



NICHOLSON
yachts
WORLDWIDE



classic sailing yacht
-SINCERITY-

A fine Edwardian lady of elegance and distinction, SINCERITY was built in 1928 by the renowned Baglietto yard of Varazze, Italy, and like any lady with a distinguished pedigree.

This elegant yacht has recently had a complete full refit and her hull is now silky gleaming white

Asking \$1,350,000



Name: SINCERITY Rig : MARCONI KETCH Year: 1928 Designer: VINCENZO BAGLIETTO Builder: CANTIERI BAGLIETTO-VARAZZE- ITALY Location: E-USA	LOA: 30.00 LOD: 26.80 m BMax: 5.05 m Depth: 3.30 m Displacement: 85 T Engine: VOLVO TAMD 230 HP
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Sincerity was designed by Ing. Vincenzo Baglietto and built in his family shipyard in Varazze, Italy.

She was launched on Saturday 4th August 1928 with the name of JANUA . Her first owner was Gran. Uff. Comm. Dott. Andrea Luigi Piccardo of Genova.

The ceremony of the launch was greeted by the high society of Genova and by a crowd of joyful persons in vacation on the lovely beaches of Varazze.

The godmother was Donna Maria Cagni, wife of S. E. Ammiraglio Cagni

Present to the ceremony, among the notables Comm. Bebbe Croce, internationally known yachtsman who later became president of IYRU from 1969 to 1986.

In February 1929 during the official opening ceremony of the new Reale Yacht Club Italiano in Genova and the new yacht harbour Duca degli Abruzzi, S.A.R. the Crown Prince visited Janua and spoke highly of her and had an encomium for the quality of the vessel.

In 1970 she was bought by the American owner Jean Castel and renamed SINCERITY

In 1988 the description of the yacht is included in an otherwise well documented book called "Genoa Jib " Cento anni di vela in Italia.

A fine Edwardian lady of elegance and distinction, SINCERITY was built in 1928 by the renowned Baglietto yard of Varazze, Italy, and like any lady with a distinguished pedigree, she is blessed with good bones and unquestionable grace. As evidenced by her lines, she was designed as a swift and comfortable cruiser; her cutaway forefoot and Bermudan rig make her a very fast classic. Her unusually high bulwarks, combined with the reserve buoyancy in her bow and stern, make her exceptionally dry, and her long keel and 85-metric-ton displacement make her steady, easy to handle, and comfortable in heavy weather.

To go below is to step into another time, a romantic era of impeccable taste and exquisite craftsmanship. Original mahogany paneling beautifully inlaid with birds-eye maple, a red-oak parquet cabin sole, bronze fittings, Persian carpets, and unique, well-thought-out details greet the eye and soothe the soul. Unlike the great majority of vessels of this vintage, which have been gutted and had their interiors replaced, perhaps as much as 90%

of SINCERITY's original interior has been lovingly preserved, resulting in the warm and inviting accommodations that were one of the hallmarks of quality yachts of her era.

Construction

Teak planking on oak frames, copper-rivet and bronze-screw fastened, all thru-hulls are bronze. Flush deck with high bulwarks affording privacy and shelter. Much of the hull below the waterline was renewed in 1997 and 1998.

Engine

1998 Volvo TAMD63 230-hp 6-cyl. diesel engine (fully serviced 2009 and 2005). 4,000 engine hours as of July 2010. 3-blade fixed propeller on 2004 stainless-steel shaft. Cruises speed est. 8 kn. at 1,950 r.p.m.

Tanks

1,000 lt. fuel in stainless steel, 1,000 lt. water in stainless steel, stainless steel gray-water holding tank.

Electrical

24V lighting and 24V starting systems, 24V engine-driven alternator, circuit-breaker panel, 220V shore-power hook-up, Master V charger, generator (rebuilt 2006). The vessel is grounded.

Accommodations

Well suited for owner's party of 5 with crew of as many as 4. Three cabins (two double staterooms, the owner's being unusually large and light)—the aft cabin features a double bunk to starboard with a single bunk opposite to port and a personal washbasin recessed in an antique vanity cabinet; the starboard cabin has an 8' single bed (commonly used as a double) to starboard and a single athwartship; and opposite to port is a cozy, hardwood-paneled single stateroom, which with its ample storage space and location at the bottom of the curved staircase, can easily serve as the captain's cabin. There are 2 large opening portholes and a ventilation hatch into the deckhouse. The crew quarters for 4 (including head with wash basin) are in the forepeak, forward of the galley, allowing excellent service with maximum privacy for guests. The main saloon offers dining for 8 adjacent the galley (and there is also a dining table for 8 to 12 on the deck). The galley is equipped with a Electrolux 4-burner propane stove with oven, stainless steel ice box, Electrolux 2kW professional steamer, Electrolux microwave, large built-in 220V refrigerator/freezer, and a dining space for crew. Interior is mahogany marquetry paneling with birds-eye maple inlays, solid red-oak parquet cabin sole. Ventilation provided by 10 opening portholes, hatches, companionways, skylights, and 8 thru-hull deck vents.

One of SINCERITY's most distinctive qualities is her interior. Unlike the great majority of vessels of this vintage, which have been gutted and had their interiors replaced, perhaps as much as 90% of SINCERITY's original interior has been lovingly preserved, resulting in the

warm and inviting accommodations that were one of the hallmarks of quality yachts of her era.

Sails & Rigging

Originally built and maintained as a Bermudan ketch rig, now with painted aluminum spars, stainless steel standing rigging (in good condition). Sail Inventory: Doyle Norway 2002—flying jib (300 sq. ft.), jib (500 sq. ft.), staysail (500 sq. ft.), full-batten mainsail (1,100 sq. ft.—rebuilt 2006), mizzen jib (200 sq. ft.), and mizzen (450 sq. ft.), mizzen staysail (1,500 sq. ft.), and asymmetrical spinnaker (2,700 sq. ft.).

Ground Tackle

CQR-type anchor on bow roller, galvanized chain, 220V electric anchor windlass.

Equipment

Two 24V and one 220V electric bilge pumps, 4 fire extinguishers, brass bell, flares, 10 PFDs, safety harness, 8-person Viking offshore life raft (last inspected 2010), 2 horseshoe rings, 2 strobe lights, docking lines, boathook, fenders, spreader lights, EPIRB, covers for all sails, lifelines, large new cockpit awning, fitted cockpit cushions for aft deck.

History

SINCERITY is an Italian masterpiece. Designed by Vincenzo Baglietto, she was built to Lloyd's exacting standards of the finest materials for Andrea Luigi Piccardo of Genova by the acclaimed Baglietto yard of Varazze, Italy, in 1928. She was launched in August of that year and christened JANUA, and under that name, she raced successfully at Sanremo the following year and was present at the opening of the 1929 International Expo in Barcelona, where she was greatly admired.

In 1938, JANUA was sold to Andrea Maria Piaggio of Genova and was renamed ESTER VII, and in 1952 she was purchased by the company La Capitana and renamed MAUCIAU II. She became SINCERITY in 1970, when she was bought by the French yachtsman Jean Castel (who sailed her under an American flag), and as SINCERITY has seen royalty, as well as racing: Castel took her to the America's Cup in Fremantel, and in 1978 Princess Caroline of Monaco and Philip Junot spent their honeymoon aboard.

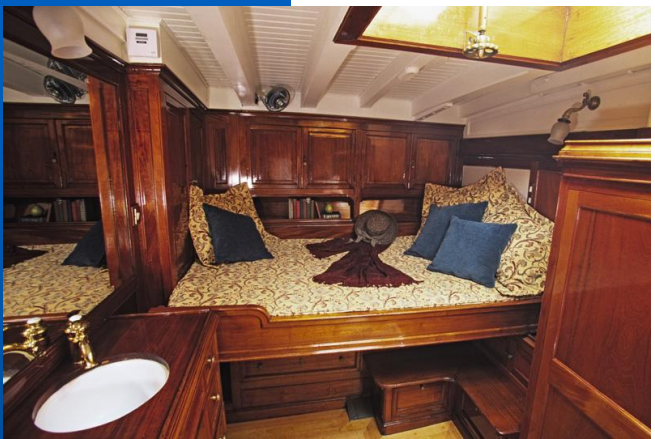
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oak parquet cabin sole, bronze fittings, Persian carpets, and unique, well-thought-out details greet the eye and soothe the soul.

Work Done

- 1998 (under previous owner)
- Aft unoriginal deck house removed
- All planking and frames under waterline
- New main engine
- Sanded to bare wood
- Under current ownership
- Steel supports under deckhouse changed to stainless and deckhouse sole renewed
- Did structural survey found rotten frames in lazarette only—approx. 15 frames replaced there
- Changed all steel under deck for shrouds mizzen port side
- Renewed mizzen mast step
- Replaced lazarette wrought iron
- Recalced 3/4 deck
- Recalced all planking above waterline
- Rebuilt forward toilet
- Updated electrics to Norwegian Bureau of Shipping requirements (certified)
- Changed autopilot
- Renewed cabin sole throughout (3/4-inch quarter sawn oak)
- Renewed cabin sole beams as necessary (mahogany)
- Renewed all sails by Doyle (prepared for new rig—Bermudan with 3 head sails)
- Renewed all standing rigging except shrouds
- All awnings and covers
- Rebuilt galley with granite counter, 4-burner propane, steamer and microwave
- Added natural ventilation (4 holes in deck)
- Added portholes in skylights for underway ventilation
- Renewed part of refrigeration system
- Made double bunk in aft cabin and removed one closet
- Changed toilet systems
- Installed oil heater aft cabin
- Made bench in front of deckhouse
- Made box behind main mast
- Made outside pillows on stern
- Renewed all running rigging, changed running backs to carbon fiber
- Added rigging to mizzen which is not triadic to avoid need for running backs (2x preventers)
- Renewed caprail aft
- Integrated flag pole pipefitting in new bronze structural member for transom
- Removed permanent previous backstay for mizzen and hardware
- Renewed nav light boxes and changed their position



Sincerity a 95 foot ketch designed by the renowned Baglietto yard of Variazza, Italy a fast and comfortable cruising boat which is apparent in her lines. Her cut away forefoot and Bermudan masthead rig makes for a fast and easily handled yacht, which was unusually modern for her time. High bull-works and plenty of reserve buoyancy in the bow and stern keep her long sweeping decks dryer than almost any comparable yacht. To go below and experience the rich mahogany paneling inlaid with birds-eye maple, furniture, bronze portholes and detailed marquetry and exquisite craftsmanship throughout, brings us back to an era of romance impeccable taste and exquisite craftsmanship.



Sincerity

Sleeps 4 comfortably in 2 cabins

Three cabins (two double staterooms, the owner's being unusually large and light)?the aft cabin features a double bunk to starboard with a single bunk opposite to port and a personal washbasin recessed in an antique vanity cabinet; the starboard cabin has an 8 ft. single bed (commonly used as a double) to starboard and a single athwartship; and opposite to port is a cozy, hardwood-paneled single stateroom., which with its ample storage space and location at the bottom of the curved staircase, can easily serve as the captain's cabin. There are 2 large opening portholes and a ventilation hatch into the deckhouse.

Interior is mahogany marquetry paneling with birds-eye maple inlays, solid red-oak parquet cabin sole. Ventilation provided by 10 opening portholes, hatches, companionways, skylights, and 8 thru-hull deck vents.

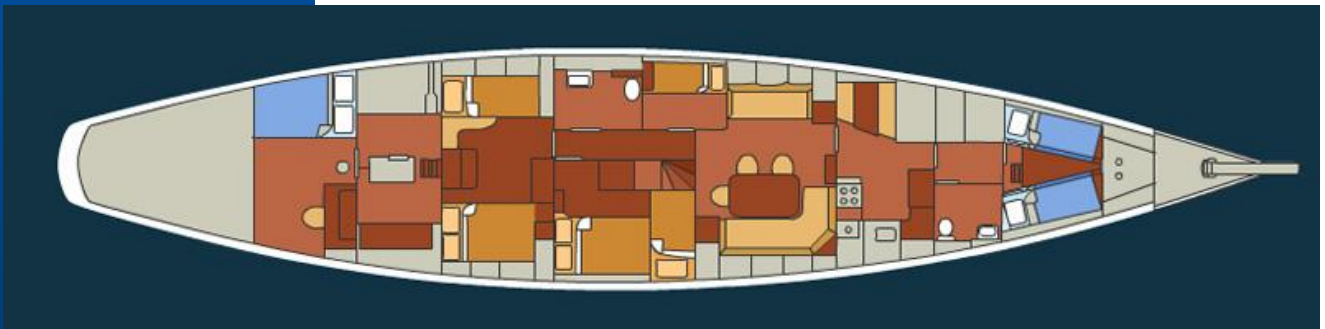


SPECIFICATIONS

Length:
28.956 Meters 95 Feet
Beam:
5.1816 Meters 17 Feet
Draft:
3.048 Meters 10 Feet
Rig: Ketch
Number of crew: 3

Builder: Baglietto
Naval architect: Baglietto
Flag: Norwegian
Hull construction: GRP
Hull configuration:
Displacement
Built: 1929

Engines: Engine:
VOLVO TAMD 63
230hp at 2000 rpm
Generator: Northern
Light K
Cruising speed: 10
Fuel Consumption:
2 US Gall/Hr



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