

Hamble Yacht Services Hamble 50



Year: 1998
Location: Newcastle upon Tyne
LOA: 50' 0" (15.24m)
Beam: 14' 10" (4.52m)
Draft: 8' 0" (2.44m)

Remarks:

Beautifully presented sailboat, sailed with a novice crew. Western
red cedar hull, teak deck. Diesel offers reliability and economical
motors. Cabin lounge area with settee and easy
navigation instrument package. Furling main and

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Mechanical and Rigging

Construction:

The hull is constructed using a composite of Western red cedar and glass laminate. Cedar was chosen for its mould resistant properties and its durability. The hull is painted in hi-gloss white Awlgrip coatings and in excellent condition. Cast iron wing keel and balanced spade rudder. Twin stainless steel wheels. Large deep cockpit with angled coamings for comfort. Large storage locker to rear. Twin wheels with instrumentation and compasses. Fold down bathing platform. All lines led aft making this a very easy boat to sail single-handed. Teak decks and capping rails mounted on a GRP deck laminate. Deck saloon superstructure in GRP composite finished in white Awlgrip. Stainless steel bow fitting with double anchor roller. Carbospars, asymmetric bowsprit pole. Stainless steel bow and stern rails connected by stanchions and double set guard wires. Easy access side gates. Stainless steel grab rails on saloon roof. Panoramic deck saloon windows allow excellent visibility. Numerous deck hatches for light and ventilation.

Engine & Electrics:

Vessel powered by a reliable and economical Perkins Sabre M65 inboard diesel engine. This 4-cylinder workhorse has completed 500 hours and has been maintained annually. The engine is located beneath the saloon floor in a soundproofed compartment. Access for daily checks and servicing is very easy indeed. Under engine, she will cruise happily at 8 knots. Her top speed is 9 knots. With her 750-litre fuel capacity, she has a range of 1000 nautical miles between fill-ups. Reduction gearbox driving stainless steel shaft. Bronze 3-bladed folding propeller. Shaft exits hull through cutlass bearing and is supported by a P-bracket. Fuel is stored in 2 stainless steel tanks. These are fitted with gauges and pre-filters. The main tank is 650 litres and fuel is transferred from hear to a 100-litre day tank. Bank of 4x600 amp batteries providing domestic power. These were replaced in 2017. 24/220V system onboard with smart charge shore power system. Shore power cable.

Sails & Rigging:

Bermudan sloop-rigged yacht with keel-stepped aluminium spars by Reckman. Twin set of stainless steel spreaders with stainless steel rod rigging. Leisure Furl in-boom furling system with vang. Twin furling headsail systems with carbon fibre sail groove and stainless steel drums. Lewmar self tacking tracks with ball bearing cars mounted on hardwood plinths for the inner jib. Conventional furling system with side deck mounted tracks for No1 genoa. Hydraulically operated backstay adjuster. All lines led aft to helm. Electrically operated Lewmar 64 self-tailing genoa sheet winches. Lewmar 50 self-tailing halyard winch at the helm. Lewmar 50ST spinnaker winches. Dyneema and braid on braid running rigging in good condition. This has been replaced ongoing. Relling fully battened mainsail. Relling Composite roller furling No1 jib. Both original Hyde roller furling No3 Jib - New in 2018. Relling asymmetric spinnaker.

Inventory

As you would expect from a boat of this type and class, the inventory is extensive. The yacht was a CAT2 vessel and as such had to carry a huge amount of safety equipment, some of which is date sensitive and expired. If coding is an attractive proposition to a potential buyer

then this could easily be renewed. Included in the sale as a minimum are the following items.

Electronic Navigation Aids:

Whitworth illuminated compass at each helm
Garmin GPSmap 751 colour plotter
Raytheon RC631 chart plotter
B+G Speed/depth
B+G Wind speed direction
B+G H3000 controller
B+G self-steering with BlueTooth controller
ICOM M505 DSC VHF
NASA AIS Radar
Koden radar
Garmin AIS radar (Not fitted)
McMurdo NAV7 Navtex

Deck Gear:

Lewmar electric vertical mounted windlass with additional rope gypsy
Stainless steel Lewmar Delta 50kg anchor with 60 meters chain
40kg kedge with 100 meters octoplait
Mooring cleats fore, midships and aft with stainless band protection
Midship access gates
Sail locker in the bow
Carbon asymmetric deck mounted pole
Aluminium spinnaker pole
LED Navigation lights
Sprayhood with additional clear roof panels

Safety Equipment:

2 X 6-man Viking liferafts with cradles and hydrostatic release systems.
Danbuoy
Horseshoe lifebuoy
10 X automatic life jackets
Fire blanket
4 X manual fire extinguishers
Automatic fire extinguisher
Uncoated guard wires
1 meter high stanchions
Gas detector
Searchlight
Electric bilge pump
Engine operated roving pump (reaches everywhere in the boat)
2 X Manual bilge pumps

General Chandlery:

Avon dinghy
5hp Honda outboard
Mooring warps
Fenders
Clock & barometer
Boathook
TV and DVD
Radio/CD player
Engine spares
Cutlery/crockery/utensils

Accommodation

As you would expect of a yacht of this ilk, below decks is beautifully appointed. The deck saloon gives lots of natural light and panoramic views but equally can become an area of calm with subdued, indirect lighting. The windows are fitted with bespoke "Oceanair" blinds which minimise glare and protect the interior from degradation. The interior is a mixture of teak hardwood and teak laminate in a light yet warm shade. The upholstery throughout is in dark comfortable fabrics. The headlining and side panels are finished in beige Alcantara. The saloon table is bespoke and incorporates storage units. Opposite the saloon settee and table are two pedestal mounted easy chairs. The forward easy chair acts as a seat for the full-size chart table. Here you will find a plethora of electronic navigation aids.

The flooring is teak and holly strip panels which have been covered in clear plastic protective coverings for the majority of the boat's short life. The sleeping arrangements are twin aft double guest cabins set up as spacious singles. The "Owners" stateroom is in the bow and features an offset double with vanity unit and wardrobes opposite and an ensuite heads with shower cabin forward. The guests share the large day heads with separate shower stall. Both toilets are electric and exit into the black tank.

The galley is forward of the saloon and on the starboard side slightly forward of midships. Here we have lots of storage options for both fresh and ambient goods making long-range blue water cruising a reality. Large top-loading fridge and separate freezer. Stainless steel double sink with pressurised water and a Force10 Marine, gas-fuelled oven with 4-burner hob and grill. There is also a microwave for reheating. The galley sink and showers, drain to a grey water tank, making Scandinavian cruising a possibility. All cabin berths are fitted with lee cloths for safety.

Remarks :

Unique opportunity to own a custom-built, fast cruiser-racer that you can sail on your own or with family and friends. Built by Hamble Yacht Services in 1998 to a Stephen Jones design, this yacht was constructed and fitted out using the best available fixtures and equipment available at the time and with no expense spared. The hull is a composite of Western Red Cedar and glass laminate finished in hi-gloss white Awlgrip. Large, twin-wheeled cockpit, teak laid decks and single Reckman mast. In boom furling main and furling headsails. Asymmetric spinnaker with bowsprit. The engine is a reliable and well maintained Perkins M65 diesel with 3-bladed feathering propeller.

Below decks has three cabins with owners ensuite double in the bow. Spacious deck saloon with excellent visibility. Spacious galley with 4-burner hob/stove, fridge, and freezer. Interior wood is teak and upholstery is a nautical blue velour. Comprehensive electronic navigation package including autopilot and radar.

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