HOLMAN 42 FT CUTTER 1963 - SOLD

Specification

WHIRLAWAY

HOLMAN 42 FT CUTTER 1963

Designer	Kim Holman	Length waterline	30 ft 0 in / 9.14 m	Engine	Yanmar 4JH3 58hp 4 cyl diesel new in 2003.
Builder	Tucker Brown, Burnham	Beam	10 ft 10 in / 3.3 m	Location	United Kingdom
Date	1963	Draft	7 ft 2 in / 2.19 m	Price	Sold
Length overall	41 ft 6 in / 12.65 m	Displacement	10.9 Tonnes		
Length deck	41 ft 6 in / 12.65 m	Construction	Hardwood plank over elm frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

Did yacht design change and the World with it in 1965 ? WHIRLAWAY is one of those yachts - and Holman one of those designers highlighting their achievement prior to that zenith year. WHIRLAWAY is sea kindly, fast and beautiful. It was not to be long before yacht owners would be happy to settle for any one of these three qualities. WHIRLAWAY has a history and underlying beauty that has inspired her owners continuously to upgrade and enhance her - with significant refits since 1998. Given her top quality original construction by one of the best UK yards of the time she is now in superb condition and is undoubtedly more than a match for any un-refitted yacht even if such a beautiful example could be found.

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HISTORY

The 42ft RORC Class III masthead sloop WHIRLAWAY OF PERCUIL (now just WHIRLAWAY) was launched in 1963, ready for the 1963 Fastnet, from Tucker Brown of Burnham-on-Crouch for R S Wilkins.

The previous autumn Wilkins had sold WHIRLWIND, having raced her successfully, achieving fourteen flags out of eighteen starts in her first season alone. In designing WHIRLAWAY for him Kim Holman took the opportunity to build on the lessons he had learned from her predecessor. Broadly this translated into a longer, beamier and more comfortable yacht.

In 1963 a contender for the victorious Admiral\'s Cup Team, she only made reserve boat, as she was considered better suited to offshore conditions. She nevertheless went on to race competitively on the East Coast for many years and Yachting World lists her successes among those of such other illustrious names as BLOODHOUND, MYTH OF MALHAM, MUSKETEER, OUTLAW, LUTINE, NOREYEMA III and CLARION OF WIGHT, to name but a few.

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CONSTRUCTION, HULL AND DECK LAYOUT

Teak planking below the water line and splined Honduras mahogany above give a perfectly fair finish, all copper fastened to Canadian Rock elm steamed timbers, closer spaced by way of the mast. (Fastenings removed regularly for checks and always found sound).

External lead ballast keel secured with nickel aluminium bronze keel bolts (all drawn in 1999. Two bolts were drawn and checked again in 2008. Heavy grown oak floors with several steel straps in the ends, all re-galvanised in 1999.

Yacht-laid teak deck over ply sub deck laid new in 1999 with varnished teak king plank, the gunwhale, scupper and capping rail also varnished.

Samson post through the deck forward for a secured mooring plus a pair of mooring cleats on both fore and aft deck.

Stainless steel pulpit and pushpit and stanchions with wire guard, gate each side amidships.

Coach-roof coamings in varnished teak raised to a doghouse aft, varnished grab rails each side. Fixed windows with chromed bronze bezels and new tempered glass. New 1999 coach-roof deck in 2 layers of bonded ply nicely rolled round the edges, epoxy sheathed and painted.

Fore hatch on the fore end in varnished teak. Dorade boxes each side of the mast, flexible vents with stainless steel protective hoops over.

Spacious self-draining cockpit with deep varnished teak coamings giving excellent back support, teak laid seat lockers each side, teak slats in the sole. The hot water supply is led aft to the cockpit where there is a shower attachment with taps for the more commonly used cockpit shower.

Wide bridge deck aft of the wheel with varnished teak locker lid to access the lazarette, steering mechanism and rudder head. Removable chromed fitting to take the emergency tiller, which is stowed on the aft cockpit well bulkhead and immediately accessible in case of need. Varnished hatch with solar vent to the aft lazarette on the aft deck.

Whitlock steering on pedestal with leather-bound wheel all recently stripped and serviced. Hydraulic ram on the autopilot under the aft bridge deck. New stainless steel rudderstock

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ACCOMMODATION

Accommodation below provides berths for 7 and is approached from the cockpit by sliding hatch and double doors over a high step at seat level (for sea worthiness) and the sound proofed engine housing forming the floor of the higher dog house area with seats either side against the aft bulkhead. There's a spacious quarter-berth under deck aft port side and a gas hot water heater in a louvered corner locker.

Half bulkhead to port side galley with new Force 10 stainless steel 3-burner, grill and oven gimballed gas cooker (Solenoid gas switch. Gas bottles in Corgi spec s/s fireproof vented locker). Deep s/s sink with H&C and salt water and fresh water taps. Fridge compartment under the work surface with 12 V compressor.

Large saloon cabin with 7' head-room amidships. Port and starboard settee berths, very comfortable pilot berths up behind on both sides. Varnished table on a pillar with fiddles and single drop leaf.

Bulkhead to port heads compartment with electric flush Lavac sea toilet, s/s basin in a surface with shower attachment tap (drains to waste collecting tank with auto pump) and lockers under the side decks.

Starboard lockers opposite the heads. Cockpit teak table stowed and secured in heads. Bulkhead door, radiused top and bottom and fitted with a mirror.

Half bulkhead to starboard chart table opposite with aft facing seat, electrical control panel and navigation instruments around, stowage under.

Fore cabin: full head-room under the coach-roof with fore hatch over. Double berth to port with roll-out cover to protect the bedding when used for sails. Drawers under double berth.

Specification

RIG, SPARS AND SAILS

Masthead Bermudan sloop rig with lazy inner forestay to set up a cutter rig.

- Original Proctor alloy mast, stripped and repainted with gold Awlgrip with rivets replaced and new s/s mast track
- Stainless rigging all replaced 1999 with s/s rigging screws to deck eyes bolted through the heavy beam shelf below
- Standing backstays replaced in 2008 with tensioning levers rigging screws to s/s quarter plates
- Inner forestay fitted to a masthead fitting above the spreaders and secured by an over-centre tensioning lever.
- Running back-stays from the same mast fitting can be set up to tackles when required to set cutter rig.
- Single spreaders with deck lights.
- Captive wire main halyard winch, pair of top action chromed winches and a tufnol winch. – Reef winch on the boom.

Varnished spruce boom with original roller mechanism at the goose neck on a mast track with tackle down-haul tensioner now fitted with a modern slab reefing system, sheeted to a track on the after cockpit coaming. The genoa sheets to a track on the rail and back to the winches.

New staysail tracks on the side decks against the coach-roof. Spinnaker pole with twin bells on tracks down the foreside of mast and all associated rigging, the pole stowed neatly and securely on deck chocks.

All new sails by Saunders.

- Mainsail 2004, loose footed with tensioner, 3 reefs. Fully battened at the top + 3 floating battens
- No 1 Genoa 2004, 145%
- No 2 Battened Solent 2004
- Yankee 2003
- Staysail 2003
- Spinnaker 2004
- Asymmetric 2004
- Storm jib
- Light Genoa

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DECK EQUIPMENT AND GROUND TACKLE

- Removable chromed fitting to take the emergency tiller which is stowed on the aft cock-pit well bulkhead and immediately accessible in case of need. Hatch to the aft lazarette
- Whitlock steering on pedestal with leather-bound wheel, the system stripped and rebuilt in 1999
- Hydraulic ram on the auto-pilot under the aft bridge deck
- New s/s rudder stock
- All deck fittings in chromed bronze (removed and re-chromed in 1999 or since)
- New s/s stem head fitting with fore stay attachment point and twin chain rollers
- Stainless steel pull-pit, push-pit and stanchions with guard wire, gate each side amidships. (All guard wires renewed in 2005)
- Pair of large Lewmar 2-speed primary sheet winches and a pair of smaller Lewmar secondary sheet winches all serviced 2007
- CQR, Fortress and Fisherman anchors, 70m chain
- Lofrans Lobra 1000 watt 12v electric anchor windlass, with fore deck and cock-pit controls, dedicated battery.

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Yanmar 4JH3 58hp 4cyl diesel fresh water-cooled with heat exchanger all new in 2003
- New gearbox 2007
- New engine mountings 2008 .
- Double sea intakes
- Aquadrive on centre-line to a 3 blade CJR folding prop giving 7 knots
- 2 x Optima gel service batteries, 2008
- 1 x 110 A H, Rolls starter battery, 2007
- 1 x 110 A H, Rolls windlass battery, 2008
- 80 A engine alternator with Sterling Marine Power management charger
- All wiring replaced with new hi-tech switchboard
- Victron IP65 smart charger for shore power & / or emergency charging 2007
- Victron Phoenix Inverter 2007
- Lofrans Cobra 1000-watt 12 V electric anchor windlass with foredeck and cockpit controls
- 120 litre ss fuel tank new 1998 under cock-pit sole

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NAVIGATION AND ELECTRONICS

- Sestrel steering compass on the Whitlock steering pedestal
- Navtex

- Simrad Robertson SDI
- Icom M421 VHF DSC radio 2007
- Furuno GPS Navigator
- Raymarine hydraulic autopilot interfaced with GPS programmed to wind, course or waypoints
- Radar reflector
- Radio/CD player with saloon and cockpit speakers

Specification

SAFETY

- GME EPIRB 2007
- Pilot Gas Monitoring Safety System 2008
- 3 x fire extinguishers
- Complete set of in date flares
- 6 Man life raft, in date to 2010
- Danbuoy
- First Aid Kit
- 6 x Life jackets 150N 2007
- 6 x Safety lines
- Grab Bag (Garmin GPS 72, Icom M71 hand-held waterproof VHF radio, flashing lifebuoy light, signal horn, flares, first aid kit, torch, binoculars, water, rations etc all 2007/2008).

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OTHER EQUIPMENT

- S/s teak folding diving ladder (made specifically to fit Whirlaway) 2008
- Honda EU10I generator 2007
- Zodiac Zoom 240 dinghy 2008 with Tohatsu 3.5hp 4 stroke outboard 2008
- 10 x fenders (socked)
- Warps and springs
- Mainsail, boom, fore and aft sun/rain covers in ivory 2008/9
- Sail repair kit
- Sea anchor
- Jackstays
- Hatch, winch, outboard and dinghy covers in ivory 2008
- Replacement set of upholstery covers in burgundy
- Original ship's toolbox
- Boat hook
- Set of engine service spares e.g. fuel and oil filters, drive belts, impellers.
- 6 x diesel jerry cans
- Galley equipment e.g. ss pots/pans, trays and cooking utensils etc
- Varnishes and paints
- Shore power cable with adaptors.

Specification

RECENT YARD WORK

A refit carried out in 2008 included:
- All paint stripped from capping rail to keel
- Fuel and water tanks taken out for a comprehensive visual inspection
- Planking was surveyed and found to be in perfect condition.
- 4 new frames and 5 new sister frames fitted amidships
- All re-fastening done with copper fasteners and riveted with roves from inside
- Old filler and caulking removed and re caulked below the waterline.
- Keel bolts retightened
- Backstays replaced
- Bilges stripped and repainted
- Entire hull applied with 1 full coat of Epoxy primer and 1 full thin layer of Epoxy
- Undercoated and finished with 3 coats Perfection International oyster paint.
- New deck lights fitted.
- New batteries and full electrics check.
- Engine fully serviced.
- Fuel tank cleaned and inspection hatch fitted.

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

GALLERY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

Lady Rosa
SANDEMAN
YACHT COMPANY

FOR SALE
SANDEMAN
SANDEMAN
YACHT COMPANY

SANDEMAN
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