

**NORTH SEA 127**  
**OUTLINE SPECIFICATION**



## NORTH SEA 127

### SPECIFICATION OF STANDARD KETCH

#### Design Criterion

This vessel has been specifically designed for ocean cruising and can easily be handled by a crew of two. The sail areas have been broken down into manageable individual sails so that, for example, in the event of a sudden squall the mainsail can be dropped and the vessel sailed to windward if necessary under one or two headsails plus mizzen.

The North Sea 127 has a considerably higher displacement than the large majority of so called 'off shore' vessels built today. This results in a much easier motion in a short sea and provides greater stability and comfort below.

The first impression when stepping aboard this craft is one of strength and safety. The deep centre cockpit with radiused coamings provides shelter and comfort. The centre cockpit and hull form gives additional safety and comfort in a large following sea but is not made so restricted in size that eight people cannot sit in comfort.

The hull form is based on that of the famous Norwegian sailing lifeboats, developed over many decades to cope with heavy breaking seas yet provide the ability to sail in the most severe of gales. The vessel has a long keel hull form with rudder hung from the aft end of the keel by very substantial stainless steel gudgeon. The ballast is fitted inside the hull moulding avoiding keel bolt problems and potential leaks. This cruising yacht is able to set a considerable sail area by extending the deck length by fitting a substantial stainless steel fabricated planked bowsprit thus achieving good performance for a vessel of this displacement in light winds.

As in the rest of the vessel the accommodation below is designed specifically for serious cruising offshore. Those who undertake night passages know how uncomfortable sleeping in a forward cabin can be and thus the general arrangements provide in that area a large shower and toilet space with sail stowage, workshop etc., making this area a sizeable 'wet stowage' space.

The very large main saloon area is fitted with three-sided seating to starboard and single settee berth to port with folding table and ample locker space both port and starboard. The area is beautifully fitted out in teak and teak faced ply with timber surfaces oiled and hand rubbed, except where subjected to wet. The special deck head linings provide added insulation and the lighting

arrangements together with the overall fit out give a great sense of quality and 'warmth' aboard.

A double cabin is fitted to starboard amidships rather than the normal arrangements found aboard a vessel of this size with the cramped forward cabin. This cabin is fitted with two spacious bunks, hanging locker space and drawer cupboards.

The galley is fitted to port of the companionway steps and provides two stainless steel sinks, large gas cooker with oven, worktops with drawers and lockers, refrigerator and water heater etc.

Down the passageway to port to the owner's aft cabin the chart table is sited outboard with navigational instrumentation and bookshelf and good access is provided to the engine inboard with demountable panels and substantial stowage area under the cockpit, over the engine.

The owner's cabin is fitted aft with dressing table and radiused seating area to port with ample hanging locker space aft and drawers and cupboards at the dressing table. A double bunk is fitted to starboard with stowage shelf over. Separate owner's heads area is fitted aft with shower, flush toilet and wash handbasin with locker stowage. Again, great attention has been given to providing high quality of fit out using carefully selected teak veneers and furnishing fabrics.

#### Principal Dimensions

|                                   |                                  |
|-----------------------------------|----------------------------------|
| Length overall (Ex. Mizzen Boom ) | 41' 9" (12.72m)                  |
| Length on deck                    | 37' 3" (11.35m)                  |
| Length waterline                  | 31' 2" (9.50m)                   |
| Beam                              | 12' 3" (3.73m)                   |
| Ballast                           | 4.25 tons (39%)                  |
| Mainmast height above waterline   | 52' (15.85m)                     |
| Mainsail area                     | 302 sq.feet (28.06 sq.m)         |
| Mizzen                            | 148 sq. feet (13.75 sq.m)        |
| Jib                               | 179 sq. feet (16.63 sq.m)        |
| Staysail                          | 155 sq. feet (14.40 sq.m)        |
| Light genoa                       | 410 sq. feet (38.09 sq.m)        |
| Mizzen staysail                   | 216 sq. feet (20.07 sq.m)        |
| Storm Jib                         | 69 sq. feet (6.45 sq.m)          |
| Engine                            | Volvo Penta MD30<br>65bhp (48kW) |

## Build and Equipment Specification

### Hull and Deck

The hull and deck are constructed to plans approved by Lloyd's Register of Shipping with substantial lay up in the hull incorporating chopped strand mat and woven rovings. The hull is laminated using isophthallic resin providing high water resistance. The deck is constructed of sandwich structure using 3/4" end grain balsa and hardwood in way of all high stress points. A teak deck can be fitted as an optional extra. The GRP deck is painted on the walkway areas with a choice of suitable deck paints.

A sealed and varnished Iroko gunwale timber and capping is fitted together with painted cove line and boot top. The bottom is prepared and painted with two coats of suitable antifoul and as an optional extra the bottom can be painted with epoxy if desired whilst in the build factory.

### Deck Fittings

Stainless steel pulpit, stainless steel pushpit, stainless stanchions, specially designed stainless steel stanchion brackets (so decks are kept clear) stainless steel guard wires, substantial stainless steel fabricated bowsprit with teak planking and nylon roller for anchor housing, stainless steel strap chainplates, Seahorse 513 hand windlass in recessed well, providing flush foredeck, 13" alloy mooring bollard and two 7" alloy fairleads forward with two 9" mooring bollards aft and closed fairlead on centreline, two stainless steel support rails by mainmast, four cowl vents on foredeck and two on after deck with Ventilite over starboard cabin. Each of the cowl vents fitted with stainless steel guard-rail, Canpa opening forehatch and aft hatch, main hatch fitted with GRP hatch garage and transparent sliding hatch with hardwood dropboards, hardwood grabrails on forward and aft coachroofs, deck fillers for fuel oil and water, 17 alloy ports and windows, with at least one opening window to each cabin space, teak seat tops and cockpit grating, Barlow Gibb two-speed jib sheeting winches type 24ST, and two single speed staysail winches type 19CP, together with two winch handles, staysail/jib sheet traveller blocks and tracks, mainsheet traveller with track and end stops, aluminium alloy mast plinths bolted with stainless steel, four alloy sheeting cleats, steering binnacle with C15 bowl compass and 26" stainless steel wheel by Whitlock, emergency steering tiller with access to steering through hatch in aft deck, 45lb CQR self-stowing anchor on bowsprit and 30m of 9.5mm calibrated galvanised chain plus 20m of warp and 14kg fisherman anchor.

### Spars, Rigging and Sails

Mainmast, main boom, mizzen mast, mizzen boom and jib boom in silver anodised alloy with integral tracks and alloy and stainless steel fittings.

Mainmast fitted with Barlow Gibb wire drum mainsail halyard winch, staysail halyard winch, jib halyard winch. Mizzen mast fitted with single halyard winch, all type 19ST. Pocket on mainmast for winch handle. Mainmast fitted with tricolour masthead light, deck floodlight and throughout through-bolted stainless steel tangs used, main and mizzen booms fitted with slab reefing, three reef points on mainsail and two on mizzen. Kicking strap fittings on both main and mizzen booms.

All standing rigging of 1 x 19 stainless steel, 7mm on mainmast shrouds with 8mm forestays and 6mm shrouds to mizzen. Halyards of 6mm 7 x 19 flexible wire with 12mm rope tails, all internal halyards. Stalock or Norseman stud terminals and toggles used on all shrouds.

Sails, mainsail 10oz terylene with three slab reef points and five batten pockets, mizzen 9oz terylene with two slab reef points and three batten pockets, jib 9oz terylene with wire forestay and hanks, staysail 9oz terylene with wire forestay and hanks, storm jib 10oz terylene with wire forestay and hanks, mainsail and mizzen covers in proofed cloth.

#### Hull Fit Out

##### Ballast

Approx. 4.5 tons iron punchings encapsulated in resin and laminated over forming integral part of the hull.

##### Bulkheads

Five main structural bulkheads all bonded to the hull and all secondary joinery also bonded to provide full structural strength. All bulkheads of WBP or marine ply using only hardwood veneers. Accommodation bulkheads teak veneered.

##### Bilges

Coated in waxed resin to provide smooth, easily cleaned surface together with prevention of water penetration through the inner laminate. Bilges fully limbered throughout to deep sump aft.

##### Engine and Stern Gear

Four cylinder 4 stroke Volvo Penta MD 30 delivering 65 HP (48 kW) at 3800rpm. This engine is freshwater cooled via a heater exchanger to the seawater. Reinforced rubber exhaust is fitted with waterlock and seawater injection bend. The engine is fitted with a 50w alternator and wiring loom.

The engine is flexibly mounted with Volvo anti-vibration mounts bolted to the GRP engine beds with steel inserts. The whole of the engine space is insulated with special plastic/rubber sound insulating material.

### Stern Gear

Bronze stern tube with water lubricated cutlass bearing bolted and bonded to hull with flexible stuffing gland and remote greaser strongly supported by heavily bonded transverse floor. 1 1/2" diameter stainless steel shaft with outboard end tapered and inboard end fitted with steel coupling. 19" diameter two bladed propeller for minimum sailing resistance (shaft marked to indicate when propeller up and down).

### Tanks

Diesel fuel tank of stainless steel baffled giving 70 gallons capacity installed under the cabin sole. Tank fitted with filler pipe and breather and filler on deck so any spillage runs overboard.

Freshwater tank of stainless steel mounted under cabin sole, 90 gallons capacity and fitted with deck filler and breather. Water is supplied by pressure pump to outlets in galley, forward heads and owner's heads.

A separate calorifier tank fitted, heated indirectly by engine cooling water with feeds to galley and both heads areas. In the event of an electrical failure a foot pump is also fitted at the galley area.

### Bilge Pumping

A Gusher Titan hand bilge pump mounted in the cockpit pumping the main sump and in addition an electrical bilge pump with float switch.

All underwater skin fittings are of bronze with Blake type lever seacocks.

### Steering Gear

Whitlock heavy-duty sleeved cable system with marine alloy quadrant and turning blocks to alloy binnacle mounted in cockpit with stainless steel steering wheel and bowl compass.

Rudder constructed with stainless steel stock and tangs and stainless steel bottom pintle and gudgeon fitting of heavy duty construction and heavily laminated over with GRP rudder blade faces. The rudder stock is fitted with a top square and emergency tiller supplied. Filament wound GRP rudder tube bonded to hull and supported in aft locker and tube fitted with polyacetal bearing and 'O' ring seal. The design is such that the rudder can be unbolted from the main stock without having to lift the boat high off the ground to drop the rudder stock through the rudder tube.

### Electrics

Two heavy duty 12v. batteries with main breaker switch and selector switch for battery charging from alternator driven by engine. Extensive bulkhead and overhead lighting is provided throughout. Navigation lights including steaming, port and starboard and stern light and masthead tricolour, together with deck floodlight fitted. Additional wiring can be fitted to owner's choice for navigational aids and additional circuits. An electrical gas detector is fitted as standard.

### Windows and Port Lights

Aluminium anodised coachroof side windows, some of which open to provide additional ventilation, with toughened glass. A window is also fitted in the cockpit side to provide natural lighting to the passageway.

### Accommodation

#### General

Plywood throughout is of marine quality to BS1088 or WBP. All main accommodation areas are fitted out in teak and teak-faced ply and coated with oil and hand rubbed with varnish in 'wet' areas. Sole boards throughout main saloon and passageway of high quality striped Deckaply. Soft linings are used in some areas providing better insulation and 'cushioning' in the event of accident. Deckhead linings of foam backed vinyl carefully fitted with teak covering battens. 4" (100mm) depth cushions with zipped and Velcro fastened cushions provided throughout.

#### Forward Heads

Fitted with flush toilet, shower and wash handbasin fed with hot and cold running water. Large 'wet' sail stowage area to port and lockers and shelving to starboard. Access to unrestricted chainbin forward of partial bulkhead and forepeak bulkhead fitted with removable hatch. All surfaces covered in easily cleaned finishes of Formica and varnished teak.

### Main Saloon

Fitted with large settee arrangement to starboard with lockers behind and stowage under settee and double flapped table lowers to form double berth. Single settee berth fitted to port with lockers behind and under. Fit out carried out to very high quality standard in teak. Three bulkhead mounted lights and two overhead lights.

### Galley

Fitted with main stainless and secondary stainless sink, Formica cupboard worktops and gimbaled cooker with three burners, grill and oven. Specially designed and built crockery stowage lockers outboard and extensive stowage underneath worktop area. Refrigerator fitted on inboard face of passageway.

### Starboard Cabin

Fitted with upper and lower berths, hanging locker and berth lockers. Again, area fitted out in teak and teak-faced ply with soft linings. Overhead light and two berth lights fitted.

### Engine Area

Boxed in with teak-faced panels with sound insulating material and extensive stowage over engine. Batteries housed in special containers forward of engine together with calorifier.

### Chart Table Pilot Berth

Teak-faced and teak surround chart table with chart light and bulkhead space for mounting instrumentation and radio. Additional overhead light above pilot berth.

### Aft Cabin

Fitted with dressing table to port and drawer and locker stowage and radiused seating area aft with hanging locker. Double berth fitted to starboard with two berth lights and stowage under berths and inside shelves and lockers.

### Aft Heads

Owner's separate heads area with shower, wash handbasin with hot and cold running water and flush toilet. Additional locker stowage and razor socket light over mirror and overhead light in heads. Both showers fitted with electric shower discharge pumps.

### Sail and Gas Locker

Separate gas locker draining into cockpit with access from starboard cockpit seat locker and room for stowing two gas bottles. Deep stowage locker fitted aft of gas locker.

### Additional Inventory

In addition to the items listed in the Specification the following are supplied as standard with the vessel: bowl compass, gas bottle, echo sounder, gas alarm, three fire extinguishers and fire blanket, four fenders, two mooring warps, ensign with staff and holder. Radar reflector.

The vessel is launched and sail and motor tested prior to delivery from the yard

### Optional Extras

Teak deck. Bottom epoxy painted at factory. Cockpit cover. Spray hood. Leather bound steering wheel. Sun awning over cockpit. Cockpit table. Chromed bronze windows (anodised alloy as standard). Jib furling system. Staysail furling system. Medium Genoa. Light Genoa. Mizzen staysail and halyard winch. Generator. Liferaft. Lifejackets. Stereo cassette system. Jabsco belt driven bilge pump. Bedding, fitted sheets, duvets etc. Owner's choice of navigational aids e.g. log,

VHF, DF, radar, Decca, Sat. Nav. windspeed, wind direction, close hauled indicator etc.

Note

The Specification is correct at the time of printing but the Designer and Builder reserve the right to make alterations without notice as deemed necessary. Such alterations are not considered applicable to yachts already built and delivered. For Terms of Business and copies of Construction Contracts contact

