

"Samba" – a Seamaster 925 : SSR 118757

1) Brief history of major works:

Designed by Holman & Pye. Hull no. 5841, built 1979 at Seamaster Limited, Great Dunmow, Essex. First owner believed to have kept the boat on the Clyde.

August 2005 – purchased by present owner at Loch Melfort, Argyll.

May 2010 – engine replaced with new Beta 16 professionally installed at Ardfarn Yacht Centre: fuel tank also cleaned, repaired and re-painted. New lower (inner) shrouds fitted. New genoa by Leitch of Tarbert, Argyll.

June 2010 – new babystay (inner forestay) fitted in Orkney.

April 2011 – new Gebo forehatch fitted. New Furlex genoa-furling gear fitted. New Jabsco heads fitted.

May 2012 – new ICom M411 VHF set fitted.

May 2013 - new main shrouds and backstay fitted.

March-May 2015 – new Hyde mainsail. Anchor chain re-galvanised.

November 2014 – insurance survey by James McIlwraith of Survey One. Available for review.

April-May 2015 – 2 out of 6 keel bolts tested for tightness and recapped. New guard-rail wires fitted. Fire extinguishers all checked, two refilled, and engine compartment extinguisher replaced with a new one (with glass bulb auto-release).

March-May 2016 – 4 remaining keel-bolts tested for tightness and recapped. Lower hull sand-blasted by Marine Blast and then professionally epoxied by J. Miller Marine Maintenance, Helensburgh. Simpson-Lawrence electric anchor windlass completely rebuilt by SL Spares, Paisley.

April-May 2017 – new rudder bearings fitted, and drain plug fitted to rudder. New Raymarine i50 log and depth instruments professionally fitted by Iain Kilgore of Electrics for Boats. Replacement GPS (Garmin G152) fitted, linking in to VHF for position reporting.

May 2018 – new Seago 4-person liferaft. Anchor-locker drain valve replaced. Forehatch re-sealed.

2) Inventory of main items of equipment:

Hull: pretty tumblehome, long fin cast-iron keel. Rudder with partial skeg. Tiller steering. Spare tiller.

Rig and sails: Sparlight mast and boom, removed each winter and carefully checked over. Mainsail is Hyde, 2015, with slab-reefing. Genoa is Leitch, 2010. Cruising chute with snuffer. Spinnaker, and spinnaker pole. Standing rigging and bottlescrews all replaced over the period 2010-2013. Sail number 1357C.

Deck and topsides: Electric anchor windlass is Simpson-Lawrence Seawolf. 50 metres chain. 35lb CQR and fisherman kedge. Winches are all Barlow: genoa-winches are 2-speed. Topsides are still original gelcoat, polished annually by J. Miller Marine Maintenance over the last several years. Liferaft is Seago 4-person. Avon dinghy - with oars and pump and storage bag. Warps and fenders. Two lifebelts and danbuoy.

Instruments: Raymarine i50 log and depth. Garmin GPS 152. ICom M411 VHF.

Galley and Fire Safety: Plastimo 2-burner with grill and oven, gimballed. Gas safety check last done May 2017 at Port Bannatyne, Bute. Seawater foot-pump to galley sink, also pressure feed from fresh water tank. Fridge was removed long ago: instead that space is suitable for a cool-box. Galley sink and heads sink both have positive pump-out. Three powder fire extinguishers, two in main cabin, one in engine compartment.

Fuel and Water tanks: About 53 litres diesel, plus 15 litres in spare jerry cans. Water tank is Plastimo flexible 100-litre, with an electric pump connected to taps at the two sinks, galley and heads

Engine: Beta 16, carefully maintained as recommended by Beta – now c.770 well-behaved hours since May 2010. Runs economically at about 4.5-5kts hull speed in calm conditions burning c.1 litre per hour. Prop, new in 2010, is fixed 2-blade.

Batteries: 2 x 75a/h, Engine battery (Yuasa) was new in 2015.



