



# Lone Star

61' (18.59m) 1982 Custom Mashford Bros  
Kemah Texas United States



## OVERVIEW

**\$399,000**

Manufacturer:	Custom	Hull Material:	Wood
Engines:		Cruise Speed:	Knots
Engine Model:		Max Speed:	Knots
Engine HP:		Cabins/Heads:	2 / 2
Beam:	13' 6"	Fuel Type:	Diesel
Max Draft:	7' 0"	Fuel:	234 G (885.79 L)
Water:	140 G (529.96 L)		



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## Data Sheet

Category: Cruisers  
Subcategory: Ketch  
Condition: Used  
Model Year: 1982  
Beam: 13'6" (4.11m)  
Max Draft: 7' (2.13m)  
LOA: 61' 6" (18.75m)  
LWL: 54' (16.46m)  
Cabins: 2  
Heads: 2

Knots  
Knots  
Fuel Type: Diesel  
Hull Material: Wood  
Bridge Clearance: 66'

Fuel Tank: 234 gal (885.79 liters)  
Fresh Water: 140 gal (529.96 liters)  
Imported: No

## Engines/Generators

## Summary/Description

LONE STAR is a world cruising yacht designed by Naval Architect Jay E. Paris Jr.!

**LONE STAR is a world cruising yacht designed by Naval Architect Jay E. Paris Jr. and built at Mashford Bros Ltd. Shipyard in Cremyll, Cornwall, England for a Texas Businessman and launched in 1982.** Constructed solely in wood using the finest materials with extreme attention to detail, she has proven herself a safe and reliable ocean-going yacht with a rich history.

This classic and remarkable vessel is owned and sailed by the original family, with the same professional captain for the past 32 years. She has been wonderfully maintained and updated and she naturally gathers attention with her beauty and fine construction. There is no finer feeling than sailing her into a foreign port with flags flying and crew standing strong.

This one-of-a-kind, custom yacht has sailed the world, with many of her adventures documented in nautical magazines. See the list of publications in the full specs, as well as a detailed cruising history. Call the LISTING BROKER for more information and an appointment to tour this incredible boat!

## History

After launching in England and subsequent sea trials, she crossed the Atlantic from The Canaries to Antigua, West Indies and cruised the Caribbean Islands before making her way to Houston, Texas. Here she was based for several years, cruising the coast of Texas and Mexico. In 1988 she crossed the Gulf of Mexico to Florida and continued sailing the East Coast of the United States to Maine where she underwent a minor re-fit.

In 1989 she returned to the West Indies to cruise for several years. In 1991 she transited the Panama Canal and crossed the Pacific to Tahiti and then onward to Fiji arriving in New Zealand. Here she underwent a major re-fit before crossing the Tasman Sea to the Great Barrier Reef. Her voyage continued across the top of Australia to Bali, Indonesia, Sri Lanka and up the Red Sea to Athens, Greece. After several years of fun sailing the northern Mediterranean Sea, she arrived in Gibraltar in 1997 to prepare for her second Atlantic Crossing.

After her second transatlantic, she was based in the Windward Islands for several years before returning to Houston in 2000. In Houston, she received a major re-fit in preparation for a circumnavigation of South America.

In 2006 she departed Texas for Florida, The Bahamas, and Panama. In 2008 she sailed to The Galapagos Islands before returning to mainland South America to cruise the coast south to Chile and Tierra del Fuego. She rounded Cape Horn and sailed in the Southern Ocean up the coast to Buenos Aires, Argentina in 2010. After a year in Buenos Aires, she departed to cruise several months along the coast of Brazil arriving in Grenada, West Indies.

In 2017 after several years of cruising the Lesser Antilles, she departed Grenada to return to Brazil and Argentina in preparation for her third Atlantic crossing, to Cape Town, South Africa. Crossing the Southern Ocean was a fun challenge where she recorded her longest time at sea of 24 days.

After crossing the Atlantic in early 2020 with stops in St. Helena and Natal, Brazil, **LONESTAR** is currently back in her homeport of Kemah, Texas

## Dimensions

- LOA - Length Overall: 61.5 ft. (18.75m)
- LOH - Length of Hull: 54.0 ft. (16.45m)
- DWL - Designed Waterline Length: 45.0 ft. (13.71m)
- Beam: 13.5 ft. (4.11m)
- Draft: 7.0 ft. (2.13m)
- Main Mast height over water: 66 ft. (20.12m)
- Net tonnage: 27 tons
- Gross tonnage: 30 tons
- Fuel capacity (internal tanks): 150 gallons (568 ltrs)
- Fuel capacity (auxiliary deck tanks): 84 gallons (318 ltrs)
- Water capacity (+ 25 GPH watermaker): 140 gallons (530 ltrs)

## Construction

- Carvel planked teak on Iroko frames fastened with copper rivets (underbody hull re-caulked in 2012).
- External bolted on lead keel to silicon bronze frames.
- Varnished teak house and center cockpit with silicon bronze tie-rods.
- Silicon Bronze chainplates.
- Teak decks over bruynzeel plywood (re-seamed in 2019)
- Spruce bowsprit and teak toe-rails, custom hatches and trim throughout.
- Painted teak bulwarks and covering boards.
- Monel fuel tanks port and starboard 75 gallons each.

## Accommodations

The first thing you will notice upon stepping below is the warm and cozy atmosphere of the beautiful joiner work in satin varnished teak, light colored butternut, dark iroko laminated frames, and a solid teak and holly cabin sole with the holly standing proud.

The Forward Cabin has two separate bunks, with large drawers and cabinets, a dressing area, and head/basin. There is also a hanging locker with cabinet. Further forward is access to the Forepeak and Bosun's Locker through louvered doors.

The Main Salon has a drop leaf teak gimballed table to port with bench seat centerline. The port upper and lower bunks are converted for seating or sleeping. As is the starboard side. Both berths can accommodate small adults/children in upper bunk. A Dickinson diesel heater is forward of the table as are polished brass oil burning lamps in each cabin. Main cabin has beautiful bronze port lights.

The Galley has a gimballed two burner Propane stove and oven with pot and pan drawer. Stainless sinks are deep and convert to counter space with cutting boards. This area includes a large condiment shelf, dish storage, flatware bins, and a knife rack.

Navigation area has a large chart table with B&G Hydra 2 sailing instruments, Furuno Radar/Plotter, Icom VHF radio, Furuno depth sounder, Furuno Autopilot control, Furuno GPS and bookshelf.

Aft of the companionway is a head/basin with separate shower/wet weather gear drying area. Heading aft through the cockpit tunnel you find a workbench with vice and tool storage. Opposite is a machinery section with tools, spares, generator and freezer systems.

The aft cabin has a queen size single berth that can also be converted into twin single berths. There are two spacious hanging lockers port and starboard as well as a small desk with seat to starboard and a reading chair to port.

All cabins have custom 4-way opening hatches for light/ventilation as well as air conditioning.

## Spars, Rigging and Sails

Masts are original spars built by Proctor Spars in England of aluminum alloy. All standing rigging is Dy-Form with Sta-Loc swage-less fittings to silicon bronze turnbuckles. Standing rigging was replaced in 2017 as was the running rigging which is a combination of double-braid dacron and spectra. Halyard winches are numerous and located on the masts. Reefing is slab style, 3 reefs, with lazy jacks.

There are spare wing halyards port and starboard, as well as a spare main halyard and pole topping lift with adjustable pole car track.

- Separate trysail track with bent on trysail.
- Twin telescoping downwind poles (one carbon fiber) stored on deck.
- Mizzen mast has a self-leveling radar bracket, radar reflector, loud speaker and mizzen staysail halyard.
- Both headsail and staysail are on Reckmann furling units.
- Cockpit winches are self-tailing Lewmar with four to each side. Mainsail has a traveler and dedicated winch.
- Mainsail is fully battened built in 2010.
- Mizzen built in 2018.
- Staysail is roller reefing/furling built in 2010.
- Headsail 110% built in 2006.
- Mizzen staysail built in 2008.
- Cruising spinnaker with snuffer.
- Spare headsail for wing on wing sailing.
- Snatch blocks and spare halyards, sheets and other deck related hardware.
- Halogen deck lights on spreaders fore and aft.
- Full deck awnings and cockpit awning.
- Folding soft dodger attached to fixed dodger at companionway.

## Mechanical Systems

- Westerbeke 70 with Hundestead variable pitch propeller.
- Westerbeke 10BTD generator.
- Marine Air 2 X 16,000 BTU air conditioning.
- American Bow Thruster 7.5 hp bow thruster.
- Glacier Bay refrigerator/freezer.
- U-line Icemaker.
- Mastervolt house battery charger 80 Amp.
- Victron Energy battery monitor.
- Separate engine, generator, bow thruster and house battery banks (replaced 2018).
- Heart Interface inverter/charger.



- Sea Recovery watermaker 25 GPH.
- Vacuflush toilets and holding tank.
- Hot water heater 115v with engine circuit.
- Engine driven deck wash/bilge pump.
- Shaft alternator.
- Pressure fresh water system with manual foot pumps in heads and galley.
- Numerous and expansive inventory of spares for all systems.

## Cockpit and Helm Equipment

Cockpit is spacious with fixed and soft dodger. Helm is hydraulic with autopilot, bow thruster, variable pitch propeller, engine, and deck light controls within easy reach. There is also a Furuno Radar/Plotter and B&G Hydra 2 sailing instruments. Ritchie binnacle compass and engine instruments.

- Removable teak cockpit table.
- On the aft deck are two 6-man life raft boxes and two auxiliary fuel deck tanks of 43 gallons each (removable).
- Aft lazarette area has twin hatches to expose hydraulic steering gear, auto pilot pump and emergency steering tiller, swim ladder, spare anchor rode, etc.
- Warping winch on aft deck centerline.
- Numerous and expansive inventory of deck hardware spares.
- Avon 10 ft rollaway inflatable

## Deck Equipment

- Siska Spruce bowsprit with 60 lb. CQR Plow and 75 lb. "Fisherman" anchors. Windlass is Hydraulic.
- Large forepeak hatch opens to spare deck related gear and anchor chain locker.
- There are six dorade ventilation scoop/deck lockers. Forward, mid deck, and in the cockpit.
- Lifelines are 1X19 stainless steel with custom stanchions.
- Heavy duty deck hardware and multiple padeyes of both stainless and chrome plated bronze.
- Fixed low-profile dodger to protect companionway.

## Safety

- I-Com VHF radio.
- Category 1 EPIRB.
- Abandon Ship canisters with hand-held watermakers, first aid kits, flares, food etc.
- Liferafts (2) 6-man each.
- Bilge pumps - 2 electric, 2 Edison manual, 1 engine driven.
- Fire extinguishers (5).
- Furuno Class B AIS Transponder.
- LPG gas alarm

## Disclaimer

The company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.

## Publications

- Nautical Quarterly Volume 25 Spring 1984.
- Yachting World June 1984 "Lone Star".
- Sailing Magazine July 1985 "Cheers skipper-, it's a record passage".
- Sail Magazine May 1986 "Lone Star: Texas Traditional".
- Wooden Boat July/August 1989 "Bounty and Lone Star:.
- Sail Magazine January 1993 "100 Greatest Sailing yachts of North America".
- Tell-Tails July 2006 "Lone Star Prepares for Cape Horn".
- "Lone Star's Voyage to South America and Circumnavigation of South America" 2011.
- Wooden Boat May/June 2013 "Fitting Trailboards".







