

Inventory

58'10" LOA x 7.6" Draft x 10'6" beam x 46,000 lbs (26,000 lbs lead keel)

Built Abeking&Rasmussen 1927 for NYYC

Frame: Composite steel and Oak: (new Steel Mast step and new oak frames, 1985), Steel Sandblasted and epoxy sealed 1985,

Planking: Splined and Epoxy sealed Mahogany Planks, [Bilge is Dry](#)

Deck: 1" Teak over marine plywood, new deck and all deck beams 1985, [good condition, no leaking.](#)

Rig: Cutter x 1550 Sq ft jib + main, 150% Genoa, 3000 sq ft masthead spinnaker, new mast step 1985

Standing rigging: [SS, replaced in 1999](#), [.good condition.](#)

[Chain-Plates, ALL were replaced with heavy duty SS in ~2006, appear to be in excellent condition](#)

Running rigging: Spectra and Kevlar cored Dacron, [average condition](#)

Winches: #28 Bariant 2 speed primary, #6 Merriman Secondary, etc.. [good condition](#)

Power: Yanmar 3MQ30, 3 Cylinder Diesel, 38 HP, Cruises at 7 K at 1.5 Gal/hr, Good condition

Fuel storage: 36 gallon aluminum tank

Electric: GelCel auto charge mains x2 and Engine x1, new 2016

Refrigeration: standard commercially available unit, [OK condition](#)

Stove and Oven: propane, deck mounted tank and safety, [good condition](#)

Deck boat: 10'6" sailing dingy, good condition. Seats 6 adults, Will accept 3 hp outboard

Potable water: 40 gallon and 30 gallon tanks, pressure fed automatic in Galley and head.

Head: Vacuflush with holding tank, [OK condition](#)

SOME DETAILS:

The mast was designed and built in early 50's by Lapworth when the previous to my father Owner Hancock Banning owned the boat. It is 87' long when laid out on the warf as it was last month for refit. Electric wires are internal: masthead, 20 point and deck lights. Steel mast step was replaced at 1984-5 rebuild and is in good condition now. I keep the bilge clean and dry and freshly painted - a job I have performed since I was 12 years old!

We run headsails at 3/4 headstay, as I mentioned, but a masthead drifter could be very useful. When my father raced in our local 10-meter class regattas in 60's and 70's we "measured" as nearly "11-meter" rating with masthead rig. At that time there were seven 10 mtR yachts actively racing in Newport Beach, California, my father's Home port. We needed to race fair, so ran all headsails and spinnakers at the 3/4 point. Since those years, only Sally and Branta still exist, and with running backstay rigs makes spinnaker jibing risky with 3/4 rigs we have both agreed to run our Spinnakers Masthead. This is especially good for Branta as unlike Sally she has no jumper struts. The Lapworth mast is very sturdy though, and did fine for years of running the spinnaker at the 3/4 hound. This might be important if you need to rate exactly 10 meter class. If possible, you should convince all the other 10's to fly chutes masthead as you can safely carry 3000 sq ft sails, and be more competitive against modern boats. Achieving hull speed of 11+ knots in less wind is also thrilling! The long keel and large rudder make excellent control, with no tendency to broach in any conditions.

Spinnaker pole: presently using "old school" aluminum pole. It is from a Dennis Conner 12 meter, shortened a couple feet. With the extended mast track, I can still do a dip pole jibe without any trouble. I have a spruce reaching strut that is necessary in any close reaching.

The 28ft Boom is low and extra strong as it is rigged to handle large headsails, including spinnaker sheets, from its end Bail and #3 winches mounted near its forward end. These same winches operate the boom-vang which snap-shackles to the aft shroud chain platers. The main sheet is 6:1 tackle with a #3 winch. This is adequate, but I have a nice #26 Barient that would be better suited for this job. I've been too busy to install it... Gooseneck is heavy duty and in excellent condition.

Winches: assorted Barient and Meriman mast winches with 2/1 wire reel two speed winch for main halyard. Barient winches on mast for Jib and Spinnaker halyards, etc., No shortcomings there. A pair of #28 two speed Barients for jib and spinnaker after-guy duty and replace the single speed #7 Merimans-presently in storage. There are a couple more #26s I would like to use to replace the adequate but old fashioned #6 Merimans presently still used for spinnaker sheet or running back (depending upon the tack you are on). All such hardware will be included with the boat so you can decide what you want.

Chain plates: all new in ~2006: with, 1/2"x 2" highly polished heavy 304 stainless steel plate curved to exactly fit inside the hull in excellent condition today.

Deck boat: "Branta II" launches easily with main halyard winch and rides nicely from a boat pole while at anchor. (Boat pole stows easily for cruising and unrigs easily to clear for racing). It is a pleasant to sail "SouthCoast 10" dingy that is similar to a Lehman-10. I recently rebuilt her, replacing most of the wood work. The mast has a spline so it easily stows aboard the dingy. We have used up to 3 hp outboard on it as well. When cruising, we also stow SCUBA gear and other toys in the dingy to keep them out of down below. Room for a couple of kayaks aboard as well. I handy "Boat Pole" rigs easily for keeping the dingy clear of the hull during anchoring out adventures.

Swim ladder attaches port or starboard. Recently renewed with lightweight with Sapele Mahogany and has two firm steps below the waterline so is very comfortable to get in and out of the water, even with flippers on.

Cockpit: self-draining, room for 8 people easily. Has nice mahogany folding table for snacks. I also built a convenient conversion that allows sleeping in the full width. In California, where it almost never rains, this the favorite place to sleep! There is a handy cockpit sun awning that folds up and stows easily when under way.

Tiller: Hickory, has a, nice grip and handles the boat easily. Cutter rig balances well in any condition.

Rope locker, Sail hardware and cockpit cushions stow under cockpit seats.

Lazarette area: Dock-lines and bumpers stow here. A stainless steel BBQ grill attaches to an aft stantion for cruising.

Battery charging: There is a stern box that can be mounted for cruising. It makes a nice stern "observation seat", and has room for a small "Honda" gasoline generator and fuel storage³ container for backup batteries charging. This makes cruising a little more flexible to not have to rely on engine main generator for battery charging duties. Refrigerator is main power drain when cruising, but all the DC florescent lights below are more than adequate, but could be replaced with LED lighting now that they are so much more efficient.

Anchor tackle: 40 feet of heavy chain and 300' of nylon hawser are permanently rigged forwards. Day anchorage uses a lightweight folding "PBY" anchor for cruising. The heavy chain does the work! There is a large storm anchor and also a small Danforth with hand tackle for bow-and-stern situations. I have a demountable roller for the bow, but no anchor windlass. The long overhanging now can be used to advantage when hoisting anchor as when the crew pulls one heave and then holds, the bow dips then rises, putting considerable force on the anchor should it be fast in the bottom. If necessary, the jib winch can be put to use in a blow.

SAIL INVENTORY:

Mainsail 7 oz Dacron, ok condition recently refurbished (1/2018) by Ullman's Sails

Genoa 150% 5 oz Dacron, very good condition

Blade 100% 5 oz Dacron, very good condition

3/4 rig spinnaker, 3/4 oz nylon, ok condition

Masthead spinnaker, 1/2 oz nylon, very good condition

Masthead reacher, 3/4 oz nylon, very good condition

Misc small and outdated jibs...

SOME HISTORY

There is a fairly complete pedigree and list of owners. Olen Stevens himself has sailed on Branta when he was about 95 and has written an account of how as a teenager he sailed Branta from Halifax to New York in 1928 to help the owner avoid paying duty when 14 new Tens were delivered from Germany for members of NYYC (nothing ever changes!).

After a thorough refit in 1984, the new interior exactly reproduces original design with original hardware: Galley is forward, with original swivel seat, main salon with original mahogany folding table amidships with skylights and staircase, and owner stateroom aft with engine cabinetry This layout retains the traditional feel and is comfortable for a large family (there were 8 kids in the Reineman family!) and the whole family of 10 would sit around the main salon dining table.

Disclaimer: Richard Reineman is not a certified Marine Surveyor and these specs and descriptions are subject to revision and are only listed here as a general guideline. Reineman makes no claim as to their veracity and implies no warranty whatsoever on the actual condition of the vessel.