

## LAURENT GILES 25 FT VERTUE OCEAN 1990 - SOLD



## Specification

## ELLENOR JOSEPHINE

## LAURENT GILES 25 FT VERTUE OCEAN 1990

|                |                    |                  |                     |          |                                 |
|----------------|--------------------|------------------|---------------------|----------|---------------------------------|
| Designer       | Jack Laurent Giles | Length waterline | 21 ft 0 in / 6.4 m  | Engine   | Beta BZ482 14 HP/ 9.7 KW Diesel |
| Builder        | IBTC Lowestoft     | Beam             | 7 ft 3 in / 2.2 m   | Location | United Kingdom                  |
| Date           | 1990               | Draft            | 4 ft 11 in / 1.5 m  | Price    | Sold                            |
| Length overall | 30 ft 6 in / 9.3 m | Displacement     | 4.18 Tonnes         |          |                                 |
| Length deck    | 25 ft 3 in / 7.7 m | Construction     | Carvel iroko on oak |          |                                 |

These details are provisional and may be amended

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## BROKER'S COMMENTS

It is remarkable that such a small unassuming boat has almost become Laurent Giles's hallmark rather than one his other important designs in the league of large luxury yachts and ocean racers. From before the 2nd World War Vertues have criss-crossed most of the World's oceans; many such voyages undertaken single handed speaking volumes for this enduring design. ELLENOR JOSEPHINE was commissioned and built IBTC Lowestoft to a high specification by someone who wanted to sail long distances. Much thought has also gone into her inventory. In the event, she has cruised but not been very far afield and she remains in a condition close to that when launched in 1990. This boat would be as perfect for mucking about on a Saturday outing in the West Country as she would for taking on the mid Atlantic.



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## CLASS COMMENTS

The extended cruising version of this design was known as the Vertue Ocean and incorporated modifications from the original Vertue design suggested to Laurent Giles by Humphrey Barton. They were described on p 158 of his book entitled "Vertue XXXV". The class was actually named post war by Laurent Giles in recognition of the presentation to Lawrence Biddle and Humphrey Barton on EPENETA, of the Little Ship Club's Vertue Cup for their crossing the Bay of Biscay in 1939. There is a chapter in the book "Laurent Giles and his Yacht Designs" by Adrian Lee and Ruby Philpott dedicated to the Vertues and detailing

numerous members of the Class with numerous anecdotes extolling their resilience, practicality and sheer performance in some of the World's most powerful oceans. Humphrey Barton following his epic passage from the Lizard to Sandy Hook off New York in 1950 was to say: "I honestly believe she best designed built and equipped small ocean going cruising yacht that has yet been produced. Her ability to stand up to bad weather, her remarkable high performance under sail and the comfort of her accommodation are outstanding" - No surprise then that even before the Class half century, some 200 had been built.

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## HISTORY

This boat was launched in November 1990 for Mr Ian Wright and named PATIENCE. Mr Wright died around 2005, his widow selling the boat to Mr Brian Edmunds MBE FCA in August 2006. Her current owner bought her in July 2009 at Tollesbury in Essex, then taking her to Mashfords Yard opposite Plymouth Devon, where she underwent an extensive refit. And was renamed ELLENOR JOSEPHINE.

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## CONSTRUCTION

- Strongly built to Lloyds A1 of iroko planking copper fastened onto oak frames
  - Iron keel sandblasted and epoxy coated in refit
  - Bronze bolts
  - Bolted steel and oak floors
  - Teak laid deck
  - Varnished mahogany coach roof
  - Oiled spars
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## ACCOMMODATION AND DOMESTIC EQUIPMENT

- Saloon with 2 x 6 ft 3 inch single berths with lee cloths for sleeping on passage
  - Cushion and panel infill to bridge the berths for harbour sleeping
  - Stowage below and outboard of the berths
  - Blue upholstery
  - Eberspacher D2 diesel heating system
  - Galley with a Taylor 030 paraffin 2 burner hob and oven
  - Various copper and stainless steel pots and pans with fiddle rail and holders
  - 2 stainless water tanks
  - Blake marine WC in forepeak
  - 12 V and oil lighting
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## MECHANICAL, ELECTRICAL AND TANKAGE

- Beta Marine 14 HP inboard diesel new in 2004 approx 500 hours to date
  - Shaft drive to fixed bronze propeller
  - Single lever Morse control in cockpit
  - Engine alternator charging 2 x 12 V batteries
  - Stainless fuel header tank c 70 litres
  - Racor fuel filter
  - 2 x 33 gallon / 150 litre stainless steel fresh water tanks total c 66 gallons 300 litres
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## NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Sestrel hand bearing compass in bulkhead mounted case
- Sestrel steering compass
- Simrad TP30 autopilot
- Furuno DSC VHF

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|-----------------------------------|-----------------------------|
| - Furuno 7000 F plotter / sounder | - Sextant in wooden case    |
| - Furuno GP32 GPS                 | - Barometer and clock       |
| - Furuno cockpit repeater         | - Lead line                 |
| - Walker Knotmaster log           | - Steaming lights           |
| - Walker Excelsior log            | - Tri colour masthead light |
|                                   | - Oil Anchor light          |

## SAFETY

- |                                                        |                                |
|--------------------------------------------------------|--------------------------------|
| - Permanently fitted jackstay lifelines                | - EPIRB bulkhead mounted       |
| - 2 x Safety harnesses                                 | - Fire blanket                 |
| - Avon Ocean ISO 9650 4P TIA Canister Life raft V80381 | - 2 x manual bilge pumps       |
| - 2 x Dry powder fire extinguishers                    | - Coastal pack distress flares |
|                                                        | - 2 x Life jackets             |

## RIG SPARS AND SAILS

- |                                                                          |                                                                    |
|--------------------------------------------------------------------------|--------------------------------------------------------------------|
| - The sail plan is based on the 1936 gaff rigged cutter Vertue ANDRILLOT | - Stainless steel standing rigging and traditional running rigging |
| - Sitka Spruce mast and spars                                            | - Slab reefing mainsail with cover                                 |
| - Rigging and sails by James Lawrence Sailmakers, Brightlingsea, Essex   | - Working jib on Wykeham Martin furling gear                       |
| - Rigging screws mainly imported from Bronze Star Inc. San Diego U.S.A   | - Hanked on staysail                                               |
| - Wooden blocks by Colin Frake of Faversham, Kent                        | - Spinnaker                                                        |
|                                                                          | - Topsail with yard                                                |
|                                                                          | - Towsail                                                          |
|                                                                          | - Storm jib                                                        |
|                                                                          | - Tri-sail                                                         |

## DECK EQUIPMENT AND GROUND TACKLE

- |                                                                                             |                                               |
|---------------------------------------------------------------------------------------------|-----------------------------------------------|
| - Traditional bronze ports, cast bronze fittings etc, custom made by craftsmen in Lowestoft | - Fisherman's kedge anchorwith chain and warp |
| - Laid teak cockpit seats with cushions, teak cockpit grating                               | - Simpson Lawrence bronze anchor windlass     |
| - Tiller, spare tiller, and autopilot tiller                                                | - 2 x Boathooks                               |
| - Main anchor 35 lb CQR with galvanised chain                                               | - Various mooring warps and fenders           |
| - Danforth kedge anchor with chain and warp                                                 | - Yacht legs                                  |
|                                                                                             | - Full winter boat cover                      |
|                                                                                             | - Teak and bronze boom gallows                |

## REFIT DETAILS

- |                                                                                                                         |                                                                            |
|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Summary of work carried out in the 2009 / 10 refit at Mashfords – detailing some items already noted in inventory above | - New bronze rudder cap manufactured and fitted                            |
| - Mast and spars taken back to bare wood and 20 coats of Deks Olje D1 applied                                           | - Rudder pintle bracket bolts replaced with new silicon bolts              |
| - Iron keel sandblasted and 6 coats of VC TAR 2 epoxy applied                                                           | - New bronze shaft and propeller fitted                                    |
| - 2 keel bolts drawn for inspection and found to be in new condition                                                    | - Engine removed, new shaft coupling and engine drip tray fitted           |
| - Deck caulk removed; repayed with Teak Decking Systems SIS 440 Teak Deck Caulking                                      | - 2 New Optima high performance batteries fitted                           |
| - New bronze deck stanchions fitted                                                                                     | - Engine fuel tank removed, cleaned and re-installed with new Racor filter |
| - All external varnish removed and re-varnished with 8 coats of Epifanes clear varnish                                  | - New Eberspacher diesel hot air heating system installed                  |
|                                                                                                                         | - New running backstays                                                    |
|                                                                                                                         | - New cockpit cushions                                                     |
|                                                                                                                         | - New Furuno instruments as specified in Navigation fitted                 |

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**







  
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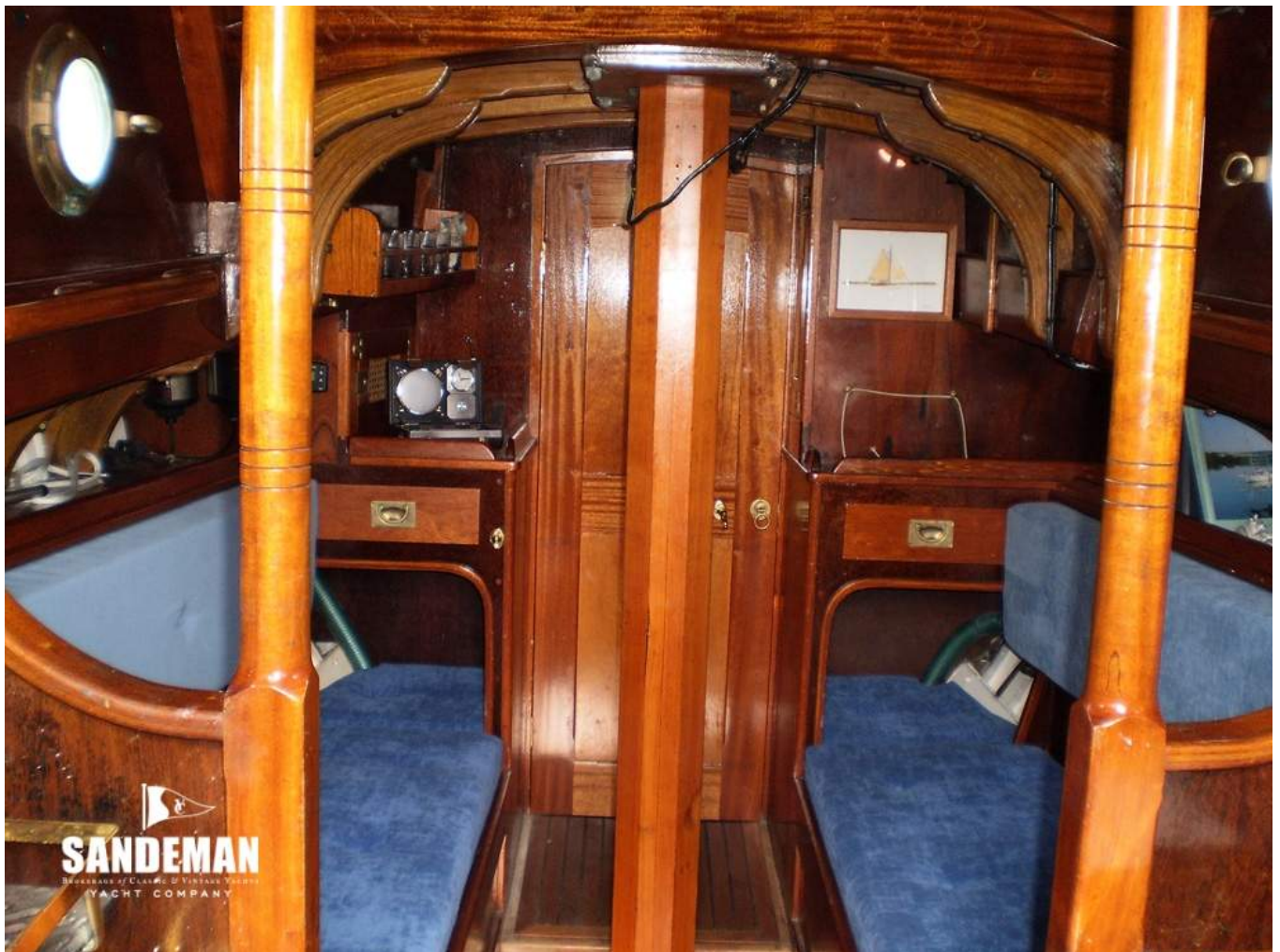


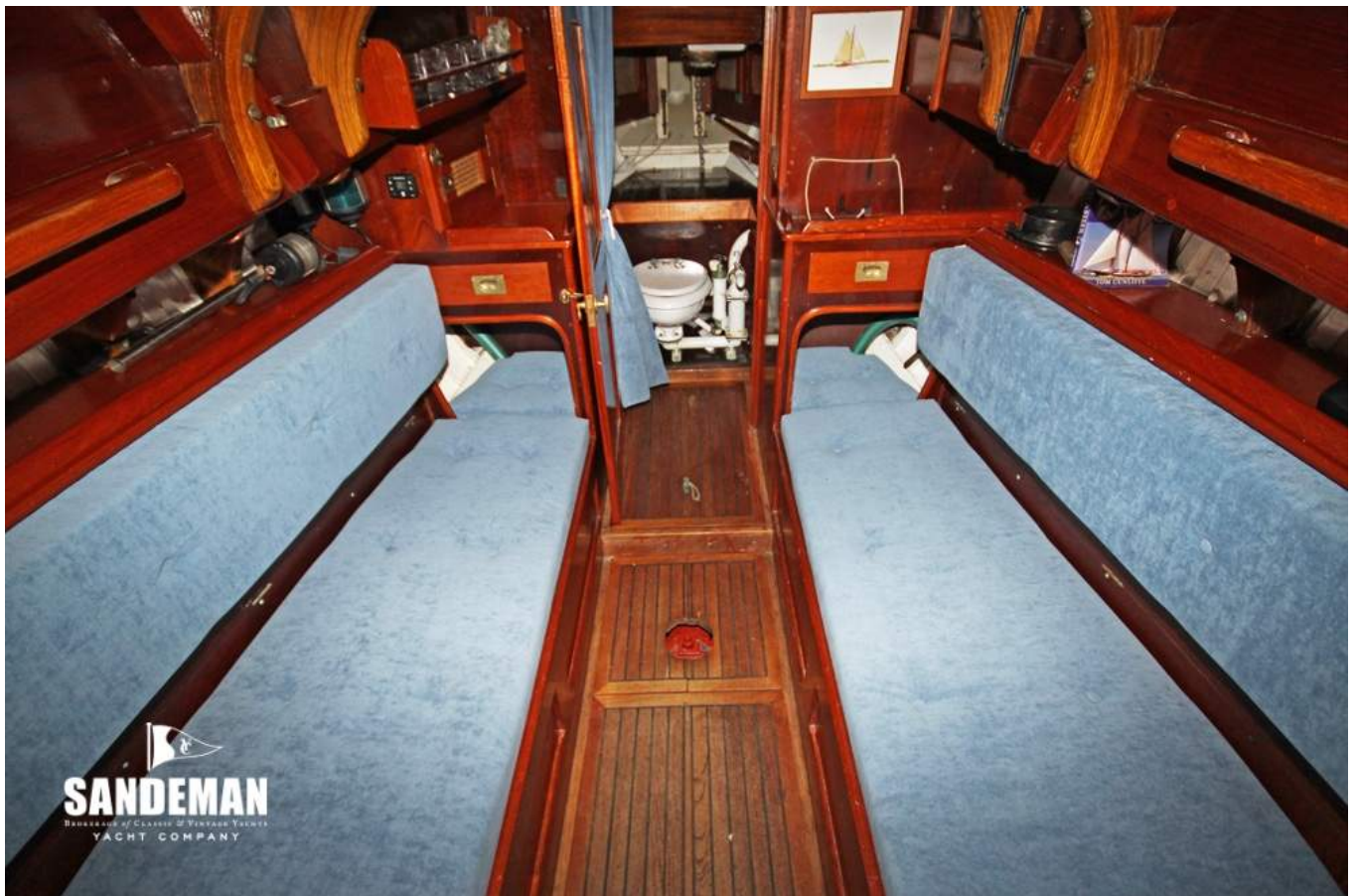
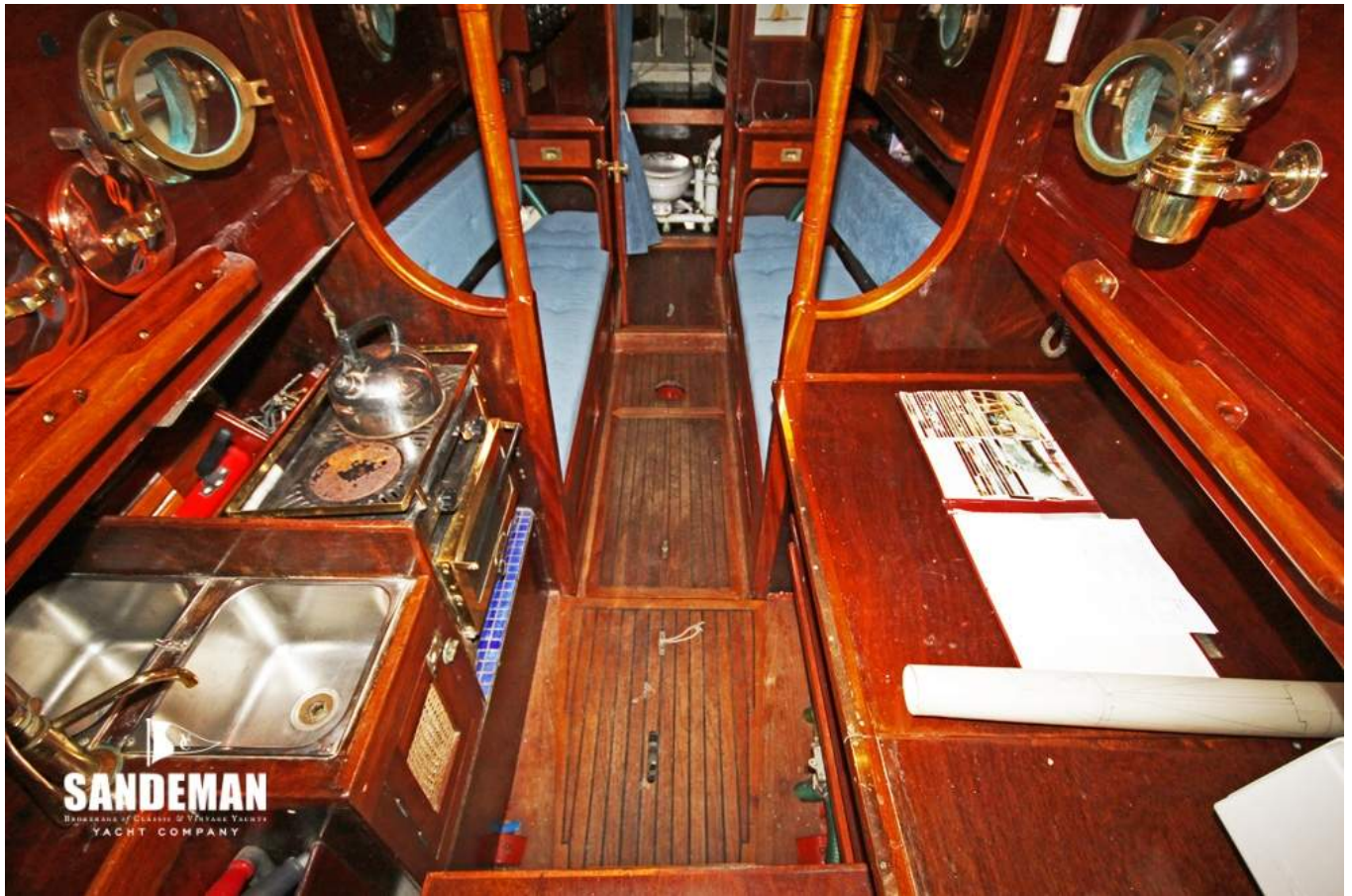
  
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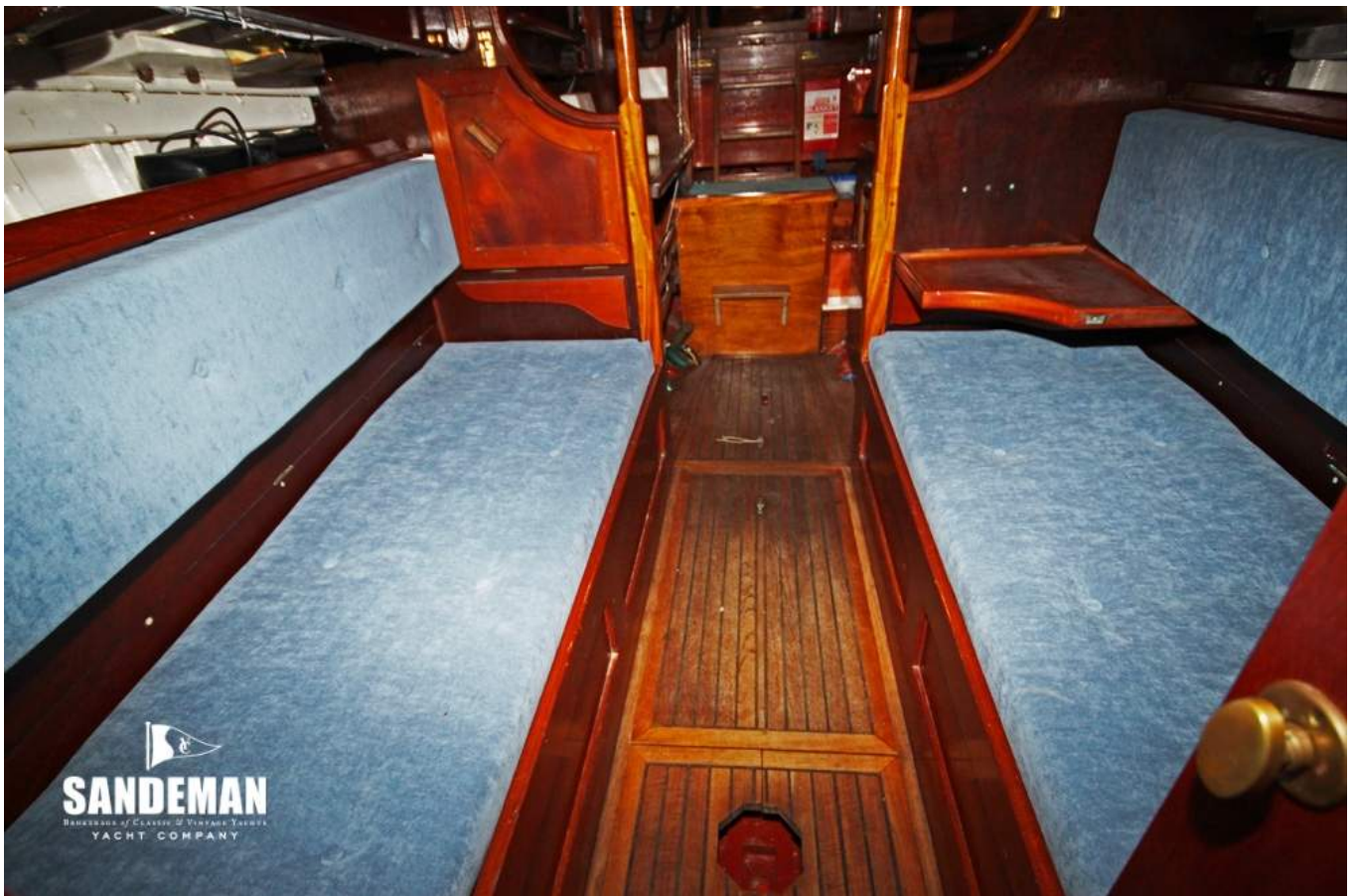
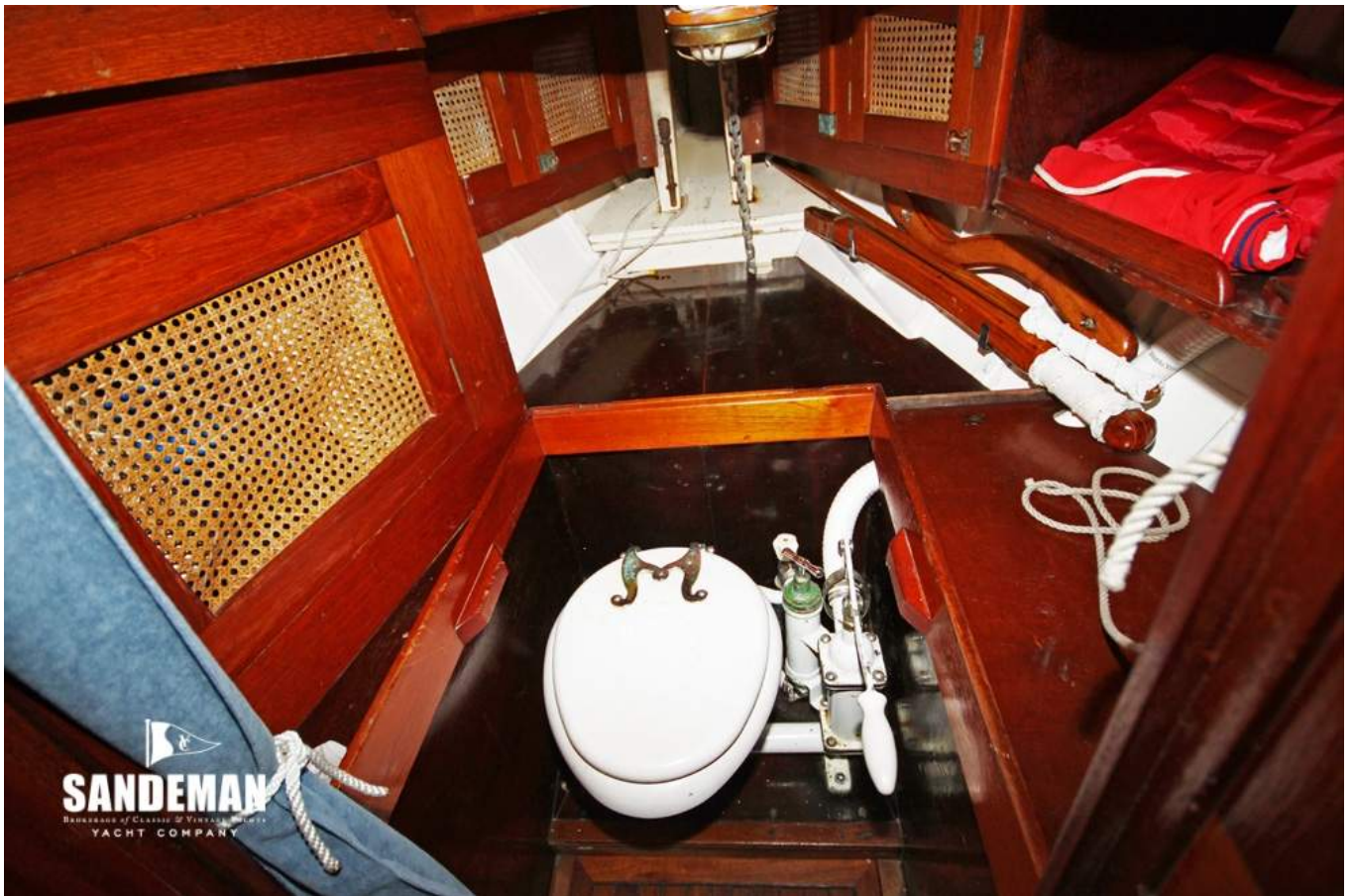














  
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