JOHN BAIN STANILAND 40 FT MOTOR YACHT 1963 - SOLD

Specification

JANICK

JOHN BAIN STANILAND 40 FT MOTOR YACHT 1963

Designer	John Bain (design 648)
Builder	Staniland & Co Thorne, Yorkshire.
Date	1963
Length overall	40 ft 0 in / 12.2 m
Length deck	40 ft 0 in / 12.2 m
Length waterline	0 ft 0 in / 0 m
Beam	10 ft 6 in / 3.2 m
Draft	3 ft 7 in / 1.1 m
Displacement	16 Tonnes
Construction	Carvel pitch pine planking on hardwood frames to Lloyds 100 A1
Engine	Twin Parsons / Ford 86 HP diesel Barracudas
Location	United Kingdom
Price	Sold

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

John Bain designed for many of the British yards that have become almost household names – including James A Silver, A M Dickie and Sons, R A Newman of Poole and James W Miller to name but a few. Definitely a pioneer of British motor boating, his designs were elegant and seemingly timeless. These famous yards ensured the boats were exceptionally built from the finest materials resulting in capable and very seaworthy vessels. JANICK is no exception. Originally built to Lloyds 100 A1 classification and although recently restored, her pitch pine planking is original and Bain had left his mark everywhere! Above all JANICK's wonderful layout provides a deck saloon many modern yachts simply do not offer - as well as spacious cabins and two separate heads. Restored by a yachtsman used to cruising, her inventory reflects this and she is in impressive condition.

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HISTORY

Having been commissioned by a local yachtsman, JANICK was launched in May 1963 at the yard of Staniland & Co.Ltd, Thorne, Yorkshire. Staniland were known for their well built motor cruisers which had previously been marketed as Hyland Cruisers. For the first 20 years of her life JANICK remained on the North East coast, but in the 1980s cruised to the Mediterranean through the French canals, returning to the Thames Estuary in 1989.

The current owner found the boat in a rather neglected state at Stourport in 1992 She was moved to Devon by road in November 2002 and there followed an extensive refit at Lincombe Boatyard, Salcombe, details of which are to be found in the Refit section below. After a complete repaint she was re launched in 2004.

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CONSTRUCTION

- English oak keel, stem, frames, knees and deadwood
- American rock elm steam bent timbers
- Pitch pine planking
- Bronze screw fastenings to oak and copper nail and roves to bent timbers
- Timber bilge keels
- Cast iron ballast keel
- Timber structural floors
- Teak decks
- Mahogany framed deck house and coach roof in T&G softwood canvas sheathed

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ACCOMMODATION AND DOMESTIC EQUIPMENT

From the generous foredeck down steps either side, the deckhouse is entered by sliding doors. With excellent all round visibility the deckhouse accommodates the helm position as well as the main saloon. The seating to port and aft is L shaped round 2 sides of the drop leaf dining table. There is stowage to starboard and another drop leaf chart table forward.

Companionway steps lead down aft to the substantial owner's twin cabin with en suite head and shower. Forward through the saloon and down steps is the galley to port equipped with

- Tricity Bendix oven / grill 240 V
- Full size Electrolux 12 V refrigerator
- Frigo deep freeze 24 V
- Fagor 2 ring hot plate 240 V
- Panasonic microwave 240 V
- Galley extractor fan

The fore cabin beyond has substantial stowage beneath the twin berths. The en suite head and shower is to Starboard opposite the galley.

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DECK EQUIPMENT AND GROUND TACKLE

- Galvanised steel pulpit, pushpit, stanchions and guard rails with teak tops
- Cleats, fairleads and bow roller
- Removable helm and navigation seats
- Boarding ladder
- Boat hook
- Ensign staff.
- Removable stainless steel davits
- Mushroom vents
- Foredeck and lazarette hatches
- Air horn
- Navigation lights
- Searchlight operable from wheelhouse
- 50 metres 10mm calibrated anchor chain.
- Lofrans Tigress 24 V 1200 W windlass
- Fenders and warps

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MECHANICAL ELECTRICAL AND TANKAGE

- Freshwater cooled with keel coolers
- 24 V starting and 45 A alternators
- 2.1 reduction gears
- Parsons marinomatic reversing gear box
- 2 x 12 V Engine start battery banks
- 4 x.12 V domestic batteries charged from alternators or Vetus combined chargers / inverter
- All wiring and safety switching renewed in 2004

- Silent block couplings
- 1 3/4 inch stainless, steel shafts
- 20 inch manganised bronze handed propellers (pitched and balanced 2004)
- Bronze brackets and cutlass bearings (2010)
- Engine room extractor fans and blower
- Single lever Morse controls (2011)
- Twin galvanised steel rudders, hydraulic steering from wheel
- Emergency tiller
- Raymarine hydraulic pump for autopilot
- 24 V domestic and lighting systems with 12 V converter for instrumentation
- 240 V ring main system from shore supply or 6 KVA Vetus diesel generator
- Electric instrument panel
- Pressurised hot and cold water system with pump and pressure vessel (2010)
- Hot water from Vetus engine heat calorifier with 240 V immersion heater
- Showers and shower trays with automatic pump out sumps; one forward and one aft heads
- Mikumi MY30 diesel hot air heater
- Forward heads – manual. Aft heads RM69 electric (2011)
- 2 x steel fresh water tanks total c 140 gallons

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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Cooke and Sons steering compass
- Furuno 1712 radar (2004)
- Simrad 1S 12 speed / depth
- Furuno GP 32 GPS
- Raymarine 435 Chart plotter (2005)
- Raymarine ST6002 Autopilot (2005)
- Shoreline compact VHF radio
- Sony FM/AM/CD receiver
- Plastimo clock/barometer

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SAFETY

- 3 x Automatic electric and 1 manual bilge pumps

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REFIT

All equipment and engines were removed and hull and deckhouse stripped to wood. Extensive repairs were carried out to deckhouse, but the hull was found to be in excellent condition. Engine room was steam cleaned and all bilges cleaned and painted and engines re-installed with all ancillaries and pipe work either serviced or replaced. Galley and heads were completely refitted with new equipment. The wiring systems were completely renewed and hydraulic steering was fitted.

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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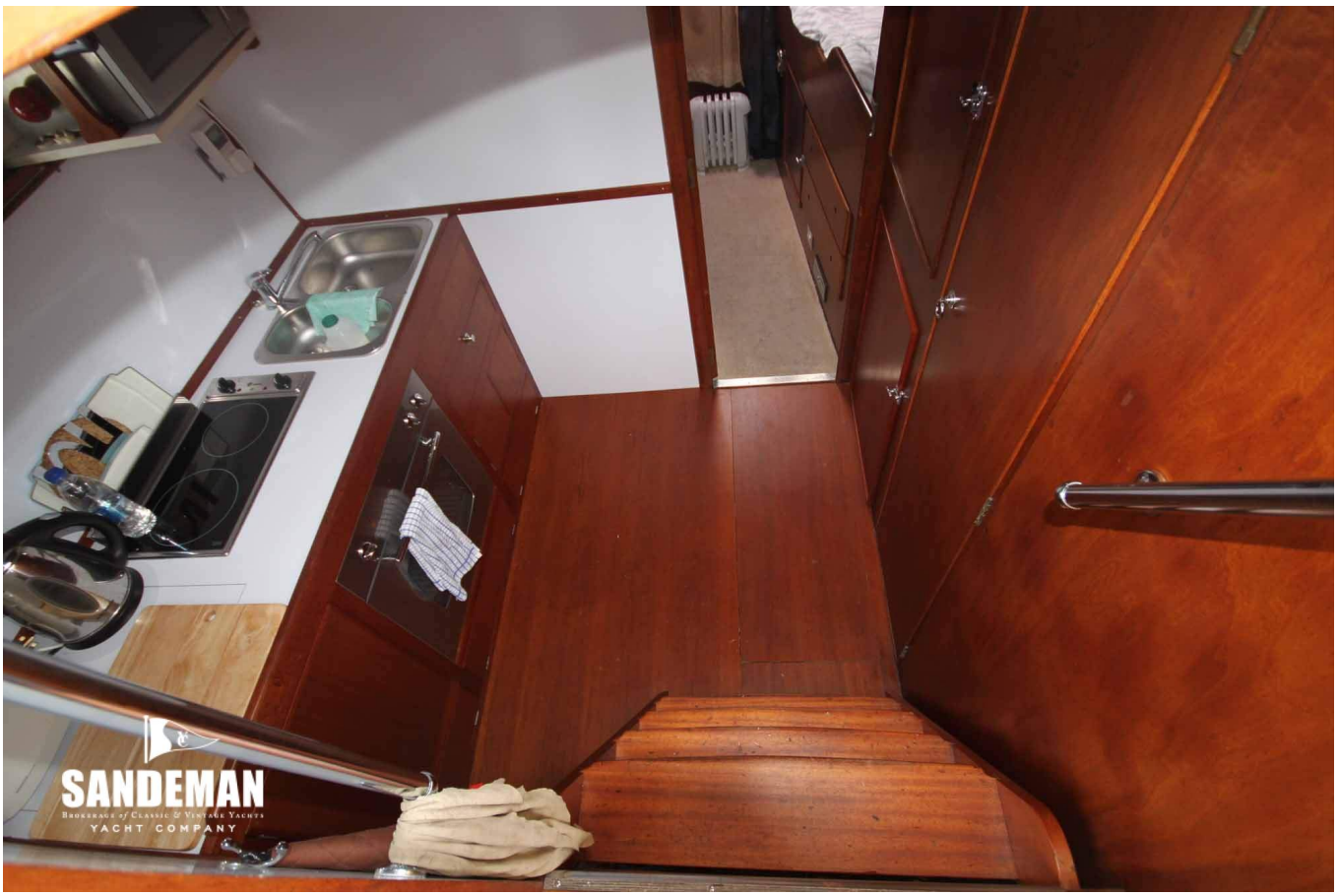
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