

DUSTER — PAUL LUKE



Builder: PAUL LUKE

LOA: 47' 5" (14.45m)

Year Built: 1964

Beam: 12' 0" (3.66m)

Model: Cruising/Racing Sailboat

Min Draft: 6' 9" (2.06m)

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Duster — PAUL LUKE** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **Duster — PAUL LUKE** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Basic Information

Category: Cruising/Racing Sailboat

Model Year: 1964

Year Built: 1964

Refit Year: 2010

Country: United States

Dimensions

LOA: 47' 5" (14.45m)

LWL: 33' 0" (10.06m)

Beam: 12' 0" (3.66m)

Min Draft: 6' 9" (2.06m)

Hull and Deck Information

Hull Material: Mahogany

Engine Information

Engines: 1

Manufacturer: Perkins

Model: 4-108

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Remarks

This sweet cruiser/raced was designed by Sparkman & Stephens for a Long Island Sound sailor and built by Paul Luke in East Boothbay, Maine in 1964. Similar in proportion to Finisterre but 9 feet longer with a fixed keel, Duster is a fast, roomy cruising boat which will be competitive on the Classic racecourse. Her shipwright owner has recently finished a major refit including new deck, new sheer planks and toerails, new cabin top, new galley and navigation area plus new paint throughout. She represents a unique opportunity to purchase a classic boat in top condition. Stored in the water under cover, you could be sailing this spring with gleaming varnish. *The broker apologizes for the pictures taken when she was in storage mode and looks forward to taking more when she is unwrapped and "Bristol"*.

Accommodations

Entering down the centerline companionway from the cockpit, there is a quarterberth to port with a beautifully varnished, forward facing chart table extending out from the hull over the end of the bunk and a chest of drawers. Duster was built for ocean racing and this arrangement ensured that the navigator was always close at hand. Opposite to port is the U shaped ocean racing galley with good ventilation and copious amounts of storage and stainless steel counter tops. The top loading refrigerator (SeaFrost) is on the aft side, a Luke 3 burner propane stove is outboard and twin sinks are forward close to the centerline to allow for good drainage underway. The main salon has upper and lower berths on either side. The walls and overhead are painted white while the doors, drawer fronts and ceiling strip are varnished mahogany with a beautiful grain not found in modern lumber. Under the upper bunks is a double row of three drawers for storage of gear and equipment offshore. There is a row of three lockers under the lower berths. The water tanks are under the floorboards, the fuel tank is aft. In the passage forward there a liquor cabinet labeled with code flag on the centerline next to the mast. Outboard to starboard is a low chest of drawers with a varnished counter top and a locker behind. Forward of this are two hanging lockers. On the port side is the head which has not only what you would expect of an ocean racing boat of this era, an oval stainless sink set in a varnished countertop, Wicox Crittenden Skipper head, a locker for towels and small set of drawers for individual crew toiletries, but also a separate SHOWER STALL. Even premier boats like Swans built 20 years later did not have this luxury. Next forward is the V berth cabin with a drawer and locker under each berth.

Construction

Double planked mahogany over cedar, frames, stem and keelson are white oak. Deck is plywood sheathed with fiberglass. When the present owner, a shipwright, purchased DUSTER, the hull was in good shape and only need one plank and some refastening, but the plywood and teak deck had been leaking badly for years. He removed the entire deck and most of the the spruce beams and the upper frame ends before laying down a new plywood deck with fiberglass sheathing. The entire cockpit was replaced using teak over the plywood instead of the painted finish which is elsewhere and replaced the teak cockpit coaming. He lifted the cabin house off the old deck, refurbished it and replaced the roof with fiberglass sheathed plywood. The oak stem and mahogany sheer plank had also been deteriorated by the leaking deck and they were replaced along with the teak toe rails. He rebuilt the galley and navigation areas below and refurbished and refinished the entire interior. The hull was taken down to bare wood, refaired and refinished.

Electrical System

12 Volt AC / 110 Volt AC • The complete boat was rewired during the refit • Bass Electrical panel with ac/dc volt and ammeters • 30 Amp Charles Charger • 6 Group 27 Gel batteries • Shore power cord

Electronics and Navigational Equipment

On deck navigation screen in custom box to starboard under dodger • RayMarine ST60 wind / speed / depth • RayMarine RK300 GPS • Furuno Radar • ICOM IC-M502 VHF

Engine /Mechanical Equipment

• Perkins 4-108 50HP (rebuilt 0hrs SMOH) • Hurth 2:1 transmission • Dual Lever Bronze Control in Cockpit • Racor fuel filter • Vetus muffler • 3 blade bronze prop • Pressure water • Diesel hot water/cabin heater • Sea Frost refrigeration 110V/engine driven

Sails and Rigging

• Aluminum Mast and Boom. Stripped and repainted tan during refit. • Stainless 1x19 Wire Rigging • 2-Winches on mast for Halyards • 2-Self Tailing primary winches in cockpit • 2-Main Sheet Winches in Cockpit • 2-Secondary winches in Cockpit • Roller Furler for Jib • 2-Jibs • 1-Mainsail • Storm Trysail

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

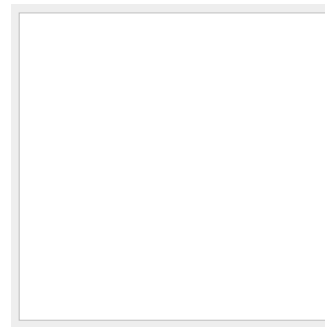
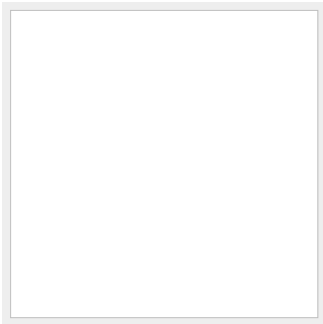
Sail Plan



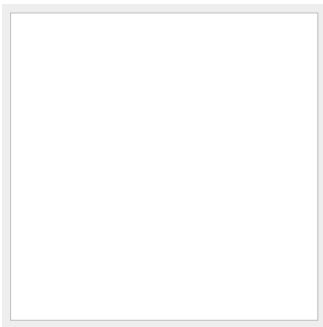
View Forward



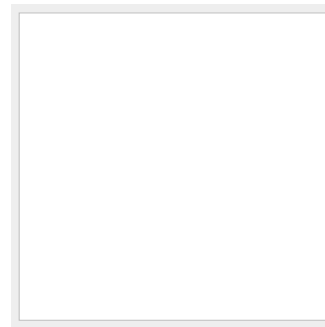
Galley



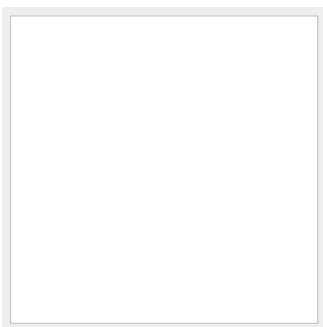
Nav Station and Berth



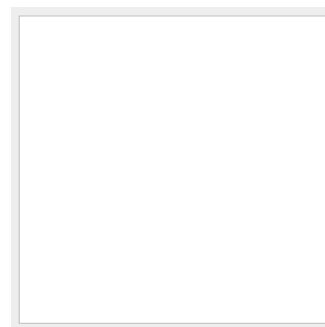
Main Salon Port Side



Foward Cabin



Head



Shower Stall



Deck Aft



Foredeck



Cockpit



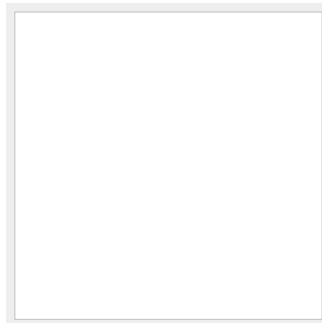
On Deck Nav Electrics



Wrapped



Mast



CONTACTS

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