

SIGNE — RENAISSANCE



Builder: RENAISSANCE

Year Built: 1990

Model: Cruising Ketch

Price: PRICE ON APPLICATION

Location: Spain

LOA: 112' 0" (34.14m)

Beam: 22' 6" (6.86m)

Min Draft: 8' 2" (2.49m)

Max Draft: 22' 0" (6.71m)

Cruise Speed: 8 Kts. (9 MPH)

Max Speed: 11 Kts. (13 MPH)

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SPECIFICATIONS

Overview

SIGNE is Bruce Kings fourth in a series of L. Francis Herreshoff inspired yachts. She has a clipper bow, 15 ft bowsprit and a broad, heart shaped varnished transom that is reminiscent of “Ticonderoga”.

The yacht was commissioned for the Wellman family who were enamoured by “Whitehawk” and “Whitefin” (two other Bruce King creations). As such they also decided to use the same builder, Phil Long of Renaissance Yachts in Thomaston, Maine, USA. Long & King decided that the WEST system of construction would best suit SIGNE.

Her masts are aluminium as the Wellman’s wished to be able to handle the sails easily, but to provide a more classic touch the booms are wooden.

Joe Artese was hired to design the interior and he was largely instrumental in the development of the polyhedral skylights that are such a feature of SIGNE. The interior is exquisite and flooded in light from the deck hatches, opening ports and prisms. A rich Hawaiian wood, “koa” is everywhere, other wood accents are “birds eye maple” and “burled olive wood”. A fireplace and a built in semi-circular couch and fine carpentry form an elegant and timeless style.

Sadly the Wellman family had to sell SIGNE shortly after launch and she was passed on to a British owner. The vessel is now with her third owners who have been her custodians since 2003.

SIGNE sails under the British flag, registered at the port of Boston, UK (to emulate her original registry from Boston, USA).

She holds a commercial status with MCA Certificate of Compliance for a Large Commercial Yacht.

This has been updated in summer 2014.

Basic Information

Category: Cruising Ketch

Sub Category: Classic Yacht

Model Year: 1990

Year Built: 1990

Refit Year: 2010

Country: Spain

Dimensions

LOA: 112' 0" (34.14m)**LWL:** 93' 0" (28.35m)**LOD:** 100' 0" (30.48m)**Beam:** 22' 6" (6.86m)**Min Draft:** 8' 2" (2.49m)**Max Draft:** 22' 0" (6.71m)**MFG Length:** 112' 0" (34.14m)

Speed, Capacities and Weight

Cruise Speed: 8 Kts. (9 MPH)**Cruise Speed Range:** 1800**Max Speed:** 11 Kts. (13 MPH)**Displacement:** 249122.35606 Pounds**Water Capacity:** 999.89121682 Gallons**Holding Tank:** 500.60603854 Gallons**Fuel Capacity:** 1800.33253438 Gallons**Fuel Consumption:** 13.2086026 Gallons

Accommodations

Total Cabins: 3**Total Berths:** 4**Sleeps:** 6**Total Heads:** 3**Captain Cabin:** True**Crew Cabin:** 2**Crew Berths:** 3**Crew Sleeps:** 4**Crew Heads:** 2

Hull and Deck Information

Hull Material: Wood**Hull Configuration:** Centerboard**Hull Color:** Dark blue**Hull Designer:** Bruce King Yacht Design**Interior Designer:** Joe Artese

Engine Information

Engines: 1

Manufacturer: Detroit Diesel

Model: GM6V92TA

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Hull

Hull constructed of wood / WEST epoxy, in five layers for a continuous keel to deck thickness of 2 ¾ inches. The outer layer is of planked mahogany with outer sheathing of Dynel cloth / WEST epoxy. The inner layer is tongue and groove mahogany planking laid fore and aft. Three layers of alternating diagonal epoxied cedar are laid as a core. Centreline structure of Honduras mahogany. Teak finished varnished transom with decorative carvings of traditional style picked out in gold. Carved trail boards to bows.

Varnished teak bulwark cappings. Hull topsides are painted in dark blue - last painted in 2006, with a Gold cove line. Lead ballast keel of approximately 93,000 lbs / 42,185 kg. Centre-board: Elliptical high aspect ratio airfoil sectioned centreboard with hydraulic controls. The centreboard was removed for full inspection in 1999, when the hydraulic ram was serviced. It has periodic cleaning by divers and during haul outs. The centreboard case is glass-fibre lined to resist abrasion. Rudder with stainless steel stock and full length skeg. Dropped and serviced 2008. Steering by chain and wire to quadrant. Wheel operated in the aft cockpit and hydraulically powered steering in mid cockpit (at present the hydraulic steering at the mid cockpit is disconnected as the owners do not use it). Emergency tiller system (stows in lazarette).

Deck and Equipment

Deck constructed of wood / WEST epoxy to a total original thickness of approximately two inches (51mm) in 4 skins. These comprise a lower skin of 18mm red cedar, edge bevelled and tongue and grooved to simulate traditional planking, and forming the interior deck-head. Next are 2 skins each of 8mm white cedar, laid in double diagonal configuration and finally the deck teak planking of 16mm original thickness. The teak planking to the coachroof deck areas was added by Camper and Nicholsons yard in the UK for the second owner. Decks sanded and re-caulked 2002 and maintained continually. **Deck fittings and details:** Varnished teak deck hatches with bronze framed window panels and bronze hinges. Varnished teak Bruce King skylight over saloon with bevelled laminated window panels secured with bronze edgings. Varnished teak superstructure coamings with accommodation surfaces bleached during original construction. Bronze framed rectangular opening ports in coamings. Teak coach-roof hatches with bronze hinges. Decagonal saloon skylight, varnished ash with bevelled glass panes. Nonagonal skylight over owner's stateroom with welded metal glazing bars to central collar through which the mizzen mast passes. Glazing of bevelled glass panels. Many traditional light prisms set into decks. Brass boarding plate with yacht name "Signe" at aft cockpit. At the centre cockpit helm position is a control panel to operate the hydraulic systems (bowthruster, sternthruster & engine PTO); engine start; centreboard controls. At the aft cockpit a control panel is located aft of the helm for operating, centre-board, engine, bow and stern thrusters. Underwater lighting, installed 2009. Cast bronze enclosed fairleads, coaming window frames, bowsprit fittings, shroud plates, deck prism frames, and ventilation air scoops. Stainless steel stanchions and sockets, stern-

guard and bow pulpit. Stainless steel Bimini frame over guest cockpit. Lewmar alloy mainsheet track and car. Two Maxwell Marine hydraulic anchor windlasses at bow – each with vertical capstans with warping drum and chain gypsy with plug in hand held remote control. **WINCHES:** All by Bariant. On deck - from aft winches are: 1 x 37 ST manual portside – serves as a spare and for warping; 1 x 37 ST hydraulic starboard – for mizzen sheet; 2 x 37 ST manual, one each side, for runners of mizzen mast; 2 x 37 ST manual, one each side, for the runners of the main mast; 2 x custom hydraulic primaries (forward of the steering cockpit); 2 x custom hydraulic staysail sheet winches (on deck aft of mainmast) – the starboard one may also be used for the mainsail clew; 1 x custom hydraulic mainsheet winch (to starboard on aft coachroof, close to mainsheet track); 1 x 32 ST mainsheet traveller car winch (to starboard of mizzen mast on coachroof) On mainmast: 1 x 37 for mainsail halyard (top starboard); 1 x 37 for staysail halyard (middle starboard); 1 x 37 for staysail halyard (bottom starboard); 1 x 37 for mainsail clew outhaul (on aft of mast – the line is now passed through a block to the starboard hydraulic winch on deck for easier use); 1 x 37 for spinnaker halyard (port fore side). On the mizzen mast: 1 x 28 ST hydraulic winch on mizzen mast forward side – for the mizzen clew outhaul – (line runs back through the mast to this winch); 1 x 37 ST manual winch portside;

Engine

The **main engine** is a GM 6V92 TA Detroit diesel, turbo-charged, of 550 hp (330kW), with Twin Disc gearbox driving a Hundested 37 diameter 4 blade variable pitch propeller. The propeller pitch is adjusted by a 24V electric motor with manual back-up. SIGNE's engine room is below the midships cockpit and accessed through a door to starboard of the saloon companionway. Additional servicing access is provided by removable panels on the inboard side of the port walk-through. Cruising speed: 8 knots Maximum speed: 11 knots Fuel consumption: 50 litres per hour approx. Range under power: approx. 1800nm according to load and conditions. Engine hours recorded on the meter read approx 8500 but we believe the total hours are in excess of 9000, although in effect the engine has "zero hours", as **in late 2013 the engine was taken out of the yacht and given a complete rebuild**. The engine was re-installed March 2014. There is a "soft patch" in the cockpit sole to facilitate such works. Full details of the rebuild can be supplied on request. Engine room -Kidde FM200 gas fire extinguishing system (installed 2008).

GENERATORS: SIGNE has two Northern Lights generators, each of 26kVA. One unit is located to starboard forward in the engine room – with a total of approx 15,500 hours. The second unit is located aft in the engine room and has a total of approx 16,450 hours. Both units had a major overhaul in autumn 2012 including new injectors, timing etc. **TANKAGE:** Fuel:

Tank 1 = 500 imp.gallons / 600 US gallons / 2270 litres Tank 2 = 275 imp.gallons / 330 US gallons / 1250 litres Tank 3 = 375 imp.gallons / 450 US gallons / 1705 litres Tank 4 = 350 imp.gallons / 420 US gallons / 1590 litres Fuel total = 1500 gallons / 1800 USG / 6815 litres
Water:

Tank 1 = 400 imp.gallons / 480 US gallons / 1818 litres Tank 2 = 433 imp.gallons / 520 US gallons / 1968 litres Water total = 833 gallons / 1000 USG / 3785 Litres
Black Water

Tank = 417 imp.gallons / 500 US gallons / 1895 litres **MAJOR SYSTEMS:** Bow thruster: 50hp hydraulic – through-hull tube type – major rebuild 2003. Stern thruster: 30hp (approx) hydraulic, through-hull tube type – major rebuild 2003 Hydraulic systems have power via a PTO on the aft generator. Water-maker: HEM, approx 28-30 litres per minute – full service in 2013 in Palma. Marine sewerage treatment: In 2003 a Hamann system was installed (refitted 2014). Air compressor: Compair (in lazarette). Air conditioning system: Marine Air reverse cycle hot and cold throughout the yacht.

Electrical Equipment

24V/12V DC system 24V DC 24V to 12V converter 240V/110V AC system Victron Energy Phoenix system battery charger and inverter Batteries: Service batteries (located beneath inboard berth of starboard aft guest cabin) comprise 42 x 2v 100Ah gel batteries giving approx. 1200Ah. Starter batteries (located beneath sole of aft walk-thru') comprise 4 x 12v sealed lead/acid batteries in 2 banks wired to supply 24V to start main engine and generators – new in May 2014. Emergency / Instrument batteries are 2 x 12V sealed lead / acid batteries located adjacent to chart table.

Plumbing Systems

Bilge Pumps: High volume emergency bilge pump/fire pump, driven hydraulically from aft generator and with manifold (located beneath aft saloon sole) giving options including 4 x separate bilge areas. Yamaha portable diesel powered emergency bilge pump, stowed in lazarette, overhauled 2014 to MCA standard. Hot and cold water connection from the lazarette serves a fresh-water shower by the side swim ladder. Hot water is provided from 2 boilers – (both recently replaced 2012-2013) – both operate via 220v or from the main engine. Two fresh-water pumps. New fresh / seawater pump and system for deck-wash being installed at the bow (Sept 2014). Toilets – Sealand Vacuflush x 5.

Rigging and Sails

SPARS:

Bermudian ketch with “buff” painted alloy Hood Stoway masts - each with hydraulic furling. The mainmast has three sets of spreaders. The mizzen mast has 2 sets of spreaders. Standing rigging is of stainless steel rod, from 2003 (tested 2010). Navtec hydraulic backstay adjusters for mainmast. Yankee and staysail are fitted with Reckmann hydraulic furlers. Mainsail and mizzen booms are of varnished spruce. Masts were out of the yacht in December 2010 – standing rigging was dye tested and X-rayed and any works required completed. The furlers were rebuilt as required at the same time. The mizzen mast was out again in January 2013 for servicing. **SAILS:** Sail area 5230 ft² / 486.4m² New sails by Quantum, June 2013, all in very good order: Furling Mainsail Furling Mizzen sail Furling Staysail Furling Yankee

Navigation and Electronics

Raymarine E120 navigation system, interfaced with aft cockpit screen, the E120 chart-plotter, radar, Raytheon navigation computer and a Mac Mini general computer. Brookes & Gatehouse Hydra 2000 system at chart table with repeaters in cockpit (at central cockpit, also 3 x MFD at helm, 1 MFD at chart table, 1 x wind display at chart table, at captain's cabin and the crew mess. Displays for radar at chart table and screen in aft cockpit (hidden behind a removable teak varnished panel). Robertson AP45 autopilot system with control by helm station in cockpit. Constellation binnacle compass at helm. Icom M603 VHF at chart table with water-proof handsets at each cockpit. Skanti radio in galley. 3 x Icom hand held VHF units. Icom ICM802 SSB at chart table. Furuno NX-300 Navtex receiver at chart table. Furuno GP32 GPS receiver at chart table. Furuno D207 weather fax (very old and not guaranteed!). Barometer. Barograph (not generally used). Inmarsat satellite communication system. Philips fax and telephone system. Epson scanner/printer Panasonic GSM/satellite phone (+ 1 unit in captain's cabin)

Interiors and Accommodations

INTERIOR: Interior fit out: joinery and bulkhead facings generally of varnished Hawaiian "koa", with occasional use of olive wood, plus bird's eye maple to horizontal joinery surfaces, including head compartment vanity units. Laminated varnished ash deck beams. Solid teak surfaced plywood sole panels, secured in place with twist locks. Some off-white painted surfaces in cabins and galley, including inside topside planking and deck-head planking throughout the yacht. Corian galley worktops. SIGNE sleeps six in owner's party. DESCRIPTION Furthest aft is the full width master stateroom which is superbly lit by a large bevelled glass skylight, two overhead hatches and by five port-lights in the coaming. The queen-sized berth is set slightly to starboard and is accessible from either side. Outboard to starboard are bookshelves, drawers and stowage areas. On the port side is a comfortable long settee (which may be fitted with a lee cloth and used as a sea.berth). Outboard of the settee are further bookshelves and stowage areas. Storage throughout is plentiful and the hanging lockers are cedar-lined. Reading lamps over the bed. Between the bed and the settee there is a companionway giving direct access to the aft cockpit. A special feature are the bronze polished chain-plates. The generous size head/shower compartment is to port, forward of the settee area. This area is beautifully finished with curved units, brass wash-basin, gold fittings etc. The separate shower stall has teak gratings and clear panelled door. Two port-lights give ventilation and light. Forward from the master stateroom is a small hallway with useful lockers and a beautiful overhead hatch. On the same level to starboard is the twin bedded guest cabin. This starboard cabin has twin side by side berths that face aft. At the aft end of the cabin is a locker plus drawer and shelf unit. There is an overhead hatch and two port-lights. Reading lamps. The hull side is panelled in off-white painted board, bed head bulkheads are finished in "oatmeal" colour fabric. There is a removable wood framed pilot berth that maybe set up over the inboard berth. Forward of the cabin area a mirrored door leads to the private ensuite head / shower compartment, – this is exquisitely finished in a classic style, with mainly off-white units and varnished wood sink cabinet with brass wash-basin; swing style doors to separate shower stall, teak shower grating. Overhead hatch. From the aft

hallway two steps lead forward and down to a passageway (on the centre-line access panels give way to the portside of the engine room) and forward to port is the doorway to the double port stateroom. This cabin has a double berth to port. There is a mirrored panel forward of the bed (the bed faces aft), white "tongue and groove panelling to the hull sides. Storage locker, mirror, shelves and drawers. Drawers under the bed. There is excellent light and ventilation provided by two port-lights, deck prisms, & overhead hatch. Reading lamps by the bed. Aft of the cabin is the private ensuite wash-room with separate shower stall. The three aft cabins have beige carpeting. The hallway and passage have wooden varnished floors. At the forward of the passageway three steps lead up to the saloon area. The chart table is immediately on your port side (aft of the saloon) with desk, chair, instruments etc. At the aft section of the saloon, to starboard of the companionway, is a bar area with sink, icemaker and crystal cabinet. The saloon is beautifully finished with many small details. Natural light and ventilation are provided by the magnificent 5 ft diameter decagonal bevelled glass skylight and other opening port-lights, hatches and deck prisms. An L-shaped settee (with curved short aft end) to starboard comfortably seats 12 persons around a koa wood table (the table has large folding out leaves and may be adjusted to different heights to suit ones needs). Forward of the dining area is a wood cabinet and above that a full height bookshelf. Opposite to port is a lounging area with two armchairs, outboard of which is a long cabinet and situated forward of the chairs is a built-in fireplace (not actually used in many years!). Further bookcases, cabinets and lockers provide ample storage and house an entertainment centre. The saloon has a wood varnished floor with a rug. Forward from the saloon a central doorway (with sliding door) leads to the galley and crew area. The large galley is forward of the saloon to port. This area is well planned and set out for use at sea. Built in a U shape the gimballed cooker is outboard, the sink units are at the centre line. There are ample refrigeration and freezer units and all of the usual appliances and systems. The forward galley unit houses a top loading freezer unit and has lockers above but between them you have an open view forward to the crew mess (fore and aft facing bench seats with table). Further fridge units and the laundry appliances are set on the centreline forward of the mast. The huge polished chain-plates may be seen at the galley and in the captain's cabin. From the crew mess area a central companionway gives crew direct access to the deck. Opposite the galley is the captain's cabin with a double berth, storage and en suite head/shower compartment. Opposite the crew mess on starboard is a crew cabin with upper and lower berths. The crew head and shower have separate compartments. There are additional crew berths in the fo'c'sle although this area is usually used for stowage.

Domestic Equipment

Smeg 5 burner stainless steel gimballed ceramic hob; Gaggenau fan assisted electric oven; Extractor fan and hood over hob. Candy combo microwave; Nespresso coffee machine; Bosch Exxcell 7 clothes washer; Siemens clothes dryer; Bosch dish-washer. Grunert deep freeze, approx. 0.56m³, top opening and located beneath work surface between galley and crew mess. Grunert deep freeze, approx. 0.21m³, top opening and located beneath work surface at the aft side of the galley. Grunert refrigerator, approx. 0.78m³, split level with two doors facing athwartships and one full height door facing aft, located adjacent to the main mast (inboard part

of galley area). Grunert chiller cabinet, approx. 0.18m³, top opening and located beneath the forward seat in the main cockpit on the starboard side. Grunert fridge systems driven by 220v. Danfoss chiller cabinet, approx. 0.11m³, in master stateroom, 24v. Cutlery, glassware, crockery, cooking utensils and pots and pans are included. Linen, bedding and towels are included. Electrical appliances such as toaster and kettle are included. Crew covers for interior upholstery.

ENTERTAINMENT:

TV/DVD player with Sony Surround Sound at saloon port side.

Bose speakers.

Cockpit speakers.

Ipod plug in docking station units for owner and guest cabins.

Crew Mess equipped with a Sharp TV, Pioneer DVD/CD player, clock on bulkhead.

Accessories

Tenders: Zodiac YL470 tender with 90hp Yamaha (2008)

Safety: Safety equipment serviced and compliant with MCA requirements. 2 x Survitec 6 person canister packed liferaft, new June 2012 (next service due May 2015). 1 x RFD Suviva 6 person canister packed liferaft, new Nov 2011 (next service due may 2015). ACR EPIRB in aft cockpit SART system in midships cockpit 2 x Jonbuoys at aft cockpit. Fire extinguishers: Dry powder 6kg - 4 in engine room, 3 by stairs, 1 in crew mess Dry powder 1kg - 1 in each cabin CO2 9kg - 1 in engine room Foam 9 litres - 1 in engine room, 2 in crew mess. **Anchoring & mooring:** 2 x stainless steel CQR anchors each with approx 10m stainless steel chain which is then attached to approx 150m of 18mm open link galvanised chain. Fortress anchor. Inflatable fenders of various sizes. Mooring lines. Beautifully crafted classic style side boarding ladder with swim ladder attachment. **Canvas & deck upholstery:** Canvas covers for protection of exterior varnish (capping rails, hatches and pretty much everything!) Sprayhood with Bimini over central cockpit. Sun awning (fits over main boom). Cockpit upholstery for both cockpits.

Remarks

SIGNE is one of the most beautiful yachts to come from the creative and technical skills of Bruce King. Her building by Renaissance Yachts took 5 years and resulted in the creation of a work of art. Passers-by have to stop and gaze in awe at this truly magnificent yacht. Her transom has been photographed on countless occasions. Her beautiful skylights have been copied by others. Her outstanding interior joinery, designed by Joe Artese, is a blend of Hawaiian koa, bird's eye

maple and olive wood, all combining with her teak soles, coachroof coamings and skylights and her beautifully laminated beams.

SIGNE's hull and decks are massively built from the wood/epoxy system and the hull is Dynel cloth sheathed. The structure is immensely strong and offers excellent insulation.

She is a centre-boarder, resulting in a minimum draft of not much over 8 ft / 2.5m.

The choice of ketch rig with hydraulic furling to both masts and hydraulic furling headsails makes SIGNE easy on her crew and, although the masts are of alloy, the long booms are traditionally built of spruce.

SIGNE, in present ownership, has been successfully chartered in Mediterranean and Caribbean waters, as well as being enjoyed by her owner for cruising.

Her maintenance has been to MCA "Large Yacht Code of Practice" certification.

She underwent a major 5 Year MCA Survey / Refit conducted in Portsmouth (UK) and ran from October through November 2010. Procedures undertaken included:

- Rig pulled, dye tested, X Rayed. Furlers were rebuilt as applicable.
- All tanks cleaned for MCA inspection.
- All skin fittings removed, MCA inspected, serviced as appropriate or replaced.

In 2012 further cosmetic refitting was undertaken in Trinidad. Varnish of the interior mainly.

Other up-grades and replacements as described in this listing include a new suit of sails from Quantum.

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



guest dining cockpit



helm cockpit



deck



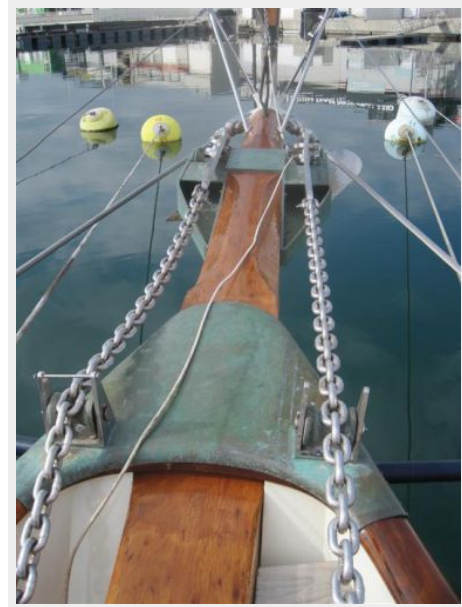
deck fwd



boom



Bowsprit



Deck detail, mast



Deck looking aft



Deck looking fwd



Wheel cockpit



Skylight on deck



Skylight



saloon general with skylight



saloon looking aft



saloon looking fwd



galley



master stateroom



Master cabin with staircase to cockpit



master bathroom



Guest double cabin



guest double



guest bathroom



Guest bathroom



guest twin



Guest twin cabin

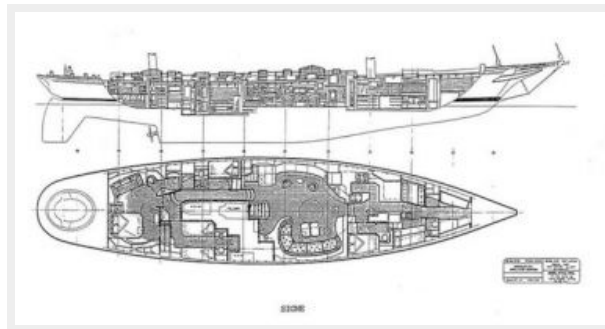


At mooring





Plans



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