

DAVID BOYD 43 FT 8 METRE CR 1967 - SOLD



Specification

SUNBURST

DAVID BOYD 43 FT 8 METRE CR 1967

Designer	David Boyd	Length waterline	27 ft 3 in / 8.3 m	Engine	Beta Marine 25 HP Marine Diesel
Builder	Alex Robertson & Sons, Sandbank, Scotland	Beam	10 ft 0 in / 3.05 m	Location	United Kingdom
Date	1967	Draft	6 ft 1 in / 1.86 m	Price	Sold
Length overall	43 ft 4 in / 13.2 m	Displacement	8 Tonnes		
Length deck	43 ft 4 in / 13.2 m	Construction	Carvel mahogany planking on hardwood frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

SUNBURST is notable as the most successful of 8 Metre Cruiser yachts, some 20 of which were built and raced mainly in Scottish waters but some in the South. Such was her prowess in winning all the class prizes; she effectively became the class breaker; her former competitors retreating to race under IOR. This yacht has been maintained as close to her original specification as possible having benefitted from a long and careful ownership, currently of some 33 years. There is no mistaking her hull form and so in the right hands will not disappoint at classic events. With her deep cockpit and spacious well appointed interior – belittling the cruiser racers of today, she's an impressive all rounder - definitely a class act !



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HISTORY

SUNBURST was the very last of the Clyde Cruiser 8 s to be built and one of the last designs from the board of David Boyd; famous for his 12 Metre and 6 Metre designs. Not only Boyd's penultimate design but this was the very last wooden boat to go down the slip of the builder, Alexander Robertson in Dunoon.

The commissioning owner Bertie McFadden a Glasgow steel man wanted the best. He certainly got it; built to Lloyds 100A1 and also equipped with the best; aerofoil rod rigging, 2 speed Barlow winches, specially imported from Australia with the Boyd design quite different from others in the class.

Apparently after launch she was slow to get going but when McFadden and his crew got the hang of the boat she became the fastest in the fleet, to the extent it meant other owners needed to commission new boats to keep up. SUNBURST got the reputation of being the class breaker even if that was not strictly the case. It seems not many were prepared for the cost to compete; £30,000.00 was quite a sum at the time and most 8 CRs changed over to IOR racing thereafter.

Pictures or half models of all 8 CR boats are in the 'Sonda' room at the Royal and Northern Yacht & Clyde Club, Rhu near Helensburgh, Scotland; SONDA being No 1 and Sunburst No 23.

Jack Barker purchased SUNBURST from Bertie and raced her principally from Hollyhead North Wales in the ISORA series (Irish Sea Offshore Racing Association) where they were very competitive - principally 24 / 48 hour racing between Wales and Ireland. She also competed in the Fastnet and some Cowes events.

John Histon the current owner for the last 33 years also raced ISORA but mainly club racing and family cruising, winning a number of club cups in the process. SUNBURST competed in the Metre Rule regatta at Cowes 2007. and considering the nearest competition were Straight Racing 8s she did really well.

She has been kept in good condition and to the exact specification as built; the only modification was changing the aerofoil rod rigging to the round rod recently due to difficulty in obtaining the same specification.

Specification

CONSTRUCTION

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| - Built to Lloyds 100 A1 | - Teak deck planking over marine ply sub deck |
| - Carvel mahogany planking on bent oak and mahogany frames | - Teak trunk cabin |
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Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

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| Summary 5 x full berths in 2 cabins plus 1 x fold down pilot berth in main cabin | - 3 x Deck head lights |
| - Entering by sliding hatch and companionway steps over long varnished engine casing down | - Taylors paraffin cabin heater on fwd bulkhead |
| - Quarter berth to port | - Hanging locker to port |
| - Full size chart table with drawers under, navigation instruments, Auto helm repeater and radio | - Head compartment to stbd with Jabsco manual WC |
| - Jack locker | - Stainless steel basin with cupboards under and outboard and mirror |
| - Small seat to stbd | Focslc |
| - Galley to stbd | - 2 x Single berths with lee cloths; 1 each side with stowage under |
| - Semi bulkhead P&S | - Reading lights above |
| | - Seat with drawer on centre |
| | - Bulkhead with door to focslc sail storage and hatch to foredeck |
| Saloon in original mahogany joinery | Aft through the saloon; galley on starboard side |
| - 2 x Settee berths; 1 each side; reading lights over | - Techimpex 2 burner hob and oven |
| - Stowage under and outboard | - Stainless steel sink |
| - Folding leaf dining table with stowage under on centreline | - Cupboards |
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Specification

RIG SPARS AND SAILS

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|---|---------------------|
| - Proctor anodised aluminium single spreader mast, boom, spinnaker and jockey poles | - Large heavy genoa |
| | - Main |

- Stainless steel rod rigging; Hamble Yacht Services 2008
- Stainless steel chain plates U bolted

Gowan sail wardrobe

- Working jib
- Storm jib
- Large light genoa
- Large intermediate genoa

- Tri radial spinnaker

Banks Sails Radial head spinnaker

Ratsey sail wardrobe

- Working jib
- Storm jib
- Large light genoa
- Large intermediate genoa
- Large heavy genoa
- Staysail
- Large main
- Reduced main
- Tri radial spinnaker

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From aft

- Stainless steel pushpit and guard rail wires
- Adjustable Barton backstay
- Chromed fairleads and wooden mooring cleats port and stbd
- Chromed mushroom vent over lazarette
- Large cockpit
- Helm position with lifting seat access to lazarette
- Hamble helm wheel
- Plastimo steering compass
- Lewmar main sheet traveller and Tufnol blocks dividing helm position from forward area
- Engine and autopilot controls with navigation instrument repeaters
- Deep cockpit with lifting seats both sides to lockers under side decks
- Varnished grated teak table
- Winches and wooden cleats for each mounted each side outboard of coamings
- 2 x Barlow 28 primaries
- 2 x Barlow 24 secondaries
- Jib tracks on toe rails each side
- Trunk cabin with varnished teak elevations and teak laid cabin top

- Lifting board and sliding hatch access t main cabin
- Barlow 24 winch for reefing pennant port side of sliding hatch
- Barlow 17 winch for spinnaker pole downhaul / fore guy and boom vang
- Varnished toe rail and coverboard
- Alloy hatchway over cabin abaft the mast
- 2 x vents on varnished dorade boxes
- Varnished chocs each side for spinnaker and jockey poles
- Raw teak hand rails port and stbd and on centreline fwd over coach roof
- 1 x 45 lb CQR anchor on chocs aft foredeck, length of galvanised 3/8th inch chain
- Varnished teak focsle hatch
- Simpson Lawrence manual anchor windlass
- Mooring cleats both sides
- Chromed fairleads both sides
- Bow roller
- Stainless steel pulpits

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

- Beta Marine 25 HP Marine Diesel
- 2 blade flexi fold propeller
- Alternator on engine
- 12 V Electric circuit
- 2 x 100 Ah domestic batteries
- 1 x 110 Ah Engine start battery
- 240 V Shore power to DC charger only
- 2 x Stainless steel fuel tanks total c 14 gallons / 65 litres (35 hours cruising)
- 1 x Stainless steel fresh water tanks total c 120 gallons
- 2 x Calor gas bottles in vented locker in lazarette

Specification

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Raymarine Sat Nav and chart plotter
- Raymarine ST6000 Plus autopilot and repeater
- ST 60 plus Tri data and repeater
- Kelvin Hughes Husun VHF radio
- Clock and barometer

Specification

SAFETY

- 1 x 4 person life raft in valise – check date
- 1 x Pack coastal flare
- Whale Gusher single diaphragm bilge pump
- Electric bilge pump

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|--------------------------------------|-------------------------------------|
| - 2 x Life lines | - 2 x Dry powder fire extinguishers |
| - 2 x Jack stays | - 2 x Fire blankets |
| - 6 x blow inflate personal buoyancy | - 2 x Horseshoe life rings |
| - 2 x Auto inflate personal buoyancy | |
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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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Specification
GALLERY





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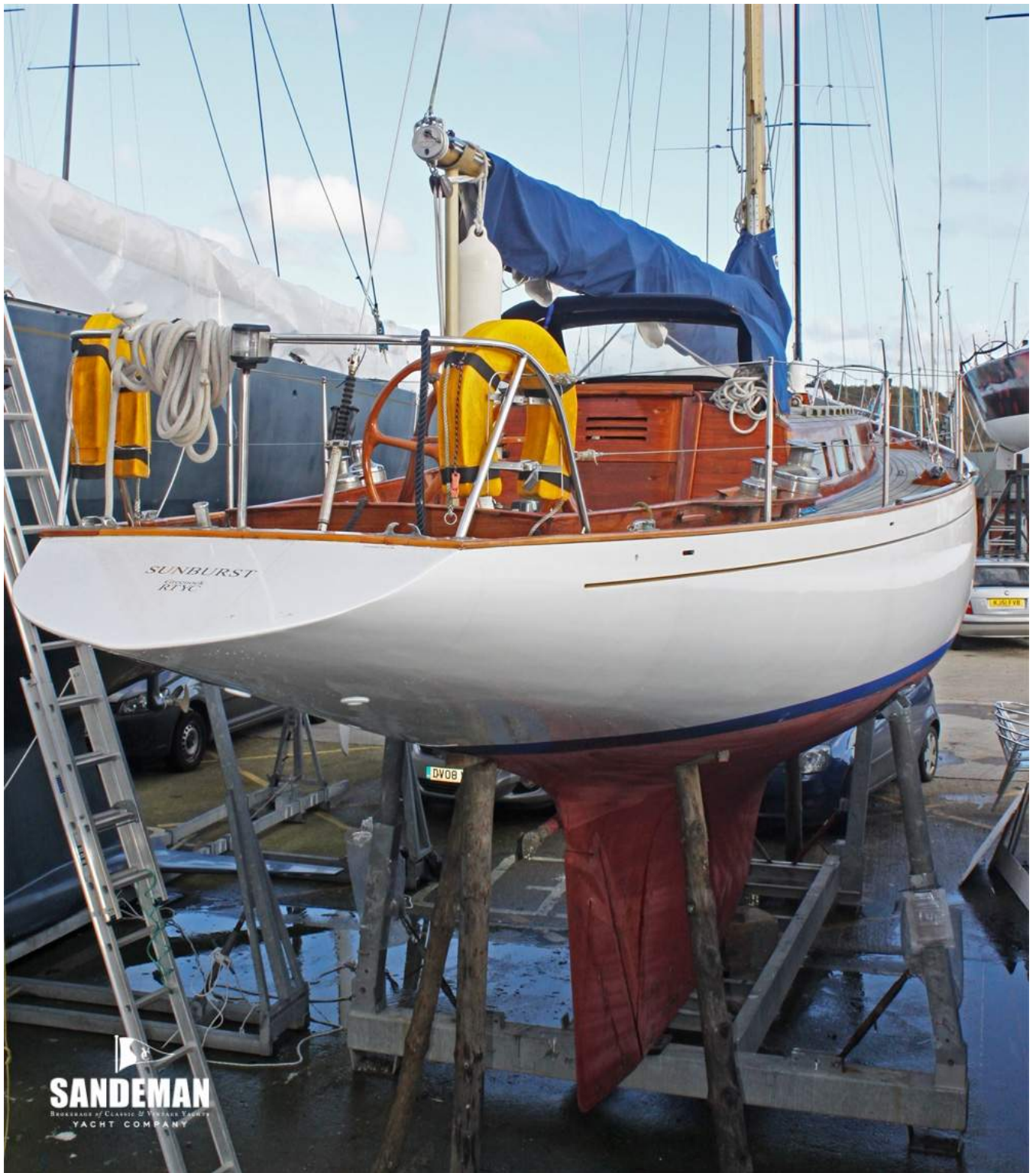













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