

Custom Gaff Cutter

Segelyacht, Gebrauchtyacht, GB Burnham-on-Crouch

€ 6.327,-





Details

Baujahr: 1957
 Erstwasserung: 0
 Länge: 7,00 m
 Breite: 4,00 m m
 Tiefgang: 1 m
 Motortyp: Yanmar 1GM10
 Motoranzahl: 1
 Kraftstoffart: diesel
 PS/kW: 9 / 7
 Kabinen: 1
 Kojen: 2
 WC/Nasszelle: 0
 Trailer: ohne Trailer

Ausstattungen

Beschreibung

"Dormouse" is typical of a pocket cruiser from this period. Built by Shuttlewoods in 1957 on the River Roach. A traditional carvel construction of mahogany on oak and copper fastenings. She contains all the desirable features that any yachtsman cruising the East Coast in the late 1950s could have wanted, complete with a centreboard, gaff rig, and wood stove. Now offered laying afloat not far from her original launch having only ever had two owners. Viewing by appointment through our Essex office on (01621) 785600

Accommodation

A large shallow cockpit leads to entering down below through a sliding hatch and companionway doors situated over the engine box. Cooking area to port with a gimbaled Dometic two-ring spirit burner, mug and pan storage, and stowage space to starboard with a compass and depth gauge. Settee berth to each side of the salon with cushions. Davey Hotpot solid fuel stove forward and PottaPotti stowage. Lots of lovely traditional features throughout such as brass oil lamps.

Deck Equipment

Traditional Wooden Blocks & Spars Two Anchors

Mechanical Systems

Yanmar 1GM10, single cylinder, 9hp inboard diesel engine. Electric start. Single lever controls.

Electrical Systems

Single 12v, 75amp battery charging from engine alternator Nasa echosounder

Sails and Spars

Gaff Rigged Cutter - Mainmast lowering in a tabernacle. Douglas Fur Bowsprit - 2021 Mainsail Staysail Jib

History

Dormouse was built in 1957 at Shuttlewoods on the River Roach. Built by J W Shuttlewood the younger of the two

brothers who during the 1950s ran the Paglesham-based boat yard together. Responsible for having built over 70 vessels Shuttlewood Craft are well known in wooden boat circles and revered for having always been built for customers as opposed to the often more broad approach of having been built on spec. Working craft, yachts and dingies all left the Shuttlewood slip and often never ventured too far from the immediate area, instead being owned by local yachtsmen and enjoying the thriving sailing scene. Dormouse is no exception having been built for the Mcdowell family who had a number of different craft built by the brothers. Remarkably this 22ft gaff cutter has only ever had two owners and despite extensive cruising has always remained berthed locally to her launch site. Photography of Dormouse in build alongside Rose of Paglesham can be viewed on the Roach Archive and demonstrates how unchanged this pocket cruiser is -The Roach Archive Link

Current History

Sadly Dormouse's current custodian passed away which has resulted in her not having been prepared for the 2024 season. Despite current cosmetic appearances Dormouse until recently has been maintained to a very high standard. Each season she is normally hauled for antifoul, varnish and topside finishes, hopefully, the works detailed below indicate the standard of this vessel. 2022 - scrub/ antifoul - topsides paint - varnish toerails, rubbing strakes & mast - seacock changed - 2021 - New Douglas fur bowsprit 2020 - scrub/antifoul - topside paint -rotten planking in aft quarters repaired 2019 - scrub/antifoul - mast and spars varnished - cutlass bearing replaced in naval bronze, new cutlass housing - new internal p bracket pads 2017 - scrub/antifoul - centre box inspected and new internal infill for keel case joint and localised repairs - propeller removed inspected and refitted - bottom burnt off, all underwater seams raked out and re stopped- topsides painted 2015 - scrub/antifoul - topside paint - deck paint - new two-layer plywood cabin top & epoxy sheaved - cabin top revarnished - localised re-caulking below the waterline

Disclaimer

The company normally acts as brokers for the vendor who unless otherwise stated is not selling in the course of a business. Whilst every care has been taken in the preparation of these particulars the correctness is not guaranteed and they are intended as a guide only and do not constitute a part of any contract. A prospective buyer is strongly advised to check these particulars and where appropriate and at his own expense to employ a qualified marine surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability on our part. General note on safety equipment: Any safety equipment such as liferaft, fire extinguishers and flares etc., are usually personal to the current owner(s) and if being left on board as part of the sale of a used vessel, may require routine servicing, replacement, or changing to meet a new owner's specific needs.

Kontakt



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