



BONE IDLE

LOA:	38'9" / 11.80m
Year:	1987
LWL:	34'9" / 10.59m
Beam:	13'6" / 4.11m
Draft:	4'1" / 1.24m
Displacement:	11,500kg / 31,967lb
Hull Material:	GRP
Engines:	2 x FPT (Cummins) N67450 – 370hp diesels
Accommodation:	4 berths in 2 cabins
Builder:	Lochin Marine International

Disclaimer

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Location: Lymington, UK
Price: £124,500 VAT Paid

Broker's Comments:

The Lochin 38 is a sensationally good sea hull and is perfectly suited for a cruising couple, whether that is pottering in the Solent, or making way around the Bay of Biscay. BONE IDLE was re-engined in 2013, along with new shafts, dripless seals and props. She is fully up to speed mechanically – with recent navigation kit to make her ready for your next adventure! The current owners have maintained and updated BONE IDLE through the years, having extensively cruised her, they have added the necessary amenities and made modifications in order to be relaxed on board. BONE IDLE is a well maintained, steadfast and practical vessel.

Builder's Comments:

LOCHIN MARINE, originally based at Rye in East Sussex, was established in the early 1970's by Frank Nichols, a wellknown racing car entrepreneur. His near fatal experience travelling across the English Channel to France in a small craft was enough to encourage him to start a boat building enterprise particularly with his extensive knowledge of the fibreglass medium and manufacturing techniques. It determined him to find a vessel that could cope with the extreme conditions regularly experienced in the turbulent waters of the English Channel and to prioritise capability above cosmetic attraction. The name LOCHIN comes from the founder's name and not, as many may think, through some Scottish connection.

Approaching Robert Tucker M.R.I.N.A, a well-respected naval architect and designer in the early 1970's, Frank quickly became aware he was dealing with a man who understood the vagaries of the sea interpreting that knowledge into many well-known and proven sea-going designs. What followed was the development of the LOCHIN 33 which became the 'corner stone' design of the range and fundamentally the concept from which all future LOCHIN designs evolved – the characteristic shear, stability controlling keel and smooth lines are trade mark qualities that have been carried forward.

Understanding the basic principles of weight distribution, propeller law and the harnessing of available power were pivotal to creating an efficient and functional hull design. These fundamentals were quickly identified as essential considerations and established an ethos that is rigorously followed today. The introduction of more powerful marine engines and the thinking behind the harnessing of that power effectively was to transform the industry and LOCHIN can boast a significant contribution to this construction philosophy. In the 1980's, the R.N.L.I. chose the Lochin 33 as the basis for the 'Brede Class' Lifeboat and these craft served them well for almost 20 years. Latterly the same craft were adopted by the South African equivalent of the R.N.L.I. known as the National Sea Rescue Institute (N.S.R.I.) continuing in service as fully fledged 'offshore' lifeboats. Such was LOCHIN's reputation that many commercial derivatives were built for pilots, police patrol craft and passenger carriers as well as many charter and leisure vessels. With the introduction of the LOCHIN 38 in the 1980's, the range was further extended and firmly established LOCHIN in the commercial sector. Indeed, such was its success that the Bahama's Air Sea Rescue Agency (B.A.S.R.A.) and other rescue organisations ordered bespoke life boats all of which are still in service today.

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Since acquiring the Company in the 1990's, Simon Thomas, together with nominated Naval Architects, Amgram Ltd, have developed and refined all the designs to broaden their appeal and embrace modern design philosophy. This included the introduction of the LOCHIN 40 as a development of the LOCHIN 38. The introduction of the LOCHIN 333 in 1996 and LOCHIN 366 in 2000 was an ideal opportunity to introduce a modern approach to construction techniques with four designs coming from one set of mould tooling. The development of 'flexible' tooling techniques are, we think, unique to the industry and has enabled LOCHIN to bespoke build without exaggerated cost. The Company has however, never lost sight of the core values – uncompromising quality of construction, sympathetic hull lines and above all a sea kindly nature. These have always been and will continue to be mainstay priorities.

Like all companies, they go through difficult times but LOCHIN has managed to weather the storms of recession and continues to do what they do best – build sea-going boats for the long term in the knowledge that more than 500 examples worldwide have been built and continue to do their job.

Construction:

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- Blue GRP topsides with D-section black rubber fendering, waterline waterline stripe and white GRP superstructure – (professionally polished 2020).
- Teak wheelhouse doors (re-varnished 2020).
- Teak laid aft and side decks (fitted 1997 by Woodruffs of Birdham to a very high standard).
- New teak bathing platform with steps to aft cockpit – (2015).
- Teak decks refurbished in 2021.

Machinery:

Engine & Gearboxes:

- 2 x FPT N67/450 6 cylinder 6.7 litre inline diesel engines (new 2013).
- "B" rated for 370HP @ 3000 RPM.
- Twin Disc MG5050A reduction gearboxes (2.04:1 ratio) (new 2013).
- NASA engine exhaust alarms (2013).
- New engine inlet seacocks (2020).
- Engine room steam-cleaned and re-painted (2013).
- Engine room fully insulated.



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Maintenance & Performance:

- Indicated engine hours c.500 at May 2021.
- Cruising Speed: 15 knots @2200 RPM.
- 0.95 MPG at cruising speed & 2.0 MPG at 9 knots.
- Range of c. 500 Nm at 9 knots.
- Maximum Speed: 23.4 knots.
- Engines service; air filters, oil filters, fuel filters, oil change and engine anodes (2021).
- All salt water cooling systems, including oil coolers, removed, descaled and refitted (2021).
- New antifoul and anodes (2021).

Propulsion & Steering:

- Shaft drive (new shafts, shaft carbon brushes, bearings, dripless seals cross-coupled for maximum redundancy, stern-gear, etc. 2013).
- 2 x 4-Blade propellers (new 2013) – prop graph and performance curves available.
- Hydraulic wheel steering system – (new ram fitted 2018).



Electrical Systems:

Voltage Systems:

- 24V Ships battery system.
- 24VDC/12VDC converter (2015/6).

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Battery Banks:

- 2 x 12V in series sealed lead acid engine batteries (replaced May 2021).
- 2 x 12V in series sealed lead acid domestic batteries (replaced May 2021).
- 1 x 12V generator battery.

Battery Chargers:

- Sterling Pro-Charge Ultra 24V/30A smart battery charger.
- Victron Phoenix 24 / 1200 battery charger / inverter.
- Victron generator battery charger.



Alternators:

- Engine alternators - charging battery pack.

Generator:

- Mastervolt Whisper 8Kva generator (replaced 2006).
- Upgraded split exhaust system for quiet use.
- Engine serviced (May 2021).
- Circa. 650 hours run to May 2021.
- New generator inlet seacock (2013).
- New generator outlet seacock (2020).



Shore Power:

- 240V shore power connection & cable – (new cable 2021).

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Other Electrical:

- Engine panels and auxiliary switching; switched and fused control panel with dedicated engine start circuits.
- Victron Phoenix Pure Sine Wave 24V/1200W Inverter (2015).
- Dedicated double sockets for the inverter in galley and forward cabin.

**Plumbing Systems:****Fresh Water & Water Heating System:**

- Hot and cold pressurized system.
- New pressure pump (fitted 2017).
- New hot water calorifier/tank – fitted to aft stbd. engine room (2013).

Bilge Pumps:

- 1 x electric bilge pump to engine bay with auto float switch.
- 3 x manual bilge pumps.
- Hull is built with four watertight bilge compartments – with a pump in each compartment.

Tankage:**Fuel:**

- Total capacity of 270 gallons / 1227 litres in two moulded main central and one auxiliary stainless steel reserve tanks.
- 140 Gallon / 636L forward centre, 80 Gallon / 364L aft centre, & 50 Gallon / 227L reserve tank (forward port side of lazarette) – all fully switch-valved for interchange.
- New stainless steel hatch covers (with inspection hatches) to moulded tanks (2013).
- Tanks inspected and cleaned 2013.
- Cobham float gauges to each.
- Wema electric gauges fitted (2013).

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Fresh Water:

- Total capacity of 100 gallons / 450 litres in two linked Tek Tanks positioned across aft lazarette.

Navigation Equipment:

- Icom M-411 DSC/VHF radio.
- Autohelm ST50 echo sounder.
- Autohelm ST50 log.
- Autohelm ST7000 autopilot with a remote control.
- Magnetic steering compass.
- Furuno NX-300 digital Navtex (2013).
- Furuno PG-700 Heading Sensor (2016).
- Furuno Ethernet hub-101 (2016).
- Furuno Backbone (2016).
- Furuno TZTL12F 12"1 Multi Function Display (2016).
- Furuno DRS6A X-Class radar sensor (4' open array variable 3-speed scanner) (2016).
- C-Maps covering Scandinavia – Spain (2016).
- McMurdo M10 Smartfind Class B AIS transponder (2016).
- AXON switching panels (2016).
- Remote control Jabsco search-light (2013).

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Domestic Equipment:*Galley:*

- 4-burner Fagor ceramic electric hob (new 2013).
- Electric 600mm fan oven (2018).
- Dometic CRX80 refrigerator and freezer (2021).
- Twin stainless steel sinks.

*Heads/Showers:*

- 1 x electric sea toilet (fresh-water flush from main tanks – new 2016).
- 1 x separate shower.

*Heating & Ventilation:***Disclaimer**

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- Eberspacher hydronic diesel-fired central heating.
- Demisters to forward screens (2 x Ardic heaters supplying windscreen demister and cabin hot air heating).
- 3 x single convector radiators to accommodation (2013).

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Entertainment:

- Flat screen Alba TV with aerial amplifier and sockets to master cabin (2015).
- Sony CD-radio & speakers to main saloon (2013).



Lighting:

- 24V lighting circuit throughout with downlighters □ LED lighting throughout including engine room (2021).

Accommodation:

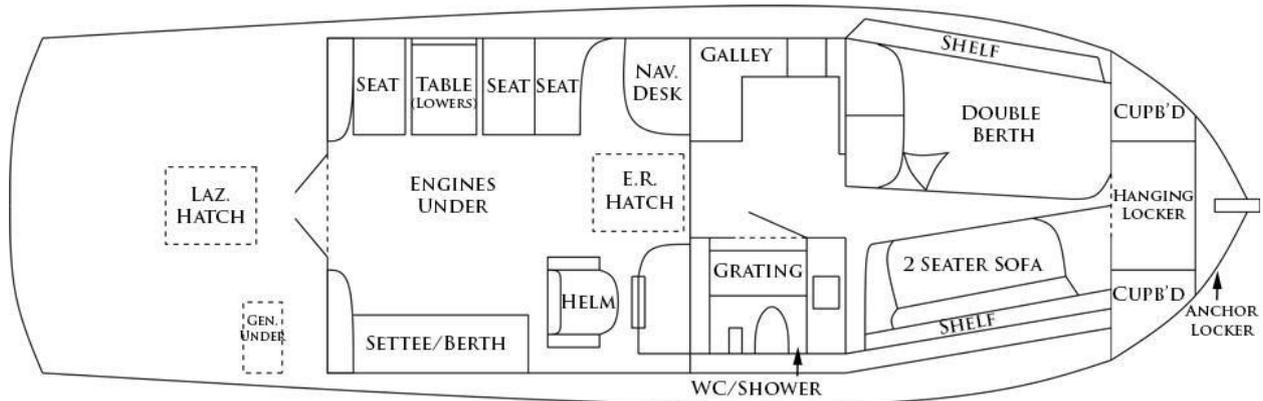
Summary of Accommodation:

- 4 berths in one offset double berth to forward cabin and occasional berths to saloon.

Internal Layout:

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Description of layout from forwards:

Master Cabin:

- With double offset berth (re-worked in 2014), ample shelving, storage around the berths, convactor radiator (new during refit) and comfortable leather-trimmed sofa to starboard side.
- Drawers under provide dry stowage for bedding etc.
- Deck head hatch provides light, ventilation and emergency escape to foredeck.
- Access to hanging space inside bows locker. Head lining and side lining replaced in off white vinyl leather (2021).



Heads Compartment:

- To starboard with fresh-water flush sea toilet, hand basin (with hot and cold pressurized system), shower with large tray, lockers, etc.
- Radiator provides heating via hydronic Eberspacher system.
- Access to coolant expansion bottles in heads cupboard.

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Galley:

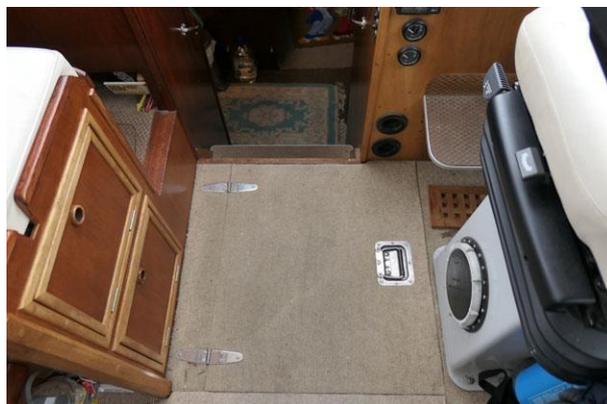
- Forward to port with built-in Fagor 4-ring ceramic hob, Lamona oven, Isotherm refrigerator, dual stainless steel sinks and ample stowage for galley equipment and utensils. Head lining replaced in off white vinyl leather (2021).



Steps to –

Main Saloon:

- With helm console to starboard, navigation seat and desk to port.
- All main vessel switching and controls are worked from these areas.
- ST50 echo, log and autopilot are mounted above the helm console.



Chart/Navigation Area:

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- To port a Furuno screen on bezel-mount, with good viewing angles for both navigator and helm reference. Also Navtex and VHF. Head lining replaced in off white vinyl leather (2021).
- Aft and to port are two seats with table between; which lowers to form a berth if required. Table can be extended to provide dining area for six. A further full length settee to starboard also provides a further single berth. Additional storage areas below seating and adjacent lockers are provided. Central doors to...

Aft Deck:

- The aft deck, with flush to gunwhale level, is teak laid in the traditional way with two deck boxes situated aft (moved toward centerline in present Ownership). Gated side and stern access is provided with teak hand-rail providing security when moving around the deck area. A deck hatch provides access to the generator and tank.



Deck Equipment:

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General:

- Radar reflector.
- Stainless steel pulpit with varnished teak capping rails and two side/aft access gates.
- Triple Wynn windscreen wipers (one to each forward screen).
- Electric horn.
- Forward hatch replaced with Lemwar Ocean (2020).
- Navigation and pilot seat recovered (2021).



Canvas, Cushions, Etc.:

- Fitted forward windscreen canvas cover (2013).
- Fitted full wrap-around aft deck canvas dodgers (2013).
- Blue Sunbrella main saloon upholstery (including new foam) by Sanders Sails, Lymington (2013).
- Helm seat upholstered in faux leather (2013).

Anchoring & Mooring Equipment:

- Bruce anchor (2013) with 50m calibrated 3/8" galvanized chain (2013) led into chain locker with watertight bulkhead to accommodation.
- Lofrans electric deck windlass on foredeck. □ Substantial mooring bollards and fairleads. □ 2 x ball fenders and three mooring warps.

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Safety Equipment:

- Ocean Safety 4-person canister liferaft (new 2013) in cradle to bathing platform.
- Lifebuoys x 2.
- Kannad Sportpro+ GPS EPIRB.
- De-mountable swimming ladder.

Fire-Fighting Equipment:

- 2 x manual and 1 x automatic fire extinguisher.
- New Seafire FD250M automatic engine-room fire extinguisher (2013).

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