

HOLMAN 42 FT CRUISER RACER SLOOP 1966 - SOLD



Specification

MABEL

HOLMAN 42 FT CRUISER RACER SLOOP 1966

| | | | | | |
|----------------|--------------------------|------------------|---|----------|-------------------------|
| Designer | Kim Holman | Length waterline | 30 ft 2 in / 9.2 m | Engine | Nanni 38 HP Diesel 2006 |
| Builder | A H Moody & Son Swanwick | Beam | 10 ft 10 in / 3.3 m | Location | United Kingdom |
| Date | 1966 | Draft | 6 ft 7 in / 2 m | Price | Sold |
| Length overall | 41 ft 8 in / 12.7 m | Displacement | 11.5 Tonnes | | |
| Length deck | 41 ft 8 in / 12.7 m | Construction | Teak and mahogany planking on rock elm frames | | |

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

MABEL is a class act designed by Kim Holman and was built by Moody's at the top of their game to Lloyds 100A1 classification. She can be sailed hard, will make fast passages, has a comfortable motion and is a joy to handle from the safe comfortable cockpit. With her modern sail handling equipment she can be sailed comfortably by 2 yet has the beauty of a fine classic yacht. A substantial refit 2005 - 2008 has left MABEL in impressive structural condition and only a few yachts of this size have enjoyed ownerships with such a focus also on the finer details – hence she is a very fine yacht of exceptional quality and beautifully maintained. Typical of a Holman design MABEL is incredibly capable and combined with her ease of use for a classic yacht of this size in this condition makes for an exciting option.



• SANDEMAN YACHT COMPANY •
• Brokerage Of Classic & Vintage
Yachts •

www.sandemanyachtcompany.co.uk

HOLMAN 42 FT CRUISER RACER SLOOP 1966

Specification

OWNERS COMMENTS

MABEL has a particularly light, airy and spacious interior with all her original high quality joinery in excellent condition. The dog-house provides two excellent seagoing berths and an area to sit between cockpit and saloon – making it a very attractive feature. The magnificent cockpit is deep and spacious with the overhangs of the coach-roof providing shelter

at the forward end, and the helm in the raised aft section giving excellent visibility. Under sail I have found Mabel to be a well-mannered, sea-kindly and very weatherly yacht. She is also, as her lines suggest, a powerful and stiff yacht, making fast passages, doing well in races, and well able to hold onto her canvas after other boats are needing to reef

Specification

REFIT NOTES

Between 2005 and 2008 the yacht had a major refit at Baltic Wharf in Devon after returning from the USA

- New work and fittings in the details above are shown in italics in these details

- Not just cosmetic but a total structural refit addressing all the fundamental issues that can affect every yacht but which are seldom fully investigated and rectified. Structural wear due to mast compression stresses was fully rectified in 2006-8 with the fitting of additional floors, stronger frames and new garboard planks – this work was carried out to the specifications of naval architect Ed Burnett.

- New deck beautifully built by Dartmouth master boat builder Peter Nash who did all the structural work which as well as the work mentioned above, included re-splining and refastening and new engine beds with associated installation

- The engine and associated systems were renewed 2006 - 8

- The rigging, sails, winches and all fittings were renewed 2006 - 8

In 2010 MABEL won the Bouvet-Ladubay Trophy awarded by La Rochelle Maritime Museum for the best built and maintained yacht.

Recent works

Winter 2014-15

- Mast and boom stripped of all fittings

- Both spars spray painted with Epifanes 2 pack polyurethane 'oyster white' paint

Winter 2015-16

- Bottom taken back to bare wood, caulked seams faired

- 5 coats of Epifanes underwater primer applied, then 2 coats Hempels Tiger Extra antifoul

- Topsides spray painted with Epifanes mono-urethane white paint

- Lewmar Mamba steering gear reconditioned by Lewmar and fitted with new pedestal

- Original Lewmar sheet winches - now used as secondaries refurbished by Lewmar

- New solid T-section stainless steel genoa tracks fitted onto capping rails both sides

Spring 2020

- New stern gland & Kiwi propeller

- New spray hood

- New 'summer' cover

Specification

HISTORICAL NOTES

MABEL is the third of three boats built to C.R. (Kim) Holman's design number 65. Of these the second FIRE DANCER built in 1965 by A H Moody & Sons inspired one Captain Mc Manus to have them build an identical sister ship - and so MABEL AMELIA was commissioned. Both these boats were built to Lloyds 100A1.

Launched in 1966 MABEL AMELIA took part in the Round Britain race in 1967, coming last. This was probably due to a combination of some rigging problems, the new dominance of multihulls in the race and possibly the crew wanting to dress for dinner each evening! She was sold in 1970 to a Mr & Mrs Laing who cruised her extensively in Europe before selling her to an American, Bud Payne, in 1974. Bud changed her name to SHEARWATER

Fact is by then she was tired but he recognised her worth, fully deserving of the refit that he subsequently invested in her - not to mention trucking her from California to Texas and shipping her back. A great believer in not changing a boat's name for the avoidance of bad luck, he wanted to revert to her original name but rather than MABEL AMELIA too much of a mouthful, settled for MABEL for brevity's sake.

2016 Racing successes

Brest Festival

- Winner of the Grand Prix de la Rade de Brest for classic yachts

Plymouth – La Rochelle Revival Race

and sailed her to the East Coast of America where she was kept at Manchester, Mass. The next owner, Stan Crapo bought her in 1980 and sailed her through the Panama Canal to keep her in California. He gave her a major refit and then fell ill and did not use her for nine years. In 1989 she was bought by Kathryn and Jeffrey Barnard who changed her name to KATHRYN and set off on a circumnavigation. Unfortunately they fell out by the time they got to Fiji so turned round and sailed back to California where they walked off the boat in opposite directions to find their respective divorce lawyers. Katherine got the boat in the settlement and sold her to an ex-pat Brit, David Parrot, who changed the name to PENDRAGON. He kept her in a marina at Oxnard near Los Angeles but didn't sail her much. The current owner bought her from David in 2005.

Specification

CONSTRUCTION AND FINISH

- Planked in 1 inch teak below the waterline and Honduras mahogany above
 - All copper fastened below waterline and bronze screwed topsides
 - Fastenings drawn in refit found in excellent condition
 - 2 x 1 1/2 inch rock elm steam bent timbers at 8 in centres reduced to 6 inches by the mast
 - Laminated mahogany stem, mahogany stern post and horn timber
 - Massive grown oak floors in way of the mast and aft in way of the stern tube
 - 4.42 ton lead ballast keel
 - Iroko keel
 - Iroko rudder blade on bronze hangings with bronze stock in bronze tube
 - 12 x 7/8th inch stainless steel keel bolts, new in 1999, drawn in 2006 and found "as new"
 - Bronze strap floors below fore cabin, amidships, below engine and in lazarette
 - Bottom planking stripped to bare, caulking cotton hardened and seams repayed with red lead putty
 - Entire bottom primed with 8 coats of under water primer
 - Topsides resplined in 2006
 - Topsides planking refastened with silicon bronze screws; 2 additional screws on each frame
 - Complete new deck 2006
 - Yacht laid 10 mm teak planking close butted running full length of the deck
 - Joggled to a king plank and epoxy glued to ply sub-deck with no fastenings
 - Seams payed in Saba deck caulking compound
 - All laid over 15mm best quality marine ply sub-deck
 - The teak cover boards and toe rails were removed and refaced with 4 mm teak veneer and varnished
 - New teak capping rails and taff rail over counter – all varnished
 - While the deck was off all deck beams below cleaned off, prepared and primed together with underside of ply
 - All fully painted once new deck laid giving an as-new deckhead below
-

Specification

DECK EQUIPMENT AND GROUND TACKLE

- Stainless steel pulpit and push-pit new 2006
- Stanchion posts with twin guard wires new 2006; gate each side
- Varnished teak seat across the push-pit
- Stainless steel granny bars round the mast
- Small Lewmar hatch over head compartment just forward of the mast; new 2006
- Large Lewmar hatch over centre of saloon abaft the mast; new 2006
- 2 x Chromed vents on varnished teak dorade boxes; all giving ample ventilation even in warm climates
- Wide, clear side decks allow safe unhindered passage around the deck
- Twin roller polished stainless steel stem head fitting refurbished and modified 2006
- Recessed fairleads in the toe rail forward
- 2 x Mooring cleats on fore deck
- Cowl vent at the stem and on aft deck
- Oak Sampson post new 2006 on fore deck
- Lighthouse (US) 12 V electric windlass with manual over ride warping drum and chain gypsy
- 45 lb CQR anchor new 2006
- Danforth kedge anchor and warp
- 100 metres chain
- 2 x Mooring cleats on aft deck
- Fairleads on the taff rail with ensign staff socket
- All deck fittings rechromed 2006
- Coach-roof with varnished teak coamings
- Dog-house varnished teak coamings continue aft and merge into the cockpit coamings
- Cascover sheathed and painted ply coach roof top with rolled edges meeting the varnished coamings
- Pairs of laminated hanging knees under the deck forward and aft, varnished
- Large deep self draining cockpit with deep coamings giving good back support
- All varnished teak cockpit divided by low level main sheet track
- Aft helmsman's cockpit well at a higher level
- Leather bound wheel on Whitlock steering pedestal new 2006
- Ritchie steering compass in chromed binnacle overhauled with new card in 2006
- Stainless steel grab rail over compass
- Whitlock Mamba torque tube and bevelhead steering system installed 2006
- Access to steering gear by opening hatch lids in the helmsman's seat
- Emergency tiller fits to the head of the rudder stock
- Teak gratings in both helm and forward cockpit wells; new 2009
- Coach-roof extends aft over fore end of cockpit providing good shelter
- Sliding main hatch
- Main companionway has pair of doors with lower, drop-down washboard to seat level
- Deep and large lockers under cockpit seats each side
- Deep drains and bronze drip strips ensure the lockers are water tight
- Lockers in the seat backs give access to storage under the side decks
- Sealed and vented gas bottle stowage in locker by the steering well

as features

- Grab rails both sides on coach roof and dog house roofs
- Chrome framed fixed windows each side in coach roof and dog-house coamings
- Fore hatch with varnished teak coamings, acrylic top and Lewmar locking handles; new 2006

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Summary: 7 berths in 3 cabin areas. From the cockpit

Dog-house with 6 ft 4 inch headroom

- Spacious light and airy with varnished teak coamings, off-white deckhead and bulkheads
- Varnished teak sole
- Overhead grab rails
- Small seat each side with lockers under
- Quarter berths outboard extending aft – comfortable sea berths
- Steps down to main accommodation

Galley to port

- Stainless steel sink
- Fresh water via chromed hand pump and foot pumped
- Facility for sea water feed to sink - chromed hand pump presently non-functioning
- Force 10 gimballed gas 2 burner hob and oven
- Larger top-opening icebox
- Stowage lockers and varnished teak crockery rack

Navigation to stbd

- Full size chart table with chart drawer and general stowage drawer and lockers below
- Hanging locker for oilskins by the chart table

- Folding navigator's seat

Saloon

- Light and airy saloon with varnished teak and off-white paint with white upholstery
- Port settee berth with pilot berth above and outboard
- Stbd settee berth with short return seat across the fwd bulkhead
- Fixed varnished mahogany twin drop-leaf table with centre stowage recess
- Half bulkheads with varnished grab handles
- Bookshelf and ample stowage lockers
- 2 x Scatter cushions
- Teak framed door with oval top and bottom to fore cabin

Head compartment to stbd

- Lavac WC
- Royal Doulton porcelain hand basin in Formica work surface
- Chromed fresh water hand pump
- Lockers under side deck and basin

Fore cabin

- V berths with stowage under port berth, sail locker under stbd berth
- White vinyl mattresses
- Bulkhead aperture to chain locker forward

Specification

RIG, SPARS, SAILS AND CANVASWORK

SPARS & RIG

- Masthead Bermudan sloop on keel stepped single spreader aluminium Sparlight mast
- Stainless steel wire standing rigging new 2006 with new bronze rigging screws
- Twin lowers and cap shrouds
- Twin standing back stays to the quarters
- Forestay with Harken size 2 roller furling gear
- Removable inner forestay with over-centre tensioning lever stows to a deck eye by the chain plates
- Chain plates are stainless steel U bolts through the cover boards and beam shelf
- Chain plates also through-bolted to powder coated steel girder running under the beam shelf with webs bolted to the frames to spread the loads
- Stainless steel pin rail at deck level by the chain plates each side
- Mast stripped of all fittings, treated and painted with a 2 pot polyurethane oyster white paint in 2006
- External sail track, Bainbridge Sailman roller car system for fully battened mainsail
- 2 pairs of new clutches each side above a pair of new Lewmar self tailing halyard winches

- Spinnaker pole – new 2010 stows vertically up the mast
- Original boom refurbished as the mast and fitted with slab reefing
- Internal reefing pennants in boom
- Original Lewmar screw outhaul tensioner on the boom end
- Harken kicking strap with jammer block
- Harken cascade mainsheet system on traveller 4:1 advantage on primary purchase and 16:1 on cascade

WINCHES

- 2 x Lewmar 43 ST halyard winches on the mast new 2006
- 2 x Harken 56-2 ST primaries on the cockpit coamings fitted 2006 ex BT challenge
- 2 x Lewmar 2 speed top action winches on the cockpit coamings original rechromed recond 2015

SAILS

Sanders Sails, Lymington

- Fully battened mainsail (2006)
- Furling Genoa (2019)
- Spare Genoa (2006)
- Staysail (2018 – little used)
- Spinnaker in ATN sock (2010)
- Storm jib new (2006 - unused)
- Spare Genoa

CANVASWORK

- Spray hood (2020)
- ‘Summer’ cover to protect all coach roof and in cockpit brightwork

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Nanni 38 HP naturally aspirated 4 cylinder diesel (installed new 2006)
- Soundproofed engine bay under lifting dog house sole; all round access
- Flexibly mounted on new timber engine beds with stainless steel supports to frame structure
- New stern tube and shaft fitted 2006
- New stern gland 2020
- Kiwi feathering prop (2020)
- Morse Single lever controls under helmsman’s seat
- Substantially rewired, particularly the engine electrics
- New electrical switchboard inside the main hatch easily accessible from cockpit
- 2 x 12 V domestic batteries
- 1 x 12 V engine start battery
- Tri colour masthead nav lights new 2006
- Bi colour low level nav lights on the pushpit new 2006
- Steaming and anchor lights new 2006
- Deck flood light new 2006
- 150 gallon / 682 litre stainless steel fresh water tank under saloon cabin sole
- 2 x 30 gallon / 136 litre stainless steel water tanks under the quarter berths
- 50 gallon / 227 litre stainless steel fuel tank under the cockpit sole
- Fuel tank removed, refurbished, cleaned and pressure tested in the refit

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Ritchie steering compass refurbished with new card 2006
- Neco auto pilot with hydraulic drive to rudder
- Raymarine ST60 wind speed and direction, close hauled, log and sounder new 2006
- Furuno GP32 GPS new 2006
- Icom IC-M421 DSC VHF radio new 2006
- Icom hand held VHF radio new 2012
- Vesper Marine AIS RX & TX (2019)
- Barigo brass clock and barometer

Specification

SAFETY

- Whale Gusher 50 manual bilge pump in doghouse
- Henderson Mk V bilge pump in cockpit (No electric bilge pump as not needed)
- 2 x Horseshoe life buoys with MOB lights (2020)
- Lifesling MOB recovery unit (2020)
- Ecoblast Foghorn (2020)
- Flares
- 3 x Dry powder fire extinguishers
- Engine bay automatic fire extinguisher
- Fire blanket in galley

Specification

OTHER EQUIPMENT

- Full set of cockpit cushions (2020)
- Fenders and docklines (2020)

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.

HOLMAN 42 FT CRUISER RACER SLOOP 1966

Specification
GALLERY












SANDEMAN
HERITAGE RESTORATION & PROTECT YACHTS
YACHT COMPANY








SANDEMAN
BRISTOL & GLASGOW YACHTING YACHTS
YACHT COMPANY



SANDEMAN
HANDMADE OF CLASSIC CRAFTSMANSHIP
YACHT COMPANY




SANDEMAN
BRANDS & CLASSIC & VINTAGE YACHTS
YACHT COMPANY










SANDEMAN
SAILBOAT CONSULTANTS & MANAGERS
YACHT COMPANY







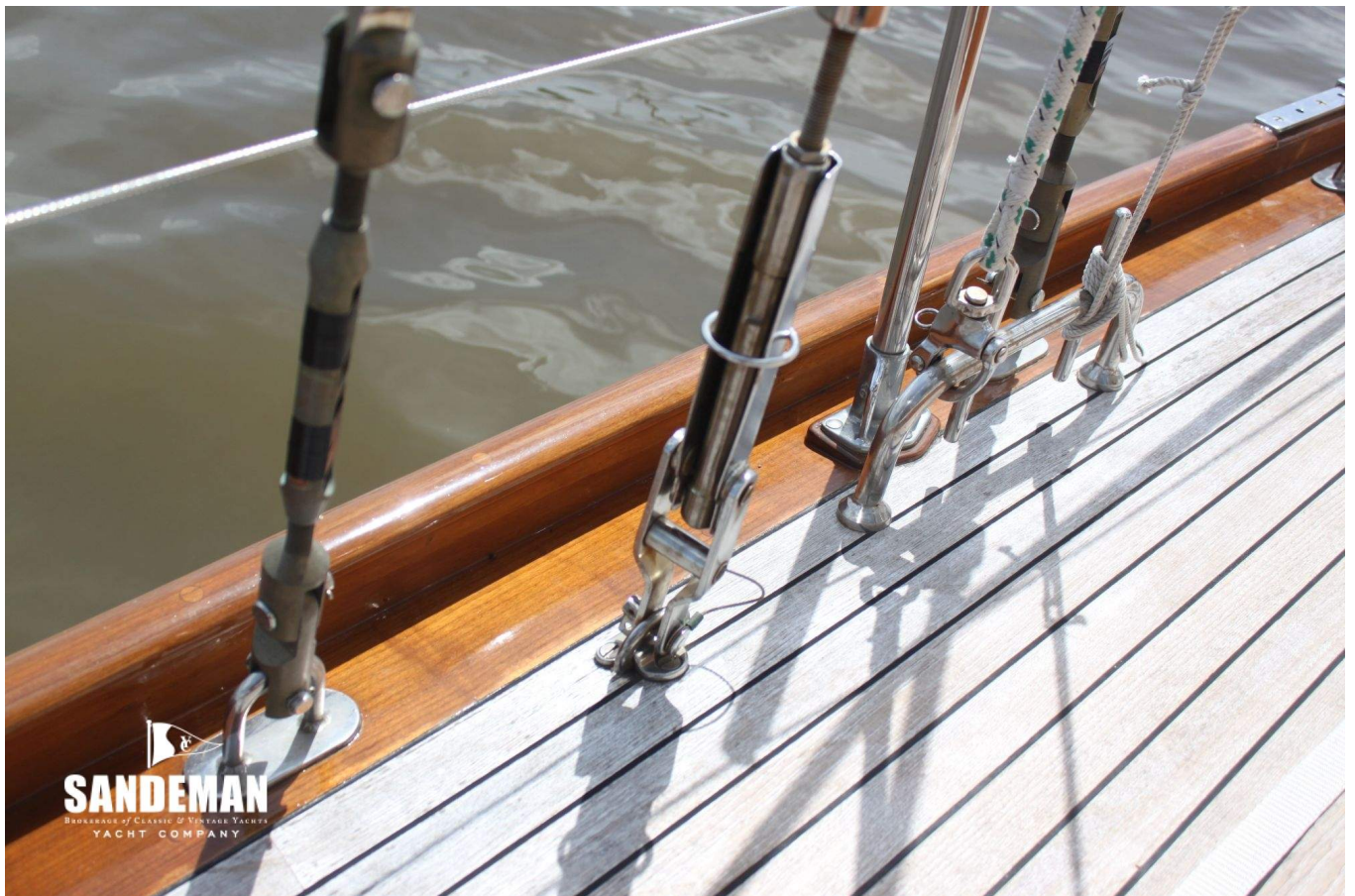
SANDEMAN
SPECIALISTS IN CLASSIC & MODERN YACHTS
YACHT COMPANY






















SANDEMAN
Specialists in the sale of Vintage Yachts
YACHT COMPANY




SANDEMAN
BUILDERS OF CLASSIC YACHTS
YACHT COMPANY




SANDEMAN
BUILDERS OF CLASSIC YACHTS
YACHT COMPANY








SANDEMAN
HANDMADE OF CALIFORNIA VINTAGE YACHTS
YACHT COMPANY









