

ODYSSEY — PAUL LUKE



Builder: PAUL LUKE

Year Built: 1964

Model: Classic Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 47' 5" (14.45m)

Beam: 12' 0" (3.66m)

Min Draft: 6' 9" (2.06m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Odyssey — 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 **Odyssey — 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

Overview

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. A fast, roomy cruising boat, she is competitive on the Classic racecourse. Her last two owners have lavished her with rebuilding, new sails, gleaming brass and bright work and many upgrades. In commission and ready for her next owner.

Basic Information

Category: Classic Yacht

Sub 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

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 beautiful 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, with an oval stainless sink set in a varnished countertop, Groco head (2018) , a locker for towels and small set of drawers for individual crew toiletries, and 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 former owner , a shipwright, purchased ODYSSEY, the hull was in good shape and only needed one plank and some refastening, but the deck had been leaking badly for years. He removed the entire deck and replaced most of the the spruce deck beams and the upper hull 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 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. This stripped the hull and splines the upper five plank seams. He also redid the nonskid on the deck and repainted the cabintop.

Electronics and Navigation

On deck navigation screen in custom box to starboard under dodger

- RayMarine ST60 wind / speed / depth
- RayMarine RK300 GPS
- Raymarine radar 2016
- ICOM IC-M502 VHF

- New triducer

- Raymarine chart plotter 2016

- Autopilot 2017

- AIS 2018

Electrical

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

Engine and Mechanical

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

Sails and Rigging

- Aluminum Mast and Boom.
- Stainless 1x19 Wire Rigging

- 4 self tailing winches mast2016
- 4 jam cleats mast 2016
- 5 self tailing winches cockpit 2016
- Harken Roller furler 2018
- Hydraulic backstay 2018
- Harken blocks for main sheet 2017
- Rebuilt lewmar traveler for main2017
- New Lewmar cars for jib tracks
- Rebuilt masthead with light weight sheeves and spin blocks as well as cranes for port and starboard spin halyards 2017
- LED tricolor and anchor light 2018
- 2-Jibs
- 1-Mainsail
- Storm Trysail
- Main sail 2016
- 150 jib 2016
- 135 job 2016
- Spinnaker 2016
- Code 0 2017
- Drifter 2018

Exclusions

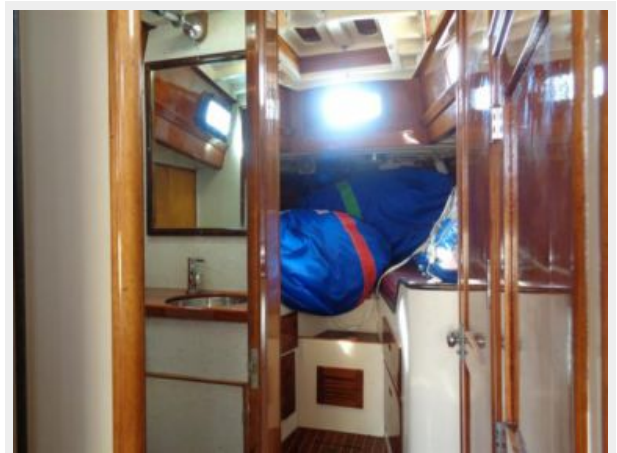
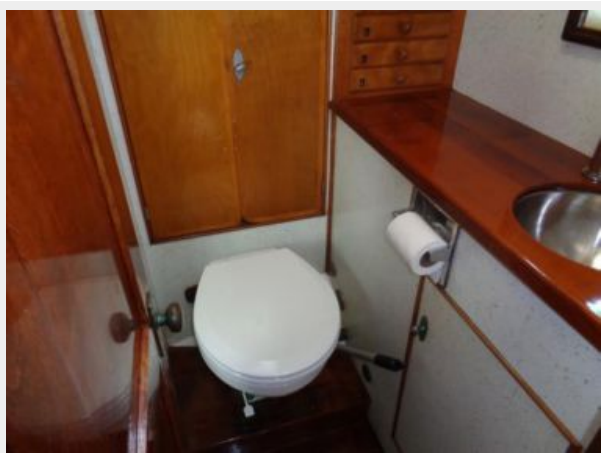
Owner's personal belongings.

Disclaimer

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PHOTOS





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