LION CLASS 35 FT SLOOP 1961 - SOLD



Specification

TWILIGHT

LION CLASS 35 FT SLOOP 1961

Designer	Arthur Robb	Length waterline	23 ft 11 in / 7.3 m	Engine	Yanmar 3GM30 (2005)
Builder	Cheoy Lee Boatyard, Hong Kong	Beam	8 ft 10 in / 2.7 m	Location	United Kingdom
Date	1961	Draft	5 ft 6 in / 1.68 m	Price	Sold
Length overall	35 ft 1 in / 10.7 m	Displacement	6.6 Tonnes		
Length deck	35 ft 1 in / 10.7 m	Construction	Carvel1 ¾ in teak plank on hardwood frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

The Arthur Robb Lion Class is a classic racer cruiser – and in that mode as capable of long crossings as short trips, well proven by her present owner. Robustly built but with graceful lines, she's also spacious below with headroom enough for her 6 foot 4 inch tall owner, whose original intention to cruise has evolved somewhat on finding her to be such a fine racing boat. Usually cruised with 2 aboard she is very manageable. For racing, especially with the spinnaker, she's more ably crewed by 4 and sometimes 5.

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CONSTRUCTION

-Carvel teak planking on hardwood frames.
-Bronze floors – renewed in 1995
-Deck in marine ply with GRP over
-Teak superstructure and interior

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HISTORY

Her present owner discovered TWILIGHT literally up a creek in Bermuda in 2003, her then owner having moved overseas. She needed some sprucing up and interior fit out but was in very sound condition having undergone a complete restoration in the 1990s. She has been kept in A1 condition since then. Lived on for 2 years in the Caribbean both cruising and racing (she won many of her races at the Antigua Classic Regatta in 2004 and 2005, and got a 2nd in the Concours d\'Elegance), she crossed the Atlantic two handed in 2005. The first year she sailed engineless but in 2005 a Yanmar 3GM30 was fitted in Trinidad before crossing to the UK. Most recently she has achieved notable results in Round the Island races; 3rd overall on handicap in 2007, 2nd in 2008 (and 1st in class of 150 boats) and 4th in class 9th OA in 2009.

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ACCOMMODATION

From astern there's a lazarette with chromed and Perspex hatch over. The open cockpit has seating over stowage lockers each side and the bridge amidships and gas bottle locker. Access to below decks is over the bridge by companionway ladder down over the engine space. The Saloon is well lit by side and skylights also electric lamps with white décor to sides and deckhead contrasting with the teak framework and furnishings. The galley to port has a gimballed Force 10 oven, grill and 3 burner hob and foot pump cold water tap and sink with stowage lockers. Opposite is the chart table with lifting lid for stowage.

The main saloon has single berths each side – with canvas lee cloths. There's storage in open and doored lockers outboard.

A doorway in the forward bulkhead leads the fore cabin with hanging locker to port, to the heads opposite with forward two single vee berths; hatch and portlight over and stowage beneath.

Specification

RIG, SPARS AND SAILS

-Bermudan sloop rig
-Aluminium mast and boom (masthead fittings renewed in 2009)
-Aluminium spinnaker pole
-Stainless steel standing rigging – checked in 2009
-Mainsail with 3 slab reefs by Quantum Sails 2006
-2 x genoa of which No 1 is an old but serviceable hook on
-No 3 jib Quantum Sails 2006
-Hallyard winches on mast
-Lewmar 30 ST sheet winches each side of cockpit

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DECK EQUIPMENT AND GROUND TACKLE

-2 large CQR anchors, circa 100 ft / 30 m chain and c 262 ft / 80 m good warp
-Dorade ventilators over coach roof
-Lifting bronze fitted teak skylight over saloon

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MECHANICAL ELECTRICAL AND TANKAGE

-Tiller steering
-Yanmar 3GM30 reconditioned diesel engine installed 2005. Single lever control in cockpit
(Consumes circa 5 gallons @ 5 knots over 24 hours)
-80 AH alternator
-Inverter 12 V DC to 240 VAC
-New electrics, prop, exhaust and stern gland 2005
-Battery bank (2 deep cycle 12 V and 1 starter 12 V) new in 2005
-Electric and manual bilge pumps
-Fuel tank 18 gallon / 82 litre
-Fresh water 40 gallon tank each side, total 80 gal / 364 litre

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NAVIGATION

-Autohelm
-Clock
-Barometer

Specification

SAFETY

-New automatic lifejackets
-Serviced 6 man liferaft

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.

Specification

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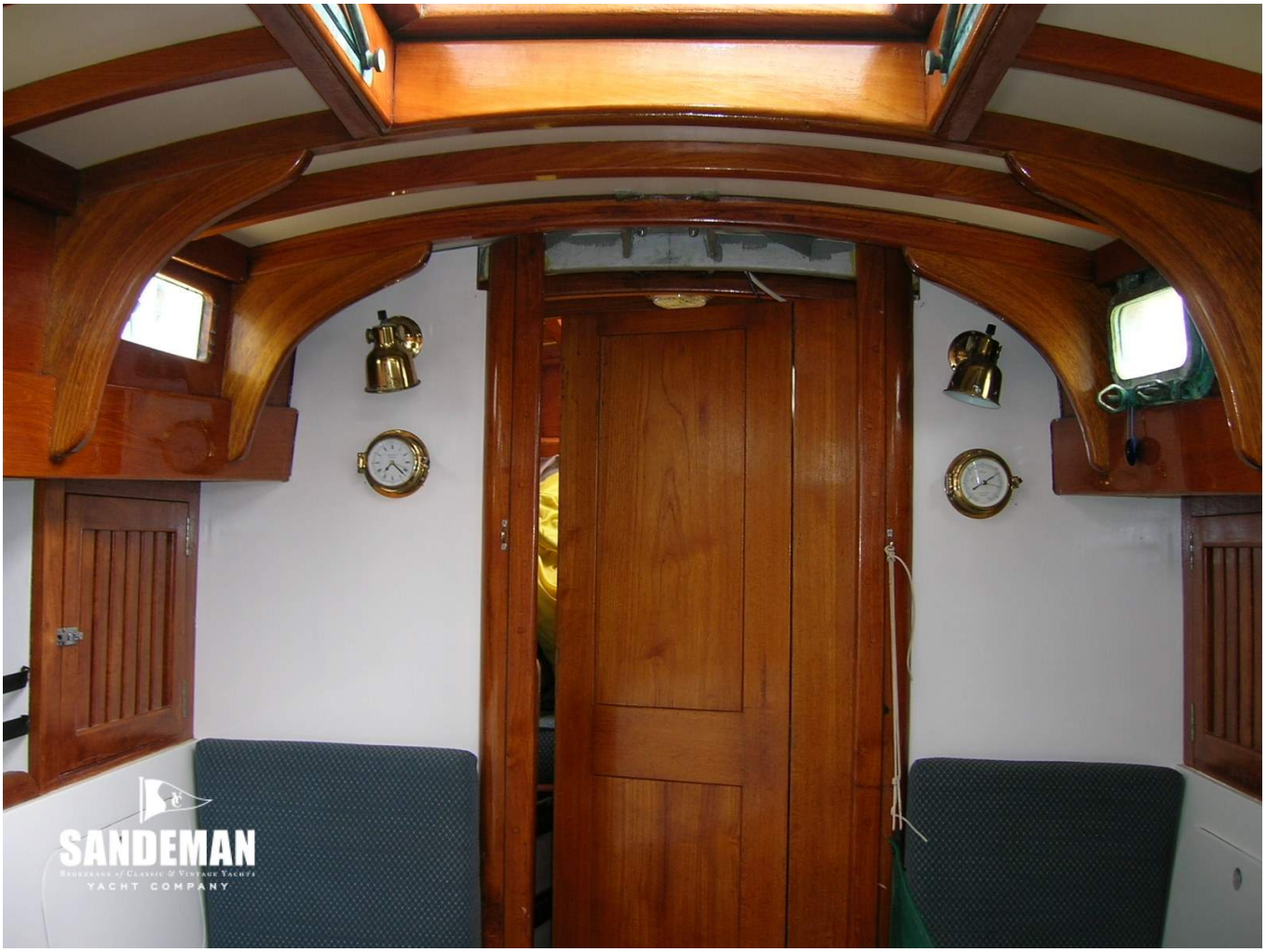
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