FAIREY HUNTRESS 23 FT FAST LAUNCH 1966 - SOLD

Specification

CARLINA

FAIREY HUNTRESS 23 FT FAST LAUNCH 1966

Designer	Alan Barnard	Length waterline	23 ft 11 in / 7.3 m	Engine	Perkins 145 HP 6 cyl Diesel
Builder	Fairey Marine Ltd	Beam	8 ft 10 in / 2.7 m	Location	Mexico
Date	0	Draft	2 ft 11 in / 0.9 m	Price	Sold
Length overall	24 ft 3 in / 7.4 m	Displacement	3 Tonnes		
Length deck	23 ft 0 in / 7 m	Construction	All timber deep V		

These details are provisional and may be amended

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BROKER'S COMMENTS

Fairey Marine built the Huntress fast launches from 1959 until 1970 and her enduring design has been the model for some fine boats created more recently. A stunner then as now her style and performance was appreciated not only by the Royal Navy, which bought a number for use as high speed admirals' barges - but appealed also to the world of films featuring in among others; the Bond film "From Russia with love". Their performance qualified these boats moreover for participation in numerous offshore power boat races including the Cowes-Torquay annual event during the 60s. Many more were built and owned purely for pleasure use as a fast offshore two-berth weekender. The 145 HP engine on this – one of the more powerful versions adopted – enables around 20 knots. CARLINA today lends herself to fun day boat activities with considerable style and some sense of history.

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CONSTRUCTION

All original double hot moulded mahogany, broad entry running into a deep V bilge with a shallower run aft to a transom stern. The keel is a solid timber section from bow through to transom. A large moulded spray rail running from high in the bow along the bottom of the topsides is supplemented by smaller such rails trailing below the waterline. Topsides are also of wood and the deck of teak planking. The superstructure is of varnished and painted all timber construction supported on hardwood beams. Internally she has plywood decks over timber longitudinal stiffeners, frames and deep transverse floors. Plywood bulkheads divide the fore peak, fore and main cabins from the engine compartment and transom. Ports and windows are of Perspex in stainless steel frames. Work has been done in recent years by competent and dedicated shipwrights to restore her former qualities.

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ACCOMMODATION

The Cockpit, which can be part enclosed with spray covers, providing "saloon" accommodation can be entered over the transom or aft side deck. The engine compartment amidships has a stylish varnished mahogany housing top; useful seating. The helm position; a foldaway seat is to port with wooden wheel helm and instruments forward, below the high visibility raked back 180 degree screen. Offset to starboard is high doorway access to the below decks cabin with 2 berths arranged in V towards the prow. A lifting hatch reveals a part concealed Johnson sea toilet in the "V". The berths are stylishly and comfortably cushioned in blue piped white with white décor framed in contrasting mahogany over locker stowage beneath.

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DECK EQUIPMENT AND GROUND TACKLE

- Pulpit in 1 inch diameter stainless steel
- Hardwood handrails atop coach roof
- Stainless steel anchor and 5 ft ss chain on deck augmented with galvanised chain to anchor
- Stainless steel Cleats and fairleads fore and aft
- Transom boarding ladder
- Cockpit tonneau cover

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MECHANICAL AND ELECTRICAL

- Perkins 145 HP 6 cyl Diesel
- Morse single lever engine control at helm
- Alternator to twin 12 V batteries
- Hydraulic steering
- Electric and manual bilge pumps
- Deck head lights
- Steaming stern, port and starboard lights

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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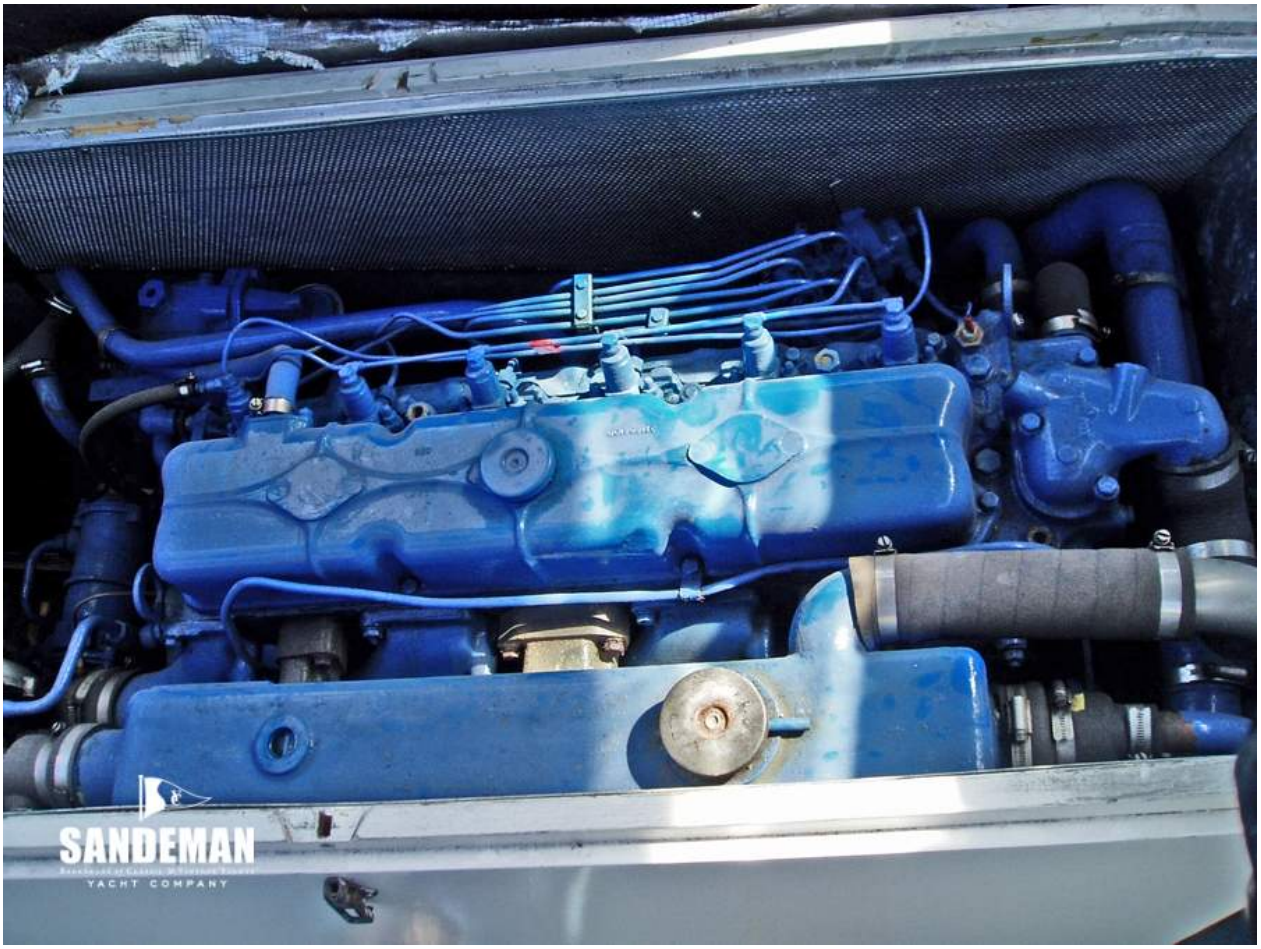
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