

STANDARD "GULFSTREAM 42 SPECIFICATION"

PRINCIPAL DIMENSIONS

Length Overall	42ft 0 ins	12.80m
Length Waterline	33ft 6 ins	10.21m
Beam	12ft 0 ins	3.66m
Draught at WL	4ft 6 ins	1.37m
Displacement	32400 lbs	14700 kg
Ballast in keel	9700 lbs	4400 kg = 43%
Working sail area	810sqft	75.3 sqm
Light weather rig	1337sqft	124.2 sqm

DESIGNER : Maurice Griffiths BUILDER : Terry Erskine Steel Yachts,
Factory H,
Xewkija Industrial Estate,
Xewkija, Gozo,
Malta.

CONSTRUCTION - HULL & DECK

The hull is of double chine form with lateral framing spaced at 24 ins (610mm). The hull throughout is of 5mm plate, keel sides 6mm, keel sole plate 12/15mm, decks and coach roof etc 4mm, chine bars 20mm.

CORROSION PROTECTION

All steel is shot blasted and holding primer applied. The painting system is applied to International Paints Ltd recommendations and consist of four coats epoxide resin high build to exterior followed by one polyurethane undercoat and two coats gloss polyurethane. Exterior colour scheme to owners choice ie. anti foul colour, boot top, main hull, sheer line/bulwark etc. Interior of hull is protected by two coats epoxy tar prior to foam insulation.

CATHODIC PROTECTION

Two large M.G.Duff zinc anodes stud mounted to main hull and two smaller round anodes stud mounted to stern section in way of rudder and sterngear.

DECK EQUIPMENT & FITTINGS

Bow Sprit of solid laminated Burma teak with stainless steel fittings.

Anchor Stowage (self stowing) of stainless steel or mild steel with stainless steel bar edgings and working parts.

Samson Post of 3in steel pipe carried through deck and welded to stem bar.

Mooring Bollards/Posts. Pair forward and pair aft.

Fairleads. Two forward, two amidships, two aft, of 6in x 2.5in set in bulwarks with 0.5in stainless steel bar edgings. Pair of 'horns' welded inside bulwark each side of amidships fairleads for spring line use.

Pulpit and Pushpit of stainless steel lin tube with double rails. Pulpit full wrap around the outer forestay to work head sail and anchor in complete safety. Pushpit with 'gate' for stern access.

Stanchions (27in) of stainless steel with double row life lines in 5mm stainless steel lashed at aft end in order to insulate.

Anchor Winch. Simpson-Lawrence 555 'Sea Horse' with rope/chain gypsy calibrated for 3/8in chain. Rope drum to port.

Genoa Tracks. Two Lewmar 6ft tracks port and starboard with adjustable, sliding non-tumble sheet blocks and end stops.

Club Boom Track. (Staysail) One 6ft track forward of main mast complete with one slider and end stops.

Sheet and Halyard Winches. Pair of Lewmar 43C with 10in handles (genoa and headsails). Pair of Lewmar 16:1 (staysail winches).

Pair of Lewmar 16:1 mainsail and jib (mast winches). One Lewmar 8:1 slab reefing.

Cleats. All of suitable size and positioned for tail ends of sheets and halyards.

Harness Points. 3/8in stainless steel bar on stainless steel plates through bolted. Four - pair positioned to suit helmsman
- pair each side of cabin entrance.

Deck Fillers. One fuel. One water (marked accordingly).

main sheet. Traditional sheet horse type in stainless steel mounted on raised coach roof. Tail end of sheet brought to hand via winch and cleats.

Chain Plates. For all rigging - of mildsteel 12mm thick, welded to hull with stainless steel pressed ring to suit clevis pin size.

Hatches. Lewmar or Lewmar type to forecabin. Lewmar or Lewmar type to maincabin. Custom built teak sliding hatch and garage as main entrance hatch complete with washboards.

Ventilation. Four Dorade type 4in diameter to coach roof to suit interior layout.

Windows. Positioned to cabin sides to suit interior layout and opening where possible (depending on size).

Exterior Trim. All of Burma teak - hand rails to coach roof and cabin, all cockpit trim, main hatch and garage, cockpit seats (laid decking), cockpit grate, bridge deck (laid decking), Lewmar hatch bases etc..

Walk On Areas of Decks and Coach Roof etc. Treadmaster non slip diamond pattern laid with 2in margins for pattern effect and colour to owners choice.

GROUND AND MOORING TACKLE

One 45lb CQR anchor, 30 fathoms 3/8in calibrated chain.
Two 16m x 14mm nylon mooring warps. Four fenders.

STEERING GEAR

A high quality cable steering system taken to a cockpit mounted steering pedestal incorporating compass and engine controls. The steering wheel is in stainless steel. Emergency tiller also supplied.

COCKPIT

Self draining with two 3in bore drains. Discharge through transom above water line with anti surge flaps outside and emergency 'bungs' for inside. All seat tops and bridge deck are in solid teak laid decking. Teak grate to cockpit sole.

BILGE PUMPS

One 25/30 gpm pump fitted for cockpit operation. One 10/15 gpm pump fitted for interior operation. Both pumps feed sump at aft end of ballast and pipe ends fitted with strum boxes.

COMPASS

Sestrel with compensating magnets for steel hull.

SKIN FITTINGS

Below water line - Blakes bronze seacocks mounted to plates inside hull, insulated from steel via neoprane pads. Above water fittings all of screw wheel type of first class quality.

MASTS, BOOMS & SPARS

By reputable manufacturer and silver anodised. All fittings and equipment as shown on drawings issued with contract.

RIGGING - STANDING AND RUNNING

By reputable manufacturers and detail as shown on drawings issued with contract.

SAILS

Four - Mainsail, Mizzen, Staysail and Headsail. By reputable manufacturer and detail as shown on drawings issued with contract.

ACCOMODATION

The interior is completely custom built to suit owner and comes complete ready to live on board (except bedding, cockery and cooking utensils). Interior to be agreed before building from drawings produced by Terry Erskine to scale from sketches and suggestions by owner. This service is completely free of charge. Terry Erskine has built many hundreds of yachts for live aboard long distance cruisers, and a wealth of experience can be called upon.

Some interior details are as follows:-

Toilet. 'Baby' Blake sea toilet probably the worlds most reliable marine toilet;

Cooker. Gas, 3 two burner grill and oven (in gimbals) or Taylors/Optimus kerosene with two burners and oven.

Plumbing. Water 150 imp galls approx. As a true long distance yacht the builders are not convinced that hot and cold pressurised water systems are trouble free enough for very long periods. Therefore the yacht is priced with cold water supply via hand and foot pumps to galley and heads basins. However pressurised hot and cold water systems can of course be installed but are charged as an extra charge. the same applies to shower systems. One can gather from the above that the builders are of the old school of thought ie "keep it simple". Please feel free to discuss this subject with us.

Cushions and Backrests. Of cloth or simulated leather to owners colour/pattern choice and deep buttoned. Draylon and real leather materials charged as extra.

ENGINE

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Perkins diesel 4.108 - 40kw/50bhp at 300 revs. Complete with all stern gear and equipment. Note: Other engines installed by arrangement.

Fuel. 150 imp galls approx. Tanks stainless steel to port and starboard.

Controls. Incorporated with wheel steering or single lever to owners choice.

Cooling. By raw sea water or heat exchanger.

Insulation. Engine compartment is fully insulated by good quality material.

Ventilation. Air to the engine is taken from the bilges, which helps their ventilation, and is discharged via the engine.

Instruments. Temperature and oil pressure, ignition switch and stop control, and fuel gauge.

Fuel System. Twin tanks of stainless steel. 150 galls total. Filled from side deck and vented outboard. Isolation valves on tanks, contents measured by means of electrical gauge. A primary filter/water separator with glass bowl and drain plug is fitted in addition to the engine fuel filter, fuel spilloff is returned to the tanks.

Exhaust. Seawater cooling is discharged through the exhaust which is rubber reinforced hose. Vetus or similar water lock is fitted as is transom swan lock. The sea water return is looped and vented back to the highest point of the exhaust to prevent syphoning.

ELECTRICAL EQUIPMENT

Two separate 12 volt battery systems, one for engine starting (110 amp hr capacity) and one for domestic requirements (110 amp hr capacity). A change over switch enables both batteries to be connected in parallel, in emergency to start the engine. Both systems are charged by a 36 amp alternator. Batteries secured to hull and access to suit layout. A voltmeter on the main switch panel indicates the charge level of the batteries. Wiring is by a two wire system, carried throughout the yacht in conduit (plastic), fitted with circuit breakers at the main switchboard.

Interior Lights. As required to properly light each space or compartment of the customised layout. All interior lights of 10 watt overhead or bulkhead mounted.

Navigation Lights. One 25 watt tri-colour at main mast head combined with a 10 watt all-round white. One 10 watt stern, one 25 watt steaming on main mast. One 25 watt sealed beam deck light to main mast. One 25 watt sealed beam deck light to mizzen mast. 'Back up' port and starboard navigation lights at lower level are bow bi-colour or port and starboard to coach roof in teak boxes.

Sockets. One 12 volt in chart space. One 12 volt inside main companion way for cockpit use.

MISCELLANEOUS EQUIPMENT

Depth sounder. 2 fire extinguishers. Signwrite name of yacht and port to transom. Deck brush. 8ft. boat hook. Ensign staff and socket. Anti foul paint to owners colour choice (2 coats).

SEA TRIALS

Carried out with the builders aboard for a period or periods until the owner is satisfied with all the yachts gear and equipment.

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NB. The above specification is intended to indicate the quality of construction and equipment fitted to the yacht and, subject to improvement and availability, we reserve the right to change the specification without notice.
