

## BILL TRIPP 49 FT AUXILIARY CRUISING YAWL 1968 - SOLD



## Specification

## NORUMBEGA

## BILL TRIPP 49 FT AUXILIARY CRUISING YAWL 1968

|                |                      |                  |                     |          |                                |
|----------------|----------------------|------------------|---------------------|----------|--------------------------------|
| Designer       | William R Tripp Snr  | Length waterline | 38 ft 1 in / 11.6 m | Engine   | Perkins Westerbeke 4108 Diesel |
| Builder        | Hinckley & Son Maine | Beam             | 12 ft 2 in / 3.7 m  | Location | Caribbean                      |
| Date           | 1968                 | Draft            | 11 ft 6 in / 3.5 m  | Price    | Sold                           |
| Length overall | 48 ft 9 in / 14.86 m | Displacement     | 12.4 Tonnes         |          |                                |
| Length deck    | 48 ft 9 in / 14.86 m | Construction     | GRP                 |          |                                |

These details are provisional and may be amended

## Specification

## BROKER'S COMMENTS

Bill Tripp Snr's designs are renowned both for their classic lines and their ability to perform just that bit better than might be expected. Only 8 of this particular design were built by Hinckley's yard, one of the most respected in America's maritime history, and of which seven are still cruising more than 40 years later. A comprehensive two year refit at the hands of an experienced English shipwright has retained all her character whilst incorporating most of the creature comforts required of a cruising yacht of this size today. Her double cockpit makes her a perfect live aboard for tropical climates. Her lifting centre plate allows her to cruise in places such as the Bahamas that most fixed keel deep draft yachts cannot and her mast height allows passage through the ICW and most bridged waterways. NORUMBEGA is a head turningly beautiful yacht in a classic mould that can even now leave many of her successors in her wake.



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Specification

VAT

VAT is unpaid on

this vessel

Specification

HISTORY

Commissioned by a Dr. Blair in 1968, NORUMBEGA was professionally skippered for him each season - then stored by Hinckleys during the winter - until he sold her in 2004 to a Mr Lowes, from whom her current owner bought her the following year. Following the refit

they moved aboard permanently in 2007. Since then she sailed from Newport to Bermuda and then down to Grenada in The Windward Islands, and cruising the Caribbean since. NORUMBEGA is now heading north and is expected to be back in U.S. waters in 2011.

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CONSTRUCTION

- Traditional cut away forefoot, Long keel with external lead ballast, bronze centre plate and case and keel hung rudder. Solid GRP hull varying in laminate thickness from 1.5 inch by the keel to ¾ inch in the upper topsides
- Deck is cored with foam but solid in way of all fittings and fastenings. Thickness varies from 2" in cored overhead to ¾" in way of hull fastenings
- Usual 8 inch flanged hull bonded to cored deck at 8 inch centres and then glassed together
- Teak toe rail fixed at 8 inch centres through deck and hull laminate
- Chain plate backers are 3/8 inch L section stainless steel running around 8 ft of hull to deck joint with 7/16 inch chain plate tangs let through the deck moulding and hull flange

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ACCOMMODATION AND DOMESTIC EQUIPMENT

NORUMBEGA is a traditional relatively narrow beamed yacht of great character. The accommodation comprises a large twin berth en suite cabin aft, a large double bed en suite cabin forward and two further full sized adult berths enough for 6 in all.

- From the cockpit descending the companionway steps the large galley is to port
- Proceeding forward past the galley and navigation area, a further two steps lead down into the main saloon
- The original saloon has been significantly re-modeled; now with a U shaped 5 seat dinette to port with bookshelves and lockers outboard
- Forward are two separate hanging lockers with extensive shelving and general storage
- To port is the en suite shower and head for the forward cabin
- The forward berth is a traditional Vee with infill that gives a 7 ft x 6 ft double with large overhead hatch perfect for tropical cruising
- The chain locker and sail bin are in the bow accessed from the foot of the forward berth
- Coming aft there is a raised Pullman type single berth outboard to starboard with a pull out large daybed / passage berth inboard below

- Aft is the navigation suite opposite the galley
- Passing by the companionway steps two steps down lead to the aft cabin with a single berth port and small double to starboard
- Under the companionway steps is an en suite heads and shower, which can be shut off from the rest of the vessel by its own doorway.

Saloon Equipment

- Formal dining for 4 people with space for a further 3
- Extensive book / DVD custom shelving
- TV
- DVD
- Bose CD / iPod sound system
- Two fixed port lights
- Large overhead hatch
- 10 x cabin cooling fans and 3 x extractor fans throughout vessel
- 110 V outlets and ambient lighting throughout

Galley Equipment

- Large 24 sq ft work surface
- 7 cubic ft fridge with 2 cubic ft freezer under
- Shipmate all stainless 3 burner hob with oven and broiler
- Microwave oven
- Pressurised H&C water with hand pumped in line drinking water pump
- Twin deep stainless sinks
- Extensive fiddled cupboards and shelves with security slider doors
- Mug and bottle racks
- Large fixed port

## RIG, SPARS AND SAILS

### Rigging

All rigging removed and inspected by Hood sails at the time of refit

- Back stay and babystay both replaced
- Harken genoa furler rebuilt
- New Schaeffer Magma boom furling system replaced original
- All running rigging renewed and various tangs and suspect toggles replaced

### Sails

All working sails new in 1997 by Hoods in narrow panel width with triple seam stitching

- Original Mizzen spinnaker
- Original mizzen staysail

- New asymmetric spinnaker by Sobstad with ATN sock and GRP throat

### Canvas

Full set custom made canvas and covers new in 1997 comprising

- Main and mizzen sail covers
- For'ard and saloon hatch covers,
- For'ard dorade box cover,
- Cockpit dodger,
- Bimini with detachable side curtains,
- Dodger / bimini infill
- Full set of tropical lay up covers including full cockpit cover and toe rail covers

### Specification

## DECK EQUIPMENT AND GROUND TACKLE

- Ideal Windlass BHW V5C, 1,000 pound 3/8th inch chain, gypsy and warping drum
- One way deck foot switch
- 70 lb Bruce anchor 300 ft chain
- Fortress FX110 storm anchor
- 45 lb CQR anchor
- 50 lb Fisherman's anchor
- C 300 ft rode and warp for use with any one secondary anchor
- 10 ft Carib RIB and 15 HP 2 stroke Yamaha outboard

### Specification

## MECHANICAL ELECTRICAL AND TANKAGE

- Perkins 4108 54 HP normally aspirated diesel, Westerbeke marinised c 2700 hrs from new
- Max speed 6 knots, cruising 5 knots
- Paragon gear box
- Remote oil filter and independently filtered / water separated fuel tank supply systems
- 1¼ inch shaft with plumber block bearing
- Cutless bearing
- 14 inch fixed 3 bladed propellor
- Side-Power SP75T bow thruster
- Cable to quadrant wheel steering, autopilot operates on separate dedicated quadrant.
- 30 A 110 / 115 V Marincos shore power inlet
- 50 A 240 V Marincos inlet fitted but not wired
- TV & phone Marincos inlet fitted but not wired
- Standby 280 A Yamaha 4 stroke portable generator
- 10 x 6 V DEKA lead acid batteries total 875 AH new 2009
- Xantrex Freedom 30 inverter / charger with Xantrex Link 2000 monitor
- Balmar ARS 5 regulator
- 110 V and 12 V DC outlets positioned throughout the boat and in dry cockpit areas
- Fuel 120 US gallons in Monel tank
- Water 150 US gallons in 5 x stainless steel tanks
- Holding 50 US gallons in GRP tank
- All wiring meets or exceeds Lloyds requirements for ocean capable vessels
- 12 volt DC circuit
- Leece-Neville 120 AH alternator with field shut off switch; up rated serpentine pulleys / belt from Atlantic Systems

### Specification

## NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Chart space can accommodate Admiralty charts flat
- 3 x Deep storage drawers beneath
- Furuno GPS / WAAS GP32 stand alone or interface with Chart plotter.
- VHF Icom ICM 502, remote mic at helm
- ICOM SSB ICM 802 automatic tuner
- Raymarine ST 60 Speed / log / depth / wind in cockpit.
- Raymarine ST6001 Autopilot with ST7000 uprated drive unit
- Raymarine C 70 Chart plotter
- Raymarine DSM 300 Digital depth
- Raymarine 12 mile radar.
- Fixed port

### Specification

## SAFETY

- 6 x Mae West Life jacket
- 2 x Immersion inflatable life vest
- 2 x Harness
- 2 x Jackline
- 4 x Tether
- Danbuoy EPIRB
- Horseshoe

Specification

REFIT AND MAINTENANCE KEY FEATURES

- Hull below waterline back to original gel coat then 5 coats Interprotect 2000
- Hull topsides faired, primed and Awlgripped
- Coach sides, side decks and exposed cockpit areas faired, primed, Awlgripped
- Cockpit redesigned and finished in teak
- Custom table installed, gratings, helm console and pedestal
- Electric 2 speed winch fitted in cockpit for main sheet and halyard
- Roller furler fitted for staysail
- New running rigging, blocks, clutches
- New ST secondaries
- Foredeck strengthened, Ideal capstan fitted with chain brake
- Staysail deck pad through to stem
- Chain locker installed with below deck wash down
- Custom anchor roller
- All hatches, port lights reglazed and strengthened, new gaskets
- New manifold and complete exhaust system
- All plumbing systems, hoses, pumps, valves etc
- Complete rewire, new lights, switches, fittings etc
- New electronics throughout
- 3000 watt inverter,
- 900 AH battery bank
- 120 AH alternator
- Xantrex monitor
- Redesign of main saloon, both heads, Pullman berth and galley joinery work
- Refinish all bright work above and below decks,
- Paint all interior bulkheads, lockers, cupboards, drawers,
- Paint out hull linings, insulate hull sides, new deckhead lining
- New memory foam and re-upholstery of entire vessel
- All new Hood custom narrow panel sails

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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Specification  
GALLERY











  
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**SANDEMAN**  
BASED ON HOLLAND'S 1911-1912 YACHT  
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