

## Twister - 28

£ 20,000

📍 Levington, Eastern



**Clarke & Carter Interyacht Ltd**

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**785600**

- Cruisers
- United Kingdom
- 1967
- 8.53 m/28 ft

The Kim Holman designed Twister needs little introduction. These fantastic small cruisers are well mannered and fun to sail and just as handy coastal cruising as ocean crossing - which many have done. With elegant lines they attract attention wherever they sail, but this fantastic wooden version is a real head-turner, probably the best we've seen. Her careful long term ownership means that she gleams both inside and out. An absolute gem and in beautiful condition throughout, classic boats of this quality are rare so don't hesitate to come and have a look. Viewing by appointment through our Levington Office - [Click here to reveal phone number](#) - Accommodation

The accommodation is light and airy, simply finished with painted bulkheads and rich varnished mahogany trim and offers a possible five berths in two cabins. In the forecabin, V berth with stowage under. Opening hatch to deck. Full width heads compartment with marine toilet (2017) and washbasin. In the saloon, two settee berths with stowage under and behind. Fold down saloon table. Quarter berth to starboard with galley opposite. Two burner gimbaled gas hob with grill. Stainless steel sink with electrically pumped water supply. 8 gallon freshwater capacity.

#### Mechanical Systems

Located under the companionway, Yanmar 2GM20 twin cylinder 18hp diesel engine, fitted new in 2004. Electric start. Freshwater cooled via heat exchanger. Shaft drive to three bladed propeller. 8 gallon fuel capacity in stainless steel tank giving approximately 100 mile range at 5 knot cruising speed. Maximum speed under power 6 knots. Single lever control. The engine has been regularly serviced and has completed about 500 hours running time since.

#### Electrical Systems

2 x 12 volt 75 Ah batteries (2012) Alternator charging 240 volt shorepower

#### Spars & Sails

Masthead rigged sloop. Anodised aluminium mast and boom by Sparlight. Stainless steel standing rigging. Terylene running rigging. Two Andersen 18 self tailing sheet winches. Halyard winch. Two Barton control line winches. Slab reefing to mainsail. Sailspar headsail furling system. Spinnaker pole. Mainsail - Parker & Kay - 1998 - good Furling genoa - Parker & Kay - 1996 - good Spinnaker - Seahorse - 1967

#### Deck Equipment

25lb CQR anchor with chain Twin bow roller Simpson Lawrence manual anchor windlass Stainless steel pulpit, pushpit, stanchions and guardwires Teak coachroof grabrails Sail cover Sprayhood Cockpit spray dodgers with boat name Outboard stowage bracket Cockpit cover Various warps and fenders

#### Navigation Equipment

Steering compass Nasa depth Nasa windspeed and direction Icom DSC VHF radio Autopilot Clock and barometer Masthead and deck level navigation lights

#### Safety Equipment

Fire extinguisher Jackstays Cockpit harness eye Radar reflector Plastimo 4 person liferaft (needs servicing) Horseshoe lifebuoy Manual bilge pump

#### Construction

Built in 1967 by Eversons of Woodbridge to a design by Kim Holman. Blue painted Mahogany and Larch planking on Canadian Rock Elm frames. Copper fastened. Epoxy sheathed marine plywood deck with painted non-slip. Varnished mahogany superstructure. Long keel with cast iron ballast. Keel hung rudder. Tiller steering. Aft self draining cockpit. The Mahogany topside planking was re-splined in 1997 with epoxy. The original strap floors have been replaced with bronze floors and new bronze bolts in 2003. Some frames replaced in 2003. New cockpit seats and coamings in 2007. New keel bolts in 2008. New window frames in 2010. Paint below the waterline was stripped back and repainted and some small repairs made in 2012. New stern tube 2012.

#### Additional Equipment

Hoodwink has been in the same ownership since 1979 and has been meticulously maintained ever since. She is much admired wherever she sails. The cabin window design is unique in that it has been copied from the Twister's larger sister, the North Sea 24 (itself the forerunner of the Rustler 31).

Some of the major work and improvements by the present owner include: 1997 - re-splining the mahogany topsides with mahogany splines and WEST epoxy 2003 - galvanised strap floors and bolts replaced with bronze strap floors and bolts, the corroded frames cut out and laminated oak frames scarfed in and bedded with Sikaflex 2007 - cockpit coaming and seats rebuilt in Brazilian mahogany 2008 - ballast keel and deadwood removed, overhauled, floors repaired and re-drilled for new keel bolts. There is currently no indication of rust or leakage around the keel joint 2010 - aluminium frames around the cabin windows replaced with polished stainless steel 2012 - antifouling burnt off the bottom (larch planking all found to be sound), some soft wood in stern post cut out and repaired. The bronze stern tube was replaced with a glued-in carbon fibre stern tube. The present owner has kept the boat on the East Coast and cruised to the Continent and down the English Channel. There have been three previous owners and is now only for sale due to the owner's advancing years.

#### Disclaimer

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