

PHILIP RHODES 40 FT SLOOP 1946 - SOLD



Specification

SHANTIH

PHILIP RHODES 40 FT SLOOP 1946

Designer	Philip Rhodes	Length waterline	27 ft 7 in / 8.4 m	Engine	Yanmar 3GM 27 HP Diesel 1997
Builder	Hubert Johnson, Bay Head, New Jersey	Beam	10 ft 8 in / 3.25 m	Location	United Kingdom
Date	1946	Draft	7 ft 6 in / 2.29 m	Price	Sold
Length overall	40 ft 0 in / 12.2 m	Displacement	9.98 Tonnes		
Length deck	40 ft 0 in / 12.2 m	Construction	Carvel mahogany planking on steam bent white oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

There are not enough boats of this size and vintage that have received a comprehensive rebuild. The over used "Restoration" word is applied increasingly to refits and partial rebuilds but SHANTIH was indeed dismantled piece by piece and lovingly rebuilt between 1988 and 1992. With the unmistakable yet effortless swooshing Philip Rhodes sheer line and unobtrusive deckhouse SHANTIH is a refreshingly simple boat above and below deck – an easy boat to live with and an easy boat to love.



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HISTORY

Built by Hubert Johnson, Bay Head, New Jersey, little is known of her history until SHANTIH was acquired in the 80s, her then owners putting their hearts and souls into the task, took her in hand completing the rebuild at the Wooden Boat Company, Camden, Maine

in 1993 to bring her back to life. They were to reap the benefits of their endeavours in sailing her in the area of Penobscot Bay, moreover achieving some race successes at the Eggemoggen Reach Regatta – and as they put it “loving every minute of it”.

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CONSTRUCTION

- Mahogany carvel planking, bottom 4 strakes white oak
 - Steam bent white oak frames
 - Bronze screw fastened
 - Clear quarter sawn vertical grain Eastern white pine deck, no sapwood, 1 3/8th inch thick
 - Varnished teak rail cap, covering boards, margin boards and king planks
 - Bright mahogany cabin sides and coaming
 - Dynel over cedar cabin top with ash beams
 - Bright teak butterfly hatch fwd.
 - 6,000 lbs exterior lead keel ballast
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ACCOMMODATION AND DOMESTIC EQUIPMENT

- Summary sleeps seven; four in comfort
 - Sliding hatch in trunk cabin and companionway steps down over engine to main cabin
 - Varnished deck beams
 - White painted deck head
 - 6 x Opening ports
 - Pine cabin sole
 - Half bulkheads in Galley area
 - Stainless steel wash basin and brass hand pump
 - Shelving outboard
 - Fore cabin
 - Raised hatch in deck head to fore deck
 - Large double vee berth
 - Anchor locker fwd
 - Main saloon
 - 1 x Settee berth converts to double in main saloon port side
 - Drop leaf table on centre line
 - 1 x Single berth to starboard
 - Storage bins forward of the berths below the oil lamps
 - Refleks diesel cabin heater stove recessed into saloon bulkhead
 - Coming aft through saloon
 - Nav station over engine box, instruments under bridge deck
 - Galley to stbd
 - Two burner kerosene stove with oven
 - Stainless steel sink w original bronze fresh water hand pump
 - Large countertop opposite doubles as work surface and chart table while on passage
 - Lockers under and shelving for plates, cutlery outboard
 - 2 pilot berths either side below side decks alongside
 - Corridor forward
 - Large hanging locker to port
 - Head compartment starboard
 - Lavac manual WC
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Specification

RIG, SPARS, SAILS AND COVERS

- 7/8th Fractional sloop, mainsail 465 sq ft, boomed jib 222 sq ft
 - Hollow spruce spars
 - Jib by Suffolk Sails 2011
 - Main with lazy jacks Suffolk Sails 2011
 - Light wind genoa 2005
 - Running spinnaker Momentum 2005
 - Asymmetric Suffolk Sails 2011
 - Storm jib 2nd hand from a Sigma 38 date unknown
 - Sail covers for main and jib Suffolk Sails 2011
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Specification

DECK LAYOUT EQUIPMENT AND GROUND TACKLE

- From aft going forward
- Self draining cockpit

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| - Bronze fairleads and mahogany cleats p&s | - Bridge deck |
| - Lazarette hatch | - Trunk cabin |
| - Bronze main sheet horse | - Stainless steel chimney for Diesel stove |
| - Ash main sheet blocks | - Butterfly hatch |
| - 2 x Original Merriman genoa sheet winches on bronze bases outboard of cockpit coaming | - Bronze horse for jib |
| - 2 x Lewmar running backstay secondary winches on wood mounting outboard the coaming | - Raised hatch |
| - Jib / genoa cars on toe rail | - Stainless steel stanchions on bronze bases |
| - Wood rimmed stainless spoked helm wheel on and binnacle for steering compass | - Varnished teak toe rail |
| | - Varnished teak cover boards |
| | - Large bronze mooring cleat |
| | - Teak and bronze cleat for anchor chain |
| | - Bronze panama leads port & stbd |
| | - 35 lb CQR anchor |
| | - 2 x Anchor bow rollers |
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Specification

MECHANICAL ELECTRICAL AND TANKAGE

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|---|---|
| - 1997 Yanmar 3GM 27 HP diesel driving feathering Max prop | - 2 x 12 V battery serving 12 V system |
| - Line lifting centre board via bronze tube / stanchion on table to block and winch on coach roof | - 15 gallon / c 68 litres Polythene fuel tank |
| - Helm wheel to Edson steering gear | - 2 x Monel water tanks total c 30 gallons / 136 litres |
| | - Holding tank |
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Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

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| - Clipper depth sounder 2005 with gauge on fwd cockpit bulkhead | - Cobra VHF 2005 |
| | - Ritchie steering compass in binnacle |
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Specification

SAFETY

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|--|--------------------------------|
| - Life buoy at pushpit | - Manual bilge pump in cockpit |
| - Dry powder fire extinguisher | |
| - Electric bilge pump float switch activated | |
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RESTORATION / REFIT

Between 1988 and 92 the original Philip Rhodes sloop SHANTIH, built in 1946 by Hubert Johnson was dismantled piece by piece.

All new frames, floors, centre board, trunk, stem, horn timber and transom became a new structure to which the original ballast keel & deadwood were bolted. The original planking served as rib-bands during the framing process and was mostly discarded as new planks were installed. The bottom 4 strakes are white oak for structural purposes and the rest is 1 1/8th inch mahogany. The sheer plank was left off while the new 2 inch Douglas fir sheer clamp and beam shelf was steamed into place.

A new deck frame came next and the sheer plank followed. Teak covering boards, grubs and king planks were installed. Then came the 1 3/8th inch x 1 7/8th clear quarter sawn white pine (no sap - heartwood only) sprung deck. The cabin trunk is solid mahogany with ash beams, cedar & Dynel top with teak trim. Cockpit and coamings were also all new.

A new boom & clubfoot was made, with extensive rebuilding of the mast. She has new standing rigging, turnbuckles, new sails with conventional battens and Lazy jacks and much new hardware. She was finished off with a new raised panel interior.

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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