

BUCHANAN 40 FT SLOOP 1966



Specification

KALINA

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Designer	Alan Buchanan	Length waterline	28 ft 3 in / 8.6 m	Engine	Perkins 4108 Diesel 60 HP 45 Kw
Builder	R J Prior & Son Burnham	Beam	10 ft 8 in / 3.25 m	Location	Jersey Channel Islands
Date	1966	Draft	5 ft 11 in / 1.8 m	Price	GBP 85,000
Length overall	40 ft 0 in / 12.2 m	Displacement	10 Tonnes		
Length deck	40 ft 0 in / 12.2 m	Construction	Carvel mahogany and Iroko planking on elm frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

A one owner boat from 1966 has to be a rare treat - KALINA is probably an example of what Alan Buchanan did best – moderately long ended, heavy ballasted, capable and fast sailing boats that now qualify as classics. Under her IRC rating she remains a force to be reckoned with in the right hands. KALINA also remains refreshingly original yet has benefited from the consistency of care and maintenance that only a family ownership of 50 years can bring !



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## HISTORY

KALINA was designed and built by RJ Prior & Sons to Lloyds 100A+ for the late Clem Challinor, a past Commodore of St Helier Yacht Club in Jersey, and has remained in family ownership to the present day, now owned by his Son Rodney, also a past Commodore of the Club. In a way, the friendship forged between the Buchanans and the Challinors, resulting from Alan's work on KALINA and her Saxon Class predecessor SAECWEN, brought Alan and his family to Jersey to make their home.

Her plans show her as a 40 ft Ocean Racer - and she was designed for the RORC rating rule then modified for IOR. She was quite a handful in her first year, with tiller steering, which was solved by a change in rudder profile and wheel steering. She raced in the 1990's, mostly under CHS / IRC handicap, and she has become one of the Island's most successful boats.

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## REFIT AND MAINTENANCE

There is a detailed list of works going back to 1992. Work carried out since 2003 has included

- New keel bolts
- Decks replaced
- New stern gear
- New standing rigging

- Engine rebuild including electrics and service
  - Refurbished steering system
  - New water tanks
  - Refurbished sea valves
  - New WC
  - Updated electronics
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## CONSTRUCTION

- Mahogany splined planking topsides
- Carvel iroko below the waterline
- Elm bent frames, copper clenched
- Cast lead keel with Crotorite Z fixing bolts
- Ribbon laid teak decks over ply subdeck re laid by Priors 2003

- Teak superstructure
  - Mahogany and plywood interior joinery and trim
  - Plywood bulkheads
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## ACCOMMODATION AND DOMESTIC EQUIPMENT

- Summary accommodation 6 x single berths and 1 x double berth, 1 x head
- Entering cabin via sliding hatch and companionway steps down
  - Laminated varnished deck beams white gloss
  - Laminated deck support knees with brass ring frames down to bronze floors
  - Mahogany joinery
  - Companionway steps lift off the tracks
  - Engine box
  - Raw teak sole for grip
  - Side grab rails
  - Blue vinyl upholstery
  - Port side aft slatted lining over ribs
  - Large single, marginal double quarter berth aft to stbd with fold-up side
  - Seat aft of galley to port; this seat hinges up for easy access

- Galley to port
  - Sea and fresh water pumps
  - Gimballed gas hob, grill and oven
  - Chart table and nav instruments stbd
  - Settee berths port and stbd with lee cloths, pilot berths outboard
  - Backrest sections of settee berths hinge up to form sides to pilot berths
  - Lockers outboard of seat backs
  - Mast sleeved where it passes through the coach roof
  - Head compartment with manual WC port side forward
  - 2 x Vee single berths forward
  - Open shelves and closed lockers above
  - Easy chain locker
  - Fore hatch access to deck
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## RIG, SPARS AND SAILS

- Single straight spreader keel stepped masthead rig
- Alloy gold anodised Sparlight mast and Z spars
- Boom with slab reefing
- Stainless steel standing rigging new 2005
- 2 x Large and one small halyard winches on mast

- 2 x Alloy spinnaker poles stowed forward each side
- All sails by Banks and in good condition, some new
- Furling fully battened mainsail, stack system
  - Genoa 150%

- Furllex, 300S with twin groove foil on forestay
- Tensioner for inner fore stay
- Mast and boom

- Genoa 140%
- Storm jib
- GP Spinnaker
- 1.5 oz Spinnaker
- Covers for winches main boom, wheel, binnacle and overall
- Spray hood
- Lazy bag

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### DECK LAYOUT EQUIPMENT AND GROUND TACKLE

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| <ul style="list-style-type: none"> <li>From Bow</li> <li>- Danforth anchor in chocks away from bow, blocks each end of the fluke prevent line snagging</li> <li>- Stainless steel fairleads cut in toe rail</li> <li>- Simpson Lawrence electric windlass</li> <li>- 2 x Cleats on deck, just abaft windlass</li> <li>- Forehatch with fold down vent flaps and Perspex light</li> <li>- Trunk cabin with chromed port light / window frames</li> <li>- Treadmaster "M" diamond pattern anti slip on the coach roof deck</li> <li>- Mast with the twin spinnaker pole end fittings on twin tracks</li> <li>- Genoa tracks each side on the toe rail</li> <li>- Hand rails along coach roof each side</li> <li>- Spray rails from hatch garage reduce water ingress down hatch in bad weather</li> </ul> | <ul style="list-style-type: none"> <li>- Sliding hatch over trunk cabin</li> <li>- Hinged pull out teak board access to accommodation below</li> <li>- Twin sailing instruments on aft trunk cabin bulkhead facing helm</li> <li>- Bridge deck to cockpit</li> <li>- 5 x Lewmar ST winches</li> <li>- Wheel steering changed from original tiller but rudder post and tiller maintained</li> <li>- Compass in helm binnacle and sailing instruments</li> <li>- Teak lazarette hatch with vent for warps, gas bottle in GRP drained box</li> <li>- Stainless steel shoes for beaching legs</li> <li>- Beach legs with attachment sockets fitted</li> <li>- Dinghy &amp; Suzuki 2.2 HP outboard 2003</li> </ul> |
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### MECHANICAL ELECTRICAL AND TANKAGE

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| <ul style="list-style-type: none"> <li>- Perkins 4108 60 HP / 45 Kw Diesel installed new in 1995</li> <li>- Freshwater cooled with calorifier,</li> <li>- Direct stainless steel shaft drive via stern gland and cutless bearing to folding propeller</li> <li>- Cruising speed 6 knots @ 2500 RPM</li> <li>- Engine alternator</li> <li>- Helm wheel on pedestal steering</li> <li>- Battery charger</li> </ul> | <ul style="list-style-type: none"> <li>- 2 x Domestic batteries</li> <li>- 1 x Engine start battery</li> <li>- Shore power 240 V</li> <li>- 12 V system isolator panel and fuses under companionway</li> <li>- GRP 20 gallon / c 90 litres fuel tank under cockpit</li> <li>- Stainless steel 50 gallon / c 228 litres fresh water tank</li> <li>- 1 x 4.5 Kg Calor gas bottle</li> </ul> |
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### NAVIGATION, COMMUNICATIONS AND ELECTRONICS

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| <ul style="list-style-type: none"> <li>- Raymarine Tridata wind speed and direction and repeaters at chart table and cockpit</li> <li>- Simrad CP33 chart plotter</li> </ul> | <ul style="list-style-type: none"> <li>- Furuno radar</li> <li>- Depth sounder</li> <li>- Raymarine autopilot</li> <li>- Compass</li> <li>- Log and speedometer</li> <li>- VHF / DSC radio</li> </ul> |
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### SAFETY

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| <ul style="list-style-type: none"> <li>- 1 x 6 Person life raft in valise</li> <li>- Beaching legs</li> <li>- Emergency tiller steering</li> <li>- 4 x Personal EPIRBS hung on rail</li> </ul> | <ul style="list-style-type: none"> <li>- Fire extinguisher</li> <li>- Engine driven bilge pump</li> <li>- Manual bilge pump</li> </ul> |
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#### 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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GALLERY



































