

BAGLIETTO 88 FT MARCONI KETCH 1928



Specification

SINCERITY

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Designer	Vincenzo Baglietto	Length waterline	65 ft 7 in / 20 m	Engine	Volvo TAMD63 230 HP 6 cyl Diesel
Builder	Cantieri Baglietto, Variazze, Italy	Beam	16 ft 5 in / 5 m	Location	Italy
Date	1928	Draft	10 ft 6 in / 3.2 m		
Length overall	97 ft 0 in / 29.57 m	Displacement	84 Tonnes		
Length deck	87 ft 11 in / 26.8 m	Construction	Teak plank oak frame		

These details are provisional and may be amended

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BROKER'S COMMENTS

From the board of Vincenzo Baglietto and built by the Baglietto yard – SINCERITY, originally JANUA, could be billed an Italian masterpiece. Designed as a fast comfortable cruiser her cutaway forefoot and Bermudan rig (original sail plan) make her fast and able. Her unusually high bulwarks, combined with the reserve buoyancy in her bow and stern, keep her exceptionally dry, while her long keel and 94 ton displacement steady her for easy handling, and comfort – even in heavy weather. The yacht's interior is mostly original, of mahogany with birds eye maple inlays, incredibly beautiful exactly as one would expect from a yacht built in Italy during this period. She is well suited for an owner's party of five with further accommodation for a crew of four.



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POA

Price is available

on application

Specification

VAT

VAT is unpaid on

this yacht

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HISTORY

Designed by Vincenzo Baglietto, she was built to Lloyds' exacting standards of the finest materials for Andrea Luigi Piccardo of Genova by the acclaimed Cantieri Baglietto of Variazze, Italy, in 1928. Launched in August that year as JANUA, and under that name, she raced successfully at San Remo the following year and was present at the 1929 International Expo in Barcelona, where she was greatly admired. In 1938, JANUA was sold

to Andrea Maria Piaggio of Genova and was renamed ESTER VII. Post war she was owned by the company La Capitana to be renamed MAUCIAU II. In 1970 she was bought by the French yachtsman Jean Castel, who sailed her under an American flag and now as SINCERITY has seen both racing and royalty. Castel took her to the America's Cup in Freemantle, and in 1978 Princess Caroline of Monaco and Philip Junot spent their honeymoon aboard.

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CONSTRUCTION AND FINISH

3 inch teak planking on oak frames, copper rivet and bronze screw fastened - all through hull fastenings are bronze. Flush teak deck with high bulwarks affording

privacy and shelter. Much of the hull below the waterline was renewed in 1997 and 1998. White hull with white boot top, gold cove strip, black below waterline.

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ACCOMMODATION AND DOMESTIC EQUIPMENT

SINCERITY unlike the great majority of this vintage, which have been gutted and had their interiors replaced, has retained probably 90% of her original interior; lovingly preserved, and resulting in the warm and inviting accommodation that was one of the hallmarks of quality yachts of her era. Interior is mahogany marquetry paneling with birds-eye maple inlays, solid red-oak parquet cabin sole. Ventilation provided by 10 opening portholes, hatches, companionways, skylights, and 8 thru-hull deck vents.

She can accommodate up to seven guests in three cabins, of which two are double staterooms and of these the owner's is very light and spacious. The aft cabin features a double berth to starboard with a single berth opposite to port and a personal washbasin recessed in an antique vanity cabinet; the starboard cabin forward has an 8 ft single bed (commonly used as a double) to starboard with a single athwartships; and opposite to port is a cosy, hardwood paneled single stateroom, which with its ample storage space and location at the base of the curved staircase, can easily serve as the captain's cabin. There are 2 large opening portholes and a ventilation hatch into the deckhouse. The quarters (including head with wash basin) for an additional 4 crew are in the forepeak, forward of the galley, allowing excellent service with maximum privacy for guests. The main saloon offers dining for 8 adjacent the galley (and there is also a dining table for 8 to 12 on the deck).

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RIG, SPARS AND SAILS

Bermudan ketch rig with painted aluminum spars and stainless steel standing rigging.
Sails by Doyle Norway 2002
- Flying jib 300 sq ft
- Jib 500 sq ft
- Staysail 500 sq ft

- Fully battened mainsail 1,100 sq ft rebuilt 2006
- Mizzen jib 200 sq ft
- Mizzen 450 sq ft
- Mizzen staysail 1,500 sq ft
- Asymmetric spinnaker 2,700 sq ft

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DECK EQUIPMENT AND GROUND TACKLE

- Docking lines	- Cushions for aft deck
- Boathook	- 220 V Hydraulic anchor windlass
- Fenders	- CQR type anchor on bow roller with 300 feet / 91.4 metre galvanized chain
- Spreader lights	
- Covers for all sails	
- Lifelines	
- Large 500 sq ft deck awning – not new	

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MECHANICAL ELECTRICAL AND TANKAGE

- 1998 Volvo TAMD63 230 HP 6 cyl diesel engine (fully serviced 2009 and 2005).	- Circuit breaker panel
- 4,000 engine hours at July 2010	- 220V shore-power
- 3 bladed fixed propeller on stainless-steel shaft (2004)	- Master V charger
- Cruising speed circa 8 knots at 1,950 rpm	- Northern Lights 7.5 KW generator (rebuilt 2006)
- 24 V domestic lighting	- The vessel is grounded
- 24 V starting system	- 220 gallon / 1,000 l fuel in stainless steel
- 24 V alternator, engine driven	- 220 gallon / 1,000 l water in stainless steel
	- Grey water holding tank Stainless steel

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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Raymarine chart	plotter
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SAFETY

- 2 x 24 V bilge pumps	- 8 person Viking offshore life raft (last inspected 2010)
- 1 x 220 V electric bilge pump	- 2 x horseshoe rings
- 4 x Fire extinguishers	- 2 x strobe lights
- EPIRB	
- Flares	
-10 x PFD safety harness	

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REFIT DETAILS

1998 under previous owner	- All awnings and covers
- Aft unoriginal deck house removed	- Rebuilt galley with granite counter, 4 burner propane, steamer and microwave
- All planking and frames below waterline	- Added natural ventilation (4 holes in deck)
- New main engine	- Added portholes in skylights for underway ventilation
- Sanded to bare wood	- Renewed part of refrigeration system
Under current ownership	- Made double berth in aft cabin and removed one closet
- Steel supports under deckhouse changed to stainless and deckhouse sole renewed	- Changed toilet systems
- Structural survey found rotten frames in lazarette only some 15 frames replaced there	- Installed oil heater aft cabin
- Changed all steel under deck for shrouds mizzen port side	- Made bench in front of deckhouse
- Renewed mizzen mast step	- Made box behind main mast
- Replaced lazarette wrought iron	- Made outside pillows on stern
	- Renewed all running rigging, changed running backs to carbon fiber
	- Added rigging to mizzen which is not triadic to avoid need for running

- Re caulked ¾ deck planking
- Re caulked all planking above waterline
- Rebuilt forward WC
- Updated electrics to Norwegian Bureau of Shipping requirements (certified)
- Changed autopilot
- Renewed cabin sole throughout (¾ inch quarter sawn oak)
- Renewed cabin sole beams as necessary (mahogany)
- Renewed all sails by Doyle (prepared for new rig: Bermudan with 3 head sails)
- Renewed all standing rigging except shrouds

- backs
- Renewed cap rail aft
- Integrated flag pole pipefitting in new bronze structural member for transom
- Removed permanent previous backstay for mizzen and hardware
- Renewed nav light boxes and changed their positions

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RECENT REFIT INFORMATION

Works carried out during the summer 2013

Engine works carried out by Wayfarer Marine and Billings Diesel and although the cost was greater than for a new engine, the TAMD 63 is considered well worth keeping as one of the last engines built without electronic control.

- Complete engine overhaul,
- New engine bearers, new shaft, new prop, new stuffing box.
- Gearbox taken out and serviced
- New teleflex cables
- The new alternator fitted
- New cabling and fuses for the above
- Starter and engine alternator rebuilt
- Injection pump and injectors rebuilt
- Heat exchangers and after cooler rebuilt
- New rubber hoses as required.

Rudder and steering

- Rudder lifted
- Lower hinge renewed, bushings installed, rudder realigned
- Entire steering mechanism taken apart totally and worn parts renewed as necessary
- Extra bearing installed for rudder shaft at deck level

Mast and standing rigging

- New masthead, inner spreader ends rebuilt
- New head stay, new cap shrouds, new intermediate shrouds
- Main mast raked an additional 4 feet
- Mast partners in deck for mainmast rebuilt and moved
- Navtec Norseman fittings mainly used
- New turnbuckles for cap shrouds, head stay intermediate stays
- New lower end swage fittings for backstay
- Last 5 chain plates changed
- Main mast forward lower shrouds moved inboard and 5 inches towards centreline for better stay sail sheeting angle

Bowsprit

- Forward ¼ of bowsprit replaced, bowsprit extended approx 20 inches
- New Bronze bowsprit fitting made

Galvanizing

- Anchor, chain, whisker stay tangs, dolphin striker, whisker stay strikers, hanging knees and more re galvanized

Winches

- 6 x Used Barlow 32 winches bought fully serviced and rebuilt in California on deck pads

Aft cabin interior removed to access frames

- Frames replaced in aft cabin as necessary
- 2 x Stainless steel frames installed each side attached to watertight steel bulkhead to engine room and running backstays forward end
- Galley stbd porthole removed and blocking replaced and reinstalled
- Refrigeration system rebuilt with new very large holding plates and 4 x 220 V compressors working in 4 separate circuits ensuring reliability and minimum charging time.
- Mech and E alterations reduces the boat's dependence on any one particular system
- New compressor for horn

Sails

- All sails repaired by Nathaniel Wilson of Booth bay Maine and found in GWO
- Head of main rebuilt but other work was minor
- New quad presently being designed

Paint and varnish

- Topsides painted and superstructure varnished. Bottom anti fouled with Sea Hawk

Galley and interior

- New cook stove, new hot water boiler, new mattresses for crew
- New galley grey water pump and tank
- Vacuum bilge dry system

Other

- New bimini for crew hatch
- New fenders and fender coverers

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THE GENTLEMAN'S WAGER

SINCERITY features in the Johnnie Walker Blue Label short film starring

actors Jude Law and Giancarlo Giannini. Published in 2014 it is the The story of a man on a quest for a rare experience; ‘The Gentleman’s Wager’ tells the story of a wager between two men which results in a truly rare experience as part of their quest for personal progress. Filmed in the British Virgin Islands and London, the beautifully shot film sees Law in the role of a man who, despite having it all, proposes a wager as an opportunity to challenge himself to create an original performance in order to win a money-can’t-buy experience.

[Please click here to view](#)

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY



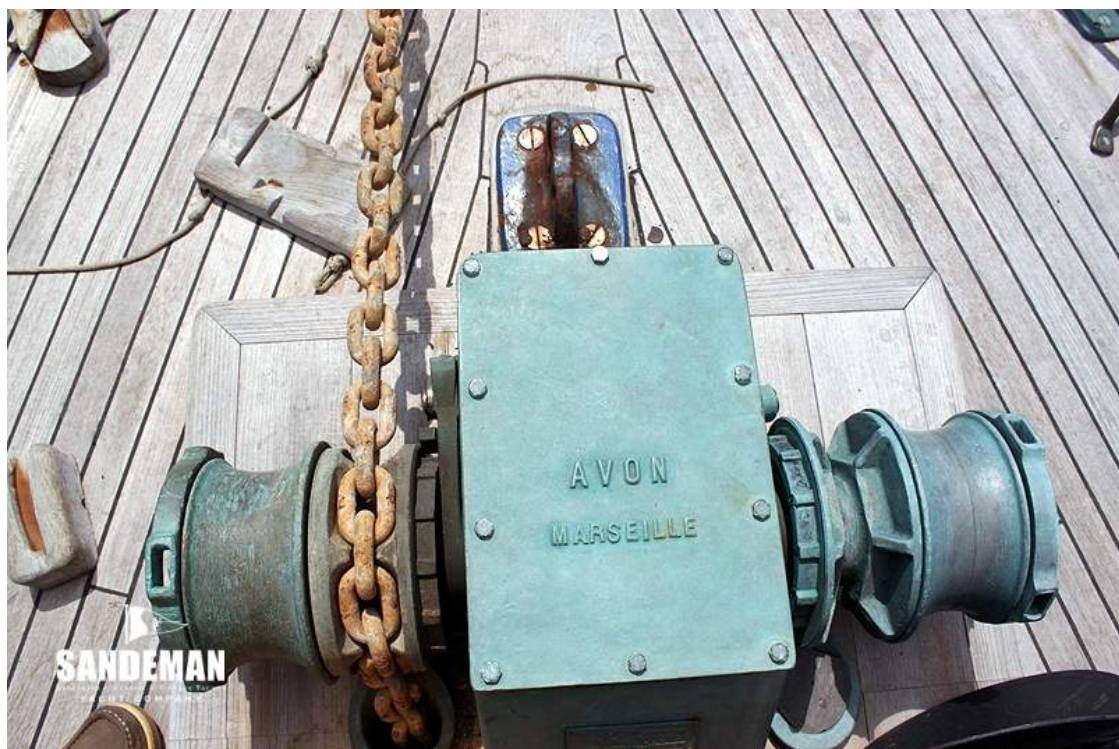
















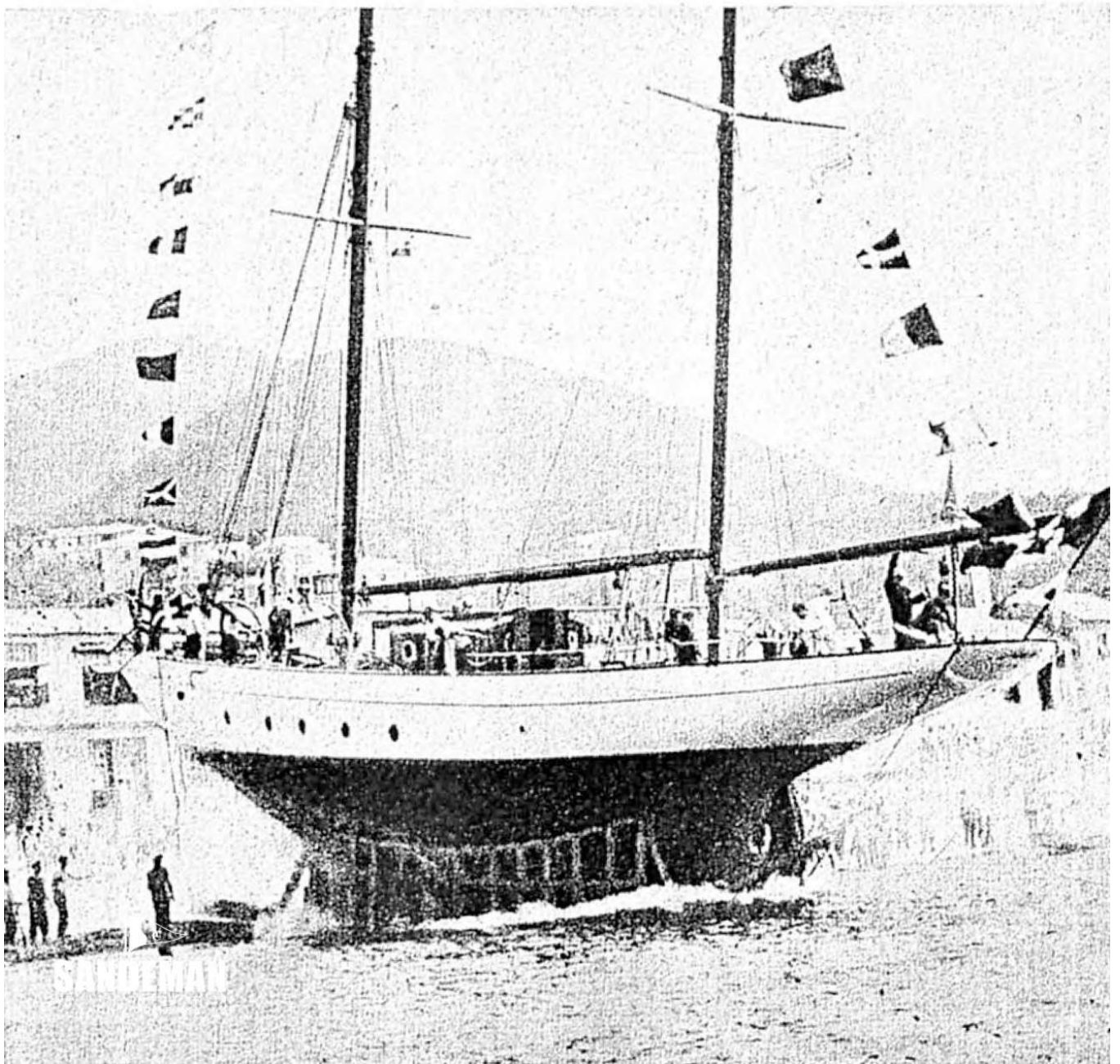


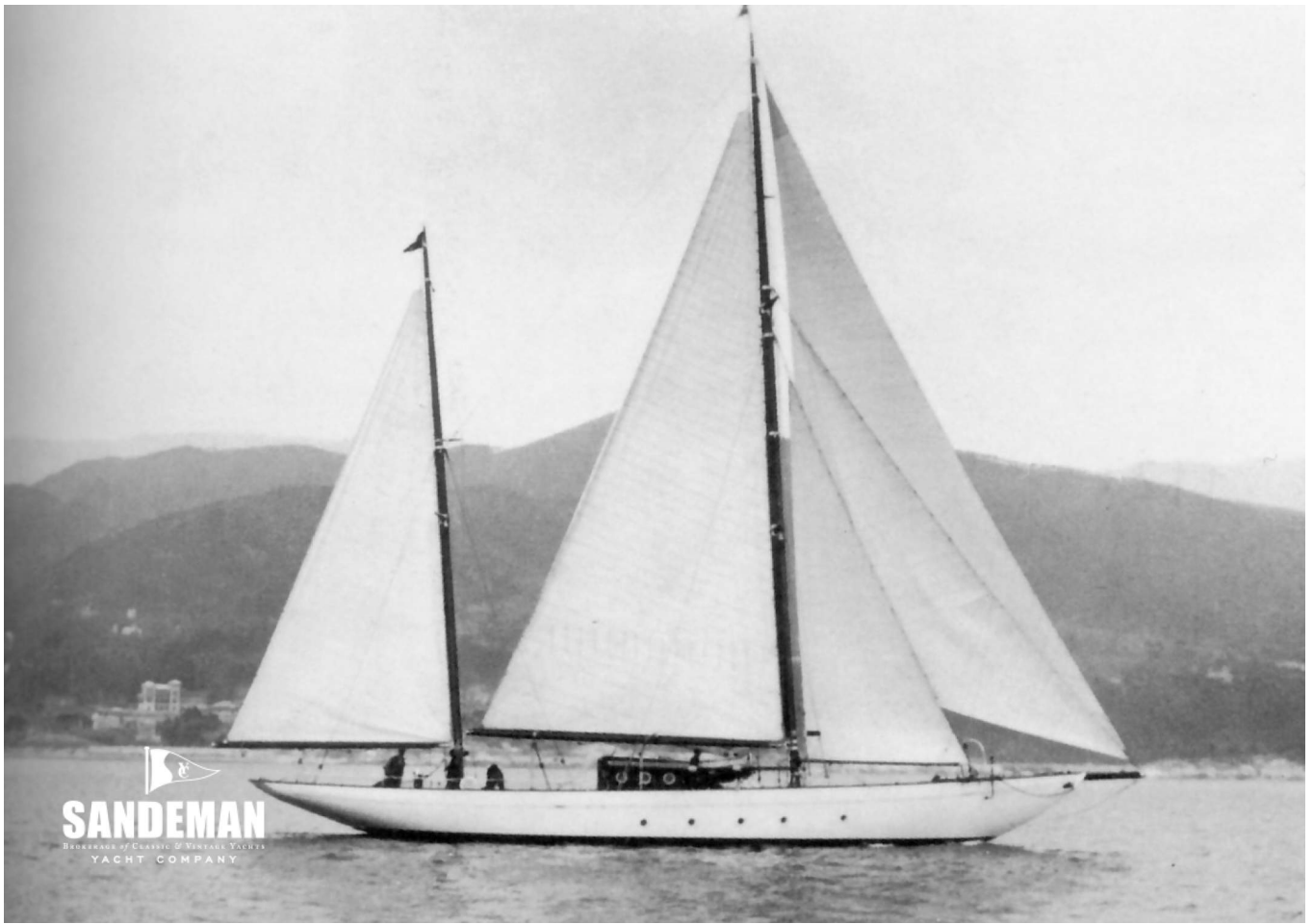













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