

KELPIE OF FALMOUTH — HARVEY F. GAMAGE, SOUTH BRISTOL MAR



Builder:

HARVEY F. GAMAGE, SOUTH BRISTOL MARINE

Year Built: 1928

Model: Classic Yacht

Price: PRICE ON APPLICATION

Location: Spain

LOA: 78' 9" (24.00m)

Beam: 15' 6" (4.70m)

Min Draft: 9' 7" (2.90m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **KELPIE OF FALMOUTH — HARVEY F. GAMAGE, SOUTH BRISTOL MARINE** 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 **KELPIE OF FALMOUTH — HARVEY F. GAMAGE, SOUTH BRISTOL MARINE** 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: Classic Yacht

Sub Category: Schooner

Model Year: 1928

Year Built: 1928

Refit Year: 2014

Country: Spain

Dimensions

LOA: 78' 9" (24.00m)

LWL: 39' 5" (12.00m)

Beam: 15' 6" (4.70m)

Min Draft: 9' 7" (2.90m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Cruise Speed Range: 450

Max Speed: 10 Kts. (12 MPH)

Displacement: 68000 Pounds

Gross Tonnage: 39 Pounds

Water Capacity: 211.3376416 Gallons

Fuel Capacity: 158.5032312 Gallons

Accommodations

Total Cabins: 3

Sleeps: 6

Crew Sleeps: 2

Hull and Deck Information

Hull Material: Wood

Hull Designer: F Sweisguth

Engine Information

Engines: 1

Manufacturer: Beta

DETAILED INFORMATION

Detailed Description

1. MAIN CHARACTERISTICS

TYPE	Gaff Rigged Schooner
BUILDER	Harvey Gamage Shipyard, Bristol, Maine
NAVAL ARCHITECT	F Sweisguth
YEAR	1928
REFIT	1990/2003/2014
REFIT YARD	Gweek Quay Shipyard, Cornwall, under the supervision of Capt. Charles Wroe
CONSTRUCTION	Carvel, pine on oak
CREW	2 Crew in the summer
FLAG	British
ENGINE	1 x 90hp Beta, naturally aspirated, new 2013
GT	39.16
DISPLACEMENT	34 tons

2. DIMENSIONS

LOA	24.00m / 78'8"
LWL	15.00m / 49'2"
LOD	19.80m / 65'
BEAM	4.70m / 14'9"
DRAFT	2.90m / 9'6"

3. SPEED & RANGE UNDER POWER

MAXIMUM SPEED	10 knots
CRUISING SPEED	7 knots
FUEL CONSUMPTION	8 litres per hour
RANGE	450 nm

4. CAPACITIES

ACCOMMODATION	6 x Guests in 3 cabins (1 x double, 2 x twin)
CREW	2 x Crew in 1 cabin (in forepeak)
FUEL	600 litres / 158.5 US gallons

FRESH WATER	800 litres / 211.3 US gallons
GREY WATER	80 litres / 21.1US gallons
BLACK WATER	2 x 25 litres / 6.6 US gallons (1 for each toilet)

5. ACCOMMODATION

MASTER STATEROOM

- Double bed, sofa to starboard, writing desk and en-suite shower and head
- Ample storage under bunk and sofa, chest of drawers
- Windows and large skylight overhead

GUEST STATEROOMS

- 1 x Forward from saloon to port, twin bunks, wardrobe, large skylight
- 1 x Forward from saloon to starboard slightly smaller twin cabin, door through to forepeak

MAIN SALOON

- This charming space is elegantly fitted out with American Black Walnut finished bright, white enamelled panelling, teak sole and trim
- Buttoned leather sofa port and starboard
- Walnut custom table, bottle storage under
- Storage in glass-fronted cabinets
- WWII U.S.Navy clock, barometer, hydrometer
- Nav. area to stbd. Warm 24v LED lighting throughout
- Galley open plan to Starboard, at bottom of companionway steps
- Elegantly separated from saloon by custom made glass and wood panel
- Force 10 s/s four hob cooker & oven
- 60 litre custom fridge/freezer
- Ample storage

HEADS

- The en-suite owners head and the day head are finished in bright teak and white enamel, with ample storage
- Crew head not fitted

FOC'SLE

- Access from deck and via stbd cabin
- Two pipecots, wardrobe
- A head and shower could be fitted in place of wardrobe
- Door fwd to chain locker

6. MECHANICAL EQUIPMENT

ENGINE	1 x 90hp Beta, naturally aspirated, new 2013 mechanically governed diesel engine
ENGINE HOURS	600 hours (October 2015)
PROPULSION	Mechanical Shaft
PROPELLERS	3 bladed Bruntons Autoprop
ELECTRICITY	24 V and 240V circuits
BATTERIES	800 amp hour
TYPE	Gel cells
CHARGER	Mastervolt new 2014
TOILET SYSTEM	Vetus Electric macerator
SEWAGE SYSTEM	Vetus

7. SAILS AND RIGGING

SAILS	300m2 upwind 400m2 downwind
SAIL AREA	James Lawrence Sailmakers & North Sails 2014
MAIN SAIL	99.4 sq m
FORESAIL	45.7 sq m
WORKING TOPSAIL	25.3 sq m
JACKYARD TOPSAIL	44.8sq m
STAYSAIL	23.4 sq m
JIB	26.7 sq m 10.8 sq m
FISHERMAN	43.7 sq m
GOLLYWOBLER	125 sq m
SPINNAKER	112 sq m
SPARS	All spars of first rate Douglas Fir, (2014) designed by Theo Rye, & built by Collars, UK except foremast in Spruce (1995) Gaff Rigged jackyard schooner
STANDING RIGGING	All stainless steel by Peter Morton, Ropewise, Falmouth. 2013 1x19 Dyform wire, oversized. Terminals by Peterson
RUNNING RIGGING	Southern Ropes & English Braid

WINCHES	Runners Dyneema Antal Bronze self-tailing 2-speed 9 x #48 and 1 x #60 for mainsheet. All 2014
WOODEN BLOCKS	All by Colin Frake, 2014

8. NAVIGATION & COMMUNICATION EQUIPMENT

MAGNETIC COMPASS	B&G Zeus
ECHO SOUNDER	B&G Zeus
RADAR	B&G 4 G
CHART PLOTTER	B&G Zeus; readout in saloon & cockpit
LOG	B&G Zeus
WIND INSTRUMENTS	B&G Zeus
VHF	B&G Zeus 25w in saloon

9. DECK EQUIPMENT

ANCHOR WINDLASSES	Wilmex Electric bronze windlass & capstan
ANCHORS	80lb CQR anchor
ANCHOR CHAINS	100m 12mm stud link chain
PASSERELLE	1.5m Passerelle, wood
SIDE BOARDING LADDER	Space for wooden boarding side-ladder

10. SECURITY & SAFETY EQUIPMENT

- 1 x Zodiac 8 man liferaft 2013
- 7 x self-inflating lifejackets 2014
- EPIRB
- Full set of Flares
- Flare Gun

12. REFIT NOTES

The restoration of Kelpie of Falmouth was considered good enough to win the Classic Boat 'Restoration of the Year' award, 2014. The story is of epic proportions, from finding a tired old boat on the Californian coast in 2012, a 9,000 mile delivery back to a traditional Cornish boatyard some miles up a tidal river, and the 18 month-long re-build from bare frames up.

A 'dream team' was assembled using the pool of local wooden boat expertise, including amongst many others Theo Rye as the consultant architect, Ashley Butler as the initial yard

contact, Ken Wilkinson as the head carpenter, Studion Faggioni and Pendennis Shipyard for the interior design, and further afield Colin Frake for the deck hardware, and Jeremy Freeland of Collars Spars for the spars.

At this time the pitch pine on oak frames hull was stripped bare, all tired wood replaced as necessary, and the stern completely re-built to bring her back to her original shape. Many deck beams were replaced, and all deck furniture in teak renewed. Fastenings used were either silicone bronze, or 316 stainless steel. A full photographic record is available to interested parties. The deck is of 20mm teak, bonded and screwed to 18mm marine ply using two part epoxy resin Sabatack. For extra water-tightness a thin layer of glass roving saturated in epoxy resin was applied to the ply first. The caulking is one part by Sabacaulk.

As there was nothing left of the original interior, the designers were faced with a blank canvas. The result is a successful mixture of traditional joinery and modern layout, fitting a remarkable amount of living space and level of comfort into the available volume. The engine is now tucked away, unnoticeable behind the companionway steps, and the galley is open to the saloon, yet not in it.

Kelpie of Falmouth now benefits from a complete hull re-build, and all new systems, installations, deck fittings, spars and sails. She is ready to go on for another 90 years.

13. COMMENTS

Built by the famous Harvey Gamage yard in Maine, to designs by Francis Sweisguth of the Ford, Payne and Sweisguth firm in New York, KELPIE OF FALMOUTH, originally 'Hopeful', has an excellent pedigree. Francis Sweisguth designed the Star class of dinghies whilst working for William Gardner in the '30's, which was to become the longest standing class in Olympic history.

With an interesting wartime history, too long to repeat in full here, Kelpie was once known as 'the fastest schooner in the West', and won many West coast regattas in her heyday. She has not yet achieved her full potential on the Mediterranean regatta circuit, and still has more silver to take home. Although an exciting yacht to race, Kelpie is also suitable for family cruising, easy as she is to handle with her cruising sails only, and her well thought out interior. A handy size, with just one full time crew member for maintenance, she is unique in the market place at this time. A new owner could benefit from the investment so far undertaken, and in perfect condition as she now is, Kelpie represents a rare opportunity to purchase a vessel ready to go, with all-new equipment on board, without the two year wait so often necessary.

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Exclusions

Owner's personal belongings.

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PHOTOS









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