

ANDREW ANDERSON GAFF CUTTER 1914 - SOLD



Specification

NOKOMIS

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Designer	Andrew Anderson	Length waterline	23 ft 0 in / 7 m	Engine	Dolphin 2 Stroke 2005
Builder	Andrew Anderson	Beam	8 ft 0 in / 2.44 m	Location	United Kingdom
Date	1914	Draft	4 ft 6 in / 1.37 m	Price	Sold
Length overall	38 ft 1 in / 11.6 m	Displacement	6 Tonnes		
Length deck	29 ft 6 in / 9 m	Construction	Carvel pine planking on oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

NOKOMIS was designed and built by Andrew Anderson at Penarth in 1914 - his first yacht. EMANUEL of 'Rough Passage' fame was another of his creations. NOKOMIS has been restored and sailed over the last 10 years and at least two other Anderson boats are known to be sailing still; CAPLIN and ONOAWAY. NOKOMIS has proved herself a kindly, seaworthy boat with a real turn of speed in the hands of her skipper to whom she has become as it were a member of the family.



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HISTORY

NOKOMIS is one of four surviving examples of yachts built by Andrew Anderson of Penarth (Cardiff). Designed in 1912 she was launched in 1914 - the first yacht that Andrew Anderson designed and built, having specialised in Bristol pilot cutters previously. Her sister ship EMANUEL was apparently the first yacht sailed east to west across the north Atlantic and features in Commander Graham's book 'Rough Passage' by. The current owners came by NOKOMIS through the Old Gaffers Association. Their motivation to purchase was not only to restore her to her former glory but also to sail her alongside EMANUEL, which she had not done since the WW II, when the two ships were moored line astern in the River Yam.

NOKOMIS appears for many years in Lloyds Register and it is thereby some of her previous owners have been identified and some of her history gleaned. She was owned by the Pawlyn brothers from 1929, shipbuilders on the Helford River and then by a General Porter until the end of the War. Since then she has sailed from the south of Spain to the north of the Baltic and outpaced many a Bermudan rig in regattas on the south coast. One D. Pooley, a West Country boat builder owned her for 40 years until 1986. The present owners acquired her in 1999 and spent several years doing essential repairs.

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CONSTRUCTION

- Pitch pine carvel planking on oak frames with an elm keel and teak topsides - Swept Iroko decks

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ACCOMMODATION AND DOMESTIC EQUIPMENT

- Tapestry fabric upholstery professionally made new 2010

The main saloon bunks have a pull-out section that allows the back cushion to be added to the seating cushion thus giving two very comfortable wide berths. Up forward there is a pull-out iroko slatted section that allows all of the forward area to become one large double berth. - Space for chemical WC forward (not installed)

- Lockers various; sailing clothing locker next to engine, plenty for food / equipment
- Sock drawer.
- All available space below has been used for some sort of stowage
- Taylors 028 cooker
- Two gimballed oil lamps

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RIG, SPARS AND SAILS

- Douglas fir spars clear and better 2001
- Standing and running rigging all galvanised
- Frake ash / galvanised blocks

Full set of sails by North Sea Sails – or otherwise Lawrence where shown

- Topsail
- Yankee
- Reacher
- Assymetric spinnaker (Lawrence)
- Jib
- Staysail
- Top foresail
- Main sail
- Water sail (specifically made by Lawrence)

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DECK EQUIPMENT AND GROUND TACKLE

- Danforth, spade and a CQR anchor
- Port, starboard and stern lockers in cockpit containing fridge, fuel tanks warps etc

- Full winter cover goes over the whole boat and toe-rail
- Cover for bowsprit
- Sail covers for main and jib

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MECHANICAL ELECTRICAL AND TANKAGE

- Dolphin two stroke (very quiet) usually taken out for winter storage and service

- 1 x Fuel tank 12 gallons.
- Engine consumption allows 30 hours cruising on one tank

- Darglow feathering propeller
- 2 x Water tanks c forty gallons

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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Gimalled compass in cockpit
- Raymarine echo sounder
- Brass clock and barometer

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REFIT

- Newly painted and varnished 2011
- Hull recaulked 2010 and new stem fitted
- Engine, sails, feathering prop and rig all new since 2005

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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