CHRISTINA 25 OPEN - SOLD

Specification

THE PUP

CHRISTINA 25 OPEN

Designer	Ray Hunt	Length waterline	0 ft 0 in / 0 m	Engine	Yanmar 6 LYA STE turbo charged diesel
Builder	Bruce Campbell Ltd	Beam	9 ft 4 in / 2.84 m	Location	South Coast, UK
Date	1962	Draft	2 ft 7 in / 0.79 m	Price	Sold
Length overall	25 ft 0 in / 7.62 m	Displacement	0 Tonnes		
Length deck	0 ft 0 in / 0 m	Construction	GRP		

These details are provisional and may be amended

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BROKER'S COMMENTS

This boat has been totally restored by a yard whose brief was to build a one-off custom classic using a Ray Hunt Halmatic GRP Christina 25 hull. The result is spectacular. It would be hard to imagine a better built, prettier, more seaworthy or exquisite 25ft day boat – even in the world of Mediterranean 'super tenders' this interpretation of the Christina 25 would steal a nostalgic march. A connoisseur's boat possibly ... but she is so usable and so capable, under scrutiny she may prove better value than many of the 'posh' production sports/day boats and so less obvious. Click here for further details

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CONSTRUCTION

GRP hull, teak decks & joinery

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MACHINERY

- Yanmar 6 LYA STE 6 cylinder turbo charged diesel.
- Kanzaki gearbox ratio 1.58
- Conventional shaft drive - bronze "P" bracket
- Stainless steel rudder & shaft
- Hydraulic steering – hydrive
- Extractor fan (lazarette)
- 2 x centrifugal blowers drawing air from vents in top sides
- Bowthruster (Sleipner)
- Automatic bilge pump situated in sump
- Manual bilge pump

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COCKPIT DECKS & HARDWARE

This boat has had a complete refit, the hull was completely stripped out - new bulkheads were fitted & the inside of the hull is in as new condition. The decks are also completely new; laminated sapele deck beams & carlins, which were fitted to the new deck arrangement, incorporating a large double lazarette hatch in a flush after deck. New teak decks have been laid with seams running fore and aft.

The aft lazarette is centre opening, which coincides with the deck seamlines to the hatches. All wonderfully inconspicuous. This space is fitted out to incorporate purpose built stowage for fenders, dinghy, outboard & warps.

The cockpit is lined with fluted leather panels. The cockpit sole is also finished in teak.
The cockpit itself is huge, with the engine installation amidships protected by a beautifully built and well sound-proofed teak engine box. The wheel & engine instrumentation is in keeping & sympathetic with the rest of the fit out & feel of the boat (VDO engine instruments, log, depth & rudder position indicator)

The helm position is protected by a custom built windscreen & stainless steel frame, especially made to fit.

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CABIN

The fore cabin is trimmed with fluted leather panels and faux leather berth cushions. The cabin sole is teak & the cabin doors are made & fitted with louvred top panels.

There are 2 opening port holes in the forward top sides. A stainless custom made isolator panel is fitted to the port bulkhead & a sailor VHF set to starboard.

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BATTERIES

- 2 x 105 AH; each wired in parallel under cockpit sole
- Isolator panel in cabin
- Vessel completely re wired as part of restoration

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TANKS

The fuel tank is a plastic Tek tank situated in the lazarette – fitted with 2 filters on the supply & a shut off tap

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HISTORY

When Tommy Sopwith won the first Cowes – Torquay Powerboat Race in 1961 he did it in a Christina 25. Christina's were built by Bruce Campbell Ltd of Hamble, the first in 1958 and the last in 1963. The boat was based on the Fairey Huntress deep-vee hull, designed by American Ray Hunt. For the first 2 years the hulls were supplied by Fairey and were hot-moulded

This boat has had a no expense spared total restoration. Many including Alan Burnard agree that a midships mounted engine on shafts provide a far better ride than sterndrives – this boat now has a single 350hp diesel fitted amidships.

construction – then they were produced cold molded, by Walter Lawrence & finally moulded in GRP by halmatic, as this one is.

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OTHER EQUIPMENT

- Tonneau cover
- Bimini top
- Avon tender & 3.5hp Johnson engine (2006) designed to stow in lazarette.

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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