

FREEMAN ATTRILL 40 FT TSDY 1966 - SOLD



Specification

DOLPHIN OF RHU
FREEMAN ATTRILL 40 FT TSDY 1966

Designer	Reg Freeman	Length waterline	0 ft 0 in / 0 m	Engine	2 x Perkins M130 Total 260 HP
Builder	H. Attrill and Sons, Bembridge	Beam	12 ft 2 in / 3.7 m	Location	Scotland
Date	1966	Draft	4 ft 7 in / 1.4 m	Price	Sold
Length overall	40 ft 0 in / 12.2 m	Displacement	17.7 Tonnes		
Length deck	40 ft 0 in / 12.2 m	Construction	Carvel Pitch pine planking on oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

DOLPHIN OF RHU has been lovingly and professionally restored & rebuilt on the Clyde over 3 years and re-launched in virtually as new condition in April 2007. Although significantly brought up to date with the comforts, reliability, practicality and safety features expected of a modern vessel, her owner has been careful to retain her classic appeal. More recently she has undergone a professional refitting including full re-paint and re-varnish and is looking 100%. This is a beautiful and practical vessel for a discerning buyer.



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CONSTRUCTION

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|---|------------------------|
| - Traditional build hull; carvel construction pitch pine planking on oak frames | - Full teak laid decks |
| | - Teak superstructure |
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HISTORY

Designed by Reg Freeman this 40 foot gentleman's motor yacht was originally named DELFINO and launched in 1966 from the yard of H. Attrill and Sons at Bembridge on the Isle of Wight. Reg Freeman was a qualified naval architect, noted for a variety of both sailing and motor yacht designs and with	whom Angus Primrose had worked prior to his teaming up with John Illingworth. The Attrills yard established in 1947 was to build a diverse range of vessels – ranging from dinghies, through motor launches and yachts through sailing yachts, most of them to the leading designs of their day.
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Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

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| General <ul style="list-style-type: none">- Accommodation is arranged for four people but will sleep more in the saloon- Traditional hardwood slatted linings fitted throughout the cabins, forward head and galley- Bridge of Weir burgundy leather upholstery- Eberspacher 5DL heating system with outlets to all cabins, heads and saloon | <ul style="list-style-type: none">- Drinks cabinet and plenty of storage- Radio unit with MP3 connection and BOSE speaker system |
| Deck house, helm position and saloon <ul style="list-style-type: none">- Internal Helm to port with all controls and engine management systems- Refurbished Clear view windscreen unit to port- New window wiper unit fitted to starboard windscreen- Large saloon newly furnished- U shaped seating area to port and bench seating to starboard- Large windows both sides and forward giving a panoramic view | <ul style="list-style-type: none">Galley to port and accessed down some stairs forward from the saloon- New galley furniture including Corian worktops and new hardwood sole boards- New fridge, hob and oven |
| | Main ships head to stbd of fwd companionway <ul style="list-style-type: none">- Baby Blake WC and basin |
| | Forward guest cabin <ul style="list-style-type: none">- V berth cabin with plenty of storage |
| | Large owner's cabin aft <ul style="list-style-type: none">- Offset double berth to port and vanity area to starboard- Plenty of storage including, full sized hanging lockers, drawers and general storage areas- Owners en suite with Baby Blake WC sink and shower |
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DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

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| <ul style="list-style-type: none">- Stainless steel pulpit with stanchions and double guard wires forward and both sides- Stanchions and single guard wire over safety capping rail around the stern- Single bow roller for anchor stowage- Stem protected with stainless steel strip- Stainless steel plate stbd side protects hull from optional anchor stowage just above WL- Port and stbd deck stowage boxes with teak inlaid lids- Teak and holly sliding hatch access below | <ul style="list-style-type: none">- Davits- Valliant 2.4m Rigid bottom RIB and Yamaha 4 stroke 2.5 HP outboard- Hydraulic windlass fully refurbished- Various warps and 8 large fenders- Bower / stow main anchor with 70m x 12 mm chain and warp- Bruce secondary anchor with 10 m x 12 mm chain and 60 m x 18 mm Multiplait warp- Sea water deck wash with electric lift pump- Deck brush, buckets, outboard engine fuel tank, spare fuel tank, spare oils, funnels |
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MECHANICAL, ELECTRICAL AND TANKAGE

- 2 x New Perkins Sabre M130 diesel engines, 6 cylinder raw sea seawater cooled
- Port 234 hrs stbd 231 hrs
- Last annual service (always by qualified marine engineer) April 2012
- Updated alternators with shaft drives via PRM
- Gear boxes, incorporating hydraulic power take off drives to 4 bladed propellers
- New engineered galvanised steel engine & transmission ladder frames
- New stainless steel fuel tanks (1,800 litres / gallons in 4 tanks)
- All braided stainless steel fuel lines. Double fuel filter system
- Sea water tell tale sight glasses & change over valves
- New Morse \"wireless\" engine and gearbox controls- dual station
- New Halyard Marine wet exhaust system
- Stainless catch trays under sumps
- Stainless hydraulic oil header tank
- Honda EU20i Genset
- 240 V shore power circuit with port & stbd connections
- Circuit breaker distribution system

- Outlets to owner's cabin, saloon, galley, forward cabin and engine room
- Built in 240 V – 24 V Smart charger
- 24 V circuit breaker distribution boards and system
- Outlets to the owners cabin, saloon and lazarette
- 24 V – 240 V Inverter system
- Two banks of Gel engine start batteries
- 2 x Gel Cell 240 Ah in Domestic battery banks
- Adverc battery monitoring and smart charging system
- New lighting throughout
- Hot water cylinder with shore powered immersion and indirect coil heating off port engine
- Water pressure accumulator
- Hot and cold pressurised water system
- Stainless water tanks, 1 main abaft engine bulkhead, 2 wing tanks under mid side decks
- Fresh water capacity 375 litres
- Stainless steel fuel tanks total capacity 1,800 litres / 296 gallons
- Gas pipe work tested and certified

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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Raymarine E120 plotter with c-maps of UK,
- Raymarine E120 Tridata speed and Log
- Tridata Instruments, linked to radar and auto helm with a repeater in the cockpit
- Furuno GP31
- Raymarine E120 GPS
- Raymarine E120 Echo Sounder + repeater
- Raymarine E120 Autopilot
- Fluxgate compass

- Original ship's compass
- Raymarine 120 Radar
- Fully registered DSC Icom MC601 VHF Radio and repeater handset in cockpit
- Icom M1 Handheld VHF
- Clock and Barometer
- Binoculars with in built compass
- Set of charts for England west coast & Northern Ireland
- CCC Pilot Guides

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SAFETY

- 8 Man Seago life raft serviced May 2010, next service May 2013
- 8 x Life Jackets (150 kn auto inflate)
- 2 x 1 Kg Powder fire extinguishers
- 1 x 2 Kg Powder fire extinguisher
- Galley fire blanket
- Gas alarm and detector

- Horn
- RORC Offshore Flare Pack
- MOB Life buoy
- Emergency grab bag
- 6 bilge pumps (3 electric, 2 engine, 1 manual)
- First Aid Kit
- Wood bungs
- Spare filters and pump spares

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RESTORATION REFIT AND MAINTENANCE

The hull was stripped and all planks, frames, stringers, beams and fastenings inspected and replaced as required. Hull and decks were fully raked out, re-caulked and re-seamed. Further refit works included

- New Deck head to saloon and owners cabin
- New rubbing strake
- Refurbished port lights
- All deck hardware replaced including dorade vents, mooring cleats, bow roller
- New stanchions and guardrails
- New davits and engine lift hoist
- Teak deck lockers forward

- Cockpit rebuilt incorporating twin gas bottle locker and stowage
- All through hull Blake valves fully serviced
- Baby Blake WCs fully refurbished.
- The original electrical systems stripped out totally and all new wiring professionally installed
- Forward head and bulkheads re-lined
- Aft cabin & head entirely re-built; berth, drawers, desk, lockers, bulkheads, shower stall.
- The hull is repainted annually
- Always stored under cover in winter

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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Specification
GALLERY





























