LAURENT GILES 58 FT BERMUDAN YAWL 1952 - SOLD



Specification

LUTINE OF HELFORD

LAURENT GILES 58 FT BERMUDAN YAWL 1952

Designer	Jack Laurent Giles	Length waterline	41 ft 4 in / 12.6 m	Engine	Yanmar 6 cyl 100 HP Diesel
Builder	Camper & Nicholson	Beam	13 ft 1 in / 4 m	Location	United Kingdom
Date	1952	Draft	8 ft 6 in / 2.6 m	Price	Sold
Length overall	58 ft 5 in / 17.8 m	Displacement	26.9 Tonnes		
Length deck	58 ft 5 in / 17.8 m	Construction	Teak planking on composite frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

LUTINE OF HELFORD, one of the most famous of English yachts was designed by Jack Laurent Giles for Lloyds Yacht Club and built by Camper and Nicholson in 1952. In the 1950s racing in America was highly competitive and Lloyds Yacht Club wanted a yacht to compete with the Americans on their terms. She was therefore designed to the CCA rules rather than RORC. Rebuilt for the 2001 America's Cup Jubilee Regatta, she came 3rd in Class One and has since enjoyed several seasons of extensive cruising and racing. With exceptionally sweet, very traditional lines - a relatively short bow overhang and well balanced counter stern, ample freeboard and the sheer renowned of her designer, she is a dry boat capable of putting in fast times even in a sea. Since her refit she has also proved to be very easily handled – regularly sailing 2 handed only, although racing with a full crew. In 2014 the hull has been completely repainted and the bright work stripped to bare wood and varnished. The Vessel is currently lying under cover ashore

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CONSTRUCTION, FEATURES AND FINISH

- Teak hull planking
- All new steel angle frames at c 3 ft centres interspersed with 2 (new) steamed oak timbers
- Galvanised bolt fastenings through the steel frames
- Copper rivet fastenings through the steam bent timbers
- Lead ballast keel
- All new silicon bronze keel bolts
- Strap floors re galvanised and new galvanised bolts to steam bent timbers
- Steel plate gusset floors bolted to steel angle frames
- An original construction fault - the cause of leaks from new when pressed hard - has been remedied by adding steel brackets to the steel plate floors to pick up the keel bolts, thereby tying the hull structure to the back bone and ballast keel
- Teak deck and deck structures
- The all round bulwark capped in varnished teak follows beautifully the fine counter stern and incorporates bronze panamas fore and aft to take mooring lines through the rail, avoiding damage to the bright work

Doghouse and coach, a small skylight either side of the mast, a large skylight forward of the mast over the owner's cabin with chromed vents on dorade boxes each side and a fore hatch (all rebuilt precisely to the original design working plans, all in varnished teak with lights in chromed bezels). The doghouse and coach roof are decked in scrubbed teak with varnished teak margin boards

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ACCOMMODATION AND DOMESTIC EQUIPMENT

The interior has been redesigned and rebuilt for modern cruising and racing needs while maintaining the period character.
- Overall 8 berths plus 2 saloon settee berths
- Headroom varies in the four main areas thus
- 6 ft 8 in (2.03 m) under doghouse
- 6 ft 9 in (2.08 m) under saloon coach roof plus skylight
- 6 ft 2 in (18.7 m) in heads passage
- 6 ft 6 in (19.8 m) in owner's cabin
- From the cockpit a sliding hatch and twin washboards open to companionway steps down
- To port is access to a large private 7 ft 6 in x 4 ft L shaped double berth running aft as quarter berth and then athwartships under the cockpit well.

Steps down aft of the saloon cabin, engine under with lifting panel for good access
- Port side chart table against the half bulkhead with forward facing seat
- Chart stowage
- Electrical distribution board
- Navigation instruments qv
- Stowage under the seat

To starboard is a 7 ft 6 in quarter berth and for'ard of that by the galley is a very large deep locker accessed by a cupboard door at the head of the berth

The Galley is to starboard with new 2009 Wallas diesel cooker, glass surface hob new 2008
- Separate, gimballed diesel fired oven below
- Ample drawers and cupboards below work surface and outboard
- Twin stainless steel sinks drain over board
- 12 V Fridge under the sinks

Forward to the main saloon area
- Port and starboard settee berths
- Shelf and lockers up and outboard the port settee berths
- 1 x Pilot berth above and outboard starboard lying for'ard the hanging locker
- 1 x Pilot berth above and outboard starboard lying abaft the galley lockers
- Varnished mahogany bulkheads and joinery with raised and fielded panels
- Varnished deck beams against a white deckhead
- Inlaid teak cabin sole with centreline lifting panels
- Dickinson diesel cabin heater against bulkhead with flue to deck; new 2010
- Stainless steel fuel tank for heater on bulkhead by mast
- New double drop leaf saloon table

Bulkhead doorway offset to starboard leads to forward passage
- Heads compartment to port with sea WC, porcelain hand basin and shower
- Shower and hand basin drain to a holding tank with 12 V auto pump out
- Sea WC pumps outboard
- New black water tank in the bilge amidships not yet connected
- Twin hanging lockers to starboard with the saloon pilot berth abaft

Starboard offset bulkhead door to owner's cabin.
- Double berth to port, single berth to stbd.
- Stowage under the berths
- Varnished mahogany bulkheads
- Large skylight above
- Centre bulkhead door to fore peak
- Fore peak stowage, fore hatch over
- WC in the after port corner of the fore peak

Miscellaneous additional domestic inventory
- Radio cassette player in saloon
- TV
- Crockery and cutlery for 8
- Galley saucepans etc
- Decanter with 6 large and 6 small cut glass glasses

Specification

RIG, SPARS AND SAILS

- Bermudan yawl rig on varnished masts
- Main mast, mizzen mast and both booms built by Collars in 2008
- All new stainless steel mast fittings
- Both masts are stepped through the deck onto the back bone
- Twin spreaders to the main mast, single spreaders to the mizzen mast

- All new stainless steel standing rigging in 2008
- Stalock terminals and rigging screws to internal stainless steel chain plates
- Twin lowers, single intermediates and cap shrouds to the main
- Main backstay to starboard of mizzen mast to aft deck fitting braced through to the counter
- Outer masthead forestay to stem head fitting
- Inner forestay from upper spreaders to stainless steel fitting on fore deck
- Forestay deck fitting tied through with rod and rigging screw below deck to the stem
- Fredrickson roller cars on the main and mizzen mast sail tracks
- New polished stainless steel mast fittings designed by Ed Burnett
- Rectangular section, slab reefing main boom with stainless steel end fittings
- X section aluminium sail track

All mast winches new in 2008

- 2 x Lewmar 40 ST bronze halyard winches on main mast
- 1 x Lewmar 40 ST bronze winch on deck by the main mast
- 1 x Autal W8 boom mounted reefing winch
- 4 x Autal 2 speed top action bronze winches on mizzen mast

- Mainsail SKB Sails 2003
- Mizzen SKB Sails 2003
- Mizzen staysail SKB Sails 2009
- Staysail SKB Sails 2003
- Yankee on roller, SKB Sails 2003
- Asymmetric spinnaker Doyle Sails 2006
- Storm jib Doyle Sails (unused) 2009

- New headsail sheets 2010
- Bamar MEJ Italian 12 V roller furling gear at outer forestay for regular use; new 2006
- Harken roller ball blocks and fairleads
- Harken main sheet blocks
- Inner and outer sheet tracks on the side decks
- Twin cars on the outer tracks

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DECK LAYOUT FEATURES, EQUIPMENT AND GROUND TACKLE

- Stainless steel pushpit
- Side decks and foredeck are totally clear with no protruding hazards
- Large chrome and teak cleat on the aft deck to take stern mooring lines
- Lazarette hatch
- Original bronze wheel - driving sprocket and chain to stainless steel cables to a stainless steel quadrant on the bronze rudder stock (all pulleys, turning blocks and cables replaced)
- Arm on the rudder stock takes the con rods for the Simrad twin hydraulic ram autopilot
- The top of the stock squared to take an emergency tiller
- Enclosed box port side of wheel contains engine controls and chart plotter screen
- Enclosed box starboard side of the wheel has VHF and sounder
- Cockpit forward well is self draining with scrubbed teak seats each side
- Coach and dog house coamings extending aft are 10 inch deep round the cockpit
- Bridge deck to the cabin entrance
- Dog house and trunk cabin with small skylight either side of the mast
- Large skylight forward of the mast over the owner's cabin
- Chromed vents on Dorade boxes each side and a fore hatch
- Seat level beam between helm and forward wells holds main sheet block on centre eye bolt
- Massive oak Sampson post just aft the stem with cast bronze capping
- Twin chain roller stainless steel stem head fitting takes the outer forestay
- Stainless steel stanchions with twin guard wires, gates each side
- Fenders
- Anchor ball
- Mooring warps
- Boarding ladder
- Deck brush
- Boat hook
- Inflatable hard bottom Rib 2004
- Mercury 5 HP outboard engine, 2006
- Spare cordage
- 24 Kg CQR anchor
- Lofrans 12 V 1500 W windlass
- Ample chain
- Fisherman kedge anchor with short length of chain and long warp

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Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Yanmar 6 cylinder 100 HP naturally aspirated diesel engine
- Flexible mounting to conventional centre line shaft with deep sea seal
- Bronze 3 bladed propellor
- Single lever controls
- 1 x 12 V engine start battery
- 2 x 12 V domestic batteries
- 12 V 85 A belt driven engine alternator
- Victron battery charger and shore power connection
- Pulpit and masthead nav lights, anchor, steaming and deck flood lights
- Tankage; all tanks stainless steel
- 1 x 45 gallon fuel tank
- 1 x 15 gall reserve abaft engine gravity feeds another 45 gall feed tank under cabin sole
- Twin SU 12 V pumps supply fuel to the engine
- US Versitronics fuel gauge
- 2 x Stainless steel tanks total 120 gallons fresh water under saloon settee

- Steca PR1010 solar panel on coach roof with control unit at chart table
- Main on / off switch under chart desk
- Battery state indicator
- Distribution board at chart table
- Search light

berths
- Fresh water pump under galley sinks feeds pressurised water supply
- Engine calorifier supplies hot water to high volume tank abaft galley

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NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Porthole compass on a hinged bracket by cabin entrance.
- Sounder
- Furuno Navtex 30
- Icom M5003 VHF radio
- Icom DS-100 DSC VHF radio
- Furuno GPS Waas Navigator, new 2009
- Clock and Barometer
- Simrad radar, new 2002
- Simrad CX44 colour chart plotter, new 2007 with 12 in sunview screen
- Chart plotter interface capability with the radar, new 2008.
- Robertson AP300X twin hydraulic ram autopilot, new 2006.
- Yeoman chart plotter

Specification

SAFETY

- 2 x Jabsco Hi-speed 12 V bilge pump with Versitronics pump control unit
- Manual diaphragm pump
- Fire extinguishers all new March 2010 incl: 2 x 5.5 l foam, 1 x 2 l auto in engine space
- Fire blanket
- 8 x Auto inflate life jackets
- 1 x 8 man RDF life raft, new 2001 and in date to 2011
- MOB Danbuoy
- 2 x Horseshoe life buoys with lights and line
- Inclinometer
- Offshore flare pack
- Quoit life ring

Specification

RESTORATION

Found near derelict in 1999, LUTINE underwent a major rebuild to be re launched in 2001. In the rebuild, the hull was stripped completely and the deck removed. Only the planking and the back bone remained of the original hull structure.

The dog house and trunk cabin, small skylights either side of the mast, large skylight forward of the mast over the owner's cabin with chromed vents on Dorade boxes each side and fore hatch were all rebuilt to precisely the original designs working from the original plans, all in varnished teak with lights in chromed bezels. A minor change was made to the dog house where the original 2 large windows were changed to 3 smaller ones for greater security; sSafety glass used throughout.

Other key works:
- All steel frames replaced
- New galvanised bolts in the steel frames
- All steamed timbers replaced, copper and bronze fastened
- New stem
- Beam shelf doubled up from the mast forward
- All new silicon bronze keel bolts
- Deck rebuilt to the original plan
- Yacht laid new deck planking joggled to a centre king plank and bonded to the sub deck with no visible fastenings
- Seams payed in butyl rubber compound
- Cockpit rebuilt to original plans with forward well for crew and deep helmsman's well aft

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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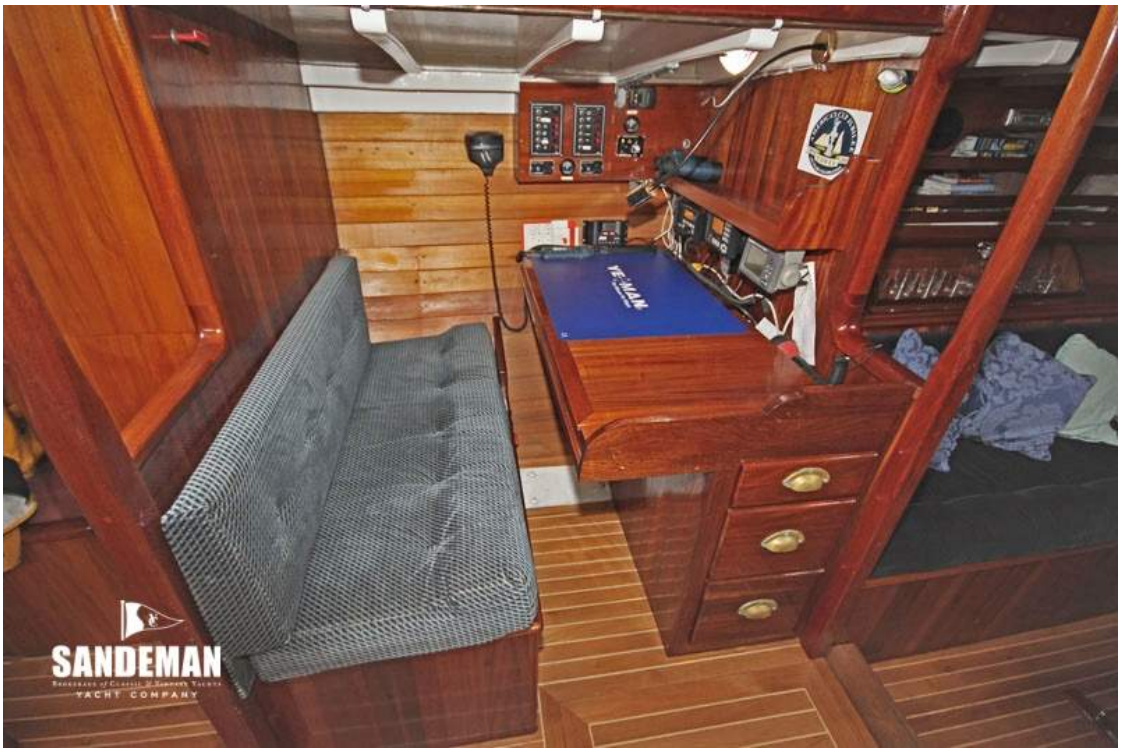
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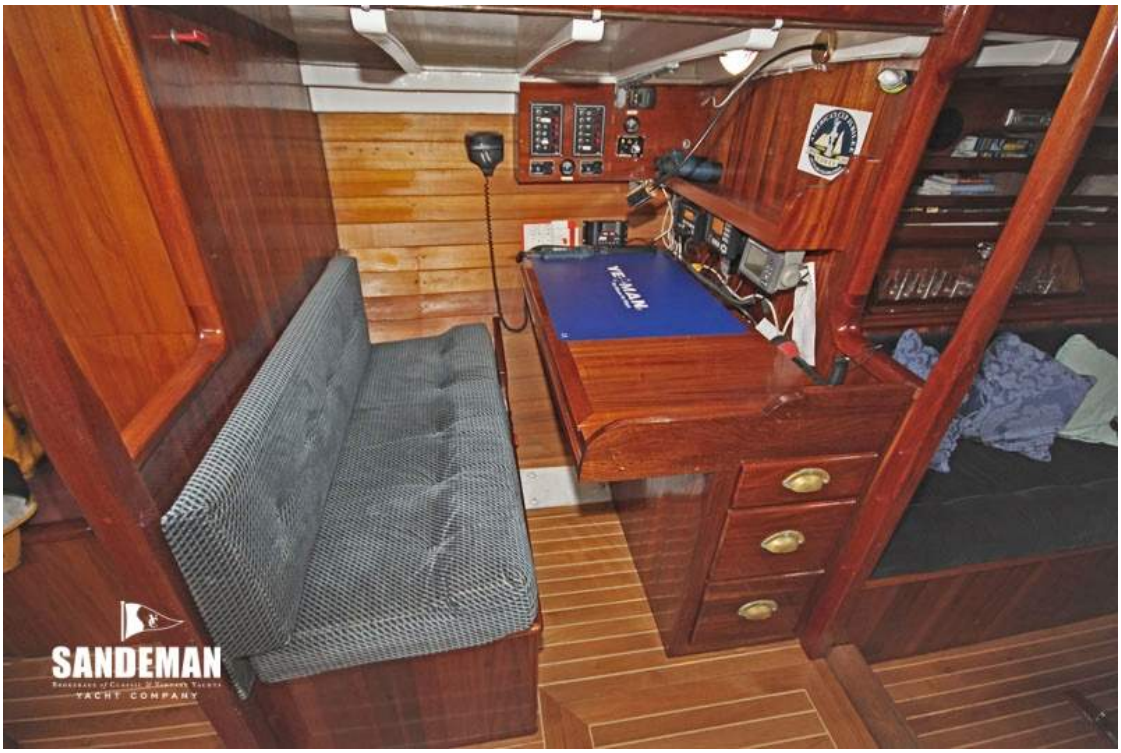
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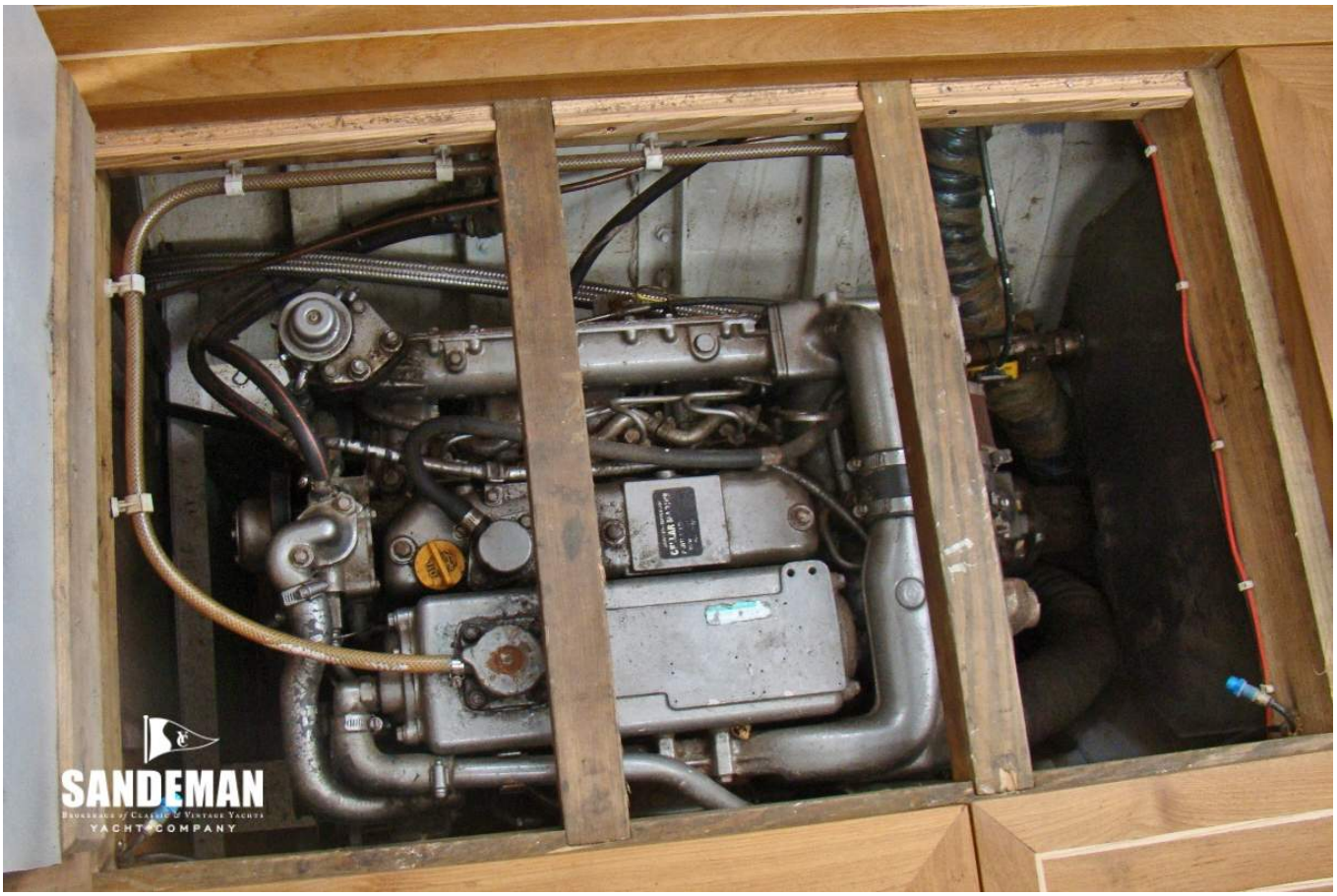
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