FRED PARKER 63 FT TSDY 1962 - SOLD

Specification

CARAMBA

FRED PARKER 63 FT TSDY 1962

Designer	Fred Parker	Length waterline	58 ft 1 in / 17.7 m	Engine	Twin Gardner 127 HP Diesel
Builder	J. Samuel White & Co., Cowes	Beam	15 ft 6 in / 4.72 m	Location	United Kingdom
Date	1962	Draft	5 ft 6 in / 1.67 m	Price	Sold
Length overall	63 ft 6 in / 19.35 m	Displacement	50.6 Tonnes		
Length deck	63 ft 6 in / 19.35 m	Construction	Steel plate on steel frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

CARAMBA's supreme good looks are not accidental – the sheer line, beautifully balanced proportions and purposeful profile are all in immaculate good taste. When you add to this her ease of use..... We first met her as a family yacht in Corfu, professionally skippered and run by two people. Her current owner by contrast looks after the boat himself and often cruises her alone. With or without a crew, her versatility is therefore impressive. With her wide and protected bulwarks, expansive aft deck, her little ship ambience with commanding bridge, charming saloon and intimate cabin layout, she is living testament to her designer's skill. Fred Parker of course was one of that generation of designers to have served his apprenticeship before the 2nd World War. It raises the question. "Why don't they make them like this anymore?"

© Sandeman Yacht Company Limited 2026. A member of the ABYA.

FRED PARKER 63 FT TSDY 1962

Specification

HISTORY

J.SAMUEL WHITE & CO. YARD No: 2013

Originally commissioned by Frederick M. Brown to designs by Fred Parker, this stunning twin screw full displacement gentleman's motor yacht was built to full Lloyds 100 Al + standard by J. Samuel White & Co Ltd., Cowes. Highly regarded for their construction of luxurious private motor yachts as well as naval vessels & lifeboats, the very best of their considerable expertise was put into this perfectly proportioned yacht.

CARAMBA has had a number of owners succeeding Mr Brown her 1st (and a serial yacht owner), and Peter Dixon her 2nd. The 3rd was David Skellon in the mid 70s, who after selling her continued to take a close interest in the yacht. The 4th was Leighton Mitchell from 1979 to 1991. He was succeeded by Monsieur Bolloret who had her until 1995 and the 6th, another Frenchman Monsieur Signeol. In October 2000 the current owner Philip Hardstaff purchased her from Jap de Bruin. Jap was a friend of former 3rd owner David Skellon, who from the sidelines had persuaded him to "rescue" her from Signeol who by that time had mothballed the boat.

Geographically CARAMBA's fortunes followed pretty well the lifestyles of her owners so from her early days of rough and tumble in the Solent she became a family yacht based on Corfu, cruising in the Greek islands. Then to the South of France she became very much a part of that set. Brought back from her then home in France through the canals, she was sailed to Falmouth. Soon thereafter a substantial yet sympathetic rebuild and refit was undertaken by Voyager Yachts of Millbrook in 2001 / 2002, followed by the Pendennis yard fitting a new teak deck, some minor works and paintwork etc. Pendennis then looked after her, ongoing between 2003 and 2009. The most recent rebuild/ refit was at Cockwells of Mylor 2011-2012.

Passed down by successive owners is a comprehensive catalogue of original manuals, lines drawings, Fred Parker's original specifications and the original Blue book.

Specification

CONSTRUCTION

Hull
- Full displacement hull profile with canoe stern
- Steel hull ¼ inch plating for topsides and underwater profile
- 5/16th inch steel plating for sheer strake and garboard areas
- 3 ½ x 2 ½ quarter inch steel frames are spaced 18 inches apart and flush riveted to the hull plating
- All plates and frames are either fastened with steel rivets or welded
- Side stringers 2 ½ x 2 ½ quarter inch profile steel
- Fuel and water tanks are incorporated in the hull in a double bottom
- Cabin sole rests on 3 x 2 ½ quarter inch profile steel beams and ¼ inch steel beam knees
- Fore & aft watertight bulkheads are ¼ inch steel plate with hinged watertight manhole to forepeak
- Porthole sills and drains were renewed during refit
- Engines seated on ½ inch steel plate construction girders
- During 2000 refit engine room bulkheads and deck heads stripped and new insulation fitted
- Original bulwark and up stand replaced the with stainless steel in Voyager refit 2000
- 4 x 1 ½ inch varnished teak cappings

Deck
- The deck is constructed of 3/16th inch steel plate
- 4 ½ x 3 ½ quarter inch profile deck beams fitted to every hull frame via ¼ inch steel beam knees
- 2 layers of 12mm plywood staggered and then 15mm teak on the steel roof – Pendennis refit 2003

Superstructure
- Wheelhouse and deck saloon of aluminium plate
- All frames aluminium
- Superstructure insulated with GRP and all internal surfaces lined with veneered marine ply
- Fold-back aluminium antenna mast
- Aluminium false funnel aft of antenna mast with stowage space
- Storm bridge forward of deckhouse with entry gates giving access to foredeck

Exterior Doors & Windows
- All exterior doors of varnish solid teak
- Armour plated glass external windows
- All port lights are bronze with bronze dead lights except for corridor / main cabin of chrome

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- Teak & holly sole boards throughout with solid teak edges to access hatches
- White deck head linings in either vinyl or painted ply with teak battening
- Blue cloth upholstery
- Alternate access to deck via booby hatchway on foredeck

- Blue carpeting throughout
- Teak gratings over stainless steel shower sumps in heads

Bridge
- Accessed by doors from side decks or steps up from forward cabin and saloon aft
- Helm and all original Gardner engine controls and gauges fwd on centre line
- VT stabiliser controls
- Chart table to port with teak joinery drawers and cupboards aft
- Navigation instruments
- Teak veneer
- Blue Alcantara upholstery in deck house

Deck saloon
- Accessed from bridge, lower corridor aft to port or teak and glass doors from aft deck
- L shaped seating to port
- Dining table can be lowered to create a large occasional double berth
- Stylish hospitality bar in sycamore with fossilised stone countertops
- Stowage lockers under
- Mirrored forward bulkhead with concealed lights above
- 4 x Art Deco style lights
- 4 x Spot lights in deck head
- Blue & white striped upholstery new at refit
- Royal blue curtains and white blinds new at refit

Forward access by 5 steps down to forward accommodation

Head compartment to port
- White GRP laminate joinery
- Jabsco manual WC
- Basin and H&C mixer doubles as shower

Galley and forward saloon
- 4 Burner stainless steel gas / electric hob with hotplate
- Stainless steel & tinted glass gas oven & grill recessed below worktop level
- Samsung 850 W 240 V microwave oven in cabinet beneath deckhead
- Ariston 240 V full-sized domestic fridge / freezer
- Philips 240 V domestic washing machine
- Stainless steel sink with drainer and thermostatic mixer tap fresh water
- Table and long banquette seating to stbd
- Light maple veneer in refitted forward sections
- Beige Corum worktops and counters in galley / forward cabin area
- Semi bulkhead forward with small table and seating that converts to a large double berth
- 4 x opening bronze port lights each side
- Access to engine room by veneer trimmed steel insulated watertight door

From deck saloon by 5 steps down port side to accommodation aft
- Corridor with sycamore joinery forming cupboards and hanging space outboard to port
- Large owners double cabin stbd side by doorway at aft end
- Queen size double berth with cushioned headboard and drawers each side
- 2 x Large hanging cupboards and dressing table outboard to stbd
- 2 x Chrome ports light from the corridor
- 1 x Opening port light in hull
- Reading lights
- Mirror on aft bulkhead
- Art deco style lighting
- Sliding door access to en suite aft to starboard

Master head clad in white ceramic tiles
- Auto WC, basin H&C
- Separate large shower
- 24 V Extractor fan

Corridor leads aft to Aft / VIP cabin
- 2 x Large single raised berths; one each side in traditional TSDY style
- Reading lights
- Dressing table / desk between aft
- 2 x Large hanging lockers and additional locker stowage
- 4 x Opening bronze bound ports in hull
- Sycamore joinery
- Art deco style lighting

En suite head compartment
- Auto WC
- Ceramic basin with H&C water
- Separate shower
- Opening port

General Domestic Equipment
- Cruisair reverse cycle 240 V air con / heating with outlets in all accommodation cabins
- Thermostats in saloon & master cabin with further controls in each main cabin
- Dorade ventilators in forward cabin deckhead
- Teak & glass deckhead skylights for forward & aft cabins
- Domestic Lighting:
- 24 V Deck head halogen lighting throughout
- Reading lights in all accommodation cabins
- 220 V lighting in engine room
- Deck lighting mounted to bimini frame
- Space for portable TV in saloon

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From bow
- 24 V Twin gypsy reversing anchor windlass with remote control
- Port bow anchor with 100 m galvanised chain resting on stainless steel plate
- Stbd bow anchor with 25 m galvanised chain resting on stainless steel plate
- 2 x Large mooring cleats
- Booby hatch over fore cabin
- Teak deck - as new
- High bulwarks forward with teak cappings
- Stainless steel stanchions with varnished teak hand rail
- 2 x Varnished teak boxes each side of saloon double doors aft
- Raw teak dining table for aft deck with folding leaves
- Teak folding dining chairs
- Zodiac 2.5 m inflatable dinghy 4 HP Mercury outboard
- 2 x Butterfly hatches over aft cabin
- Large lazarette
- 2 x Mooring cleats P&S
- Teak passarelle for boarding aft
- Ensign staff

- Large varnished teak box in front of bridge with varnished teak skylights each side
- Wide protected side decks
- Sliding doors port and starboard access bridge deck house
- Teak boarding ladder fitted starboard with davit and winch to raise and lower
- 2 x Swivel arm davits each with block and tackle for tender with all purpose winches
- Avon 3.2 jet ski tender held in davits
- Side boarding gates in guardrails to port & starboard and additional gate adjacent to davits
- Ladder up to sun roof sunbathing area
- Burgee and radar scanner mast
- Glomex amplified TV / radio antenna on antenna mast
- Running lights and 24 V search light with control at helm
- Warps and fenders

Canvas and covers
- Blue canvas covers for deckhead skylights
- Blue canvas covers for teak deck boxes and false funnel
- Sunbathing cushions for foredeck area

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

Engines & Gearboxes
- 2 x Gardner 6LXB 6-cyl 10.45 litre 127 HP diesel engines with cast iron blocks
- Cruising speed 10 knots @ 1,300rpm
- Fuel consumption at cruising speed: 4 gph range c 1,375 Nm
- Maximum speed approx 12 knots @ 1,500rpm
- Raw water engine cooling
- Racor fuel filter / water separators
- Engine starter motors replaced during refit
- Twin Disc MG reversing hydraulic gearbox with 2-1 reduction
- Hydraulic pump on port gearbox replaced during refit
- Visual indicators for gearbox engagement at helm
- Gardner single lever throttle & gear controls
- 24 V ventilation fans in engine room

Propulsion & Steering
- Nickel bronze propeller shafts removed and straightened during refit
- Greasers for stem glands in engine room
- 3 Bladed nickel bronze propellers
- Single rudder with direct linkage steering connected to wheel at helm
- Emergency steering gear with direct connection to rudder stock

Stabilisers
- Vosper Thornycroft Mini-Fin electro-hydraulic stabilisers with control panel at helm
- Hydraulic power from port engine take-off

Electrical Systems
- 24 V Domestic circuits with DC 24 V to DC 12 V droppers for any 12 V items
- 240 V Ring main powered by generator, shore power or inverter
- All batteries Lucas 656 type and battery boxes replaced during refit
- 2 x 12 V Engine start batteries in parallel to supply 24 V DC
- 4 x 12 V Service batteries in 2 x banks of 2 batteries in parallel to supply 24 V DC
- 1 x 12 V 55 Ah Generator starting battery
- Professional Mariner Promatic 21-3 24 V / 240 V 21A battery charger
- Power-Verter 24 V 220 V 2 Kw inverter for fridge/freezer and saloon 220 V sockets
- Kohler 6.5 EFOZ 50 Hz 121 240 V generator producing 6.5 KVA @ 1,500 rpm
- Fresh water cooling for generator, which is in its own sound-shielded box
- 24 V DC Engine alternators charging engine and service battery banks
- 40 A 12 V DC Alternator on generator to charge generator battery
- 240 V Shore power connection
- Volt & Ammeters for 24 V & 240 V supplies in engine room
- 220 V Sockets in all cabins throughout
- 2 x Compressors for aircon / heating under fore cabin sole

Water systems
- 24 V High pressure pump for water system
- In line water filter for fresh water supply
- 2 x 220 V Immersion heater hot water tanks in engine room
- Hot water from 2 x 40 litre single coil calorifiers (not linked to engine but could be; new 2013
- Aquafresh 400 220 V AC reverse osmosis 80l ph water maker feeds forward water tank
- 24 V Pump supplies fresh water deck wash to valve on starboard side deck amidships
- 24 V Pump supplies sea water to P&S anchor chain hawse pipes or foredeck hose connection
- Galley sink grey water gravity discharges
- Fwd sink, shower and galley washing m/c drain to sump box and 24 V pump discharge
- Aft showers & sinks drain to two sump boxes and discharged by 24 V sump pumps
- Forward WCs are saltwater and discharge directly overboard manually
- Aft WCs are freshwater electric vacuum flush and discharge directly overboard

Tankage
- 2,500 Litres / 550 gallons fuel in two mild steel tanks fore and aft under engine room sole
- 2 x Mild steel day fuel tanks forward end of engine room
- Manifold system enables 24 V electric or manual pumping of fuel from main to day tanks
- Main fuel tanks can be filled individually or simultaneously via deck filler and valves
- Engines & generator run from the day tanks
- Tank gauges at helm
- 2,666 Litres / c 600 gallons fresh water in mild steel tank under master cabin aft
- Water tank filled by deck filler or water maker
- Service valves on tank enable maintenance without draining entire system
- Tank gauges at helm
- Gas bottle stowage in teak box between skylights forward of deckhouse
- Gas shut off valves at locker and galley

Specification

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Raymarine ST8002 autopilot (2007) remote enables control from outside wheelhouse
- Raymarine c140 w chart plotter & 4 KW 18 inch radome scanner
- B&G Network Quad display speed / log / depth / wind
- Plastimo steering compass
- Maltway Marine Ltd rudder position indicator
- Stainless steel bulkhead mounted clock & barometer in bridge
- Sea-Com M-168 VHF (2000)
- 12 V Navigation lights

Specification

SAFETY

- 5 Point manifold bilge pump system in engine room with pick up points throughout yacht
- Bilge pump can be operated manually from the engine room of via a 24v DC pump
- Bilge level alarms for each compartment with audio & visual indicators at helm
- Horn and ship\'s bell
- Zodiac 6 man canister life raft
- 2 x White life rings with painted yacht name
- 2 x Orange life rings with lights
- Dry powder manual fire extinguishers in all cabins
- Fire blanket in galley
- 12 Kgs C02 extinguisher discharges from outlets in engine room activated from bridge

Specification

RESTORATION AND REFIT

2001 / 2003 Comprehensive restoration / refits by Voyager Yachts of Milbrook and Pendennis Shipyard.

2011 / 12 Refit by Cockwells of Mylor with principal works including
- Ultrasonic test of hull at the waterline & below proved satisfactory; the record available
- Entire hull exterior grit blasted to bare metal
- All metal inspected and rectified as necessary
- Sections of topsides and gutter cut out to improve gutter access / maint around davit bases
- All hull metal faired and repainted using Awlgrip's epoxy filler & paint system
- Aluminium superstructure treated the same way
- Any corroded metal replaced as necessary and repainted using the same paint system
- All windows and window frames renewed and refitted with coded 10mm glass
- Kent screens replaced
- Windlass stripped and rebuilt
- The Raymarine C140 W chart plotter and radar installed
- New teak bulwark capping rail and stainless steel railings
- Sea cocks 80% replaced with new, the rest perfect
- Water tank had new side panels, roof and stainless steel inspection lids
- Engines rebuilt by Gardners with new blocks, pistons and rings
- Engine fuel and water systems rebuilt
- Heat exchangers and the sea water pumps refurbished / rebuilt

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.

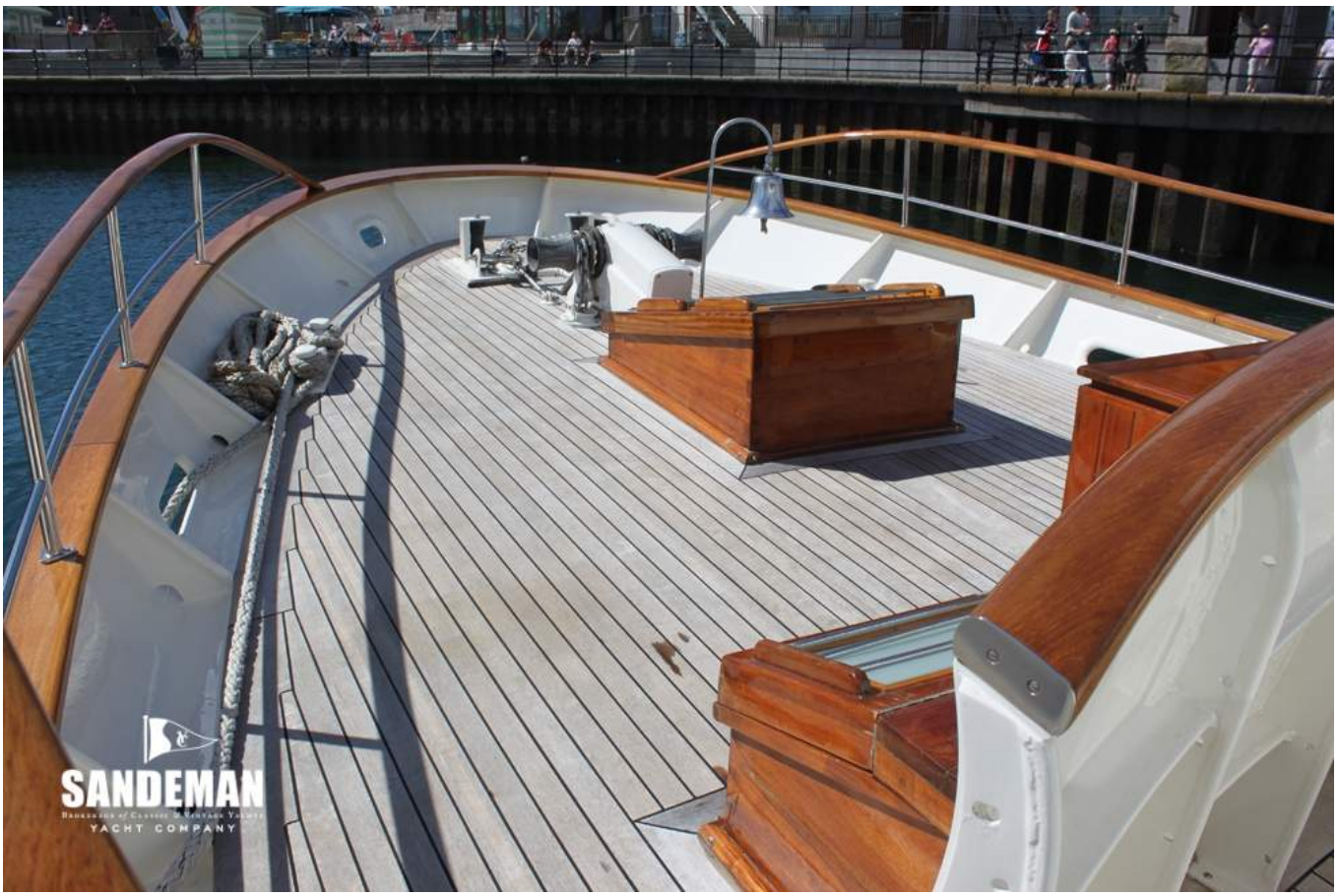
Specification

GALLERY

CARAMBA
FALMOUTH
RCYC
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY


SANDEMAN
YACHT COMPANY

SANDEMAN

SANDEMAN

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

CARAMBA
SANDEMAN

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN

SANDEMAN

SANDEMAN
YACHT COMPANY

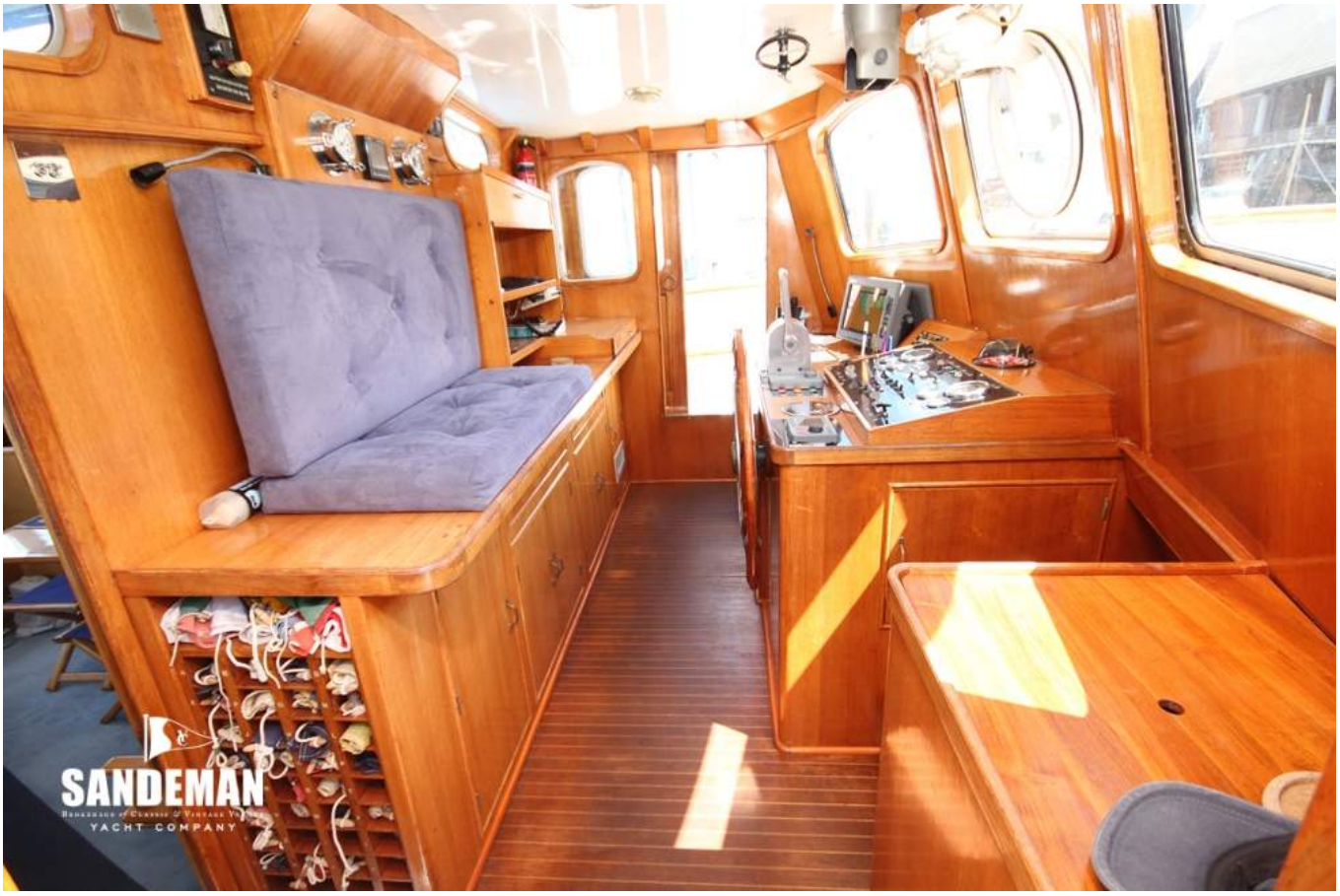
SANDEMAN

CARAMBA
FALMOUTH
SANDEMAN
YACHT COMPANY

SANDEMAN
CARAMBA
FALMOUTH

SANDEMAN

SANDEMAN
YACHT COMPANY


SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

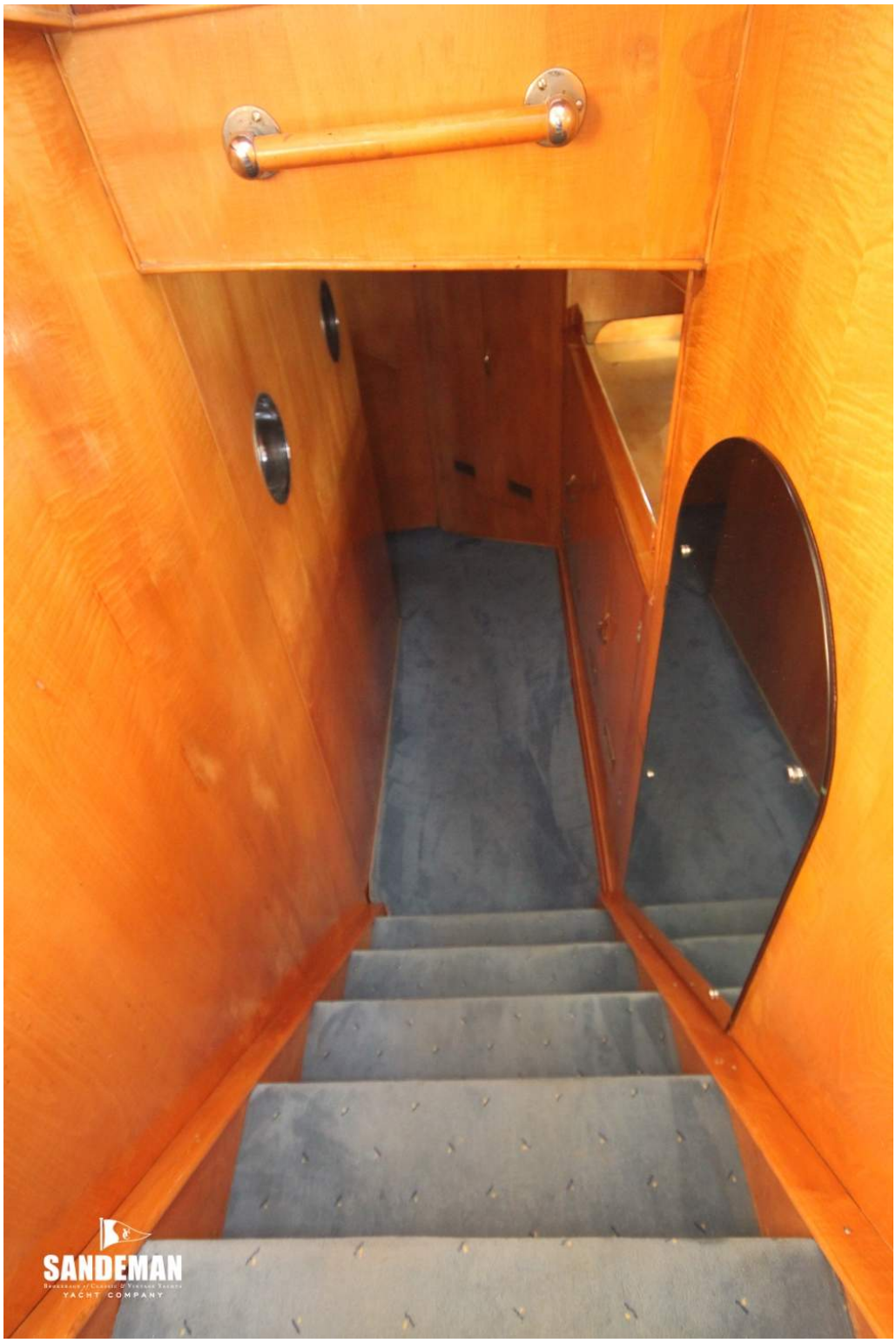
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN

SANDEMAN
YACHT COMPANY


SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

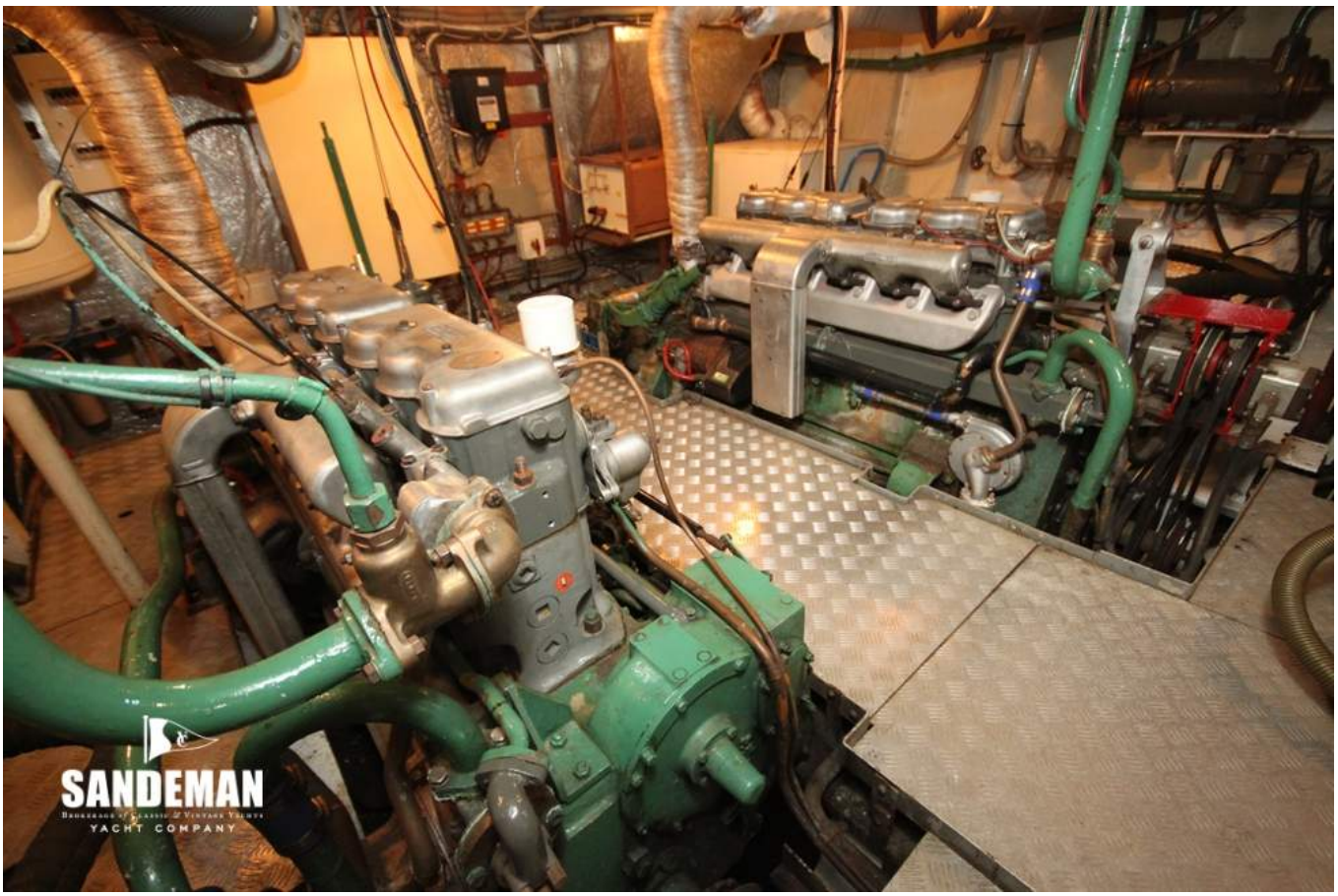
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

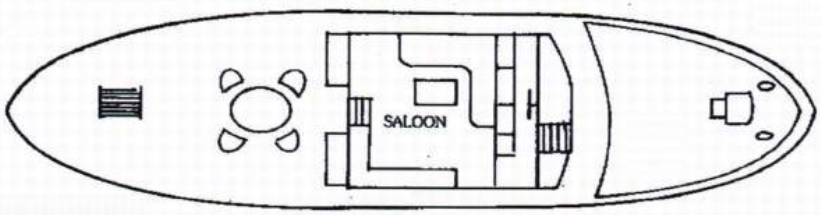
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

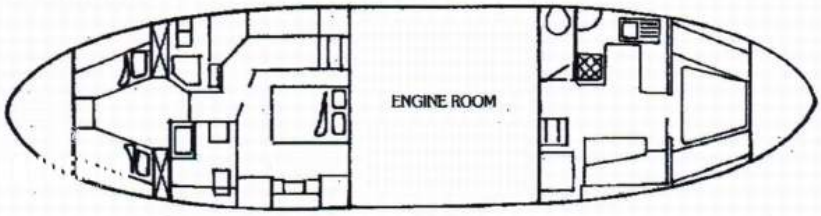
SANDEMAN
YACHT COMPANY


SANDEMAN
YACHT COMPANY

UPPER DECK



LOWER DECK



FREDK. R. PARKER LTD

NAVAL ARCHITECTS : SURVEYORS : YACHT BROKERS
INSURANCE CONSULTANTS

DIRECTORS:
FREDK R. PARKER, M.R.I.N.A.
N. L. PARKER
W. L. HUME, A.R.I.N.A.

'CROSSTREES'
BRIDGE ROAD
SARISBURY
SOUTHAMPTON, HANTS
Telephone: LOCKSHEATH 2592

SPECIFICATION

OF A

63' 6" T.S. DIESEL YACHT

FOR

E. M. BROWN, ESQ.

DESIGNED BY

FREDK. R. PARKER, M.R.I.N.A.

PRINCIPAL DIMENSIONS

L.O.A.	63' 6"
L.W.L.	58' 0"
Beam	15' 6"
Draft Aft	5' 6"
Thames Tonnage	56 tons

GENERALLY The layout appearance and construction of the yacht to be in accordance with the details plans and this specification. All materials as specified are to be the best of their respective kinds available, and all workmanship to be to first class yacht practice, and to the entire satisfaction of the owner or his representative. The yacht is to be built under cover to Lloyd's rule for steel full power yachts, and class 100 A1+ in the yacht register. Lloyd's fees are to be paid by the Builders. The yacht is to be registered as a British ship, and the appropriate markings punched into the deck beams where appalicable. The costs incurred for the registration are to be borne by the Builders.

LOFTING The lines of the yacht are to be laid off full size on the loft floor and carefully faired in accordance with the Lines plan and Off-set table, supplied by the Owner's Architect.

HULL. To be strongly constructed, as hereinafter specified to the satisfaction of the owner, his representative, and Lloyd's Surveyors. All steel work to be well coated with 2 coats of Detel compound for steel, or similar approved type compound where not galvanised. All fastenings throughout to be of steel rivits and welding to be to best yacht practice. Interior of Hull to be carefully wire brushed and cleaned, especially behind panelling and given 2 coats of Detel compound or other approved material. Welding to be X-rayed during progress

SANDEMAN
YACHT COMPANY

SANDEMAN