

SUMMERS & PAYNE GAFF SLOOP - SOLD



Specification

TEAL

SUMMERS & PAYNE GAFF SLOOP

Designer		Length waterline	15 ft 1 in / 4.6 m	Engine	Outboard Johnson 5 HP
Builder	Summers & Payne, Southampton	Beam	6 ft 11 in / 2.1 m	Location	United Kingdom
Date	0	Draft	2 ft 11 in / 0.9 m	Price	Sold
Length overall	23 ft 11 in / 7.3 m	Displacement	2 Tonnes		
Length deck	16 ft 1 in / 4.9 m	Construction	Pitch pine on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

It is very hard not to fall for this Summers & Payne built sloop – The story goes that she was a gift from a wealthy yacht owner to his winning skipper...Her current owner has ensured her structure is sound and possibly her size has meant her fittings remain mostly original – TEAL would make the most wonderful boat for a family to enjoy river or harbour sailing and her tom boyish good looks may allow her to survive another 100 years!



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SUMMERS & PAYNE GAFF SLOOP

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CONSTRUCTION

- Pitch pine planks over sawn oak frames
 - Original pine deck
 - Teak trunk cabin and cockpit coamings
 - Bronze dumps refastened through centre line
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ACCOMMODATION

- Teak cockpit with bench seats
 - Access below over teak box cabin step (containing batteries)
 - Good cabin light from ports and skylight
 - Single settee berths port and starboard
 - Original lockers above berths both sides for stowage
 - Additional locker space in cabin aft bulkhead
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Specification

RIG SPARS AND SAILS

- Gaff sloop rig with Douglas fir mast and boom
 - Spruce gaff and bowsprit
 - Wykeham Martin furling gear
 - Delivery sails in poor condition but suitable as template
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DECK EQUIPMENT AND GROUND TACKLE

- Original bronze fittings
 - Teak sliding hatch, skylight and hand rails on coach roof
 - 2 x original bronze framed deck prisms
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MECHANICAL AND ELECTRICAL

- 5 HP Johnson outboard engine and transom mounting bracket
 - Manual bilge pump in cockpit
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NAVIGATION AND COMMUNICATIONS

- VHF radio
 - Nasa depth gauge
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RESTORATION

- Restoration work; most of it done in 2006 was significant. The most important features were
 - 10 frame ends deemed soft were cut back variously to between 1 and 2 ft and new frame ends spliced in and all refastened
 - Garboard and 1st plank were re caulked
 - Below waterline was burnt back to bare wood
 - Hull painted with 4 coats Primercon and 2 of anti fouling
 - The external one piece solid lead ballast keel removed and refitted with stainless steel bolts
 - New rudder and tiller
 - Centreline fastenings replaced with stainless steel
 - Deck sanded back and recaulked
 - Deck fastenings extracted and replaced with brass
 - All brightwork sanded back and revarnished
 - All floors replaced with stainless steel and secured with ss bolts
 - Cabin top re sheathed in epoxy mat
 - All internal furniture was removed
 - All paintwork inside stripped and repainted with primer undercoat and gloss
 - Original and replacement fastenings of bronze or except where specified; stainless steel
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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.

SUMMERS & PAYNE GAFF SLOOP

Specification
GALLERY






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