

Camper & Nicholson 35 ft Sloop 1966



A DAY AT THE RACES

DESIGNER	Peter Nicholson	BUILDER	Camper and Nicholson
DATE	1966	LOA	35 ft 10 in / 10.7 m
LWL	26 ft 6 in / 8.1 m	BEAM	9 ft 9 in / 3m
DISPLACEMENT	7.24 Tonnes	DRAFT	6 ft 1.8 m
CONSTRUCTION	Teak planking on mahogany frames	ENGINE	Yanmar 2GM20F 18 HP Diesel 2001

Price GBP 73,000

BROKERS COMMENTS

There has recently been a real blossoming of interest in the One Ton Cup class of boats CLARIONET and SUNMAID V coming immediately to mind. This fine example to a well established British design for her first aficionado owner has not rested on her laurels but continued racing with some notable success and moreover providing enormous fun for her owner and crews. Notwithstanding her racing capabilities she is also well turned out for cruising so while fast and responsive she has a larger cockpit than most some good volume below.

HISTORY

Designed by Peter Nicholson for Owen Aisher to compete under the old One Ton Cup Rule, the boats original name was Yeoman XIV. In 1967 Peter Nicholson helmed her in the Copenhagen One Ton Cup as one of three British boats.

The original Yeoman name was taken by Owen Aisher for his next boat. After that she was named QUAILO for three years, then DALCASSION. Barrie Martin bought her in 2001, attracted by the pedigree, but particularly by her materials and decided to call her A DAY AT THE RACES to reflect her competitive history.

Since her re launch in March 2003 A DAY AT THE RACES has been moored in Beaulieu. As well as the Round the Island Race shes taken part with respectable results in the RSYC double handed series and won a race in Cowes Week 2004. In 2005 she was fifth overall in the Cowes Week handicap class and third in class in the British Classic Yacht Club Regatta. In 2006 she was again third in class in the BCYC.

CONSTRUCTION

- Laminated mahogany stem
- Teak planking lightly caulked with glued in splines
- Screw fastened to mahogany laminated frames
- Some aluminium ring frames, stainless steel and galvanised steel stiffeners and floors
- Spruce beam shelves and stringers
- Mahogany transom hung rudder
- Sheathed marine ply deck over spruce beams and carlines
- Mahogany coach and cockpit coamings
- Sheathed ply coach roof

ACCOMMODATION AND DOMESTIC EQUIPMENT

The accommodation for 6 has 2 main berths and 2 pilot berths in the saloon, a pilots quarter berth aft and one forward in the forecabin. From aft down companionway steps

- Galley to port
- Gimballed Force 10 Cooker with two burners, oven and grill
- Sink emptied by an original chromed brass Whale hand
- Half bulkheads forward to saloon
- 2 x settee berths port and stbd, the seat backs doubling as lee boards for use in rough weather
- The sides of the pilot bunks drop down for easy access
- Forward by mast is a hanging space to port
- Head with Jabsco marine toilet and washbasin to starboard
- The fore cabin also doubles as a rope and spinnaker store

RIG SPARS & SAILS

- Sloop rig
- Selden alloy mast
- Selden alloy main boom with < 3 pennants for slab reefing

- Proctor alloy jockey pole
- Selden carbon fibre spinnaker pole
- Harken fore sail furler
- 1/19 stainless steel wire standing rigging
- 2 x Halyard winches and a pennant winch on the mast.
- Main and jib halyards and jib sheets all non stretch Kevlar.
- North Sails 3DL Main sail; yellow fibres with one side of taffeta
- North Sails 3DL Genoa; yellow fibres with one side of taffeta
- Crusader spinnaker and blooper
- North Sails No 4 Jib with padded luff
- Storm jib
- Spare main sail

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Sea Tiger anchor winch
- CQR main anchor and 50 metres chain
- Stainless steel wheel
- Kedge anchor and warp
- Winter all over and Summer cockpit covers

MECHANICAL, ELECTRICAL AND TANKAGE

- Engine and gearbox forward of companionway steps with all around access for servicing
- Fresh water cooled Yanmar 2GM20 regularly maintained since installation 2001
- Yanmar controls
- Two bladed 16 inch x 8 inch bronze propeller
- Direct drive through Aquadrive flexible coupling and maintenance free PSS seal
- Halyard exhaust system can divert warm water through the hull underwater for quiet operation
- Accessible switchboard
- 2 x 12 V sockets for charging handheld VHF, chart plotter or phone
- 3 x 110 Ah batteries; one engine starting both charged with an intelligent charging system
- Battery monitor
- Plastic fuel tank 100 Litre
- Alloy fresh water tank
- 2 x 4.5 Kg Butane gas bottles in self draining sealed locker in lazarette

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Steering compass
- Autopilot
- Garmin navigation system with Chart plotter, digital radar, wind and sonar
- Chart table
- Sony Radio / CD can also play music from an iPhone or iPad

SAFETY

- 2 x Manual bilge pumps; one in the cabin and one in the cockpit
- Emergency tiller
- Fire extinguishers

REFIT DETAILS

After 35 years at sea a major refit was called for. The work was carried out at the Agamemnon Boatyard at Bucklers Hard. All the structural and mechanical elements were replaced, including keels bolts, floors and a 13 foot long mast step. Most of the electrical components were replaced, along with the drive shaft. The Yanmar GM20 was fitted new. Below decks the cooker and sanitary ware were renewed but

the original mahogany joinery was retained as far as possible.

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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