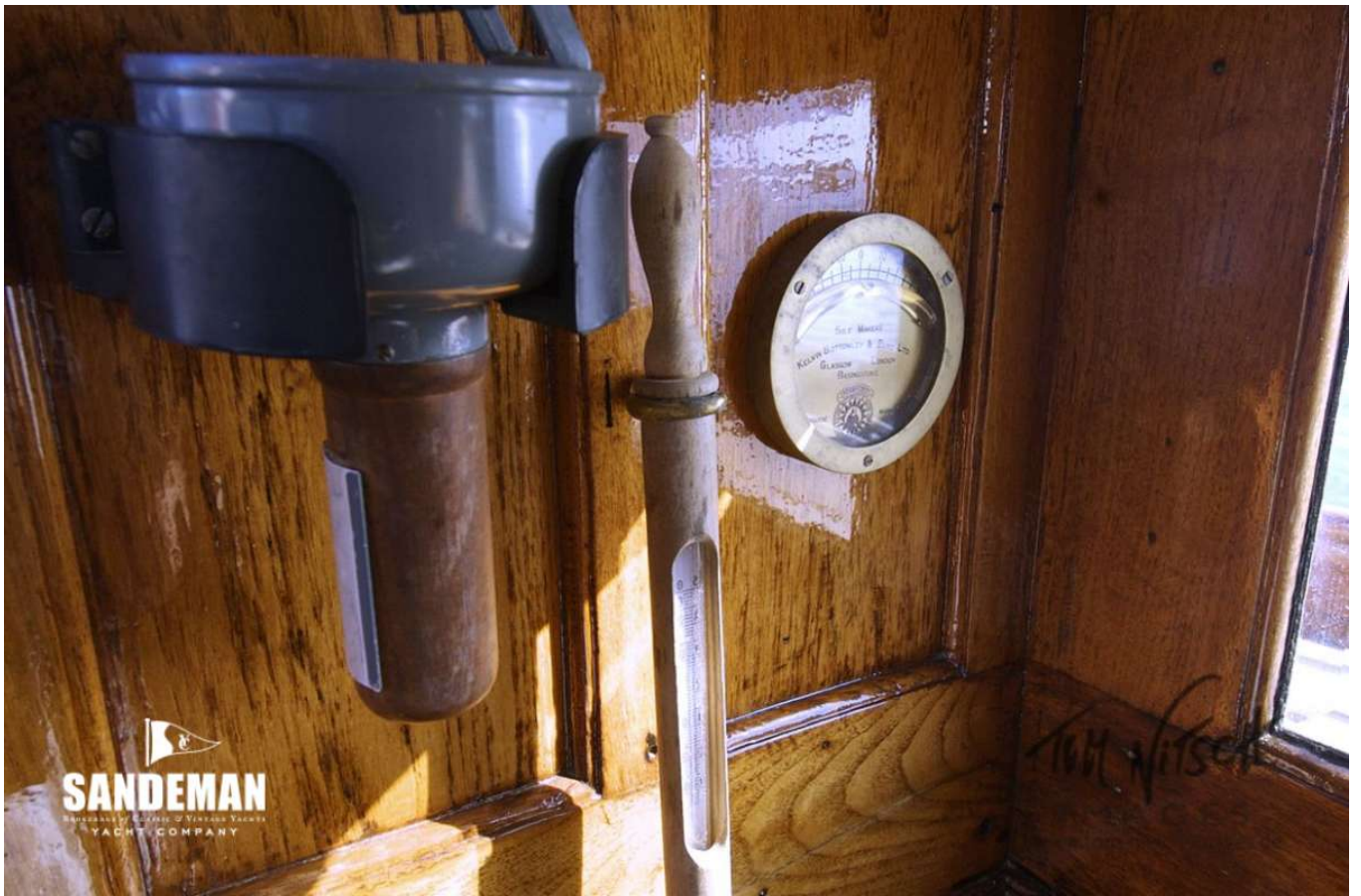














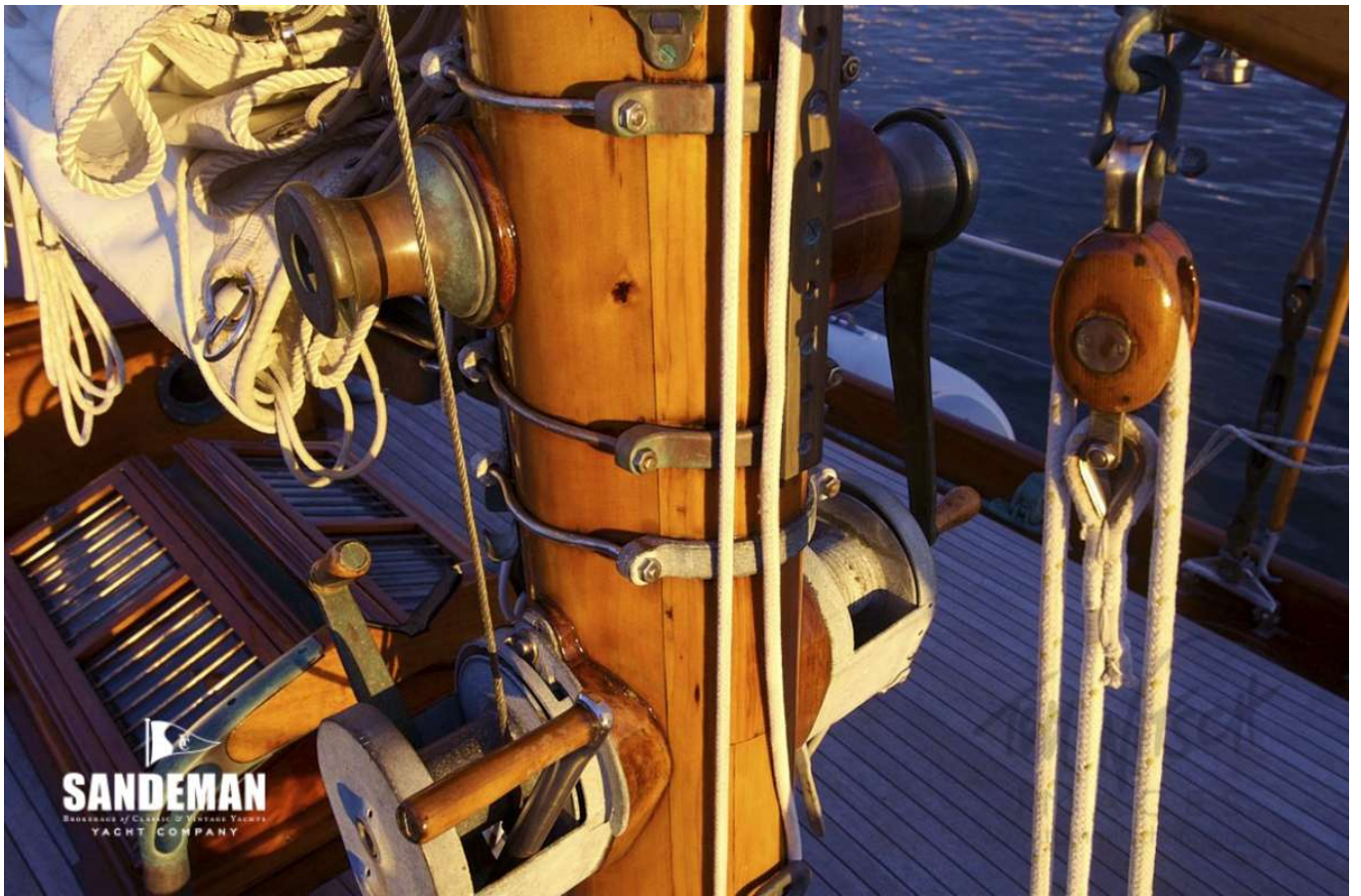




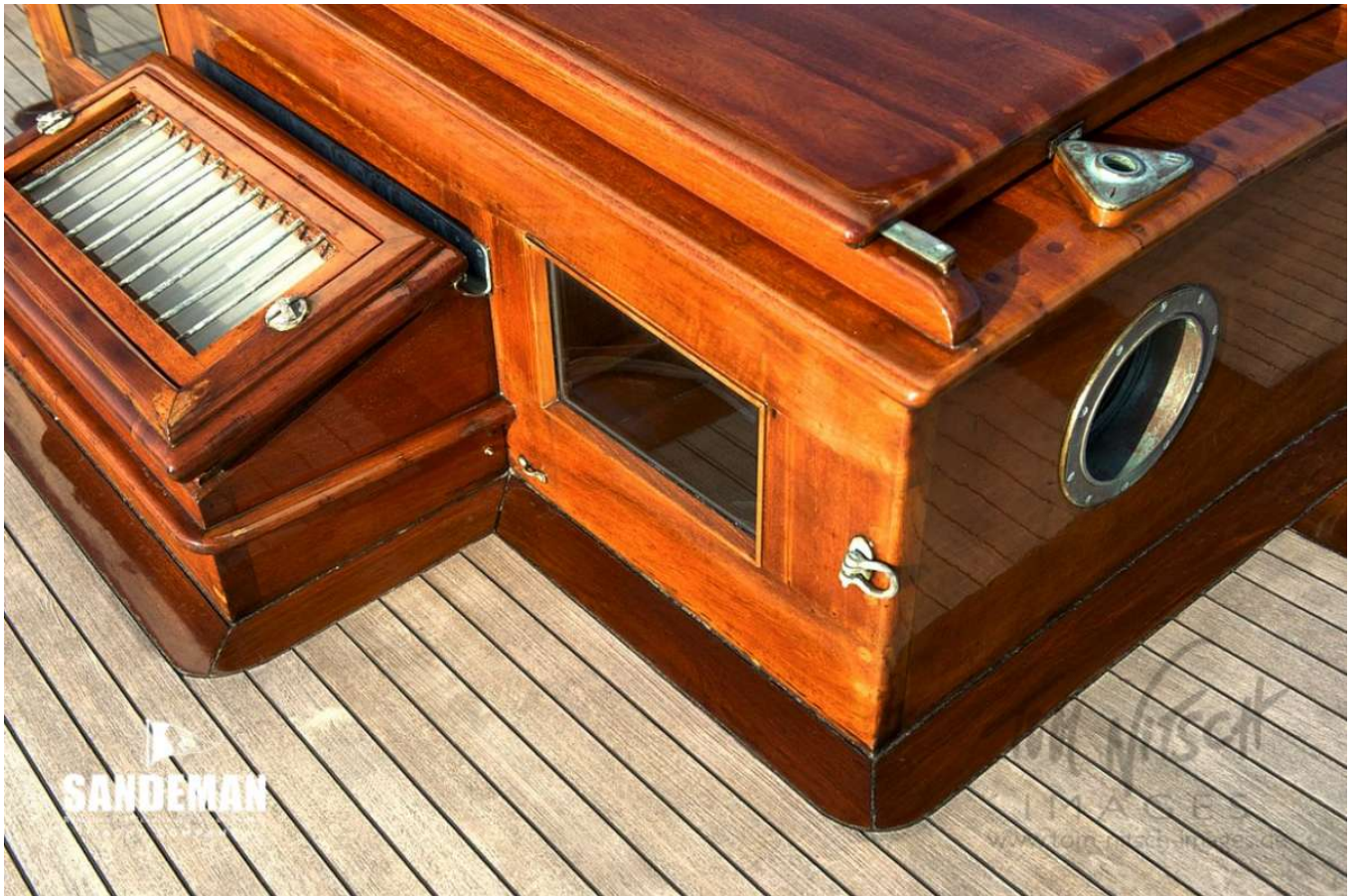



















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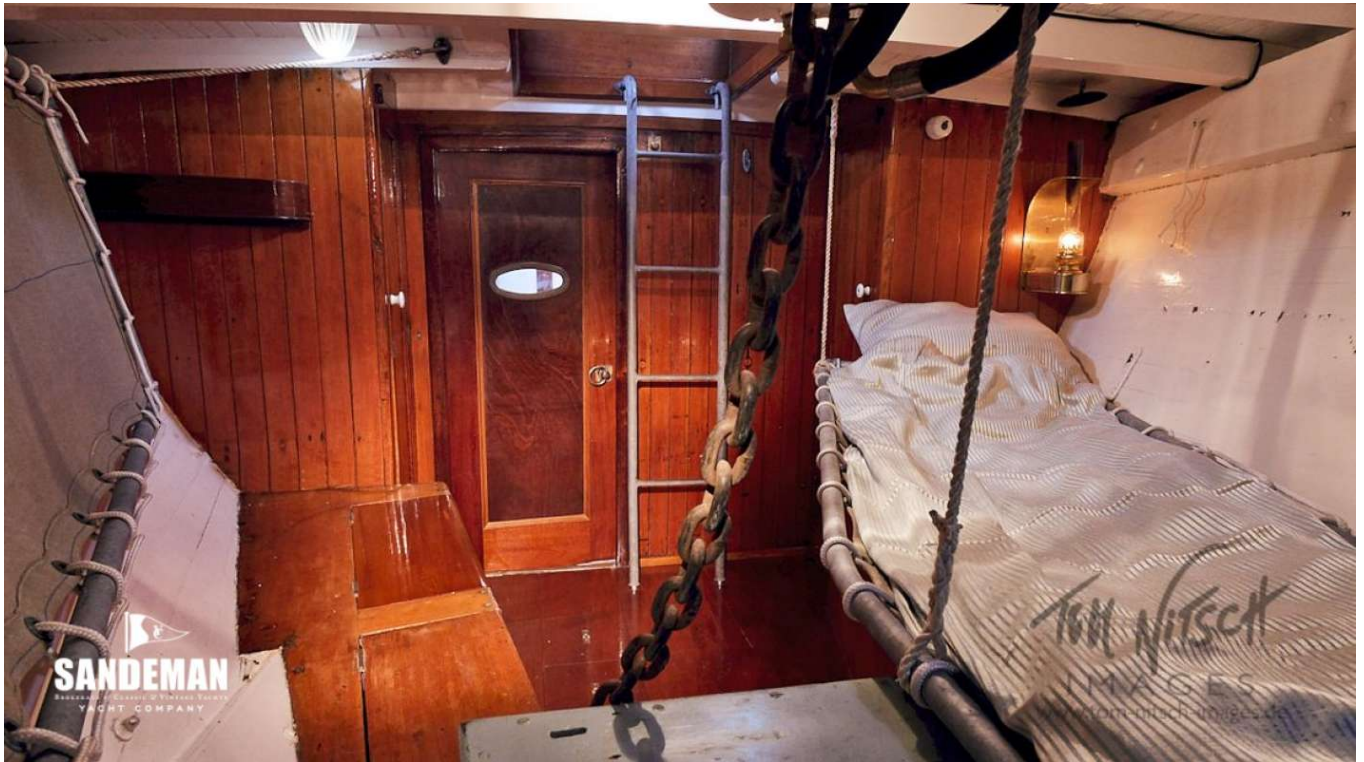


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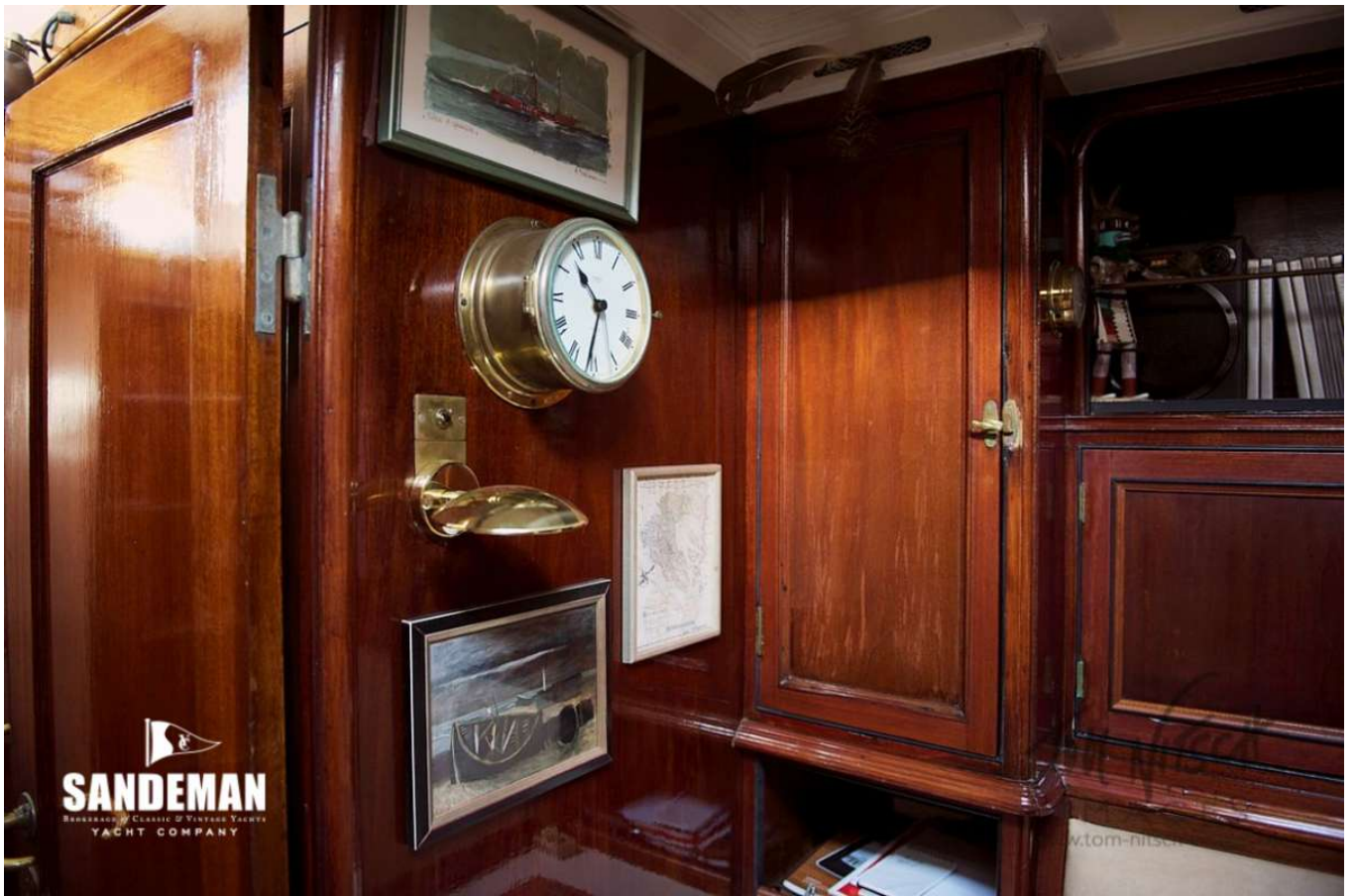

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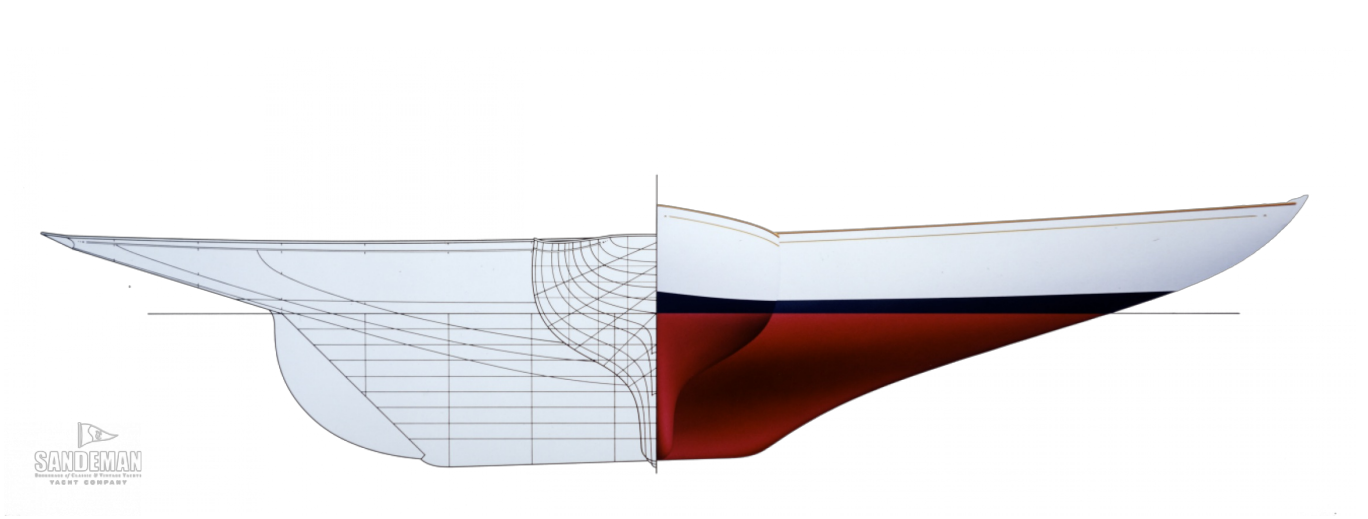


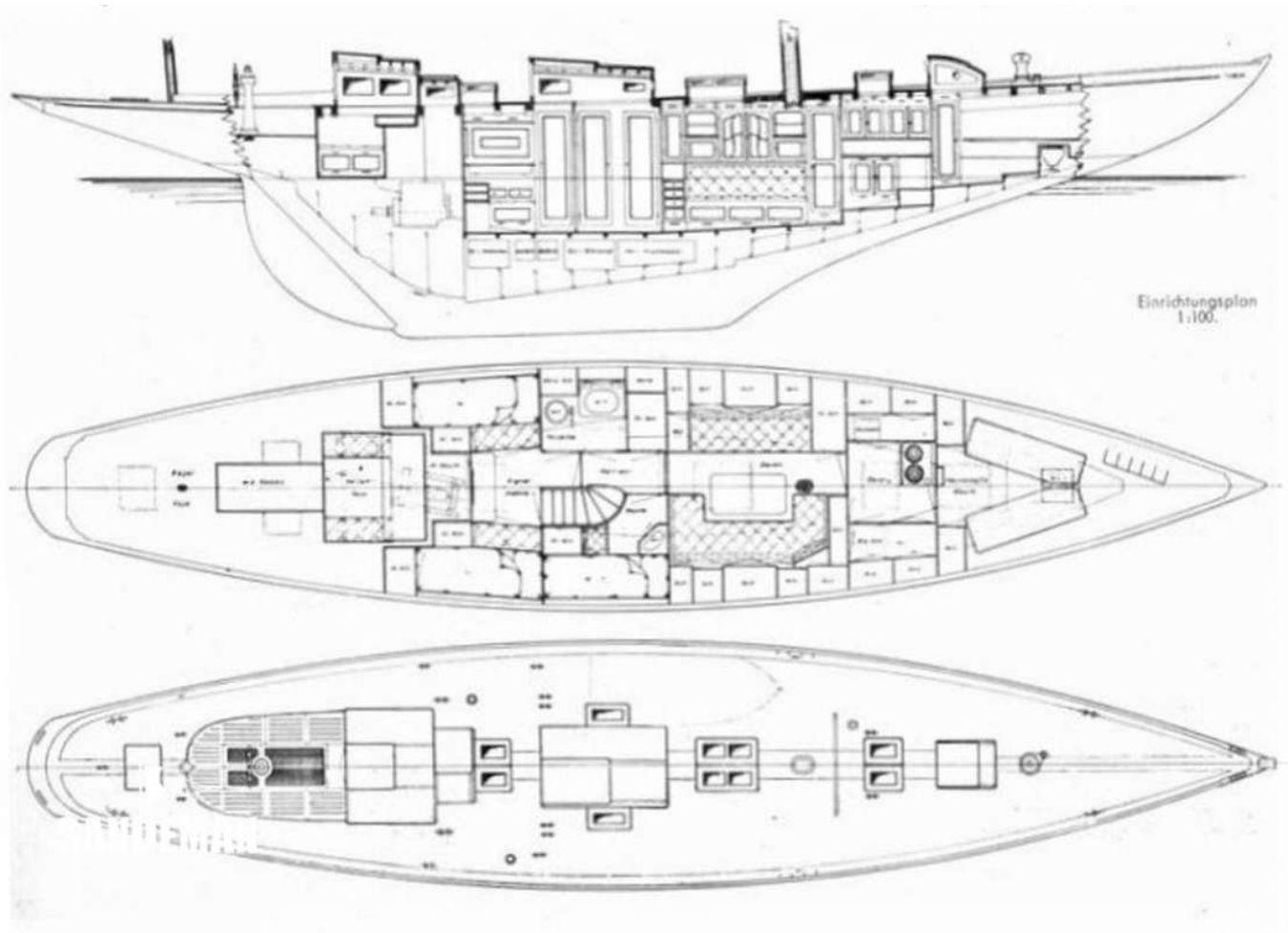
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