

www.sandemanyachtcompany.co.uk  
info@sandemanyachtcompany.co.uk

Telephone +44 (0)1202 330077  
Facsimilie +44 (0)1202 330060

## Robert Davis 38 ft Gaff Rigged Ketch 1952



### PELAGIC

DESIGNER	Robert W. Davis	BUILDER	R W. Davis, Oakville Ontario
DATE	1952	LOA	44 ft 10 in /13.4 m incl spars
LWL	34 ft / 10.4 m	BEAM	10 ft 6 in / 3.2 m
DISPLACEMENT		DRAFT	6 ft 4 in / 1.9 m
CONSTRUCTION	Mahogany on oak frames	ENGINE	Volvo Penta MD17D, 36 HP diesel

**Price USD 175,000**

## VAT

VAT is unpaid on this yacht

## BROKERS COMMENTS

PELAGIC exhibits all those hallmarks of period and craftsmanship for which her designer and builder Bob Davis was renowned - embodying the experience of an era earlier than her real age would suggest along with that double ended character associated with North American boats. She carries good sail in style, is well equipped with some beautiful original features - and spacious below.

## HISTORY

Robert W. "Bob" Davis who died in only 1998 was an artisan in the world of wooden boat building - a superb craftsman who built boats from small dinghies to 45 foot ketches on his own, including making the patterns for the bronze castings and making the spars. He knew the yacht builders of the earlier part of the 20th century; visiting the many famous yards in the Eastern United States, including those of Herreshoff and Henry B. Nivens. Gaining international recognition during the 1930s with his work on International 14s, his first large yacht was a double ender and PELAGIC, another in a similar design he built for his own personal use. Her present owner knew him and it was later on that they sailed together. Pleased as Bob was for her to be in good hands so now her owner is looking for someone to carry on the tradition of care.

## CONSTRUCTION

- The hull is 1 inch African mahogany on 1 inch steam bent white oak frames, at 9 inch centres, fastened with bronze screws. - Full length iron keel.- 1 inch laid white pine deck, new in 1988, bronze fastened on Douglas fir deck beams.- Rudder is mahogany full length to keel outboard hung with bronze ladder in a rung style.- Tiller is original and made of black Locust featuring Mayan carving.- All trim is teak, as are covering boards, waterways, toe rails, cockpit, 4 x dorade boxes with bronze / copper vents hand made by builder, propane box, skylight hatch, companionway hatch, focsle & hatch, king plank, winch pads etc.
- 5 x Davey orange juice squeezer glass dead lights provide through deck additional light.

## ACCOMMODATION AND DOMESTIC EQUIPMENT

From the lazarette stowage aft and generous cockpit with stowage both sides under folding seats, companionway steps lead over the engine to the spacious saloon with good headroom, belying the low profile of the coach above deck. The interior, deckhead, beams and interior are white painted, the bulkheads and fiddles in teak with ample lighting from skylight, hatches, lenses and 3 opening 5" bronze Perko portholes, 2 to port, one to starboard well fwd, present a very light and open ambience. The cabin sole is teak with holly, centre lift outs from bow to engine room and teak grates under companionway ladder. The bilge is clean and accessible from bow to stern. The galley is to port with cherry countertop and stowage outboard and below, equipped with- Shipmate 3 burner propane stove with oven and broiler- Stainless steel sink, - 2 x Bronze galley pumps, one saltwater, one fresh. Past a half bulkhead is a generous single berth to port with lift outs below and stowage outboard above. A Force 10 Propane cabin heater with copper flue to bronze deck fitting is mounted on the bulkhead forward. Beyond is the Head compartment with Lavac Baby Blake WC. The focsle has a huge vee berth, quite high, accessible by steps up and hatchway above with very good space for stowing sails etc below. Coming aft again opposite the heads is tall hanging locker and shelf with lockers above and below before re entering the main saloon. The single settee berth to the side mirrors that to port across the table with two drop leaves amidships. Aft again, opposite the galley is the Nav station with bookshelf and storage under the chart table. Access to the engine is abaft the companionway steps by removable doorway

## RIG, SPARS AND SAILS

- Gaff rigged ketch with original Sitka spruce spars - Stainless steel spliced rigging, - Bronze turnbuckles,

chain plates etc. - Bowsprit is laminated Douglas fir- All mast fittings are painted galvanised iron. - All blocks and tackle are Merriman, in good to excellent working order. - All sails are made by Thurston Sails, Bristol RI- Mizzen (Marconi) 2 reef points- Mainsail (gaff) 3 reef points- Staysail 1 reef point - Outer Jib (never used)- Cruising chute (never used)- Topsail with yard- Storm Jib with wire running from foot to head- Some old sails in storage

## **DECK EQUIPMENT AND GROUND TACKLE**

- 220 ft BBB 3/8ths inch chain, 200 ft of 1 inch Hurricane braid - 2 Wilcox Critten den Herreshoff 40 lb anchors- 1 x 35lb CQR- Double bronze anchor roller, port and starboard- All hardware is original in bronze, custom made by builder- 2 x Jib sheet winches are bronze - 2 x Merriman Bronze belaying pins- Flagpoles and signal staff are Teak- Interior cushions are fairly new- Turquoise Sunbrella with black trim- Yacht burgees and signal flags original of wool- Small cockpit awning- 5 gallon solar shower with nozzle - 2 proper rubber deck buckets for wash down- Spruce varnished boathook - Fenders, dock lines and more

## **MECHANICAL ELECTRICAL AND TANKAGE**

- Volvo Penta MD17D, 36 HP diesel engine 1985 currently out of the boat.- Variable pitch Maxprop, folding 3 blade propeller- Speed circa 6 Knots at 2000 rpm - Fuel consumption circa 1/3 gallon per hour at 2000 rpm- 2 x deep cell batteries, 12 V- Large solar panel for charging, - Electric wiring new in 1988, simple port and starboard runs- Nav station night light- Main cabin IMTRA cabin lights and one fluorescent - Lights in focsle, galley fluorescent, engine room fluorescent.- Port and starboard bronze running lights, - 3 way mast light, - 40 gallons diesel tank, - 42 gallons (approx) fresh water

## **NAVIGATION COMMUNICATIONS AND ELECTRONICS**

- Navigation: 1942 US Navy Clock, Mk II - Submarine 7 day wind up with Key- Hand bearing compass- Barometer- Bronze bell- All Navigation electronics have been removed, wires left available, taped up, as the equipment was old and outdated. - Lead line with 40 feet of rope - VHF antenna on Mizzen, extra wire for Loran on Mainmast

## **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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