



J Francis Jones

YEAR 1962 | £145,000 | VAT PAID | CONWY OFFICE



Summary

Manufacturer: J Francis Jones

Price: £145,000

Location: Conwy

Year: 1962

ID no.: 073754

DIMENSIONS

- **LOA:** 41' 0" (12.50m)
- **Beam:** 13' 6" (4.11m)
- **Draft:** 4' 6" (1.37m)
- **Keel:** Long keel

ACCOMMODATION

- **Berths:** 8
- **Cabins:** 3
- **Heads:** 2
- **Showers:** 1

PERFORMANCE

- **Top Speed:** 9
- **Cruising Speed:** 8

TANKAGE

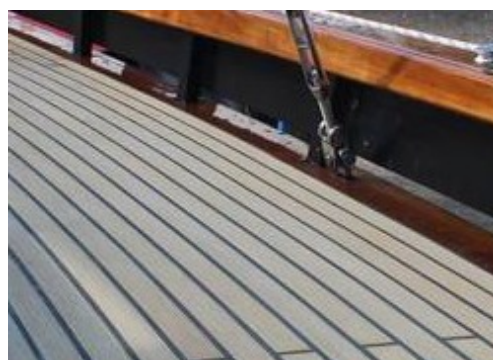
- **Fuel:** Diesel
- **Fuel Tank Size:** 200 Gallons
- **Water Tank Size:** 100 Gallons

MACHINERY

- **Engine Make:** Mermaid Dorset
- **Horsepower:** 120
- **Drive Type:** Shaft drive

OTHERS

- **Aircon:**
- **Heating:** Eberspacher & Newport

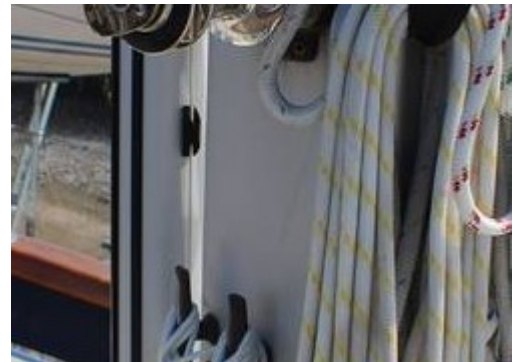
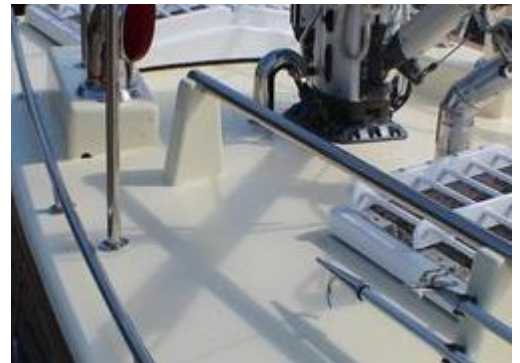


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Broker Remarks

'Wing Sang' is a very well presented ketch rigged motor-sailer built in 1962 by Frost & Drake Boat Builders of Tollesbury, Essex to the design of J Francis Jones. She has undergone a full and very extensive refit which started in 1992, with the vessel being launched in 2010. 'Wing Sang' is the perfect yacht for collectors or for yachtsman who appreciate the rarity and beauty of a classic wooden yacht. Outstanding attention to detail, and a very well thought out layout with all onboard systems.

Lying Ashore at Conwy Marina - Viewings by appointment with the brokerage office.



Accommodation

8 Berths in 3 Cabins to include the saloon.

1 Double berth and 6 singles.

Access to the wheelhouse from either port or starboard.

Accommodation is divided into three cabins, plus the forepeak workshop, the galley, navigation area, the forward and after toilet compartments and the wheelhouse.

Aft Cabin

Single berth to port and starboard with storage below.

Aft Heads

Traditional Baby Blake marine sea toilet.

Wheelhouse

Helm to port with helmseat and companion seat to starboard.

Saloon

Traditional 'L' shaped seating to port with linear bench seating to starboard. Saloon table. Navigation area/Chart table to starboard with galley to port comprising of a Force 10 4-Burner gas cooker complete oven and grill, Weaco fridge, microwave, and stainless steel sink.

Forward Cabin

Located to port with access to a further small cabin to starboard.

Forward heads

Located to starboard beyond the saloon, this heads compartment consist Traditional Baby Blake marine sea toilet and wash basin and shower.

A workshop is located in the fore-peak comprising of a bench with storage.

The internal furniture is mainly of varnished teak with white painted deckheads and a blue fabric coloured upholstery. Varnished ash battens are fitted to the hull sides. The cabin sole consists of plywood panels overlaid with iroko planking.

All furniture is has been recently renewed and is constructed and finished to a very high standard.

A Newport Stainless steel traditional cabin heater is fitted on the saloon forward bulkhead complete with a stainless steel flue leading up through the cabin roof.

Eberspacher diesel hot air heating with 4-outlets.

Equipment:

TV

Clarion CD player

Barometer

Construction, Mechanical and Rigging

Construction:

Built in 1962 by Frost & Drake Boat Builders of Tollesbury, Essex to the design of J Francis Jones.

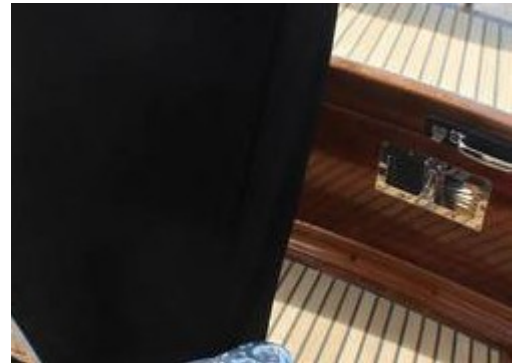
A round bilge hull with a raked stem, long keel, and a short counter stern.

The superstructure consists of fore, side and aft decks, the forward and after coachroof and the central wheelhouse.

The hull is of traditional timber construction (carvel laid iroko planking), with the stem, forefoot and keel are constructed from Iroko. The deck beams are constructed from Oak with Rock Elm frames.

To reduce on-going maintenance, the hull above the waterline has been slined with 6mm wide Iroko, and below with the waterline with 6mm wide Sikaflex.

The coachroof sides are of Iroko, with the coach roof constructed from American Ash sheathed on the outside with epoxy/glass laminate for a superior finish. The deck teak planking and plywood are all new, as are the wheelhouse and cabin roofs.



The cabin interior and the wheelhouse are constructed from Burmese Teak. The Myanmar government banned the export of raw Burmese Teak timber in 2014. Internal bulkheads are new and made up of

bevel-edged teak panels in teak surrounds also known as Raised teak paneling.

Wheel steering positions in the wheelhouse and on the aft deck, both fitted with varnished hardwood wheels. On the aft deck there is a new GRP sheathed white painted pedestal. The steering system is a new two-station Vetus Hydraulic type with copper hydraulic piping.

Long keel with cast iron external ballast.

Mechanical:

Single Mermaid Mariner Dorest 6-Cylinder 120hp diesel inboard engine (Engine replaced in 2002), conventional shaft drive to a 3-bladed bronze propeller.

Heat exchanger cooled

Morse controls

Borg Warner Velvet drive hydraulic gearbox.

Bowthruster c/w independent battery bank

Two stern thrusters c/w independent battery bank

Fuel:

Two Stainless steel diesel fuel tanks

Tanks connected by a balancing pipe.

Shut off valves on each tank

Water filter/seperator

Electrical:

12v DC circuit supplied from four 12v Varta batteries (410ah total), separated into two banks.

One very heavy duty battery dedicated to the engine, with the remaining three connected to the auxiliary circuit.

Isolator switch and cross over switch

Five 6-Way switch/fuse panels located at the chart table.

Rutland Marec Wind charging system

240v AC circuit via an RCCB which is connected to the ring main.

Victron Phoenix 1600VA inverter,

Victron Phoenix 300amp battery charger

Shore power cable

Water:

Two Stainless steel water tanks.

Tanks interconnected by a balancing pipe.

Pressurised system to the galley and toilet compartment

Hot water provided by a calorifier, heated by the engine cooling system and 240v shore power.

Spars & Rigging:-

Bermudan Ketch rigged.

Seldon Aluminium spars with double spreader main mast, a single spreader mizzen mast (Both Spars replaced 2010)

Both masts have mast steps.

Stainless steel standing rigging (Both sets replaced 2010)

Polyester running rigging

Loose footed fully battened slab reefed mainsails

Furling genoa with Furlex twin groove foil

Emergency forestay connected to mast head and stowed at the port shrouds; a highfield lever is provided for tension.

Spinnaker pole stowed on front of mast.

Sails:

Main spar - Loose footed fully battened mainsail (Owen Sails - 2010)

Mizzen spar - Loose footed fully battened mainsail (Owen Sails - 2010)

140% Genoa (Owen Sails - 2010)

Storm jib (Owen Sails - 2010)

The mainsail and mizzen have black acrylic stak-pack covers.

Winches:

2 x Anderson 52 2-Speed self-tailing Primary winches for genoa

1 x Anderson 28 2-Speed self-tailing winch for furling genoa

1 x Anderson 28 2-Speed self-tailing Halyard winch

1 x Anderson 16 2-Speed Halyard winch

Deck Equipment:

25kg Delta Plough anchor complete with 60 metres of 10mm chain.

Horizon 5L 1500 Electric anchor windlass with deck foot controls.

Stainless steel bow roller/stemhead fitting

Stainless steel mooring bollards & fairleads

Stainless steel dorades

10 x Fenders with lanyards

Fender storage baskets

Mooring warps

Boathook

All over boat cover - 3 Part cover with securing straps

Laid teak deck

Vetus windscreen wipers

Anderson deck winches

Plastimo Cruiser 6-Man liferaft

KIM Lifesling

2 x Lifebuoys

3 x Fire extinguishers (Manual)

Fire blanket

Manual and electric bilge pumps

Vetus exhaust alarm

Bilge alarm

Fore-deck light

Navigation Equipment:

SIRS Major Compass (2005)

Raymarine ST60 Speed & repeater

Raymarine ST60 Wind speed and direction & repeater

Raymarine ST60 Depth & repeater

Raymarine ST6001 Autopilot Smartpilot with remote control at the outside steering position

Furuno GP32 GPS Navigator c/w Furuno 1623

Radome

Furuno NX300 Navtex

Icom IC M505 fixed DSC VHF radio

Tri-colour and steaming navigation lights

Firdell radar reflector

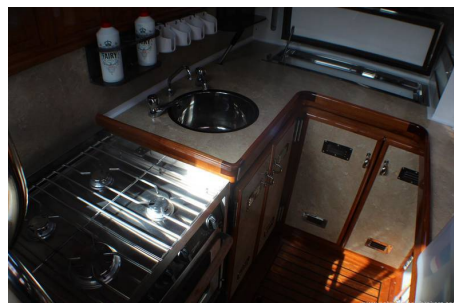
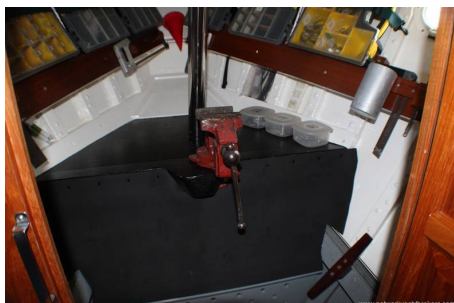
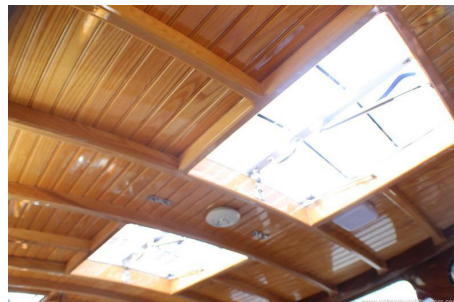
GPS/Speed/Depth & Autopilot are all interfaced.

Safety Equipment:

Gas detector

Searchlight

Boarding ladder



Contact

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