

PHILIP RHODES 76 FT KETCH 1962 - SOLD



Specification

Gael

PHILIP RHODES 76 FT KETCH 1962

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|----------------|---------------------|------------------|---------------------------|----------|---|
| Designer | Philip L Rhodes | Length waterline | 52 ft 6 in / 16 m | Engine | Caterpillar 3208 170 HP / 127 kW Diesel |
| Builder | Abeking & Rasmussen | Beam | 17 ft 1 in / 5.2 m | Location | France |
| Date | 1962 | Draft | 9 ft 10 in / 3 m | Price | Sold |
| Length overall | 76 ft 1 in / 23.2 m | Displacement | 0 Tonnes | | |
| Length deck | 76 ft 1 in / 23.2 m | Construction | Carvel teak on oak frames | | |

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

GAEL is an extremely well bred yacht; her designer Phillip Rhodes considering her one of his most beautiful creations - and a build by Abeking and Rasmussen among the most famous yacht builders of that era. The budget moreover enabled her construction to a unique level of craftsmanship, quality and detail of specification second to none. By way of example: ".....All the oak will be oak heart, cut in winter without knots or dry spots or tilted with sap" The 60 pages of it continue in similar vein on every single aspect including the finer points of the alloys used in the metal parts. Refitted over time GAEL has been more than well maintained in her current ownership. She is in short a very special yacht.



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HISTORICAL AND REFIT NOTES

In private hands all her life to date, this yacht was originally built for Robert Fievet, multi millionaire French owner of the Baby Bel cheese company. Her next owner was a Scotsman – and maybe the name GAEL was down to him. He in turn sold her to Count Alberto Marone Cinzano owner of the eponymous Italian drinks company. Following his death in a car crash, the boat was kept in trust for his daughter the Contessa Marone Cinzano, who spent a considerable amount of time cruising her in the Caribbean. It was during this time the next owner got to know GAEL, buying the boat from her in 2011 – and paying the VAT on her as he wanted to take her to the Mediterranean. He was then to spend his first four months cruising there with his family. Thereafter he established a syndicate of eight owners subsequently running it himself as the managing owner.

GAEL has a permanent crew of 2 with supplemental crew during the season. Every winter is spent now in Cannes where she undergoes a major seasonal maintenance or replacement program. This typically involves considerable varnish work, sail repairs or replacement, winch strip-downs etc. All the standing and running rigging were replaced in 2013. The masts were also removed and stripped down to bare timber and 11 coats of varnish applied. The roller furling was serviced and bearings and foil renewed. She has recently had a new dinghy and outboard engine, new windlass, removal and strip down of water maker and new life raft. A complete set of accounts during the syndicate ownership detailing expenditure can be made available.

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CONSTRUCTION

- Double ½ inch Siam teak planking, back fastened with quilting screws on frames
- Steam bent white oak laminated, 3 x 4 inch frames on 18 inch centres
- All fastenings silicon bronze
- Heavy oak floors and ¼ inch bronze floors in sections

- Hull is bronze cross strapped on the interior with 3/16th inch x 4 inch bronze straps.
 - Teak deck on teak deck beams
 - Varnished teak deckhouse and superstructures
 - Keel; Monel bolted, cast lead ballast
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ACCOMMODATION AND DOMESTIC EQUIPMENT

- Companionway steps down
- Interior in varnished pine, varnished teak and holly sole
 - Full size chart table to port with many chart drawers under
 - Navigation instruments as specified below

- Saloon
- L shaped dinette around large varnished teak dining table to port
 - Sofa to stbd
 - Pull out cocktail bar cabinet stbd side aft
 - Large fridge
 - Camper & Nicholson ships clock and barometer over stairway down
 - Forward bulkhead to stbd conceals large games locker and TV stowage
 - Chromed opening port lights in fwd bulkhead
 - 5 x Deck head brass lights
 - 2 x Reading lights

- Aft to Owners cabin down 3 steps
- Oilskin locker to port
 - Double berth to port with stowage under
 - Wide single berth to stbd with stowage under
 - Chest of drawers / dressing table on centreline with mirror above
 - Banquette
 - Hanging locker
 - Bookcases
 - 2 x Brass deck head lights
 - 2 x Reading lights
 - Hatch in deck head over

- Book case
- Large locker
- 3 x Deck head lights
- 2 x Reading lights

- Large well equipped galley accessed by sliding door fwd
- Custom 7 ½ ft long gimballed unit along starboard side
 - Large Bosch 5 ring gas burner hob and extensive work top and electric hood over
 - Gaggenau electric oven under hob in worktop
 - Gaggenau microwave above
 - 2 x Large stowage lockers above
 - Stainless steel sink to port
 - 2 x Large fridges to port
 - 170 litre top loading deep freeze
 - Extra stowage is in drawers or lockers for crockery and cooking equipment
 - Ample storage below the sole boards in custom made baskets
 - Numerous 240 V and 110 V sockets
 - Natural ventilation through solid teak framed deck hatch

- Crew cabin forward of the galley accessible also from foredeck sliding hatch and monkey pole
- Teak veneered marine ply joinery
 - Solid teak trim; monkey pole, table edge, etc
 - 2 x Settee berths
 - 2 x Cot berths; 1.85 x .60 meters, spring mattresses on hinged stainless steel frames

En suite head compartment

- Automatic WC
- Basin with chromed H&C taps
- Prism light in deckhead
- Separate shower compartment

Coming forward up the stairs through the saloon and down 3 more stairs

Day head / en suite to fwd guest cabins to port

- Automatic WC
- Basin with chromed H&C mixer taps
- Separate shower compartment with seat
- 1st Aid cabinet

Guest cabin to stbd with hatch in deck head

- 2 x Single berths
- Small chest of drawers in joinery
- Hanging locker
- 2 x Deck head lights
- 2 x Reading lights

Guest cabin fwd to port with hatch in deck head

- Double berth
- Additional single berth sliding out above

- 2 x Wardrobes, ample storage under lower bunks and cabin sole
- 2 x Mirrors
- Individual 24 V fans
- 3 x Deck head lights
- 4 x Reading lights
- Hatch in deck head
- Small head compartment with manual WC and wash basin

Crew head compartment in the bow

- 2 x Opening portholes for natural light and ventilation
- Full headroom shower with solid teak grating
- Jabsco manual WC and wash basin hot and cold water
- Stowage lockers
- Electric extractor, mirror, lighting
- Access panel to anchor locker

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RIG, SPARS, SAILS AND CANVAS

Ketch Rig

- Hollow varnished Sitka spruce masts and spars; bronze fittings & fastenings overhauled winter 2013
- All new standing rigging fitted March 2013
- 1x 19 stainless steel standing rigging; swaged terminal ends and chromed bronze rigging screws
- Rod forestay
- Reckman manual headsail furler reconditioned winter 2013
- Slab reefing with 3 reef points in the main sail and 2 reef points in the mizzen sail

Main mast winches

- Lewmar 46 ST spinnaker halyard
- Lewmar 54 ST main halyard
- Lewmar 48 ST Reef 1
- Barient 26 Reef 2
- Merriman 395 Cunningham
- Merriman 395 Leech Outhaul
- Lewmar 54 ST headsail halyard

Mizzen mast winches

- 3 x Merriman reel captive winches, mizzen halyard
- 2 x Merriman mizzen sheet
- 2 x Merriman mizzen stay's halyard
- 2 x Merriman reef point and leach outhaul

Running rigging

- Main halyard 14mm Vectran
- Headsail halyard 12mm Vectran
- Spinnaker halyard 14mm Vectran
- Stay'sl halyard 12mm braid line

- Stay'sl sheet 12mm Vectran

- Main running backstays 14mm Vectran tails with Dyneema standing sections
- Mizzen running backstays Dyneema tails and Dyneema standing sections
- Numerous other lines, sheets and spares

Sails all Ratsey and Lapthorn except where stated

- Yankee 2005; good cruising condition
- Staysail 2005; good cruising condition
- Mainsail 2005; good cruising condition
- Mizzen 2005 good cruising condition
- Mizzen staysail San Remo white; unknown age VGC
- Gennaker San Remo white; unknown age good cruising condition with snuffer
- All sheets lead to but outside cockpit for safety, comfort and ease of handling

Sail covers

- Ratsey and Lapthorn covers on boom for staysail main and mizzen in GC
- Full spare set also on board currently used as winter spar covers

Awnings

- 3 x Sunbrella Oyster white awnings, leather reinforced in high load areas, can cover the full deck
- All awnings with drop down sides for extra sun, wind or rain protection
- Lacing to close around shrouds and stays
- Winter covers for the major superstructures on deck in serviceable condition

- Mizzen halyard 8mm Dyneema
- Mizzen stay/sl halyard 12mm braid line
- All outhauls & topping lifts in Dyneema
- Headsail sheet 16mm Marlow braid
- Mainsheet 14mm Vectran

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DECK LAYOUT EQUIPMENT AND GROUND TACKLE

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| <ul style="list-style-type: none"> From aft - Teak passarelle over varnished taffrail - Chrome fairleads both sides on taffrail - Chromed mooring cleat on centreline - Chrome electric winch - Chromed Highfield levers for mizzen running backstays - Varnished teak cockpit coaming with chromed top trim - Large cockpit around and abaft the mizzen mast - Varnished lazarette hatch inside cockpit aft - Pedestal console with steering compass, navigation and engine instruments - Helm wheel steering with roller chain and 7x 19 stainless steel wire rope cables to quadrant - Teak folding table for 8 people - Wide U-shaped cockpit area seating - Removable seat and back cushions (moulded around the coaming) - Hatches under the seating to under-cockpit, sail locker and lazarette access | <ul style="list-style-type: none"> - 2 x Large chromed vents on coach roof - 2 x White painted dorade boxes with chromed vents - 2 x Chromed cleats in mid deck port side - 2 x Chromed cleats in mid deck stbd - Hatch over forward lower trunk cabin over port side cabin - Hatch over forward lower trunk cabin over stbd side cabin - 2 x Chromed vents - 3 x Deck prism lights over galley - Main mast with 2 spreaders and winches specified above - Pin rail port and stbd fwd of mast - Staysail boom traveller - Raised trunk cabin with hatch over crew accommodation forward - 2 x Dorade boxes and chromed vents; one each side - Deck stowage on custom teak chocks for dinghy tender on port foredeck - 2nd raised booby style hatch over fwd part of foc'sle with lockers each side - Lofrans Titan A 2,000 W windlass with chain gypsy and 2 warping drums - Chromed mooring cleat - Chromed fairleads each side at bow - Anchor rollers; one each side - 125 lb CQR main anchor with 80 m 14.5 mm chain - 15 lb CQR kedge anchor with 20 m chain and 100 m warp - Hurricane large Admiralty anchor with 100 m warp |
| <ul style="list-style-type: none"> Cockpit winches - 2 x No. 6 Nevins for running backstay - 2 x Andersen 66 ST staysail sheet and headsail drum furler line - 2 x Barlow 3 Speed headsail sheets - 2 x Unknown make spinnaker sheets | <ul style="list-style-type: none"> Miscellaneous Equipment - Caribe C12 dinghy - Tohatsu 20 HP 4 stroke outboard new 2015 with power enough to help yacht manoeuvring - Large selection of snorkelling gear - 2 sets of scuba gear - without bottles |
| <ul style="list-style-type: none"> - Chromed spinnaker fairleads inboard of toe rail - Genoa track forward on toe rails each side - Main mast running backstay – all ash and bronze blocks - Main sheet traveller forward of helm console - Raised hatch in small trunk cabin over owner's (aft) cabin - Trunk cabin - 1 x No 6 Nevins main sheet winch on coach - Varnished teak handrails along each side of coach roof | |

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MECHANICAL ELECTRICAL AND TANKAGE

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|---|--|
| <ul style="list-style-type: none"> - Caterpillar 3208 naturally aspirated 170 HP / 126.82 kW Diesel engine ser No 75V7363 - Cruising speed 8kts @ 2,000 RPM - Consumption at 2,000 RPM; 5 gallons per hour - MG-506-1Twin disk gearbox ratio 2.5:1 - 2 ½ inch / 57.5 mm dia stainless steel prop shaft - 29 inch bronze 3 bladed fixed prop in VGC - Electric engine start - 24 V fan extracts and intakes engine room air via deck house dorade vents - Kohler 17EFOZD 17 kVA generator c 1,865 hours | <ul style="list-style-type: none"> - Mastervolt Combi 24 / 5000-100 battery charger - 6 x Varta Professional LFD 140 Ah batteries wired as 3 x 24 V cells total 420 Ah - Matrix, 7 litre / hr water maker - Air Marine system with 3 compressors aircon / heating to all cabins, galley and saloon - 2 Monel Diesel tanks total 420 gallons / 1,600 litres - 2 Stainless steel fresh water tanks total 440 gallons / 2,000 litres - Small 20 litre black water holding tank |
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Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

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| <ul style="list-style-type: none"> - B&G Hydra 2000 depth sounder; analogue helm and digital chart table display - B&G Hydra 2000 log; analogue helm and digital chart table display - B&G Hydra 2000 wind speed; analogue helm and digital chart table display | <ul style="list-style-type: none"> - Digital Yacht AIT 2000 AIS Transceiver networked with chart plotter - Furuno weather fax - Raytheon R40 / 41xx radar; chart table display - Raymarine Ray 260 VHF; helm and chart table operation |
|--|--|

- Furuno Navigator GPS chart table display
- Raymarine A75 chart plotter; helm mounted

- Icom IC-M710 SSB HF radio
- Furuno Nav pilot autopilot
- Iridium Sat phone

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SAFETY

- Arimar - Neptune 10 Person life raft 1997; last serviced March 2014
- EV compact DIT 6 Person life raft 1990; last service March 2014
- 12 x 150N Auto inflate life jackets; all inspected and inflation tested monthly
- 3 x Auto inflate children's life jackets; all inspected and inflation tested monthly
- GME MT-403 EPIRB service 2015
- Jonbuoy MOB recovery device new 2013 fitted on the port aft rail
- Galvanised steel emergency tiller stored in Lazarette with required blocks and line
- Remote operation C02 fire extinguisher protects the engine room
- Remote operation fuel shut off valves
- Automatic extinguishers in electronics compartment and bilge mechanical compartments
- ABC powder extinguisher in each accommodation area
- Fire blanket and ABC powder extinguisher in the galley
- Smoke alarms fitted throughout the vessel
- Emergency fire pump system delivers high pressure salt water to 2 hoses foredeck and lazarette - The 220 V fire pump can be used as a crash bilge pump in emergency
- Annual inspections and service for all fire fighting gear
- MOM 8-A MOB module; inflatable Dan buoy, horseshoe life ring, drogue, light on stbd aft rail
- 24 V Electric auto bilge pumps in forward, engine room and aft bilges
- High water sensors and bilge pump operation lights in all 3 sections
- Emergency 220 V crash pump system can move high volumes of water from any bilge area
- Emergency fire pump can serve as additional crash pump through an engine room manifold
- In emergency the engine cooling raw water intake can be switched to act as a bilge pump

Specification

SIGNIFICANT REFITS

- 1972 at Abeking and Rasmussen
- 1983 in Southampton
- 2000 in Miami

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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GALLERY












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