LAURENT GILES ROYAL HUISMAN 51 FT KETCH 1971 - SOLD



Specification

BUCEPHALUS

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Designer	Jack Laurent Giles	Length waterline	0 ft 0 in / 0 m	Engine	Yanmar 4JH3-DTE 125 HP Diesel
Builder	Royal Huisman, NL finished by A.H. Moody & Son, UK	Beam	12 ft 6 in / 3.82 m	Location	United Kingdom
		Draft	6 ft 6 in / 1.98 m	Price	Sold
Date	1971	Displacement	0 Tonnes		
Length overall	51 ft 0 in / 15.55 m	Construction	Aluminium		
Length deck	51 ft 0 in / 15.55 m				

These details are provisional and may be amended

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BROKER'S COMMENTS

Launched in 1971 this yacht is a remarkable combination of Jack Laurent Giles's design, a Wölter Huisman build and finish by A.H. Moody & Son; three of the greatest names in yachting at that time – and frankly they didn't get much better than that. BUCEPHALUS is a strong, comfortable classic yacht equipped to the highest standard and fitted out not so long ago with the intention to sail around the world - but the owner\'s plans have now changed. She however is more than capable and absolutely ready to go.

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HISTORY

Originally named VIA MARIS this yacht was commissioned by a Dr Ellis from Washington State in the USA and built by Wölter Huisman in 1971 to Lloyds 100A. The original designs were for a slightly smaller yacht but she was extended – the owner has copies of the original supplied by Royal Huisman. He has also been in communication with the original owner's family. Finished at A.H. Moody's, sailed to the U.S. and then back again for some further finishing work the yacht has crossed the Atlantic three times on her own bottom. As VIA MARIS she has an entry in Arthur Beiser's "The Proper Yacht" (2nd Ed). She is also detailed in one of Laurent Giles' books.

Subsequently she was bought in the States and shipped over to Hamburg where she was being used as a sail trainer when her current owner bought her there in 2006. He commissioned a new set of modern interior designs from the original designers, Laurent Giles and Barry van Geffen oversaw the design - VIA MARIS was the first yacht he sailed in when he joined LG in 1971. From 2008 she underwent a 3 year total refit in Holland with master carpenters from Hakvort, Royal Huisman and De Ruiter (Moonen) and a Mastervolt agent.

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OWNERS COMMENTS

In all respects BUCEPHALUS is more sound than when she was hatched - she has modern systems and a better, lighter rig and vastly improved electrics and electronics (her original electrics were 32V). She is reasonably low maintenance and is extremely strong - I have sailed her with my crewman in a force 7/8 for 3 days in 6-8 metre seas from Peloponnese to Malta and she never gave cause for concern.

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MECHANICAL ELECTRICAL AND TANKAGE

- Walk in engine room
- Yanmar 4JH3-DTE 125 HP engine, new 2010
- Dual fuel filtration systems installed for both engine and generator 2009
- New propeller shaft 2010
- Max-Prop automatic feathering propeller
- New Jefa helm
- Side Power 24 V bow thruster 2008
- Paguro 8000 generator - less than 200 hours
- 12 V and 24 V alternators 2011
- 12 x Mastervolt 2 V batteries giving 750 Ah at 24 V new 2008
- Mastervolt engine, generator and bow thruster batteries new 2008
- Mastervolt 4,000 W combi inverter new 2009
- Mastervolt charger for bowthruster and anchor winch batteries
- Mastervolt isolators and controllers new 2008
- Shore power connection via a transformer supplying ring main
- Spectra 65 litres per hour water maker
- 220 Gallons / 1,000 litres fuel capacity in 3 x keel tanks
- 190 gallons / 863 litres water capacity in 3 x keel tanks
- 77 gallons / 350 litres holding tank
- All pumps and plumbing replaced (2008-09)

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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Raymarine ST40 and ST60 instruments
- Raymarine SPX30 Smartpilot autopilot and 2 x ST6002 controllers
- Raytheon 72 nm radar and RL80C plotter with RL70C cockpit repeater
- Worldwide C-Map charts
- ICOM DSC VHF
- ICOM IC-M801E SSB transceiver
- Clipper Navtex
- Thrane & Thrane Sailor FB 250 satcom (bb, internet, telephone) with dedicated PC
- AIS Watchmate
- Intellian I3 Satellite TV system with two Humax decoders
- TVs and DVD players in cabins as detailed

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SAFETY

- 1 x Manual bilge pump in cockpit
- 4 x Electric bilge pumps
- EPIRB
- Plastimo TransOcean Class 2 life raft for 6 persons
- Jonbouy inflatable danbouy
- MOB recovery system
- Fire extinguishers throughout

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CONSTRUCTION

- Aluminium hull.
- Teak decks (2008)
- Rudder supported by full length skeg

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ACCOMMODATION AND DOMESTIC EQUIPMENT

Laurent Giles were commissioned in 2006 to create a new interior design to give a more modern look and to provide bathroom facilities in the owner's cabin aft, yet retaining the character of her original design. The interior was almost completely rebuilt with new teak and teak veneer. New mattresses and cushions in Alcantara, new Corian surfaces in the galley and heads. In summary accommodation is for four in two double cabins, plus a two person convertible berth in the saloon.

Deck house
- Navigation table to port housing the main instruments, chart table and computer
- Internal helm position to starboard; wheel and Morse controls
- Companionway steps down and corridor aft port side by galley

Owner's Cabin
- Skylight hatchway over
- Small vanity unit immediately to port
- Double berth extending aft
- Ample hanging stowage
- Sony Bravia flat screen TV and Sony home theatre system
- En suite head, Vetus electric fresh water flush WC, basin and shower
- Seating for one

Forward to L shaped galley to port
- Large top opening fridge and water cooled chest freezers outboard in corridor outboard
- Corian work surfaces and teak fiddles
- 3 burner ceramic hob
- Force 10 electric stove
- Sink and mixer fresh water tap
- Microwave
- Fridge
- To starboard side of corridor is a walk in access doorway to aft end of engine room

Forward to starboard
- Day head and shower in white melamine, teak and Corian
- Vetus fresh water flushing WC

Forward to Saloon
- U shaped seating to port converts to occasional double
- Centre line drop leaf table and two comfortable chairs to starboard
- Teak battening to the hull interior and stowage to starboard
- Sony Bravia flat screen TV and Samsung home theatre system

Forward to guest cabin
- Double berth offset to port
- Ample hanging stowage to starboard
- Large opening hatch over fitted with fly screen and blackout blinds
- SOVOS state of the art fold down TV/DVD player

Domestic equipment
- Candy washing machine in lazarette
- Trash compactor in lazarette
- Cruisair 2 unit reverse cycle air conditioning system
- Spectra 65 litres per hour water maker; new
- Diesel constant hot water system and hot air heating system; new
- Ralph Lauren bed linen and towels

Specification

RIG SPARS & SAILS

Mast head ketch rig with removable cutter
- New Soromap masts and rigging in 2009
- Andersen self-tailing winches on masts, new 2009
- All sails in good order, recently inspected, cleaned and maintained by North Sails
- Manual roller furling genoa with new UV strip North Sails
- Main North Sails slab reefing
- Mizzen sail slab reefing
- Storm jib
- Trysail North Sails new
- Asymmetric cruising chute Gaastra (2009) with snuffer
- Spinnaker
- Staysail

Specification

DECK EQUIPMENT AND GROUND TACKLE

- 2 x Barlow 30 primary winches
- 2 x Barlow electric primary winches
- Bow roller and anchor
- Stainless Pushpit, pulpit stanchions and double guard wires
- Electric/hydraulic anchor winch. 100 metres ½ inch chain
- Teak deck boxes,
- Chromed/Stainless dorade vents
- New teak deck boxes
- Stern davits
- New Nemo passarelle / swim ladder
- New bimini & dodger
- Stac - pack covers for both main and mizzen
- New Zodiac Yachtline 220 RIB tender and Yamaha 4 HP outboard
- Large lazarette aft containing washing machine and trash compactor

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REFIT AND MAINTENANCE

2008-2011 Major refit

- Masts, standing and running rigging
- All new electrics, electronics, re-wiring by Mastervolt agent
- All pumps and plumbing replaced with new
- New engine fitted in 2011
- Comprehensively surveyed for insurance
- No deterioration in her aluminium - no detectable diminution from original alloy thickness
- Stripped back to bare metal and repainted in Alexseal in 2009
- 2011 capping rail taken off and top sides re-treated, again in Alexseal
- With galvanic isolator, new primer and paint not expected to have deteriorated since refit

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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

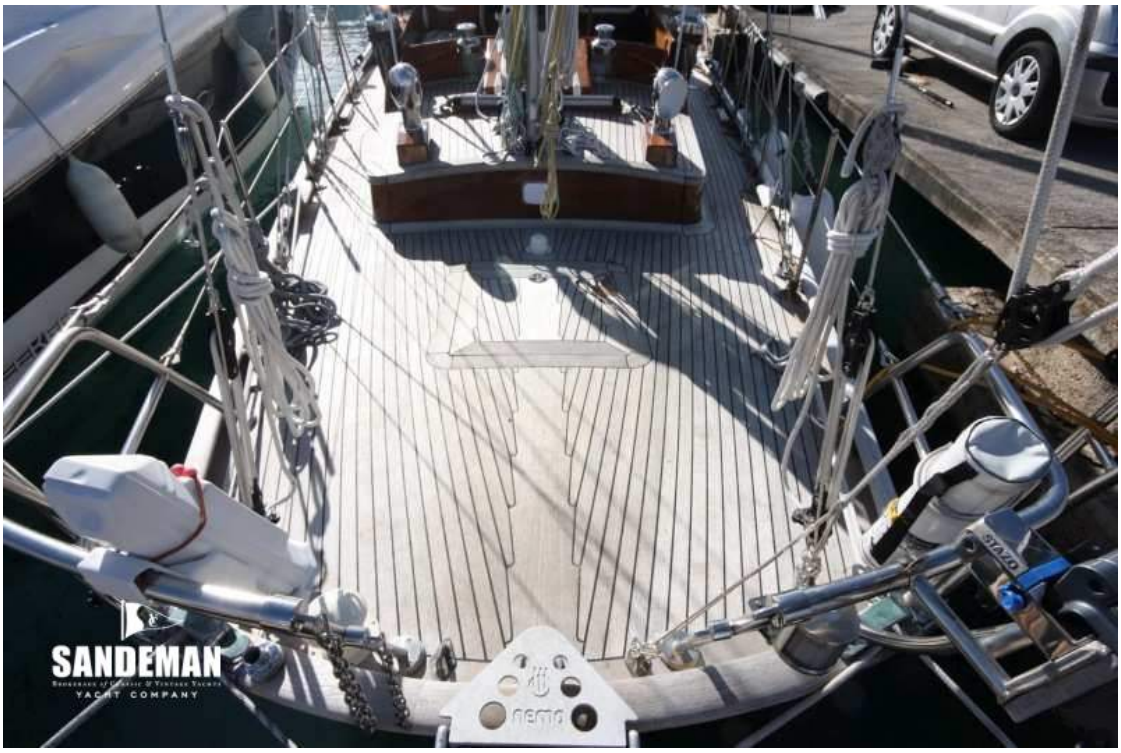



SANDEMAN


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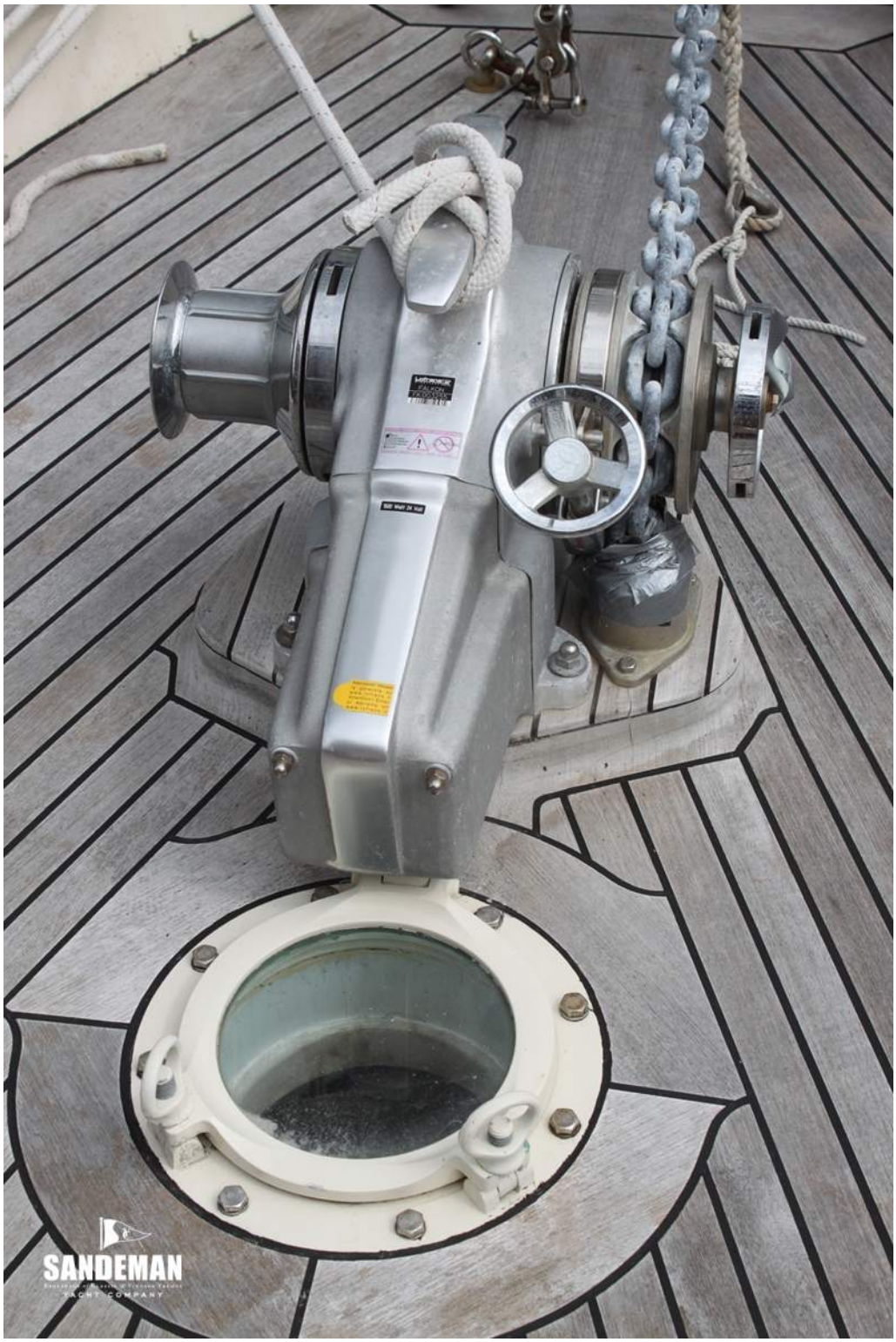

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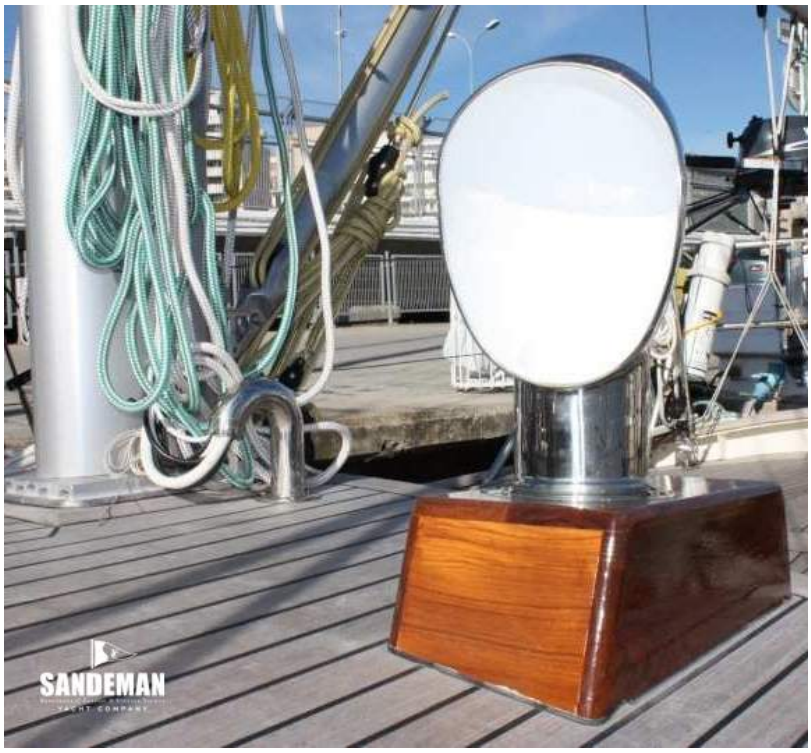

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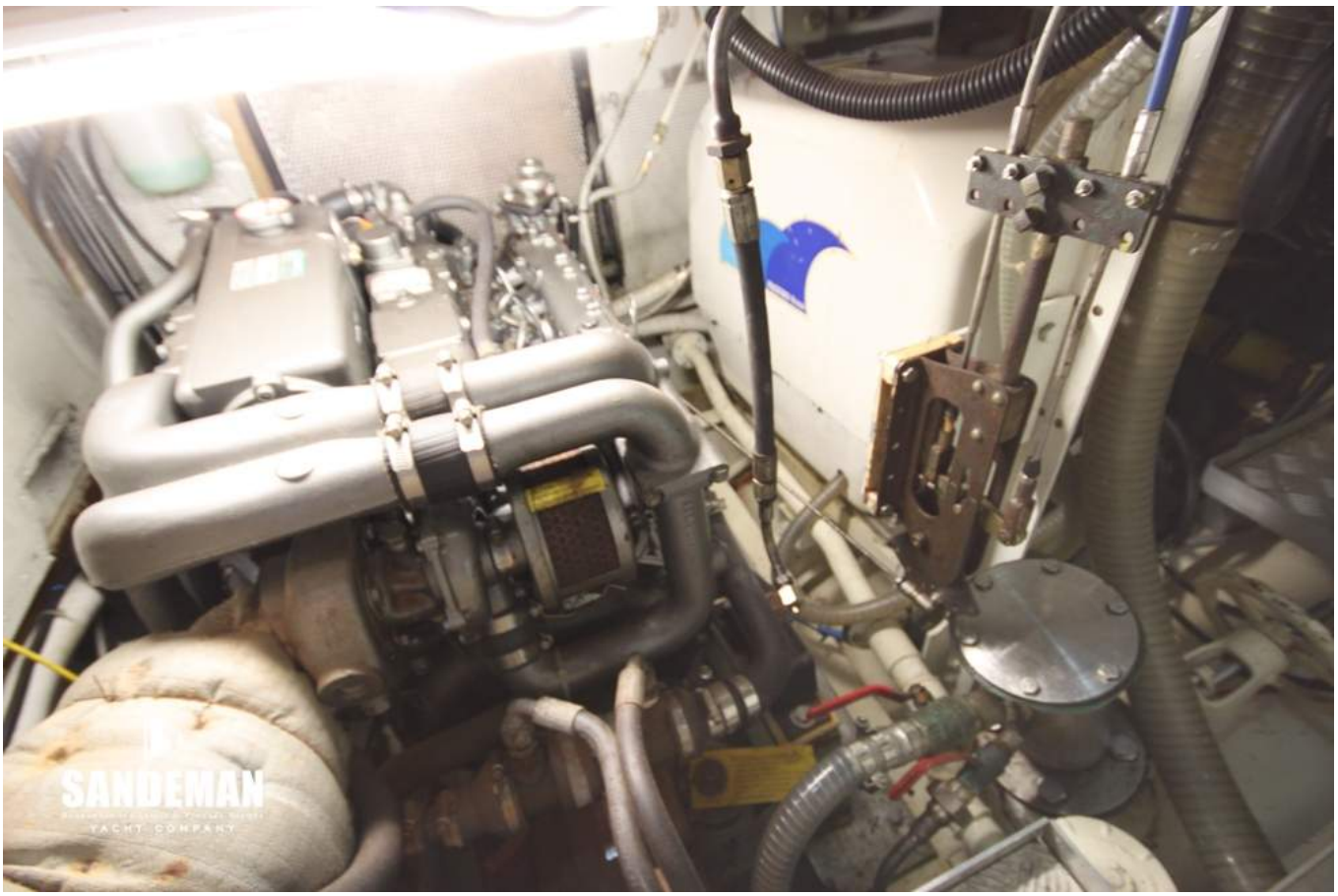

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