

For Sale

SAMPHIRE 23

Sailboat Specifications

Hull Type: Long keel w/trans. hung rudder

Rigging Type: Masthead Sloop

LOA: 22.75 ft / 6.93 m

LWL: 17.75 ft / 5.41 m

S.A. (reported): 236.00 ft² / 21.93 m²

Beam: 7.75 ft / 2.36 m

Displacement: 5,376.00 lb / 2,439 kg

Max Draft: 2.92 ft / 0.89 m

Construction: FG

First Built: 1977

Built: 12

Builder: North Sea Craft (Samphire)

Designer: David Cannell

Sailboat Calculations

S.A. / Displ.: 12.34

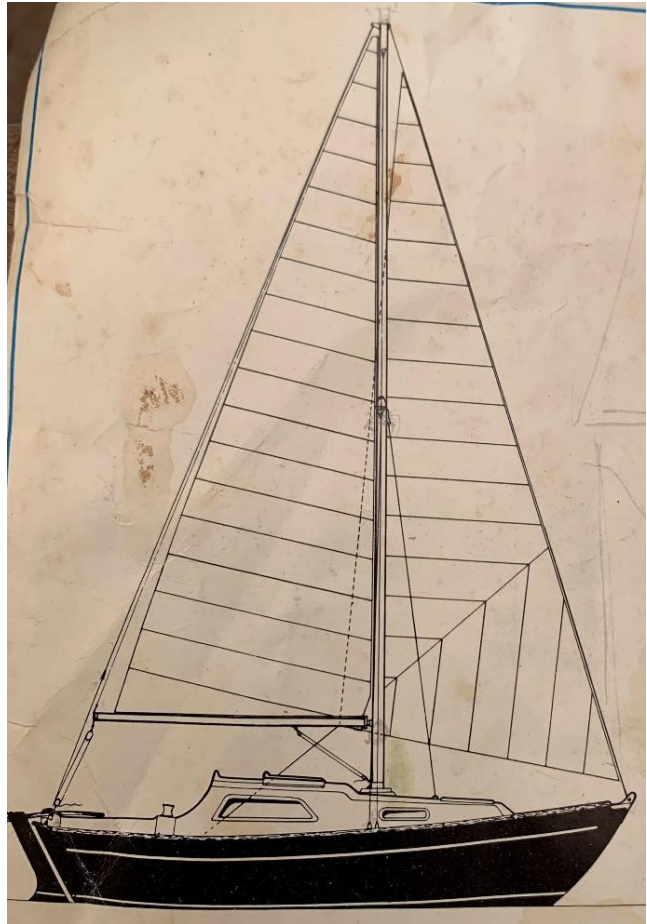
Disp. / Len: 429.16

Comfort Ratio: 28.21

Capsize Screening Formula: 1.77

Hull Speed: 5.65 kn

Pounds/Inch Immersion: 491.53 pounds/inch



Purchased as a Hull and deck in 1978 she was completed with help from a boat builder and launched in 1980. The owner regularly sailed her until poor health led to her being laid up. She has been stored ashore for a number of years. The boat is being sold as a project to reflect the time and effort required to bring her back into use.

This is hull number 3, sail number 2, Hull 1 was a prototype exhibited at Earl's Court in 1977. She is fitted with a Volvo12hp petrol engine and a 2 bladed propeller.



The interior fitout was completed by the owner to a high standard. Bulkhead tabbing completed by removing two layers of ply and then tabbed in using five layers of glass. No obvious signs of delamination. The deck stepped mast is supported by a heavy cross beam which is part of the manufacturer's hull and deck moulding. This is covered by vinyl, which is secured by screws and can be removed if required. There is minimal vinyl fall out apart from above the echo sounder on the starboard side. This should be an easy fix. She is very dry inside.



Layout, starting from the stern on starboard, is a quarter berth and storage locker, beneath which, is some, removable, mooring ballast to ensure that it stands up and lays over to starboard.

The galley has a Flavel B.700B cooker with oven and grill, not gimballed. It appears to be in reasonable condition but cannot be guaranteed. There is locker space behind the cooker. Alongside the cooker is a sink and draining board. Beneath that is a storage locker which has enough space for two storage boxes.



Heading forward through the main bulkhead is a V berth with infill, The heads are beneath together with ample storage.

Heading aft on the port side is an L shaped seating area with ample storage beneath. There is a small chart table by the main bulkhead. Below are the engine fuel tap and filter which are easily accessible. Under the bridge deck are the engine controls, keys etc.



The bilge is dry and provides access to the seacocks which should be serviced as part of the fitout process.

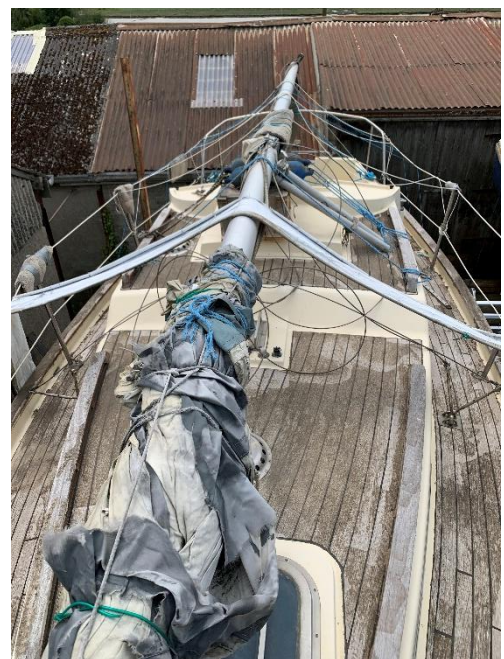
She is powered by a Volvo MD 10A petrol engine. The engine was easily turned over by hand by using the starting handle. This has not run for some time and should be inspected and serviced prior to starting.



A simple VHF radio, seafarer echo sounder and NASA log are installed. There is a Windex stored currently in the quarter berth.

Looking out there is a U-shaped deep well cockpit which is comfortable and safe surrounded by high coamings. A deep locker to

port and a separate gas locker. Engine controls and a manual bilge pump to starboard. Gibb sheet winches and cleats on the coamings.



The decking is laid on West system resin rather than screwed. The foredeck has fairleads on the rail and a samson post. She has an anchor well with chain, fisherman and a plough type anchor.

She is currently sitting on a yard trailer, included, and comes with a GRP tender. Original bills and documentation including plans from the time of delivery and a number of spares are available and included if required.

The rig will need to be checked and updated as required and other equipment which is currently stored at the owner's home is currently being checked and itemised. Sails are bagged and stored separately, hank on jib and main together with other items, current condition is unknown.

The boat is based in Alresford, Essex. The yard is part of a cooperative and storage whilst fitting out / refitting is available by negotiation. All services are provided by volunteers and if you choose to complete the fitout at the cooperative there is plenty of advice available and assistance with launching.

She is a pretty boat with loads more life left in her. She would suit a practical person and would reward the time spent bringing her back to life. This could be achieved within a modest budget.

If you are interested in buying this boat with a view to returning her to the water. Please contact the owner. R.Griffin on 07526 337250 for further information and viewing.