LUKE BROTHERS 38 FT BERMUDAN YAWL 1906 - SOLD



Specification

CIRIS

LUKE BROTHERS 38 FT BERMUDAN YAWL 1906

Designer	Albert Luke	Length waterline	24 ft 11 in / 7.6 m	Engine	Beta BD 1005 28 HP 3 cyl diesel
Builder	Luke Bros, Hamble	Beam	8 ft 6 in / 2.6 m	Location	United Kingdom
Date	1906	Draft	5 ft 3 in / 1.6 m	Price	Sold
Length overall	45 ft 11 in / 14 m	Displacement	10.3 Tonnes		
Length deck	38 ft 1 in / 11.6 m	Construction	Carvel pitch pine planking on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

CIRIS was one of Albert Luke's earliest designs and that in a style very much of her Edwardian time with her deep radius cruising bow and generous counter stern. That she was built at the Luke yard blessed her also with the high standard of craftsmanship for which their artisans were renowned. Her early active years gave way to some neglect in the 1960s but happily she was discovered by her current owner who discerning her hidden beauty determined to restore her to the fine cruising yawl she has once again become.

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HISTORY

More than a centenarian, CIRIS has had numerous owners and has undergone several changes of rig over the years. Reference to Lloyds register in the years shown reveal she was first built as a wood yawl to the order of one Walter S Winans. Of mixed descent he was a noteworthy sculptor, artist and marksman with 2 Olympic gold medals for shooting to his name. In 1910 CIRIS was installed with an engine and by 1920 she had a new owner FGT Dawson. By 1925 still as an auxiliary yawl she acquired another owner C S Davey and by 1930, her mizzen mast removed she had become an auxiliary cutter. By the time of WWII she had 2 new owners; Geoffrey Burton and Charles Beveridge, then post war another; Phyllis Millar. Thereafter not much is known until she was discovered sunk in Thames mud in 1989 then to be restored and sailed for a few years as a Bermudan cutter again before a full restoration completed for her re launch in 2005; once again with a mizzen mast, rigged as a yawl.

Specification

CONSTRUCTION

Carvel pitch pine planking laid over and fastened with copper nails and roves to 2 ¼ x 2 ¼
inch grown oak frames at c 2 ft centres with two 1 ½ x 1 inch steam bent oak timbers between. The decks of swept iroko planking laid over a marine ply subdeck, that over iroko deck beams and carlins. Other deck furniture is of mixed hardwood. The tiller is fitted to a wooden rudder. The cabin is of teak

Specification

DECK LAYOUT

The foredeck leads past the fore hatch into side decks with 2 light prisms set therein and raised coach roof resplendent with butterfly hatch skylight to the cockpit with high teak coamings, 4 x deep lockers below seats and aft deck with hatch with double hinged covers astride and abaft the mizzen mast.

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

From the cockpit bridge through hinged double vented doors and coach roof sliding hatch one descends the removable companionway steps over the engine casing to the Main saloon cabin below. The interior has a warm ambience thanks to the hardwood furniture, contrasting with white painted elements including the deckhead and well lit by the skylight set therein. Soft furnishings are in a smoke blue throughout

To port is the galley with stainless steel sink with manual bronze tap and gimballed Origo 3000 two burner spirit stove with stowage outboard and below. A semi bulkhead gives way to the Saloon settee berth port side with stowage also below and above outboard.

For'ard the mast an open doorway accesses the open batten lined fore cabin with vee single berths either side. At the forward end the furnishings and bunk boards lift out for access to the head equipped with Simpson Lawrence manual sea toilet. There are deckhead and reading lights.

The bow chain locker is accessed by a hinged drop down locker door.
Coming aft there is a settee berth in the Saloon starboard and then the chart table navigation area same side aft, facing the galley.

Specification

RIG SPARS AND SAILS

Yawl rigged with spruce main mast (Collars 2016), single ash spreader and diamond, spruce mizzen mast (Collars 2016) and spars, stainless steel standing rigging wires and bottle swaged terminals.
- Bronze open bodied bottle screws.
- Bronze bobstay adjusters
- Sailspeed roller headsail reefing, Slab reefed mainsail
- Lewmar 30 bronze ST main halyard winch
- Lewmar 30 bronze ST main reefing pennant winch
- Lewmar 30 bronze ST mizzen halyard winch

Sails by SKB sails made in Contender Altair Cream (2005)
- Working Jib (roller)
- Yankee Jib (roller)
- Staysail
- Racing mainsail
- Mizzen staysail

Specification

DECK EQUIPMENT AND GROUND TACKLE

- Chain plates, bobstay fittings and deck eyes are bronze with bronze fastenings
- Simpson Lawrence Hyspeed manual windlass
- Bronze gammon iron
- Bowsprit heel to Sampson post
- Galvanised CQR anchor, chain and shackles
- Various mooring lines and warps.
- Teak cockpit sole grating
- Large teak stern cleats p & s
- Bronze fairleads
- Bronze headsail track
- Mainsheet horse
- 2 x Lewmar 30 bronze ST sheet winches
- 4 x Lewmar 40 bronze ST sheet winches
- All wooden blocks – ash cheeks
- Henderson manual bilge pump in port locker
- 7 ft 6 in / 2.3 m dinghy (new 2008)
- Honda 4 stroke 2.3 HP outboard

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Beta BD 1005 28 HP diesel engine
- Mechanical gearbox and instrumentation in cockpit
- Stainless steel shaft and three bladed propeller
- 12 V electrical system start engine and power interior and navigation lights and instruments
- 12 V socket at chart table
- 3 x Squadron AGM Marine 110 AH duel deep cycling 12 V batteries (boxed abaft engine)
- Stirling power management system
- 12 V distributor panel
- 240 V Shore power with connection in cockpit and outlets; 2 in saloon 1 at chart table
- Battery charger
- RCD
- Lights at deckhead over galley and chart table
- 2 x reading lights
- 13 gallon / 61 litre Vetus plastic fuel tank
- 13 gallon / 61 litre Vetus plastic freshwater tank

Specification

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Danforth steering compass
- Simrad RD 68 Class D DSC VHF radio
- Simrad IS 12 wind speed angle system incl masthead transducer
- Simrad IS 12 Combi depth speed Combi display
- Brass cased clock and barometer

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SAFETY

- 200 GPH Submersible Bilge Pump and float switch.
- Manual Bilge pump
- Seago 4 man liferaft with survival kit
- Various Flares and down buoys

Specification

REFIT 2016

During 2016 a significant refit was carried out; the major aspects of which were:

- Removal of existing counter stern and rudder
- New rudder stock built in stainless steel including improvements to the rudder shape
- Complete restoration of the counter including new frames and aft deck
- Removal of the existing aft hatch; replaced with two lovely flush deck hatches
- Repaint and varnish
- New hatch and spar boot covers
- New main mast and mizzen mast made by Collars of Dorchester on Thames

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

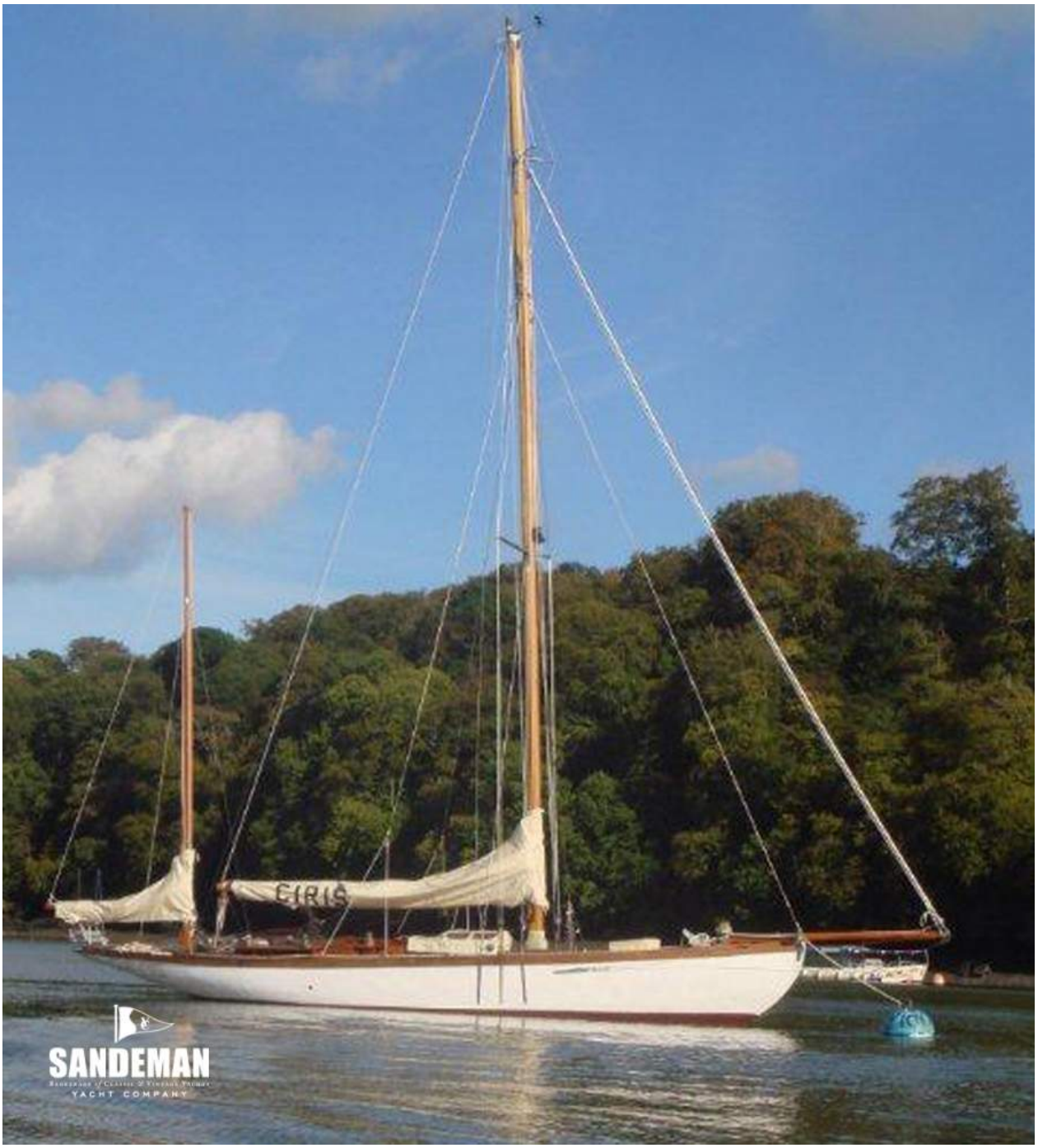





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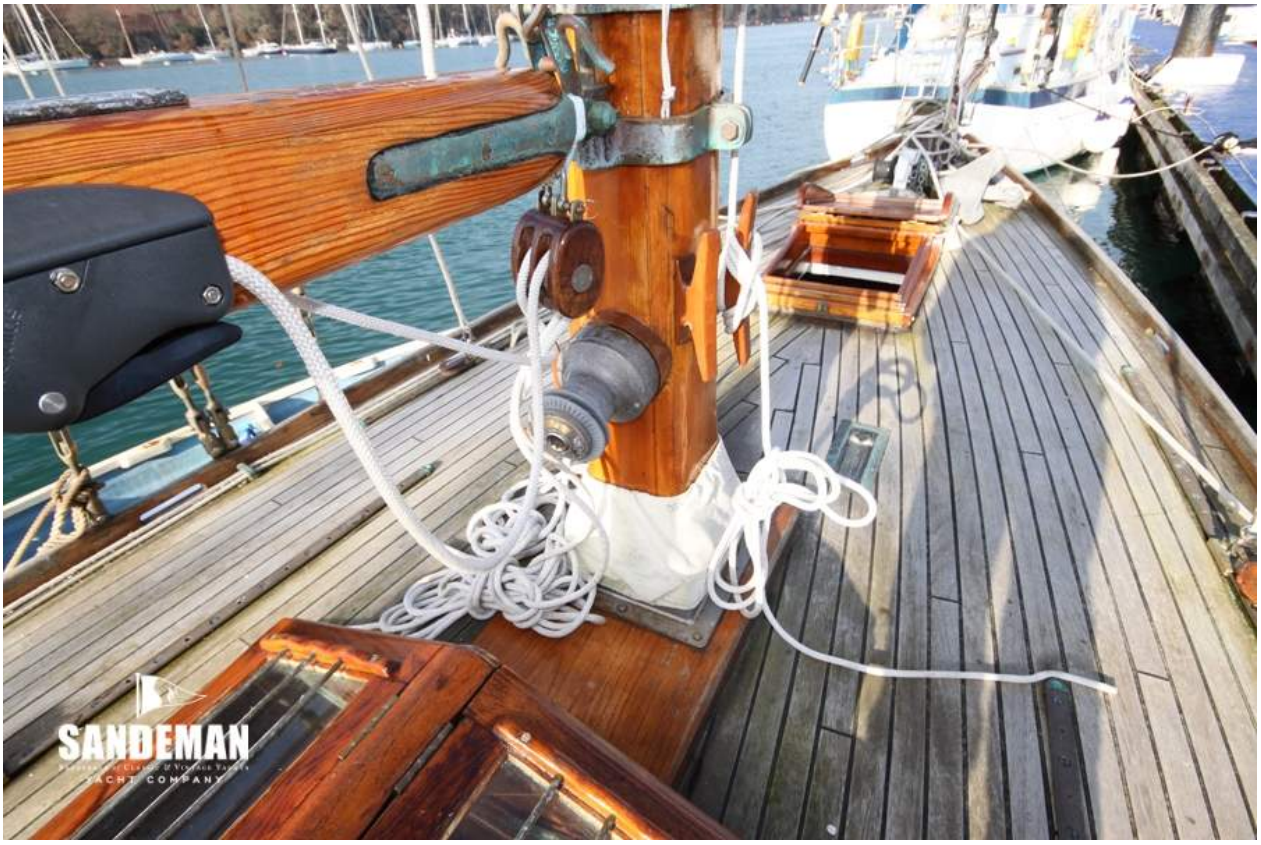

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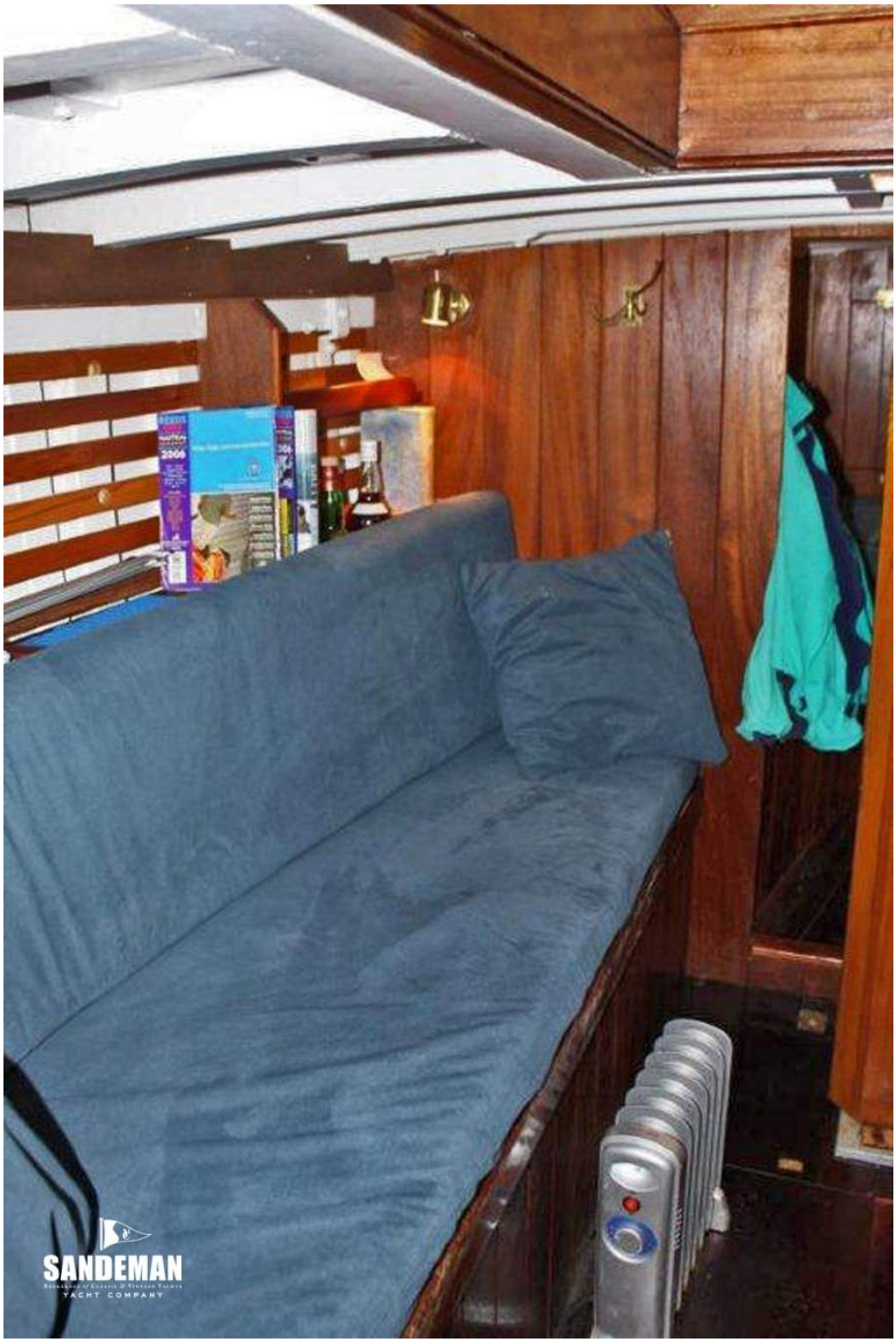

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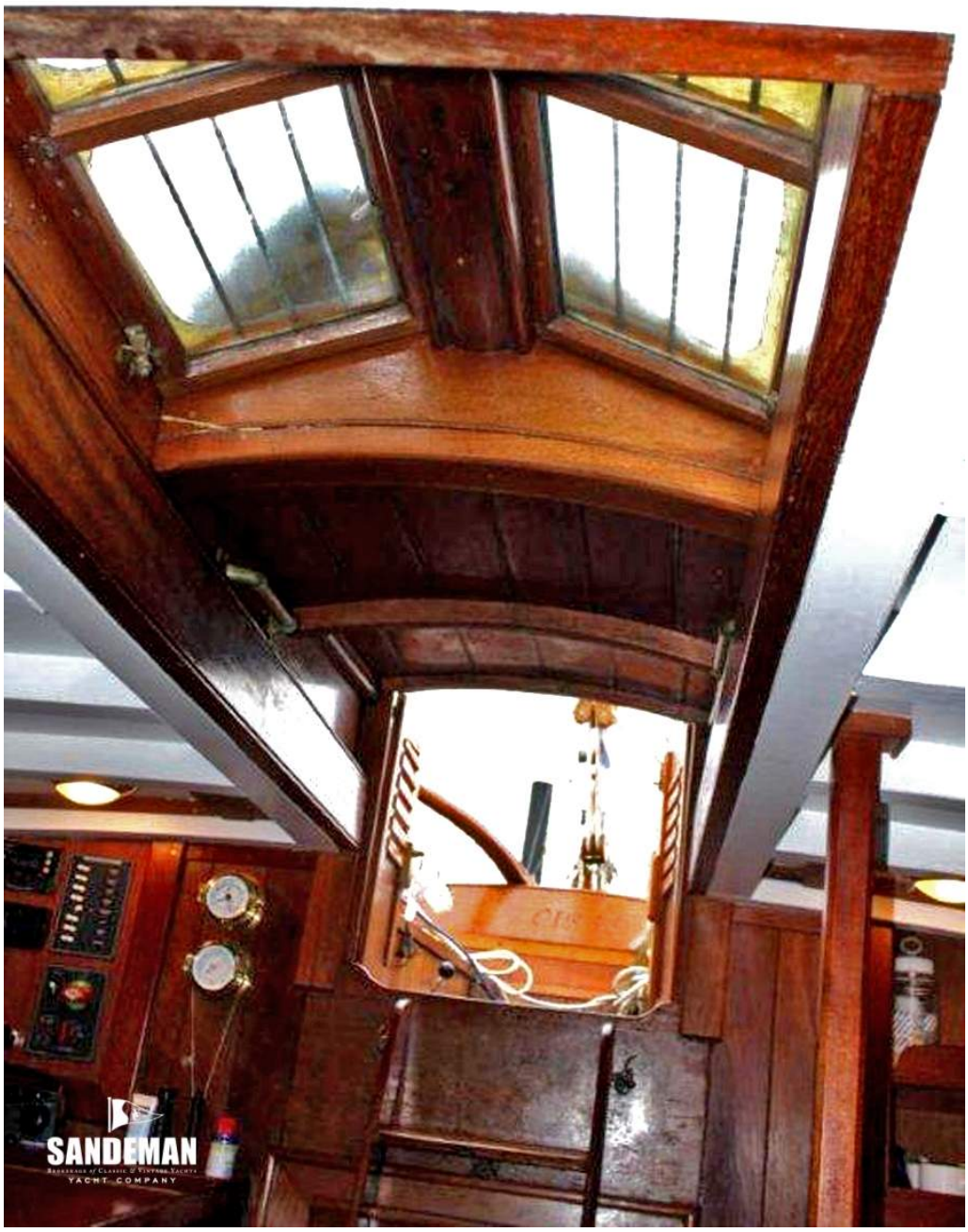

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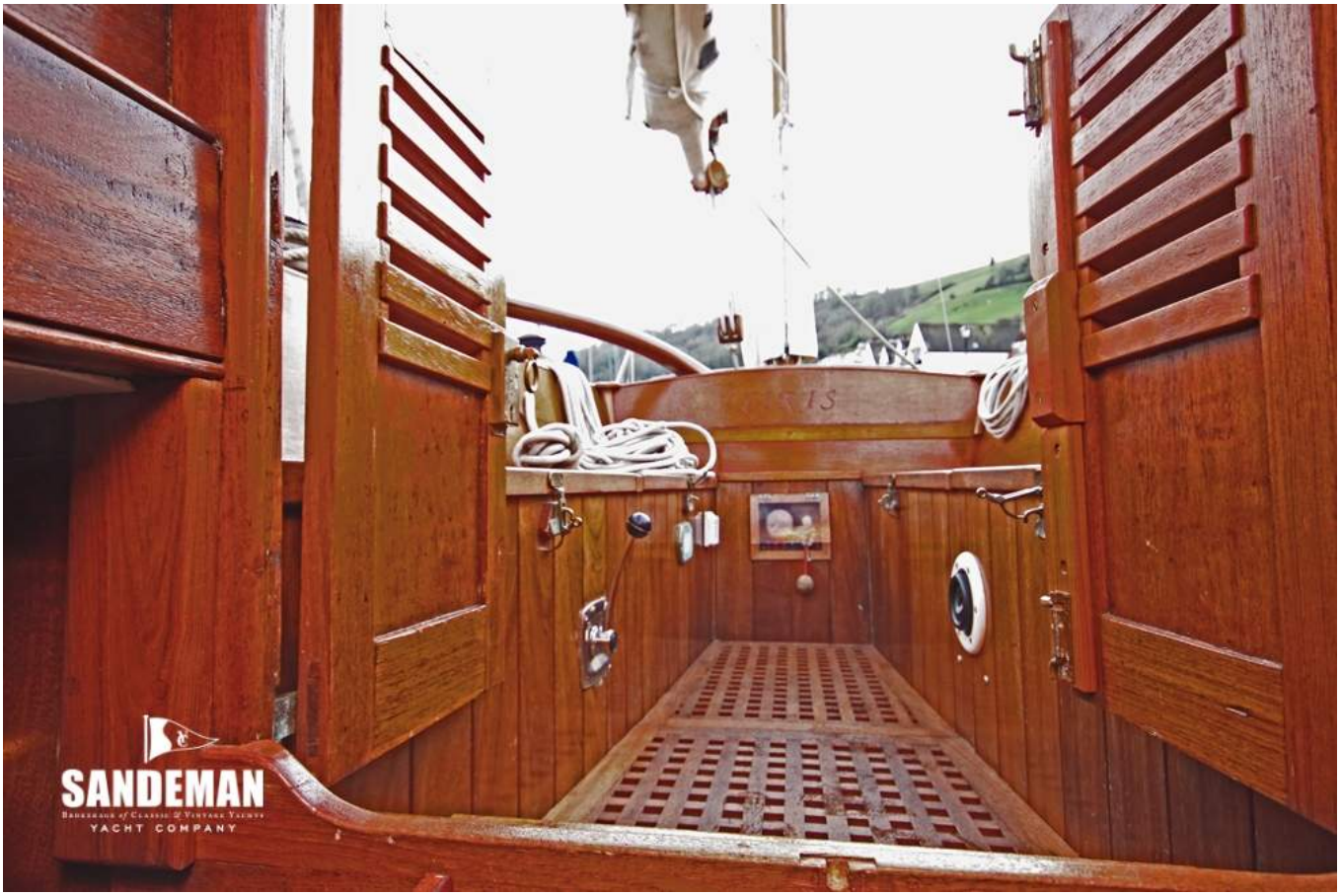

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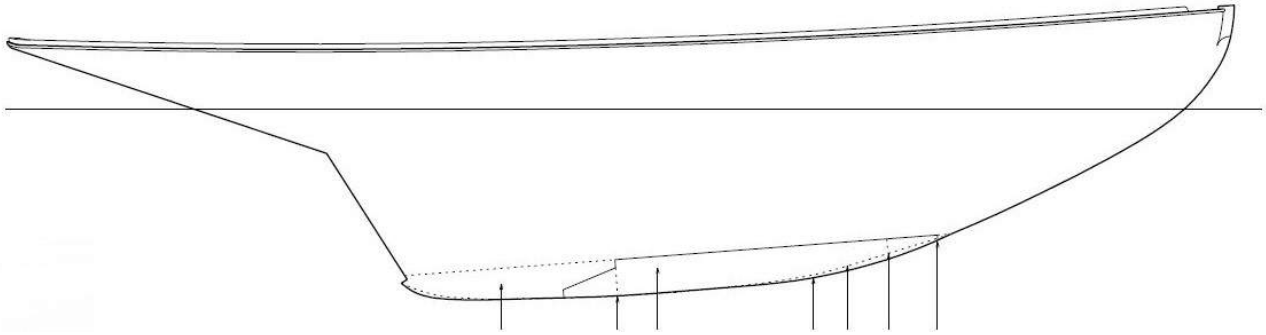

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MIZZEN	5.86m	4.13m	2.17m	–	6.8m²	
STAYSAIL	8.95m	7.91m	3.83m	3.40m	15.5m²	REEF: 1.20m AT LUFF, 1.40m AT LEECH.
WORKING JIB	10.95m	8.33m	3.95m	2.37m	14.8m²	6mm BOLT ROPE (OVERALL) FOR SAILSPAR MEDIUM
SMALL JIB	8.14m	5.80m	3.29m	1.95m	8.1m²	6mm BOLT ROPE (OVERALL) FOR SAILSPAR MEDIUM
YANKEE JIB	11.66m	8.54m	5.46m	4.22m	36.7m²	6mm BOLT ROPE (OVERALL) FOR SAILSPAR MEDIUM
MIZZEN STAYSAIL	7.56m	5.34m	5.76m	4.06m	13.9m²	LOW STRETCH ROPE LUFF.
SPINNAKER	11.82m	10.23m	7.68m	–	46.6m²	LOW STRETCH ROPE LUFF.

MAIN FWD LOWER SHROUD	5.68m	8mm	5/16"	4610kg
MAIN INTERMEDIATE SHROUD	9.73m	8mm	5/16"	4640kg
MAIN UPPER SHROUD	11.68m	8mm	5/16"	4640kg
MAIN FORESTAY	10.08m	8mm	5/16"	4640kg
MAIN FORESTAY STRUP	–	8mm	5/16"	3670kg
MAIN J1ESTAY	12.35m	7mm	1/4"	3350kg
JUMPER STAYS	3.84m	8mm	5/16"	2000kg
MAIN STANDING BACKSTAY	14.42m	6mm	1/4"	2880kg
MAIN RUNNING BACKSTAY	8.05m	8MM	5/16"	4640kg
MAIN RUNNING BACKSTAY STRUP	–	10mm	–	4720kg
MIZZEN AFT SHROUD	5.54m	5mm	3/16"	2000kg
MIZZEN FWD SHROUD	5.65m	5mm	3/16"	2000kg
BOBSTAY	2.60m	10mm	3/8"	7250kg
BOWSPRIT SHROUDS	5.04m	6mm	1/4"	2880kg

NOTES:

1. LENGTHS ARE APPROXIMATE TRUE LENGTHS. PIN TO PIN.
2. ALL WIRE TO BE STAINLESS STEEL 1 x 19 CONSTRUCTION UNLES
3. TERMINALS FOR 1 x 19 WIRE TO BE ROLL SWAGE EYES.
4. RIGGING SCREWS TO BE BRONZE. FORK-FORK PATTERN WITH SOL

JUMPER STRUTS

SCALE 1:15

