

Robert Clark 72' Ketch Cutter



Year: 1976

Location:

LOA: 72' 0" (21.95m)

LWL: 51' 0" (15.54m)

Ballast:

Designer: Robert Clark

Beam: 14' 6"

Draft:

Remarks:

A great boat for sale. This boat was used as a training vessel when first built. 'Renaissance' offers spacious

Heads:

Cabin:

1 in keel

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Mechanical and Rigging

Four cylinder Ford MD40 diesel engine
Fresh water heat exchanger for cooling
Single lever controls
Direct shaft drive to three blade fixed pitch propeller through a hydraulic reduction gearbox with reverse
Bowthruster - side power 200kg with remote, batteries forward. Linked to engine charger

Construction

Built by Ocean Youth Club Boatyard in 1976
Hull, deck, deck house and cockpit - heavy duty GRP foam sandwich with encapsulated steel frames in hull
Brass banded iroko rubbing strake on hull
Short bulwarks with varnished iroko cap rail
Water tight bulkhead with steel door to peak/chain locker
Skeg hung rudder with wheel steering
Long fin keel with encapsulated lead ballast

Hull painted

Antifouled

Rigging and Spars

Masthead Bermudan Ketch
Silver anodised alloy keel stepped double spreader main mast with stainless steel mast steps and single spreader mizzen mast
Varnished wood booms
Slab reefing main, mizzen and self-tacking staysails booms with stainless steel fittings
Running rigging replaced

Sails

James Lawrence Sails

Mainsail

Mizzen

No.1 Jib

Yankee and Trysail - in good condition

Staysail - new

Genoa - light weather in fair condition

New cover for staysail, stackpacks, lazyjacks, main and mizzen

Stackpacks - new

Inventory

Winches

Lewmar 3 speed 650 centrally mounted headsail sheet winch

Harken 56s/tail - staysail

Lewmar 650 3 speed main sheets double end x 2

Lewmar 550 3 speed running backstays x 2

Lewmar 46 mainsail halyard

Lewmar 46 jib halyard

Lewmar 30 staysail halyard

Deck Equipment

125lb CQR anchor with galvanised chain

75lb CQR kedge anchor

Simpson Lawrence electric windlass

Fenders and warps

22 x alloy cleats

Storage locker

10 x deck lights

Boathook

Stainless steel pulpit, stanchions with gates port and starboard and stanchion bases

Stainless steel chain stopper, staysail sheet horse, main crutch boom, binnacle grab handle,

aft sampson post and stern guard with teak outboard stowage bracket and seat

Bronze roller fairleads fore and aft with alloy midships

Teak cockpit seat slates and cockpit gratings

Barnished teak lazarette hatch, cockpit coamings, sheet winch pedestal, dorado box,

doghhouse hatch, deckhouse hatch, handrails, liferaft and dinghy chocks

Safety Equipment

4 x lifebuoys

Danbuoy

Webbing jackstays

Foghorn

Radar reflector

Automatic and manual bilge pumps driven by solenoid and engine

8 x fire extinguishers

Fire blanket

Fire Trace remote control extinguisher system in generator room

Navigation Equipment

Nav 4 Plus Navtex

Garmin 145 GPS

Raymarine ST40 echo sounder, log, speed, wind speed, wind direction - 2001 with repeaters in cockpit

Raymarine 2155 036 VHF R/T

Raymarine R180 radar interfaced with GPS for dual screen - 2003

Sestral binnacle compass

Systems

Hot and cold pressurised water system

New calorifier in 90 litre tank with immersion heater

Mikuni MV9 Hydro 9 diesel boiler serving central heating and water

Accommodation

Main Saloon - L shaped seating area to starboard, L shaped seating area with dining table and bench seat to port which converts to double bunk

Chart Table

Galley

Fridge/freezer

Storage

Bunks

2 x double bunks

6 x single bunks
There is scope to add more bunks

Heads

Toilet

A second heads compartment can be added

Shower Compartment

Engine Room

Boiler Room

Remarks :

This Robert Clark 72 foot Ketch Cutter has had extensive work done and her refit is 90% done. It is a great opportunity to acquire a classic yacht with excellent business or live aboard potential. There is the possibility to reclaim VAT on the purchase price subject to the circumstances.

'Renaissance' started her life as 'Scott Bader Commonwealth' as she was named after a company sponsor and was built by and for the Ocean Youth Club as a sail training vessel. In 1991 she was bought by the Faramir Trust who also used her as a sailing training vessel for under privileged children. She underwent an extensive refit at that time.

The Faramir Trust and The Sailing Trust combined in 2002 and she was incorporated into the Cirdan Fleet. 'Renaissance' has been well maintained by the Trust who have given her a thorough annual refit/maintenance to keep her up to standard.

Her current owners bought her in 2006 and stripped out all but the bulkheads and structural assemblies. Her hull was ground off from boot top down, re-laminated with 'West's' epoxy system giving her 4 layers of woven rovings. She has a new bow thruster, new plumbing for radiators, heating, shower and hot and cold pressurised water. Re-wired throughout and old systems replaced. Alternator overhauled.

The following things still need doing:

Forward cabin - either bunks or en-suite to master cabin

Hanging room - second heads

Finish galley - install cooking facility (at present 2 ring origo)

Re-gas and run up freezer motor

Fit new floor - current boards are old and do not match

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