FRANCIS S KINNEY/WALSTED 44 FT SLOOP 1967/2013 - SOLD



Specification

GESTURE

FRANCIS S KINNEY/WALSTED 44 FT SLOOP 1967/2013

Designer	Francis S Kinney	Length waterline	29 ft 0 in / 8.84 m	Engine	Westerbeke Mitsubishi 44hp Diesel
Builder	Walsteds Baadeværft, Denmark	Beam	11 ft 0 in / 3.35 m	Location	USA
Date	1967	Draft	6 ft 2 in / 1.88 m	Price	Sold
Length overall	43 ft 6 in / 13.26 m	Displacement	13 Tonnes		
Length deck	43 ft 6 in / 13.26 m	Construction	2 x mahogany on white oak and locust		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

GESTURE's designer and first owner, Francis S Kinney, after a period with Philip Rhodes was a naval architect for more than 30 years with Sparkman & Stephens through the most dynamic period in the life of an office always in the forefront of yacht design development, becoming an Associate and latterly its chronicler. No surprise then that his retirement project - launched as SANTA MARIA OF LLOYD HARBOR by one of their favourite builders Walsteds of Denmark in 1967, when Kinney was still only 50-years-old - is very special indeed. Twenty years in storage before and after Kinney's passing followed by rescue and careful restoration by her present, very knowledgeable owner ensures that this gorgeous example of "The Best of The Best" will live on to give effortless sailing pleasure for many years to come.

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DESIGNER'S COMMENTS

"Frankly, our own boat, SANTA MARIA, was designed to please my wife, so she would enjoy cruising with me.

"Besides looking pretty, a classic sheer line with long drawn out lines and graceful ends makes sense for a yawl rig. This rig suits us, because it is easy to handle with just the two of us sailing. The size we like best and chose is a 29 ft waterline length. With long ends this brings the overall length to 43 ft 5½ in. This permits a long base on the foretriangle forward, and a suitable spot aft for sheeting the larger-than-usual mizzen to the stern, thus not requiring a boomkin.

"Her beam is 11 ft, which is 5 in more than our former boat, a Herreshoff Fisher's Island 31. This is ample for stiffness and generous for room below. Draft is 6 ft 2½ in, which is the limit under C.C.A. Rule. Her sections are sea kindly, and she has a dry bow. The turn of her garboard sections is an easy curve, to allow the cabin flooring to be deep in the hull, and for greater strength. Tight curves make for broken frames.

"Below we have the conventional layout of a 25 ft 0 in waterline boat stretched to a 29 ft waterline, so that there is more elbow room all around. Thus the arrangement is simple and roomy. We had thirteen people in the cabin at the fall rendezvous of the Cruising Club [of America], and Rod Stephens was able to descend and ascend the easy sloped companion ladder with his accordion strapped on."

Francis S Kinney
(From Chapter VII of the 8th Edition of 'Skene's Elements of Yacht Design')

Specification

OWNER'S COMMENTS

GESTURE had been languishing for many years in storage in Maine. It was a surprise to find such a gem untouched and unchanged since her launch, but with very extensive glue delamination of her frames.

I was very fortunate to have engaged Stephen Florimbi for the the total rebuild. He taught at the Apprentice Shop for wooden boat building in Rockland, Maine, and now heads up Rockport Marine, with over 70 wooden yachts in their care.

I have kept the interior as close to the original as possible. Everything that needed doing or replacing has been done. I replaced the yawl rig with a single mast, but all the fittings for the mizzen are available, if needed.

She sails like a dream, very well balanced, and it has been a joy to restore her - now ready for another 40 years.

Specification

RESTORATION/ REFIT

FROM 2009 BY STEPHEN FLORIMBI, MAINE
- All frames re-glued and, where needed, scarfed using black locust
- Frames strengthened with bronze strapping and bolted
- Full underbody bronze re-fastening
- Keel bolts pulled, found to be in excellent condition, but replaced anyway
- All skin fittings overhauled or replaced
- Edson chain/wire steering overhauled and in excellent condition
- Cockpit locker hatches completely rebuilt & strengthened with bronze frames
- Toerail removed, new plywood deck installed, sheathed in epoxy/fibreglass
- New deck hatches with heavy bronze fittings, new Plexiglas
- New Dorade boxes; Cowls powder coated white
- Most butt blocks removed and new planks scarfed using west system
- Full interior paint and varnish
- Soles stripped of paint and found to be mahogany, now left bright
- New engine and gearbox installed
- Fuel tank cleaned, shut off valves and new pipework installed
- New calorifer (engine and shore power)
- New electrical systems
- Extra large 110amp alternator fitted from new
- New control panel and engine controls
- New heads
- Luke stove overhauled by Paul Luke, Boothbay
- New mattresses, closed cell + latex foam.
- New Edson gallon-a-stroke bilge pump

Specification

HISTORY

FRANCIS S KINNEY DESIGN No. 31
WALSTEDS BAADEVÆRFT BUILD No. 109

After such long hibernation, restoration would not be a small task, requiring

To any student, graduate or simply lover of yacht design over the past 60 years, the name Francis S Kinney is household: the editor and re-writer of the 7th and 8th editions of 'Skene's Elements of Yacht Design'; for decades 'the bible'. Yet without this work his name might have slipped into the obscurity undeserved of many large design office (in this case none other than Sparkman & Stephens) bedrock but uncredited designer/ draughtsmen who never left to plough their own furrow.

'Skene's' was never reissued after the 8th Edition of 1973, yet remained 'the bible' until 1994, when Rolf Eliasson and Lars Larsson's 'Principles of Yacht Design' arguably took over that mantle. GESTURE - built as SANTA MARIA OF LLOYD HARBOR - is the beautiful yawl featured on the dust jacket of 'Skene's' 8th edition; and so for two decades one of the most famous of yachts in the days before the 'classic revival'. Yet for twenty years before and after Kinney's death in 1993 at the age of 77 she lay forlorn in boatsheds in Massachusetts and Maine until rescued by her present retired classic superyacht Captain owner, and restored by Stephen Florimbi. In between she had been purchased by a Walsted yard fan and member of the Fuller (Brush Company) family - hence the name change to GESTURE in honour of Howard Fuller's seminal S&S Ocean Racer of 1941 - but she remained in store.

structural repairs to frames and deck beams, and the long list of jobs listed elsewhere here. To preserve the old mahogany, Florimbi took a "repair rather than replace" approach, and in general the project's ethos has preserved authenticity while ensuring strength for the coming years.

Very much back to life again, this gorgeous yacht has been well tested on the Maine classic regatta circuit in recent seasons: a popular and very relevant participant.

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Specification

CONSTRUCTION

- Double skinned mahogany planking blind fastened from inside
- Frames of laminated white oak, some replaced/ repaired with locust
- All bronze fastenings to frames renewed at restoration
- Bronze floors
- New bronze keel bolts at restoration
- Fibreglassed plywood deck

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

FROM AFT
- Slightly inset varnished mahogany uncapped toerails
- Painted fibreglassed plywood deck
- Varnished mahogany uncapped taffrail
- Bronze custom mooring fairleads on chafe plates port and starboard
- Incorporating cheek block tangs and pushpit anchor
- Older bronze stern light fitting
- Stainless steel mid pushpit anchor plate with mizzen sheet padeye
- Stainless steel pushpit
- Split backstay chainplates port and starboard
- Lazarette hatch mahogany/ painted
- Aft hinged; fore edge is part of aft cockpit coaming
- Bronze Herreshoff style mooring cleats port and starboard
- Chainplates for mizzen shrouds

WELL TYPE COCKPIT
- Teak laid cockpit sole
- Raised and capped mahogany cockpit coaming
- Engine throttle control to starboard
- Steering pedestal/ binnacle
- Steering compass
- Traditional varnished ship's wheel
- Raw teak grating cockpit table
- Raw teak sheet cleats port and starboard outboard
- 4 x Sheet handling winches on white painted and mahogany plinths
- 2 x Lewmar 48 self tailing bronze secondary winches (excellent condition)
- 2 x Barlow 33 chromed bronze primary winches sourced and rebuilt from Australia
- Bronze and painted side seats/ locker lids
- Large lockers under

SIDE DECKS
- 2 x Bronze downwind sail sheet toerails sheaves on white painted plates
- 2 x Lewmar bronze/Tufnol headsail cars on chromed bronze toerail tracks
- Bronze 'Panama' mid length mooring spring fairleads port and starboard

TRUNK CABIN
- Mahogany sides
- 5 x Eliptical 'Kinney-style' fixed lights port and starboard (2013)
- Moulded plywood fibreglassed and painted roof
- Grab rails port and starboard
- Mahogany companionway hatch
- Surrounding mahogany sprayhood/ dodger groove moulding
- Mahogany/ Plexiglass hatch over saloon; dual hinged
- Mast position
- Cabin heater chimney to port
- Varnished mahogany Plexiglass topped Dorade boxes port and starboard
- White powder-coated cowls
- Mahogany / Plexiglass forehatch; dual hinged
- Spinnaker pole stowage to port

FOREDECK
- Large varnished mahogany Plexiglass topped Dorade box
- White powder-coated cowl
- 2 x Bronze Herreshoff style mooring cleats
- Stainless steel pulpit
- Port and starboard navigation lights
- Custom bronze stemhead fitting incorporating:
- Sunk mooring fairleads faired to toerails
- Forestay chainplate

- Bronze tracks port and starboard for mainsheet purchases
- 3 x Winch handle pockets
- Anchor launching channel offset to starboard
- Very large Herreshoff storm anchor, in chocks since launch, never used
- 45 lbs/ 20 kg CQR on bow roller; 40 ft/ 12 m chain and 200ft/ 60 m rode

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

FRANCIS S KINNEY, 1973

"One thing, a great luxury for me, a tall man, is having 6 ft 6 in (1.98m) headroom throughout the boat. This is accomplished by having the cabin sole as deep in the boat as possible, and eliminating the cabin top beams by the use of molded plywood."

MARY F KINNEY, 1973

"She is a joy in every way and has completely fulfilled all my desires in a cruising boat. We have decorated the interior with gay colors, so that even on a gloomy day the cabin is cheerful, bright and warm. She is painted white throughout with varnished mahogany trim, with a thick royal blue carpet on the floor to blend with the turquoise blue mattresses and back rests, with royal blue and flowered crewel cushions for accent. We both like gay colors as opposed to the dark, gloomy interiors one sees on so many boats.

"The cabin heater is framed with blue-and-white tiles depicting Columbus' three ships the NINA, SANTA MARIA and PINTA, under sail. It makes a well-decorated focal point for the main cabin. And above the fireplace there is an oil painting by the designer's sister of one of his favorite beaches on Martha's Vineyard."

ACCOMMODATION

The upholstery and the now bright finished sole boards are the only significant changes down below from Mrs Kinney's description above - and why would anyone want to change anything else in this wonderfully clean, bright, airy, and still very modern take on 'Down East' elegant simplicity.

- Varnished mahogany trunk cabin sides
- Carlin grab rails throughout
- Varnished mahogany cabin trunk cabin hanging knees
- White painted bulkheads
- Varnished mahogany trim
- Varnished mahogany sole throughout

DOWN FIVE STEPS TO FULL-BEAM GALLEY/ NAVIGATION AREA

- Appliances under lift-lid varnished teak surfaces
- Aft facing sink to port; Whale Gusher manual fresh water pump
- Engine panel over; stowage aft
- Large locker under
- Ship's electrical panel in aft bulkhead under bridge deck
- Paul Luke Heritage gimballed 3-burner alcohol hob and oven to port
- Walsted stainless steel alcohol tank
- Shut-off valves under
- Locker under
- Deckhead light over
- Fixed elliptical portlight
- Sliding door lockers outboard under side deck
- Chart table to starboard; ice box under
- Deckhead light over
- Fixed elliptical portlight
- Chest of 4 x drawers aft
- Locker in aft bulkhead under bridge deck
- Washboards stowage

FORWARD TO SALOON

- Upholstered settees port and starboard
- Removable Sunbrella covers (List 2014)
- Closed cell and latex foam mattresses (2014)
- Backrests raise to give wide sleeping berth
- Stowage under and outboard of backrests
- Sliding door lockers outboard under side decks
- Drop leaf gimballed table on centreline
- Tiny Tot woodburner stove in fwd port bulkhead tiled fireplace
- Solid fuel stowage under
- Stainless steel chimney in heads forward
- Chest of 5 x drawers to starboard with deep fiddled shelf
- 2 x Fixed elliptical portlights port and starboard
- Bulkhead mounted lights port and starboard
- Mahogany and Plexiglass hatch in deckhead
- Mast position

PASSAGE FORWARD OFFSET TO STARBOARD

- Hanging locker to starboard
- Heads Compartment to Port
- Jabsco manual wc inward facing (2013 - anti-vac lock 2017)
- Copper anti-siphon loop
- Locker outboard
- Stainless steel inset sink
- Mixer tap
- Locker under
- Chest of small drawers inboard
- Mirror
- Bulkhead mounted light
- Grabrail at carlin
- Stainless steel rear of fireplace, and chimney
- 2 x Fixed elliptical portlights port and starboard

FORWARD TO FORECABIN

- Slatted hull sides
- 2 x Single v-berth arrangement
- Potential for alternative double arrangement
- Seat
- Stowage lockers under berths
- Open chain locker/ bosun's store in forepeak

Specification

RIG, SAILS AND CANVASWORK

RIG

- Masthead sloop rig
- Painted aluminium double spreader mast and boom
- 4 x Lewmar 28 self-tailing on mast (excellent condition like new)
- 2 x Lewmar 18 on boom for reefing etc
- Halyard jammers
- (Old mizzen mast fittings available)
- Aluminium spinnaker pole
- Stainless steel standing rigging (2014)
- Dyform forestay
- Split backstay to accommodate restepping of a mizzen
- All required lines/ sheets/ halyards (good/ excellent condition)

SAILS

- Mainsail; North Dacron (excellent condition)
- 115% High cut jib with foot reefing and leech battens; North (excellent)
- High cut 'Code 5' with furler; Incidence Ripstop (excellent)
- Genoa 130%; Sobstad (old but good)

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- Westerbeke Mitsubishi 44 hp Diesel (2013)
- Hours: 250 hrs approx
- 2 x Boxes of engine spares
- Remote oil filter
- Extra large Racor diesel pre-filter
- Luke 3-Bladed feathering propeller
- Edson chain/wire steering

ELECTRICAL

- Extra large 110 amp alternator fitted from new
- New control panel and engine controls
- 1 x 110 amp starter battery (2017)
- 2 x 110 amp house batteries (2014)
- Space for 4 x more 110 amp batteries with cables in place.
- 2 x Marinco battery chargers, 10amp and 20amp

TANKAGE

- Stainless steel fuel tank 50 Gal/ 190 L with shut off valves (pressure test 2012)
- 2 x Stainless steel water tanks total 60 Gal / 227
- Calorifer (engine and shore power)

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Traditional binnacle mounted Danforth steering compass (2015)
- LED navigation lights and anchor light
- Furuno depth
- Garmin chart plotter
- Icom VHF

Specification

SAFETY

- Edson gallon-a-stroke bilge pump (2015)
- 6 x Flotation cushions (2017)
- Fire extinguishers
- Fire blanket

Specification

OTHER EQUIPMENT

- 4 x Person Quicksilver Hypalon dinghy
- 2.5 hp Yanmar outboard motor

Specification

IMAGE CREDIT

Present day sailing and on board photos: John Williams

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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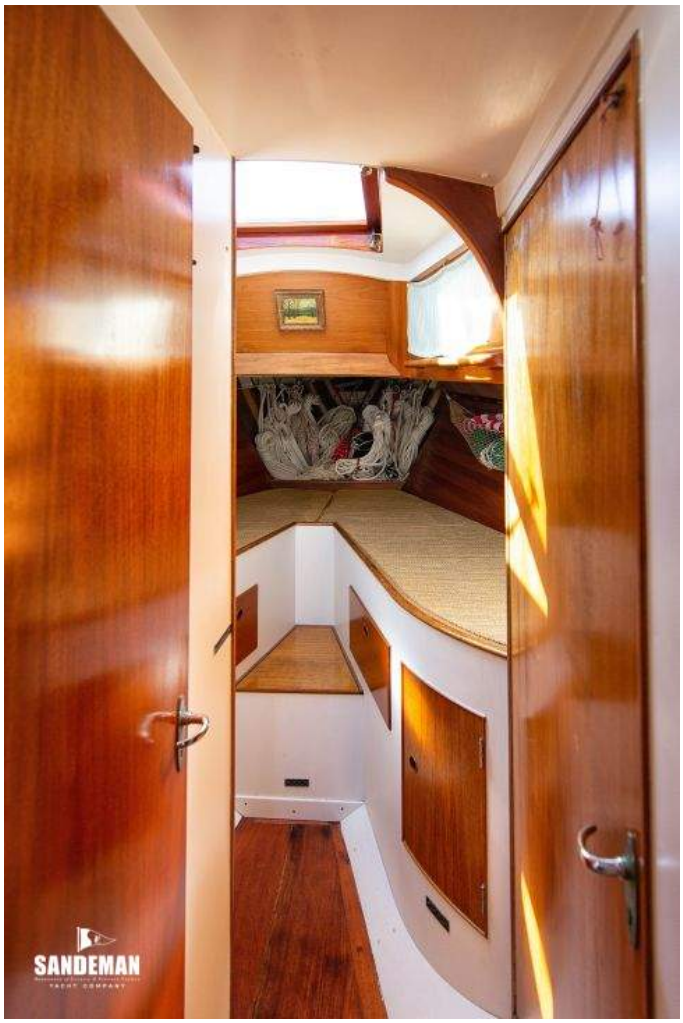

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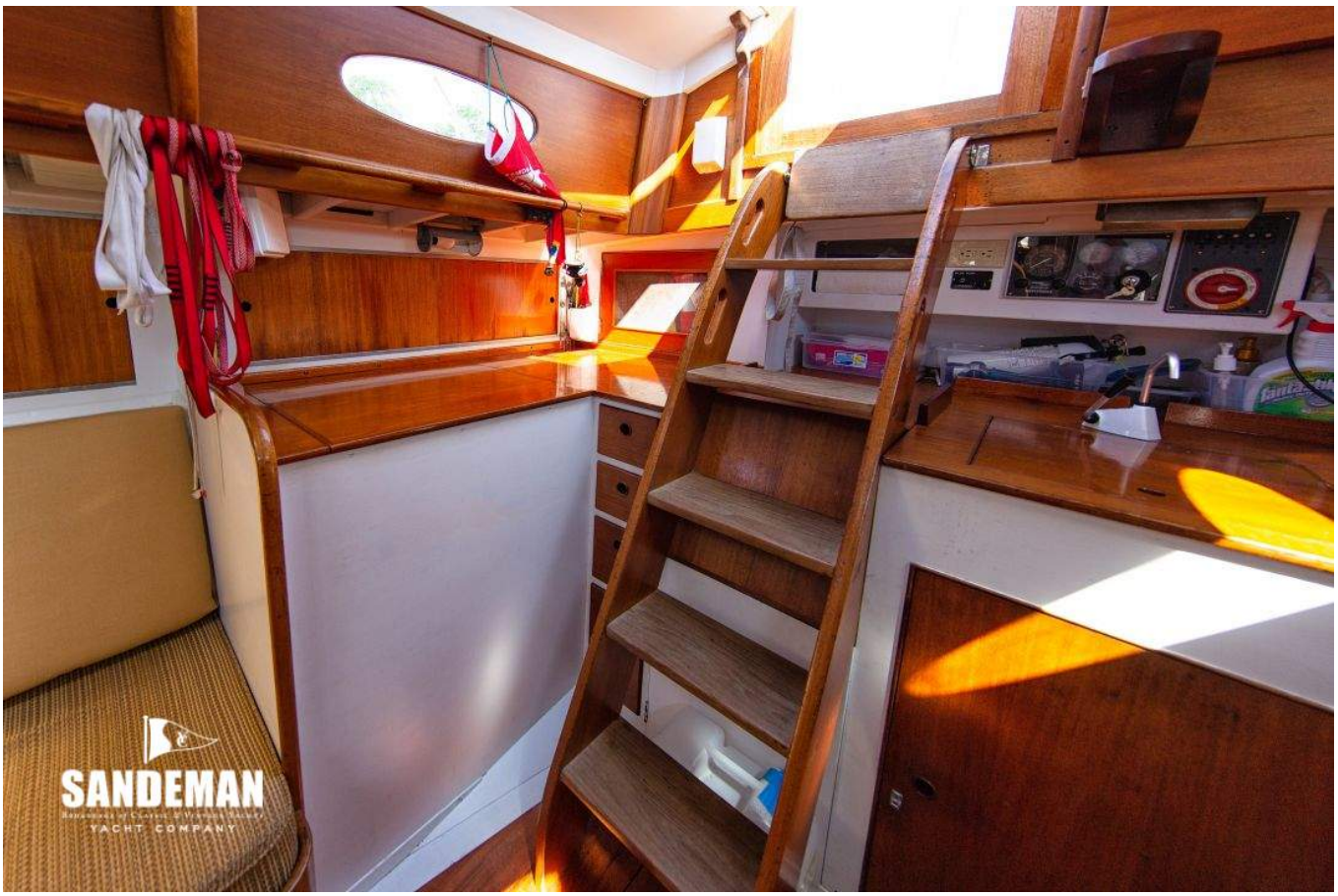

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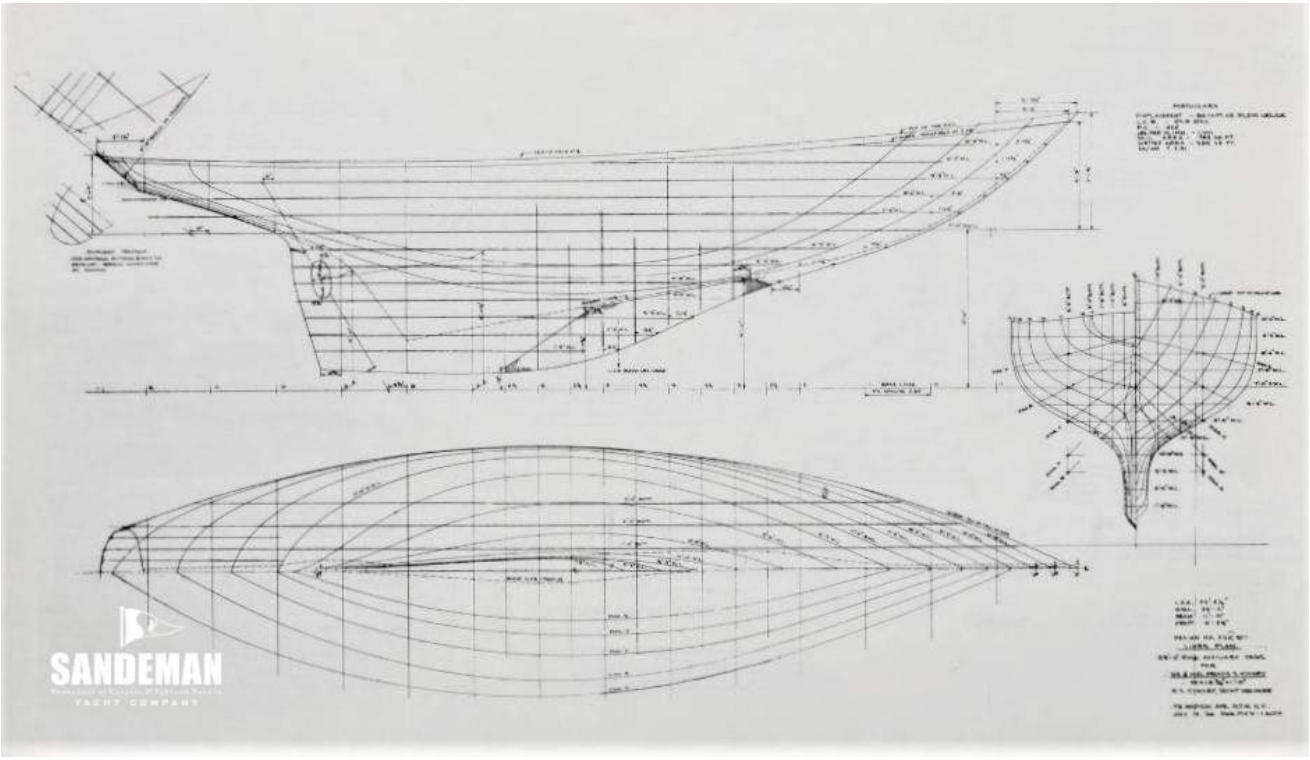

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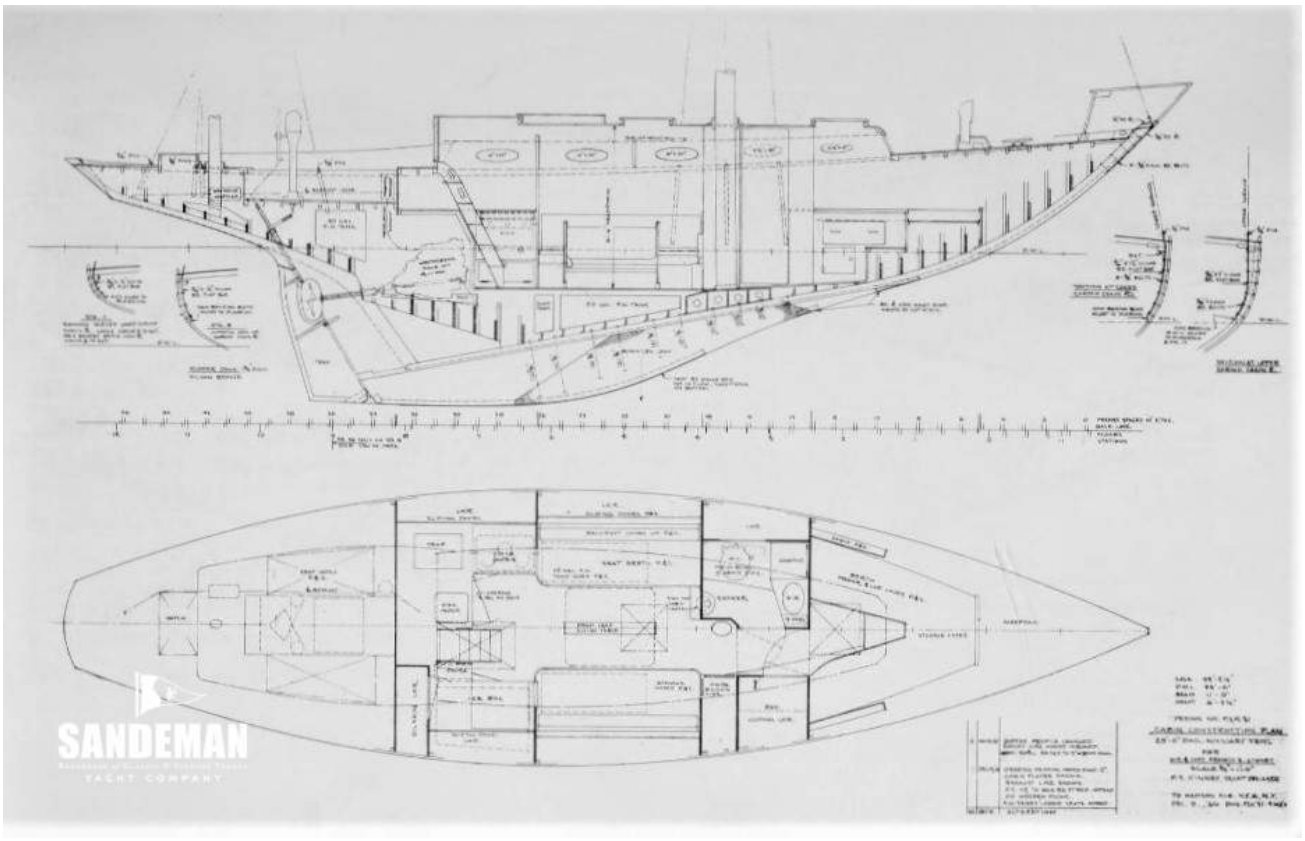

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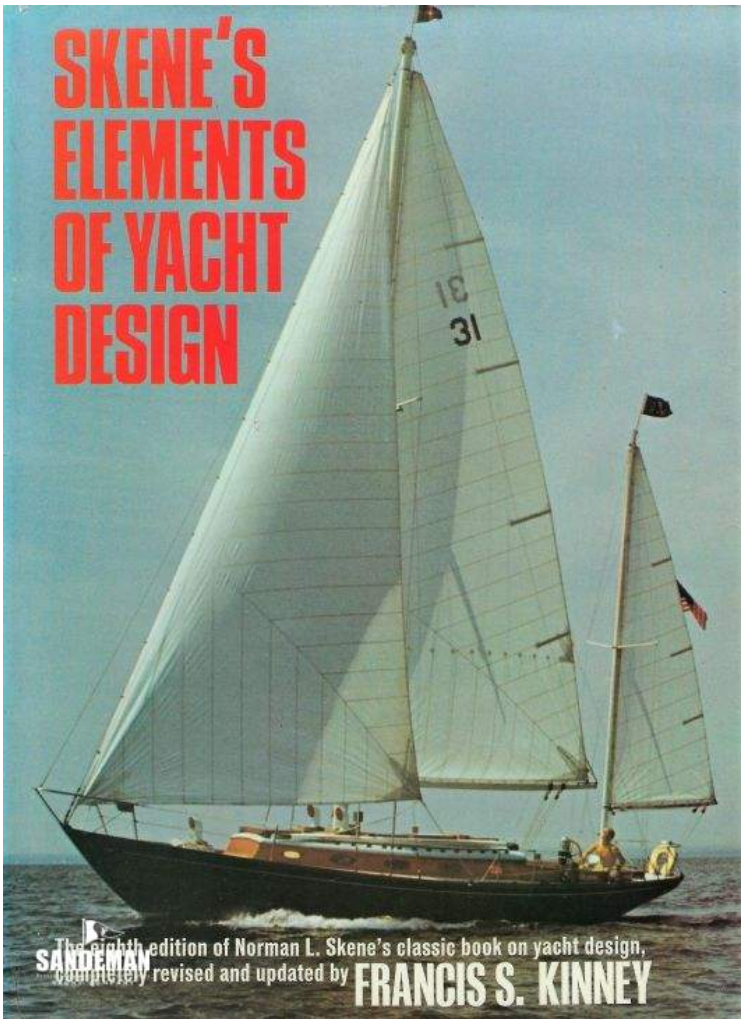

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SKENE'S
ELEMENTS
OF YACHT
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The eighth edition of Norman L. Skene's classic book on yacht design,
completely revised and updated by FRANCIS S. KINNEY


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