

Atlantic 38 Ketch



YEAR 1963 | £8,995 | VAT PAID | NEWCASTLE OFFICE

Summary

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Manufacturer: Atlantic 38 Ketch

Price: £8,995

Location: Newcastle

Year: 1963

ID no.: 14F8165741

DIMENSIONS

- **LOA:** 38' 0" (11.58m)
- **Beam:** 11' 6" (3.51m)
- **Draft:** 5' 0" (1.52m)
- **Keel:** Long keel

ACCOMMODATION

- **Berths:** 6
- **Cabins:** 2
- **Heads:** 1
- **Showers:** 0

PERFORMANCE

- **Top Speed:** 8 kn
- **Cruising Speed:** 5 kn

TANKAGE

- **Fuel:** Diesel
- **Fuel Tank Size:** 310 Litres
- **Water Tank Size:** 310 Litres

MACHINERY

- **Engine Make:** Nanni 5.280
- **Horsepower:** 62
- **Drive Type:** Shaft drive

OTHERS

- **Aircon:**
- **Heating:** No

Atlantic 38 Ketch

Broker Remarks

Extremely solidly built wooden ketch designed by Walter Raynor and built by Woodnutt & Co in the early 60's. You could not afford to build a boat like this anymore as the cost of acquiring the quality of wood used in the construction would be prohibitive. Finding a yard with the skills to put her together would be another challenge altogether.

She is a project, maenge altogether. ke no mistake and whoever takes this on should ideally be a wooden boat enthusiast and be prepared for hard graft in putting her right. However she is in good shape structurally and benefits from a recent Nanni engine. Her timber masts have been stored under cover and are in excellent condition.

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Accommodation

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The vessel can sleep 6 over two cabins and the saloon. The main cabin and aft cabins are entered via the cockpit.

Starting with the aft cabin there are two decent sized berths port and starboard and a large hanging locker with drawer storage in a central position aft. There is a stainless steel drop down sink. The plumbing needs reattached. There are berth cushions but not sure if a full set.

The main cabin is accessed again from the cockpit via a set of outward folding doors and a bi-folding hatch.

To port is a galley area with space for sink (missing) and a top loading fridge. Gas fuelled Plastimo Neptune 200 gas oven with 2-burner hob and grill. Opposite the galley is the heads compartment with Lavac vacuum pump toilet and another stainless steel drop down sink. There appears to be plumbing for a shower but I cant verify this.

Saloon has the standard berths/settees port and starboard with storage below and behind.

Forward cabin with two single berths with storage below.

Mechanical and Rigging

Construction

Wooden constructed hull with carvel planking. Materials are believed to be larch on oak. The hull is very well built and is painted blue above the waterline. Underwater areas are finished in red antifoul. Cast iron keel shoe acts as ballast and allows the yacht to take the ground in a drying mooring. Keel hung rudder.

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Teak upper bulwarks with in built scuppers. Stainless steel bow fitting with roller. Stainless steel bow rails and stanchion set. Teak decks with black sikaflex seams. Raised accommodation coachroof with access/ventilation hatch to forward cabin. Aft deck with painted steel dinghy davits suitable for both an inflatable or hard tender. Aft locker hatch with access to additional ground tackle and to steering. Steering gear protected by timber box. Midships cockpit with marine ply sole giving access to engine bay and tanks. Marine ply half wheelhouse with forward facing windows and additional perspex side windows port and starboard. Locker storage port and starboard of cockpit which double as seats.

Raised aft accommodation deck with sliding hatchway and saloon style doors to aft cabin.

Engine & Electrics

The engine is a Nanni, 5-cylinder inboard diesel. The Nanni is a super engine and is based on a Kubota block. This is a low revving engine which develops 62hp at 2800 revs. We think she was installed between 2005 and 2008 but cant be certain. She has a hydraulically powered gearbox and has a stainless steel shaft. It looks like the boat was fitted with new battery cables and isolators at the same time as these are of modern construction. The batteries are not fitted and at time of writing we are unaware of there existence.

Spars & Rigging

She is called an "Atlantic 38 Power Ketch" and is fitted with two square footed timber spars. These are fitted into two cast and painted tabernacles mounted on the forward and aft coachroofs. The masts have thankfully been stored under cover and appear to be in excellent condition albeit a bit dusty. The rigging is situated adjacent to the boat and may be salvageable. It may be more prudent to replace it.

At time of writing, I am unable to ascertain the existence of any canvas.

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