72 FT JAMES SILVER GENTLEMANS MOTOR YACHT 1952 - SOLD

Specification

THELMA VI

72 FT JAMES SILVER GENTLEMANS MOTOR YACHT 1952

Designer	John Bain
Builder	James A Silver Ltd, Rosneath, Scotland
Date	1952
Length overall	72 ft 2 in / 22 m
Length deck	0 ft 0 in / 0 m
Length waterline	0 ft 0 in / 0 m
Beam	15 ft 1 in / 4.6 m
Draft	5 ft 7 in / 1.7 m
Displacement	0 Tonnes
Construction	Carvel timber construction with mahogany, teak and pitch pine on
Engine	2 Gardner 6LX 6 Cylinder Diesel
Location	South Coast
Price	Sold

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

THELMA VI was built in 1952 at the renowned yard of James Silver and sons at Rosneath on the Clyde. Silvers had built a solid reputation for their boat building skills from the late 1920s under their chief designer, naval architect John Bain. THELMA is an Ormidale class boat, which was available in size from 48 to 72 feet, and produced from about 1950 to 1972 when production ceased at the yard. Very few 72ft Ormidales were produced and THELMA is possibly the last surviving "Bain 72 ". Although her wheelhouse and saloon roof were ‘modernised’ in the early 70s she still retains much of her original character and style. THELMA has proved herself as an exceptional sea-boat on corporate charter - a steady platform for film work and event viewing with her trusty Gardner diesel engines and Vosper Maxi Fin stabilizers. The accommodation boasts 6 berths in 4 cabins and a large double crew cabin forward.

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CONSTRUCTION

Carvel construction with mahogany planking on the topsides, teak planking at the waterline and pitchpine below the waterline. Frames are grown and steam bent oak. The deck is solid teak and there is a cast iron ballast keel.

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NAVIGATION / ELECTRONICS

Magnetic steering compass in wheelhouse
Magellan chart plotter
Seafarer 301 echo sounder
Neptune Midland VHF
Icom IC M56 VHF
Raymarine SL70C radar
Echopilot forward facing sonar

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OTHER EQUIPMENT

Stockless anchor and galvanised chain
8-person liferaft
X2 horseshoe lifebuoys with automatic lights
X3 dry powder extinguishers
3-metre Narwhal rigid inflatable with Yamaha outboard engine

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PLUMBING

Hot water is supplied from 2 hot water tanks (one forward of the galley and one starboard side aft)
Washbasins and showers drain into a sump fitted with automatic pump
X4 automatic bilge pumps
Gas locker forward and vented to open air
Eberspacher diesel electric heater (engine room) supplies heating and hot water

Specification

ELECTRICAL

X4 12volt domestic batteries; x2dedicated engine start batteries; x1 dedicated generator start battery. (Situated in engine room boxes) There are x2 12volt batteries for the anchor windlass positioned forward.
Fischer Panda 24V generator set, Victron 3kw inverter is positioned in the engine room and there is also a 240 Volt shore power circuit.

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ENGINES / MACHINERY

X2 Gardner LXB 6 cylinder diesels - Performance Max speed 12knots (cruising 9 knots). Fuel consumption (cruising) 5/6 gals hour. Effective range 1500 miles (fuel 700 gals, water 800 gals).
X2 four-bladed bronze propellers

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ACCOMODATION

Entering the wheelhouse from the aft deck, the vessel's wheel is centrally located and the helm position is excellent. A large cockpit area allows easily for full engine instrumentation and navigational aids/electronics (please see below) as well as other controls including stabilisers and generator – engine room access is to port through the cockpit floor.
Moving forward in the boat, you enter the main or deck saloon with two settees, one built in to the bulkhead and another independent. There are many book shelves and much locker space – all part of the vessel's original oak joinery.
The forward cabin, situated in the bow, is a large double and has its own en suite facility with WC, shower and washbasin.
At the aft end of the deck saloon is another small stairway, leading to the rest of the vessel's accommodation. Moving aft, there is a single cabin to starboard (one opening port) and a double cabin with bunks to port – this cabin has two opening ports, a washbasin and much built in storage.
Amidships is a day head with WC and bath. Again moving aft, to starboard is a very large storage compartment and to port, another double cabin with twin bunks, two opening ports, built in storage and washbasin.

A second small stairway leads two the dinning room (for 6-8 people) with u shaped seating around the dining table and large drinks cabinet/ bar area to starboard. The galley is fully equipped and very spacious and leads off the dining area, again moving forward in the boat. Equipment includes; a combination oven, microwave, large refrigerator and sink with hot and cold pressurised water – there is plenty of area for food preparation and storage.

The aft cabin is large with two separate berths, four opening ports, oak joinery, dressing table, much locker space (hanging lockers) and en suite facility with WC and washbasin

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GENERAL ARRANGEMENT

THELMA is round bilged twin screw motor yacht with a 5 metre cast iron ballast keel and wooden bilge keels, she has Vosper Maxi-Fin stabilisers fitted each side of the hull and a steel single plate rudder. On deck THELMA benefits from a solid teak deck with iroko covering boards. There are steel stanchions, stainless steel wire intermediates and varnished teak rails, port and starboard.

The foredeck has two varnished skylights; a fore hatch; two dorade vents and anchor windlass. The side decks are wide and un cluttered. The aft deck stores a 3 metre tender/rib (with 8HP Yamaha outboard engine) on chocks; an electric crane for the tender; large cockpit table (seating stored port and starboard)

The wheelhouse and trunk cabin have a wooden signal mast and teak handrails leading forward port and starboard. There are two bench seats on either side of the companionway, which are protected by extension of the wheelhouse roof.

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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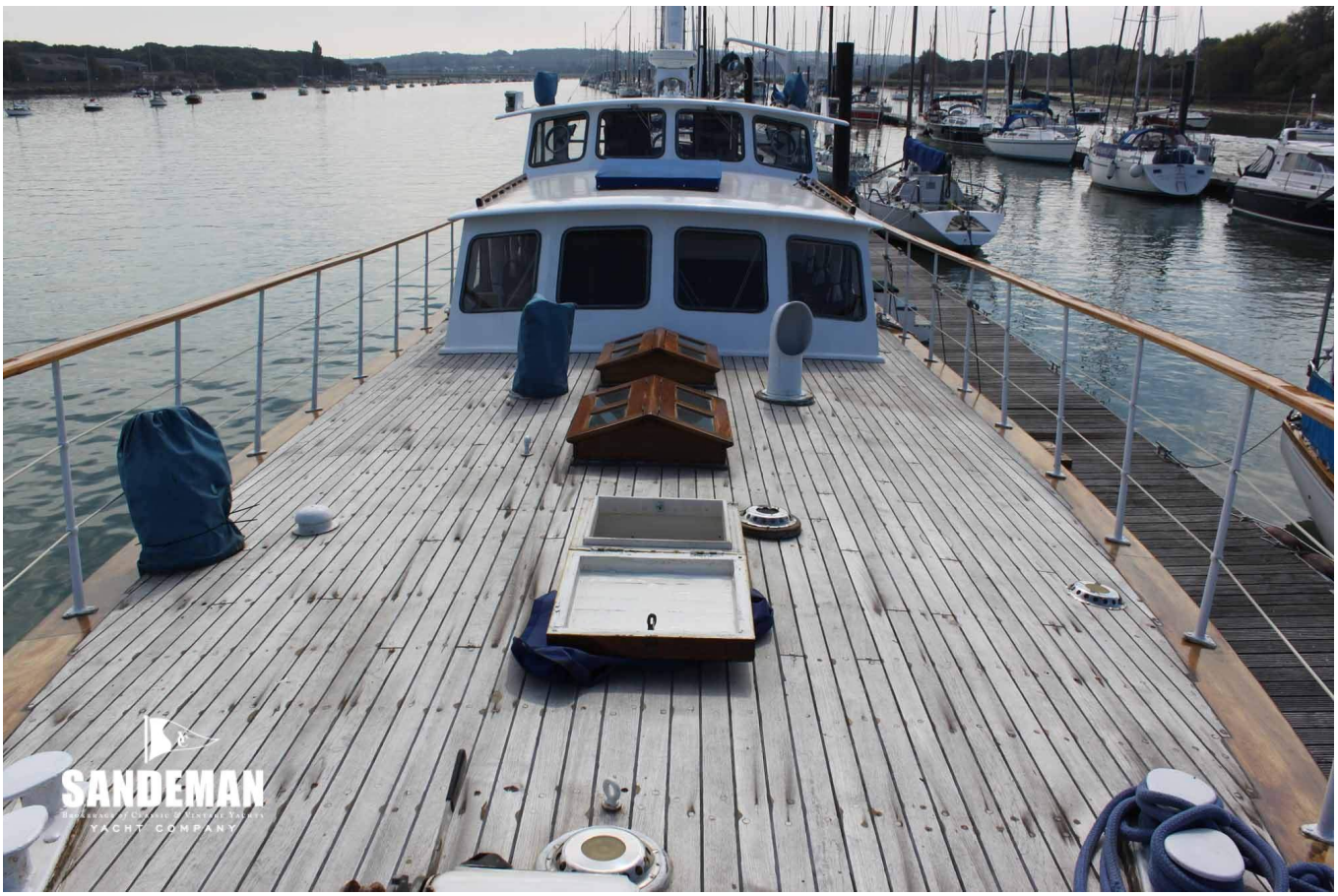
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THELMA VI
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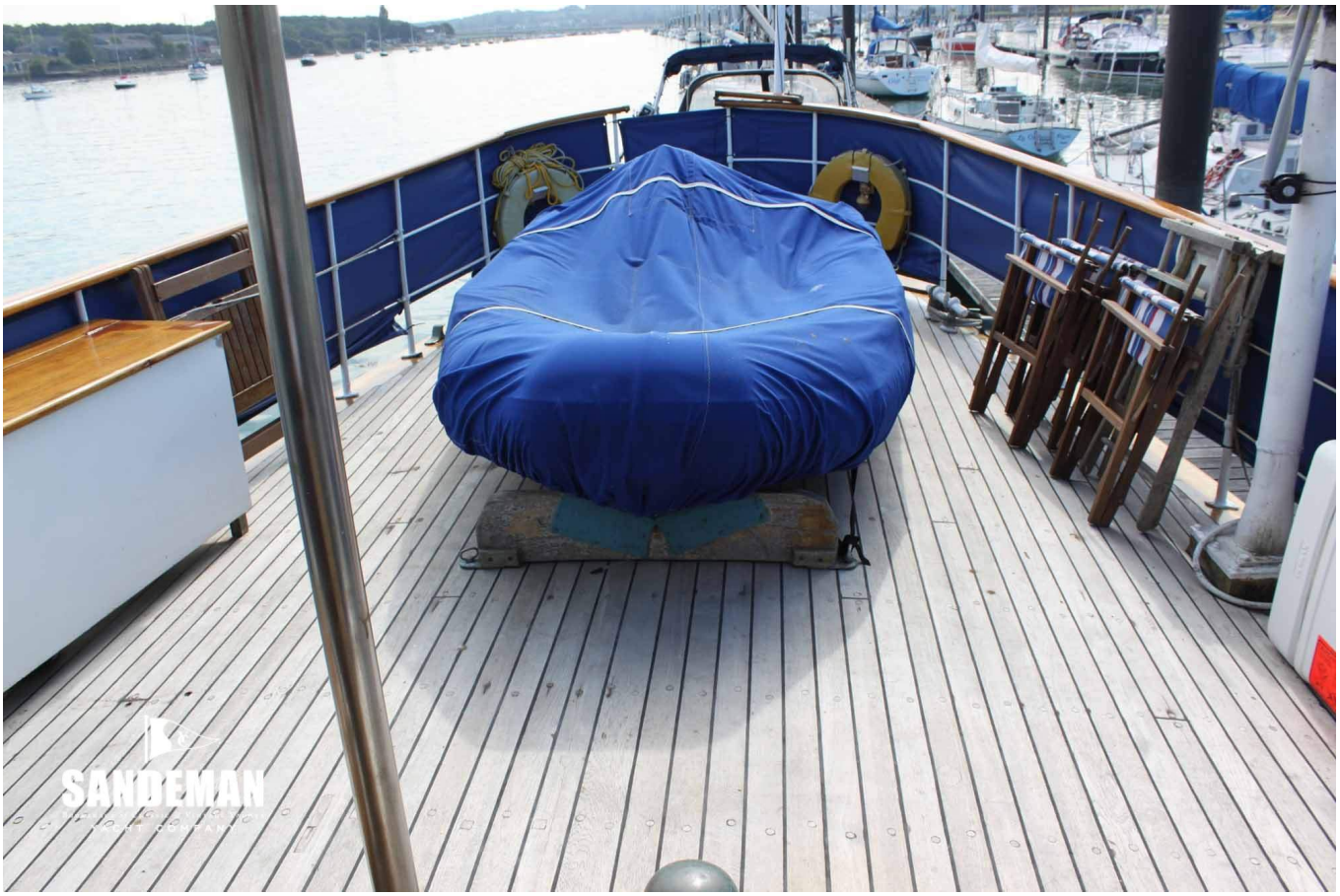
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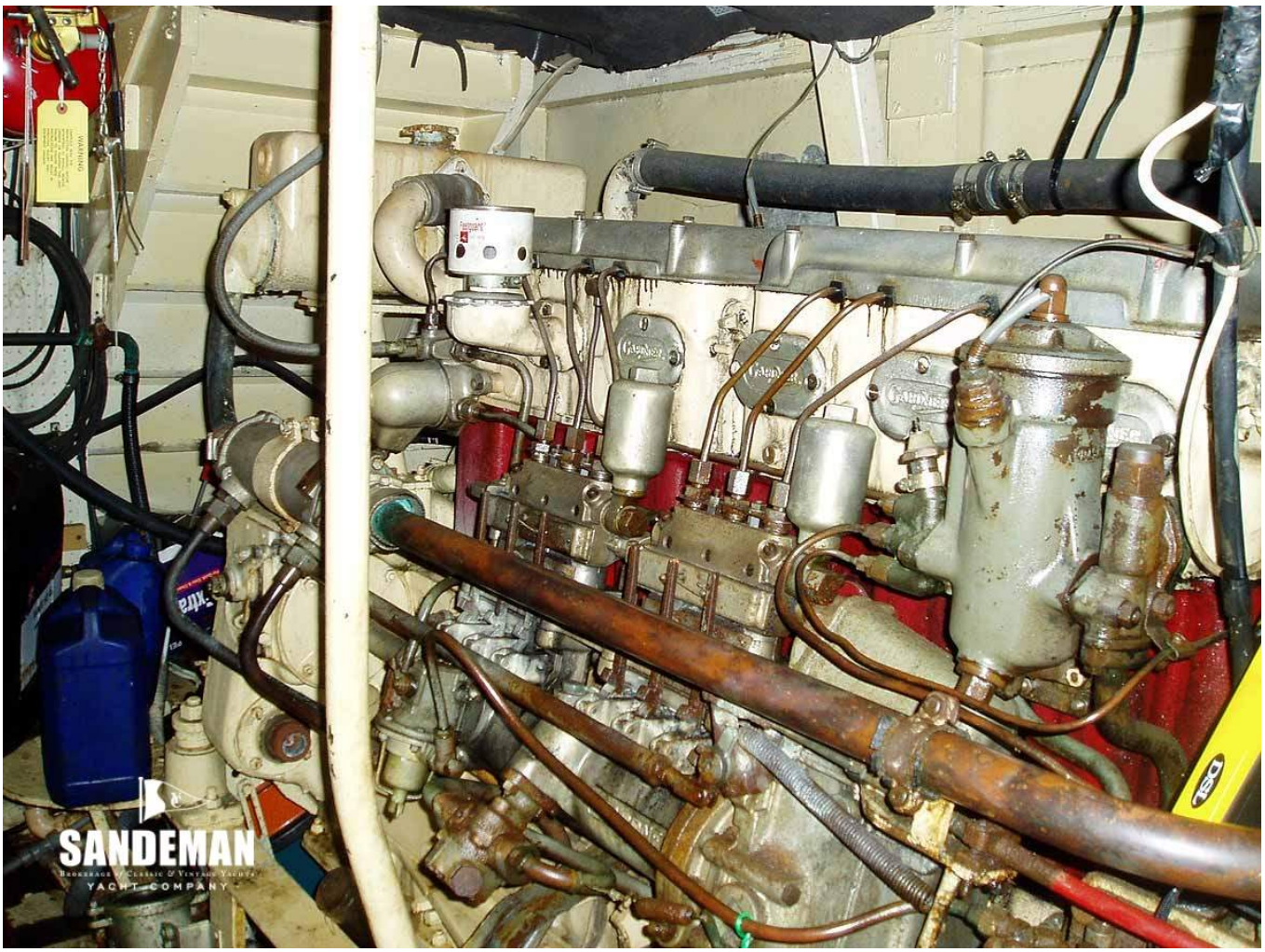
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