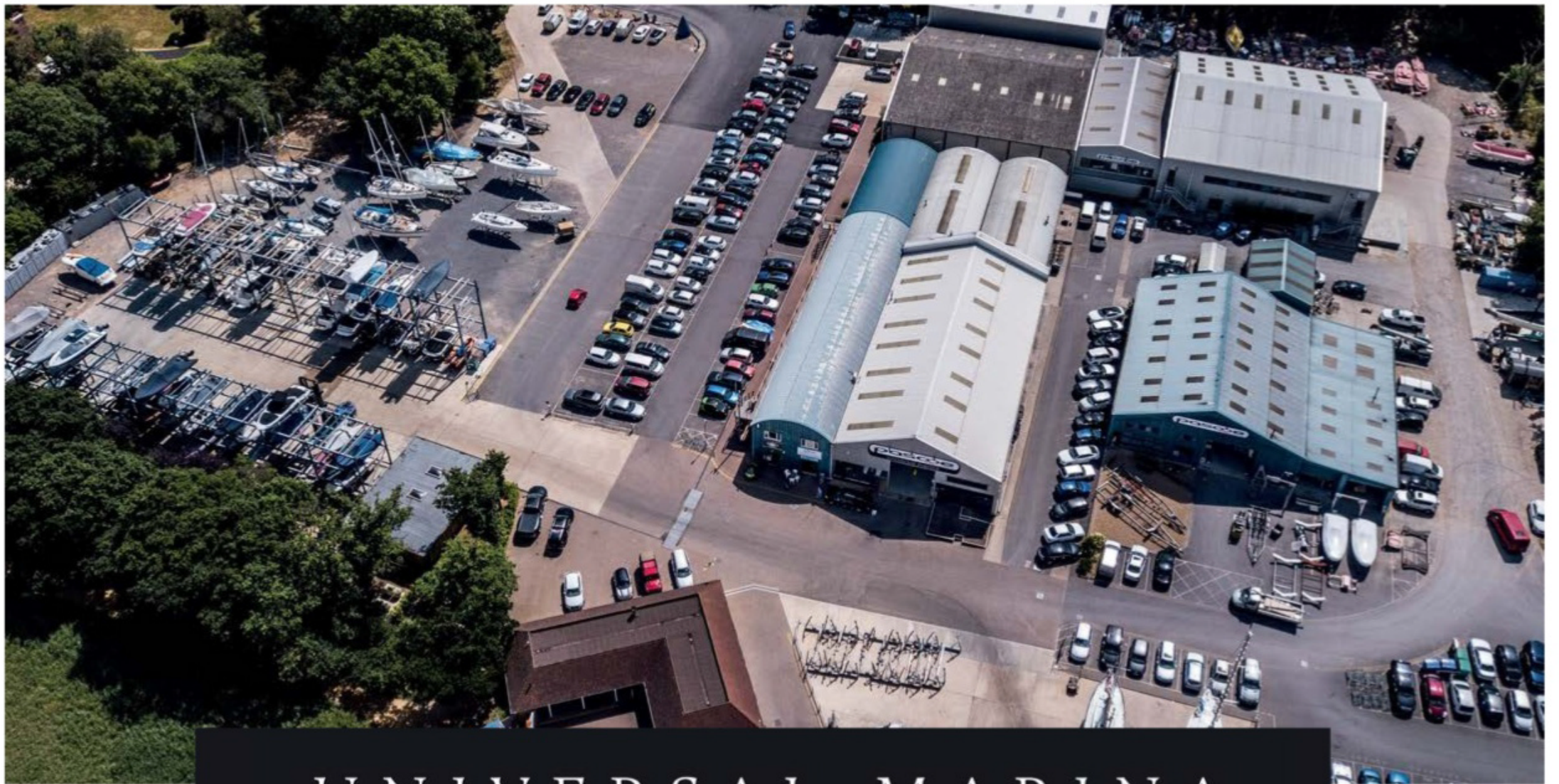




UNIVERSAL MARINA

RIVER HAMBLE

Universal is a family run marina on the River Hamble. We provide a lifestyle destination for our customers, more than just Berthing and Drystack facilities. At our heart is a thriving commercial yard with over 200 people working on site surrounded by woods and marshland.

**20% off Storage
Ashore
June - Dec**

**30% off Summer Scrub
June - Sept**

**10% off
Lift/Launch
June - Dec**

Take advantage of our offers currently running and visit our website to see all the companies onsite that are awaiting the arrival of you and your vessel. From engineering, bespoke woodwork, valeting, rigging and sail making to paddle boarding, jet-skiing, pilates, personal training, RYA training as well as Mermaids café.



**Wise Hoist lifting
capacity of 75 tons**



T 01489574272 E info@universalmarina.co.uk W www.universalmarina.co.uk



Classic Boat

THE WORLD'S MOST BEAUTIFUL BOATS

LOCAL HERO
Cornish post boat
comes home

RIDER ON THE STORM
Bermuda winner
to race again

BUYING BOATS
Confessions of a serial boat owner

**REMEMBERING
FRANK**
Margaret Dye

ELECTRIC POWER
Lady Astor's canoe

JUNK SAILING
Cruising in Vietnam

YARD VISIT
Yard for Bond boats

The complete
sailing set



Anne T. Converse
PHOTOGRAPHY

P.O. Box 209 | Marion, MA 02738 | USA

508 728 6210

anne@annetconverse.com

www.annetconverse.com



MARINE

TRAVEL

EQUINE

PEOPLE

STEFFAN MEYRIC HUGHES, EDITOR

RESTORATION: WHY DO IT?

It was only 18 months ago that I wandered, uninvited, into the shade of a Rhode Island boatshed to find Joe Loughborough at work on a serious restoration. Joe was instantly welcoming and likeable, and so was the boat he was working on: *Kirawan*, a 1930s Phillip Rhodes yacht that raced in the infamous high-winds 1936 Bermuda Race, and prevailed against the aptly named, much more famous, competition from the S&S stable: *Stormy Weather*. And now, the owner plans to retrace her wake through history and do it all again. Purpose is one of the least venerated aspects in all fields of restoration. Spend as long as you like inspecting a restored vessel, checking it against the designer's drawings, even inspecting the screwheads to ensure there are no posidives (slotted only!), but never forget the purpose a restored boat is put to. It's part of the story and part of the boat's future survival. It's the same for our cover boat, *Kathleen* – far too elegant to be a workboat, which is what she was in the 19th century. They are both shortlisted in our 2020 Awards – results next month!

COVER PHOTO: NIGEL SHARP

Classic Boat

classicboat.co.uk

Jubilee House, 2 Jubilee Place,
London, SW3 3TQ

EDITORIAL

Editor Steffan Meyric Hughes
+44 (0)203 943 9256
steffan@classicboat.co.uk

Senior Art Editor Peter Smith
+44 (0)203 943 9246
peter.smith@classicboat.co.uk

Sub Editor Bruce Williams
News & Digital Editor Chris Rosamond
Group Editor Rob Peake
Publisher Simon Temlett
Publishing Consultant Martin Nott

ADVERTISING

Valder Gates +44 (0)207 349 3779
valder.gates@chelseamagazines.com

Advertisement Production
Allpointsmedia +44 (0)202 472781
allpointsmmedia.co.uk

Published monthly ISSN: 0950 3315
USA US\$12.50 Canada C\$11.95
Australia A\$11.95

PUBLISHING

Managing Director Paul Dobson
Chief Operating Officer Kevin Petley
Director of Media James Dobson
Chief Financial Officer Vicki Gavin
MD Create Steve Ross

**Subscription
and back issues**
Tel: +44 (0)1858 438 442
Annual subscription rates:
UK £75 ROW £87
Email: classicboat@subscription.co.uk
Online: www.subscription.co.uk/chelsea/help
Post: Classic Boat, Subscriptions
Department, Tower House, Sovereign Park,
Lathkill Street, Market Harborough LE16 9EF
Back Issues: chelseamagazines.com/shop/

The Chelsea Magazine Company Ltd
Jubilee House, 2 Jubilee Place,
London SW3 3TQ
+44 (0)207 349 3700
chelseamagazines.com

©Copyright The Chelsea Magazine Company
2019 all rights reserved
ISSN 2059-9277

Follow the Classic Boat team on
Twitter and Facebook

THE
CHELSEA
MAGAZINE
COMPANY
LTD

Classic Boat is part of the Chelsea Marine
Magazines family, along with our other
monthly titles



For adventurous
cruising sailors



For competitive
sailors

To subscribe, chelseamagazines.com/marine

ISSUE No 382

CONTENTS

COVER STORY

4 • RIDER ON THE STORM

Kirawan won the infamous, stormy
1936 Bermuda Race. Now, restored,
she's going to retrace her wake

COVER STORY

18 • LOCAL HERO

Restored Cornish workboat owned by
three generations of RNLI men

34 • TOM CUNLIFFE

All about the throat crane on gaff-rigged
vessels

36 • LADY ASTOR'S CANOE

Restored electric canoe with one careful
lady owner

COVER STORY

44 • MARGARET DYE

We meet Frank Dye's widow, one of
history's bravest dinghy cruisers

46 • CLASSIC DESIGN

We look at Laurent Giles' *Whooper*

48 • JUNK TO INDONESIA

Our voyages this month – through the
James Bond islands by traditional junk

COVER STORY

54 • BUYING A BOAT

Ex-CB editor Nic Compton, serial boat
owner, passes on his wisdom

62 • THE GREATNESS OF AN 8

As the 8-M class approaches its worlds,
we ask: could you own an Eight?

82 • RESTORING BOND BOATS

The yard dealing in Fairey motorboats,
as featured in *From Russia with Love*

REGULARS

12 • TELL TALES
28 • SALEROOM
30 • OBJECTS OF DESIRE
32 • ADRIAN MORGAN
34 • BOSUN'S BAG

66 • GETTING AFLOAT
68 • TOM CUNLIFFE
74 • NEW CLASSICS
86 • LETTERS
90 • STERNPOST

CRAFTSMANSHIP

78 • YARD NEWS
82 • YARD VISIT
84 • BOATBUILDER'S
NOTES
85 • TRADITIONAL TOOL

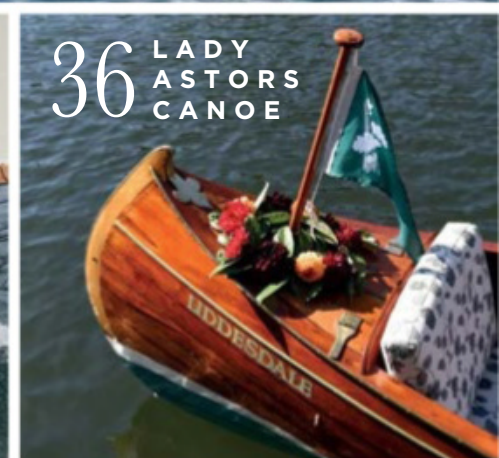
**BUDGET
BOATING**
**WATER-
WITCH**
PAGE 70



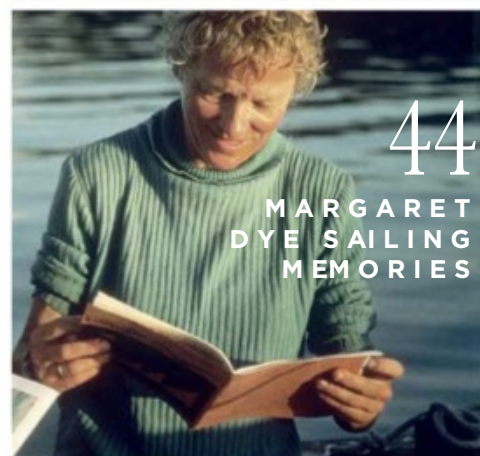
4 KIRAWAN
BERMUDA
RACE WINNER



18 KATHLEEN
RNLI YACHT
RESTORED



36 LADY
ASTOR'S
CANOE



44 MARGARET
DYE SAILING
MEMORIES



56 BUYING AND
SELLING BOATS



Above L-R: Cockpit locker lids - 'dog-able' for Bermuda Regs; Kirawan's life preserver; custom genoa sheet fairlead to the primary winch Main image: Dan Levangie at the helm of his 'new baby'





STORM FORCE

Kirawan famously won the windy
1936 Bermuda Race – now she's
restored and ready to do it again

WORDS **CHRIS MUSELER**
SAILING PHOTOGRAPHS **BILLY BLACK**

The steady thrush of a radiused, heavily planked bow and hull shouldering into the pitched, green waves of a gale will draw either high anxiety or faith from one 300 miles from any point of land. The crew aboard the cutter had only faith, and not fear during the 1936 Bermuda Race. Strong, southeast winds blew gale force for a week. Ten boats were disabled or withdrew, and most were blown 75 to 100 miles off the rhumb line from Newport. With enough of a forefoot to “keep a grip on the water”, according to *The Rudder* magazine that year, *Kirawan* never sagged more than 40 miles off.

The Philip Rhodes-designed 53-footer (16.2m) stood up to what is considered one of the most gruelling races to the ‘Onion Patch’ in history. Her deep hull and broad shoulders, combined with a unique hard dodger called a ‘dog-house’, allowed her crew to stay strong and efficient over 635 miles of ocean racing.

She was third across the line, though she was given time by 27 yachts in the fleet. Just an hour and change behind the much-larger *Vamarie* and *Brilliant*, she bested Olin Stephen’s masterpiece *Stormy Weather*, and won the overall trophy with owner Robert Baruch on the helm. This solidified the boat’s and designer’s reputation. The fractional cutter showcased design features that would have S&S (the pre-eminent yacht designers of the day) looking at the rare sight of a transom that wasn’t theirs.

In the 2000 race, *Kirawan*’s crew were in that same faithful position as her crew was 64 years before. “It was a close reach in 20 knots,” says yachting historian and author John Rousmaniere of the race. “With a double head rig and a full main, boy, was that boat stable.” But hours later, *Kirawan*’s planks began to spread open. “She’s a great boat in the Gulfstream. The only problem was she leaked like hell.”

The navigator, in his sideways-facing seat, reached down to feel that his knees were soaked with seawater. A dramatic search ripping through cabinetry revealed broken frames. Makeshift patches were applied and a crew member was even hung over the side as the boat reached along to effect more repairs to the plank seams.

The 2000 race added a dubious chapter to *Kirawan*’s lore. A \$250,000 ‘cosmetic’ restoration failed to address aged frames. But this gem that was a milestone in Rhodes’ career is one of the lucky yachts of her time.

Below, l to r:
A custom
bronze-cast
pedestal and
wheel built
in-house; sun
sets on the refit
on launch day

Lucky to even have a ‘lore’. What attributes, what history, what stories enable these dynamic, sculptural objects to literally stand the test of time? Whatever that formula, *Kirawan* has it.

ROMANTICALLY GRIPPED

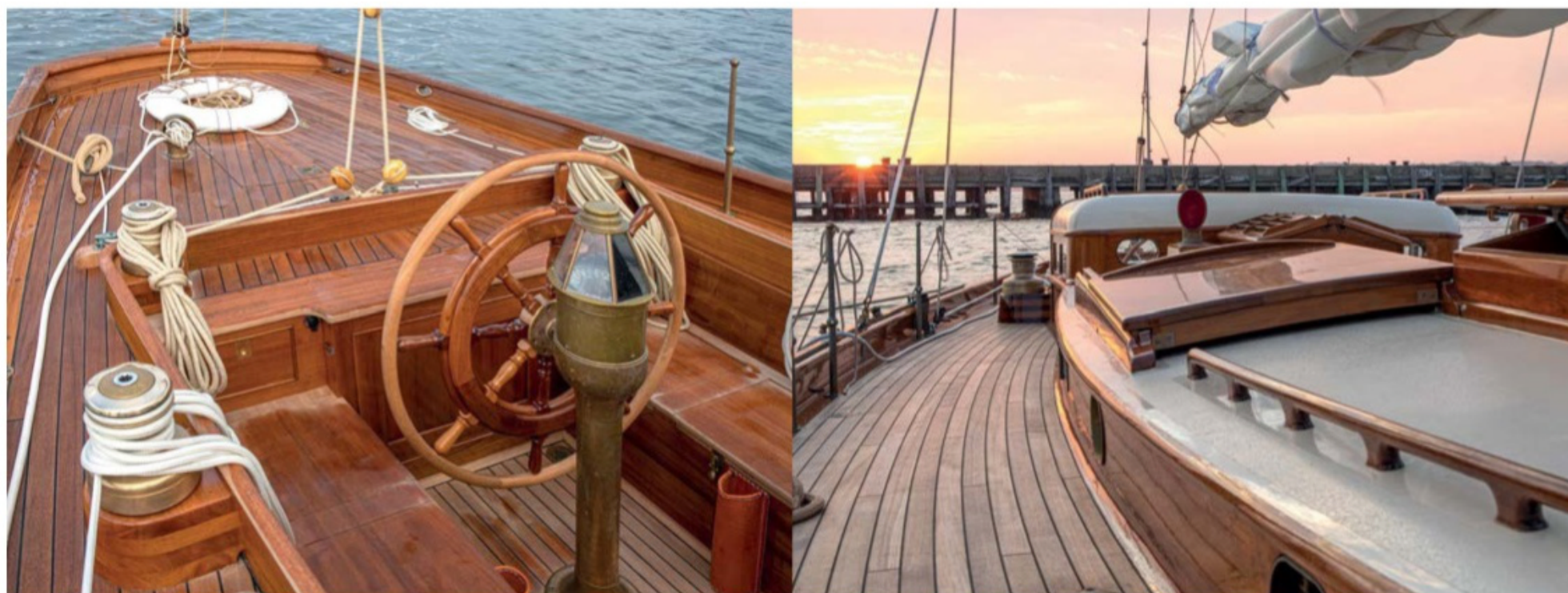
In 2020, *Kirawan* will once again return to the Bermuda Race at a fortuitous time in history. The last time she was raced to Bermuda (in 2000) was a disaster. Refit classics were also rare in ocean racing in 2000. This year, the S&S yawl *Black Watch* and Griff Rhys Jones’ *Argyll* from the same illustrious firm will be lining up with Dan Levangie’s Rhodes, which is now stronger than the day she was built.

The two-year restoration at Joe Loughborough’s shop in Portsmouth, Rhode Island, was completed last summer when *Kirawan* was relaunched. Several earlier restorations had failed to remedy the ravages of time and this time she was stripped down to her frames. Few parts of the boat were untouched and with a newly engineered rig and low-profile bronze fittings, a signature of Rhodes’ detailed standards, she enjoyed a successful season as part of her Bermuda Race training.

Despite her pedigree, *Kirawan* was languishing in a Rhode Island boatshed when Levangie found her in 2017. Years before, an owner started a restoration but ran out of funds, and the keel had been sawn off. As it happens with significant antique yachts, they are always near the chainsaw and dumpster when the universe conspires to save them. *Kirawan*’s prowess in the 1936 race and her near history of ocean sailing have been her saving grace.

“Four years ago I spotted *Santana* at Joe’s,” says Levangie of the spark that led him to *Kirawan*, “and it took my breath away. That got me going.”

The S&S *Santana* was restored to be strong and gorgeous, the belle of the ball, for classic buoy racing. Levangie’s vision was clearly towards the sea. He wanted to make *Kirawan* “as strong as possible to practise ocean racing safely”. He has raced to Bermuda four times since 2010 when he sailed his Ted Hood 60 *Windwalker*. When he saw a listing at Rockport Marine for *Kirawan*, he bought the book *Philip L. Rhodes and His Yacht Designs*. “I had no real affinity for Rhodes. I was looking at S&S,” he says. “I found the description of *Kirawan* and I was intrigued.”

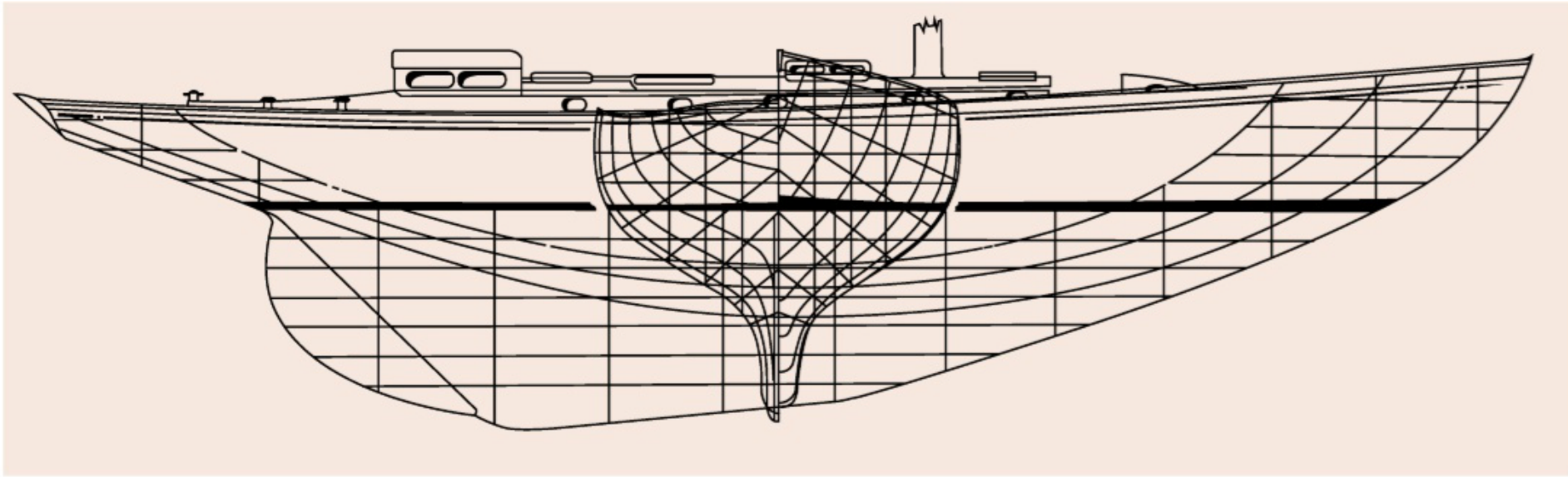




Inset: Refit 'conductor' Joe Loughborough using the new companionway (she never had) up into the dog-house;

Main picture: Kirawan's first post-refit regatta in Newport





“He was romantically gripped by the idea of owning a classic,” says Loughborough, who led the first major restoration of Stephens’ *Dorade* and used much of that team to bring *Santana* back to her glory. He says *Kirawan* was in the right place at the right time for Levangie, but that he’s surprised the boat wasn’t saved sooner.

PLACEHOLDER OR STEWARD?

Rousmaniere wrote a piece in *Wooden Boat* magazine about his ordeal in the 2000 Bermuda Race. An article followed on the fascinating reframing of the boat “from the outside, in” to save the interior. “For some reason, after the *Wooden Boat* articles, she completely fell off everyone’s radar,” says Loughborough. “Usually it keeps the status of a boat high to keep it alive.”

Loughborough has a soft spot for pedigreed classics. He was blown away by *Dorade* more than a decade ago. She was brought into his shop with the mighty order to make her ready to sail at maximum performance across almost every ocean on the planet. This edict drove a groundbreaking restoration. *Santana* came next, another S&S but with a tighter charge. So where does *Kirawan* fit

KIRAWAN

LOA
53ft
(16.2m)

BEAM
12ft 6in
(3.8m)

DRAUGHT
7ft 8in
(2.3m)

DISP
18 tonnes

UPWIND
SAIL AREA
1,659 sqft
(154m²)

in? Where do these boats go when that one owner moves on, when that last race is finished and the lustre of the varnish is let to fade? A primary ingredient for a boat’s longevity is something hard to describe: it is ‘rightness’.

On first glance, *Kirawan* seems diminutive, like a ship’s model with simple, minimal blocks and a perfectly tight 3D marrying of sheer and outline. Maybe it was the small radius on the cap rail; or the small, flattened oval ports, a result of the low-slung cabin house; or the transom, which was neither tight like a Metre boat nor broad like an Alden schooner. And that dog-house – not too big to offend, but a purposeful curiosity. She’s easy on the eyes, like most significant, and fast, classic yachts.

And like most significant boats, *Kirawan* was never too far off the radar, and Rousmaniere’s raw article on the 2000 Bermuda Race refreshed the boat’s lore in that special way, with a sea story. It’s these stories that keep a boat alive. Maybe a certain boat attracts a wild owner, seeking adventure or with massive dreams, like Matt Brooks with *Dorade*, which continues to slice the seas of the world. Then there are those who just love the beauty and character of an object with a story, unconcerned with the dynamic sculpture a sailboat represents. The latter type of caretakers we often call ‘placeholders’.

Dan Levangie is not a placeholder. Like only a few who create the new lore of any significant boat, Levangie has had the stomach to crack open a boat that, like so many, has had unpatched remnants belying the gaps in her care. What a wicked mistress a yacht can be. The physical stresses of a life as a sailing yacht are astronomical. Houses breathe, get wet, then dry and are attended to as the inhabitants demand their comfort. Yachts live a wholly different life, and for some of these stewards, they are more special than a home. They are objects with a spirit touched and remembered by so many.

Levangie is one of these stewards and has an eye towards the future. “I have a couple of kids and grandchildren,” he says. “I’d love to see *Kirawan* stay in the family.”

DIGGING IN

Levangie, who started sailing in his 30s on a Pearson 31, had never tackled a restoration. His previous boat was a highly appointed cruiser in fibreglass, but he was intrigued by classics and their restoration. He has not been a passive steward of *Kirawan*. When he races to

Designer Phil Rhodes

BY JOHN ROUSMANIERE

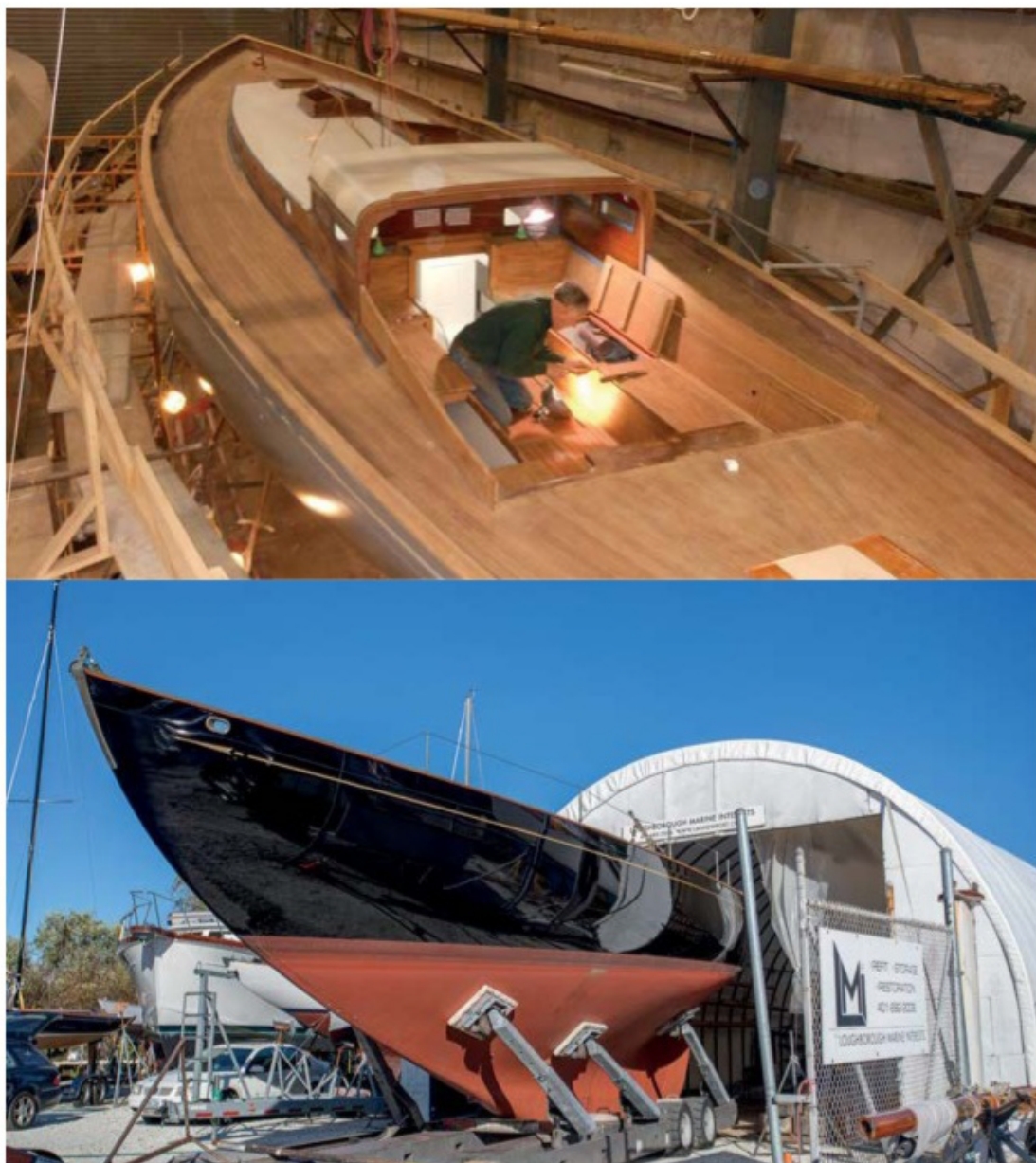
When young naval architect Phil Rhodes (*right*) designed *Kirawan* in 1935 on order from her owner, Robert Baruch, he was already on the fast track as a star young designer of modern racing boats, challenged only by Olin Stephens. Rhodes proved it when *Kirawan* (with him among her hard-driving crew) easily won the very rough, all-upwind 1936 Bermuda Race. She beat every opponent to the finish, except two much bigger boats, with her corrected time victory margin an immense 3.5 hours, and she won three of the four trophies she was eligible for.

Some of Rhodes’ innovation soon became popular on other ocean sailing yachts. One of the most often copied was her novel strong, high cabin (nicknamed ‘dog-house’), which blocked the Gulf Stream’s heavy spray from attacking the helmsman and cockpit crew.

Phil Rhodes’ successes multiplied, with later championship boats he designed, such as *Carina* (winner of Bermuda, Transatlantic, and Fastnet races) and America’s Cup champion *Weatherly*.







Job list for Kirawan

- Cut off ballast in Wickford and truck boat and ballast (two lorries) to LMI
- Back bone: replace horn timber, complete wood keel, partial sternpost and stem replacement, some plank replacements
- Install the original ballast with new keelbolts
- Remove 1990s interior, complete hull planking fasteners, install new floor timbers and a new bronze mast step
- Remove all plank caulking, spline topsides, recaulk lower planks. Longboard, prime, finish
- Remove deck, repair or replace deck beams, install new sprung plank sub-deck
- Pattern and install new teak deck, new cockpit coamings and trims, winch bases and traveller
- Guided by original drawings, design and build a complete new mahogany and painted pine panelled interior and teak sole to leaded bevelled glass doors.
- De-chrome and refurbish deck hardware, ports, hanging knees of bronze
- Refurbish cabin house, butterfly skylight, hatches and dog-house, cut and fit new companionway in dog-house.
- New complete winch package, custom bronze deck hardware, and stanchions/pulpit
- New (Blake) head and galley with pewter counter and customised classic hardware, such as taps
- New spruce mast and boom with all new custom bronze hardware and fittings
- All new systems: engine, plumbing electrical and electronics
- All new standing and running rigging and sails

Top: Kirawan inside LMI's shop mid-project, with new teak deck, cap rails and coaming, and shipwright Dan attending to the cockpit seating

Bottom: Kirawan returns to LMI for the remaining tasks post-season

Bermuda this summer, he will not only know every seam, every corner of cabinet joinery and even the bedding used in the thin, bronze strip over the sternpost, he will know that the chances of her springing a leak in the Gulf Stream are near zero.

There were big decisions to be made, but all agreed that *Kirawan* still had strong bones. Throughout the process, Levangie's connection and respect for the shipwrights made one of those bonds to the boat that will ensure a lasting relationship. "Being involved in the project was exciting. The other part of the enjoyment is watching the craftsmen," he says. "These guys speak a completely different language than normal human beings – and they do it because they love what they do."

RHODES' RISING STAR & DOG-HOUSE

Any historian of the sport cannot avoid ranking the American designers of the early 1900s and Cruising Club of America racing rule era of the 50s and 60s. Rhodes was overshadowed by several when *Kirawan* won in 1936. He kept his genius under precise control, however. Starling Burgess, Ray Hunt and others burned hot at times. Herreshoff created an international legacy with a brother, children and beyond, while Olin Stephens' vision, steady and calculated demeanour and curiosity took him to new territory almost without his say in the matter. Rhodes blazed his path in the shadows of these and other American designers. To create an America's Cup winner, for example, in the US took more than design skill. You had to get someone to have more faith in you than Olin Stephens.

Performance and results are one thing that will bring a yacht designer to prominence. Rhodes had that. What he also had was a distinctive talent for drawing beautiful boats with subtle but noticeable, and functional, details.

"Extremely graceful spring to the sheer and very attractive, well-balanced ends..." is how *The Rudder* described Rhodes' style, but it was *Kirawan's* dog-house, that featured strongly in the presentation of the boat.

"It was almost like a cabin. You can almost stand up in it," says Rousmaniere of the dog-house. He noted that dodgers practically had not been invented by the 1936 race. Today 'hard dodgers', similar to *Kirawan's*, are common on ocean-going cruisers and solo ocean racers. "There's a safety factor coming out of the companionway when it's rough. The most dangerous step in an ocean race is out of the companionway."

Rousmaniere says the dog-house served another purpose – marketing. "Keep in mind that each designer is trying to make a mark with a different look," he says. "S&S was popular. In those days the ultimate race was the Transatlantic, so you wanted a boat to do that race even if you didn't plan on doing it. Part of this was persuading owners they could go long-distance racing."

Levangie needs no persuasion to go ocean racing on *Kirawan*. He's now a veteran of the Bermuda Race and the boat is ready for this year. "I've assembled a crew of very experienced sailors and I'm psyched." When asked if he's concerned about sailing a smaller, tight-quarters classic yacht in the race versus his luxurious Ted Hood 60, he says the boat has already proved she can handle a tough race. "She feels like a beast, sailing at up to 8 knots. I feel more confident on *Kirawan* than on *Windwalker*." 🌊

COMMUTER
24.6.2011

JENETTA
25.5.2019



Restoration | Bespoke Yachts | Winter Storage | Berths

CLASSICS@ROBBEBERKING.DE
WWW.CLASSIC-YACHTS.COM





Tracey Edwards MBE joins Britannia

Not the new INEOS TEAM UK America's Cup yacht, but the Britannia Sailing Trust – as patron. The trust is restoring the 105-year-old Class One fishing smack of the same name.



Spirit of Adventure Project

Plymouth Waterfront Partnership (PWP) has launched a crowdfunding appeal to get 350 disadvantaged local children to sea aboard a variety of classic vessels. The project aims to connect youngsters with the Mayflower400 celebrations.



Warming Pan dinghy classes

Hamble River Sailing Club's Warming Pan dinghy race has been run in late March since 1962. This year it gets a reboot with all active non-trapeze dinghy classes invited to take part.



INGRID ABERY

VOILES DE SAINT-TROPEZ

Regatta programme extended for the biggest yachts

The organisers of the iconic Voiles de Saint-Tropez regatta are stretching the 2020 programme in order to give the biggest yachts more space in the schedule.

The new formula extends the event to two weeks, with the spectacular big yachts the focus of the added days. The Voiles tradition of mixing classic and modern will continue, so we can expect the sensational sight of more Wallys and Maxis in mixed fleets with the large schooners and 'grandes dames' of the Grand Traditions Class.

The move is designed to encourage more big boat participation, and is great news for owners and spectators alike – in particular because it means more grand yachts in the Port of Saint-Tropez for the second week, and more starts close inshore.

"We envisage splitting the fleet into two groups," explains Tony Oller, president of the Société Nautique de Saint-Tropez. "For boats up to 24m (79ft) or so – except for specific classes – the dates and the programme remain unchanged, aside from the prize-giving, which will take place on the evening of Saturday 3

October. The major new feature revolves around offering the big and very big boats – classic and modern alike – referred to as Les Voiles Super Boats, their own week from Monday 5 October.

"By not mixing them together with the rest of the fleet, we're making every effort to help them evolve, as well as offering them the priceless chance to enjoy some starts at the Tour du Portalet, just in front of the port of Saint-Tropez.

Indeed, up until now, notably with a view to safety, some of the boats had rounds outside the bay or off the beaches of Pampelonne."

Principal race officer Georges Korhel believes the changes will also make an

impact on the competition.

"By separately managing fleets with different potentials, we'll be able to offer longer courses geared to these boats, with starts and finishes off the breakwater. Similarly, by quickly and efficiently dispatching the current participants, we will be in a position to welcome around 250 boats in the first week and from 30 to 40 in the second. The Notice of Race, with all the programme details, will be distributed shortly."

**"The major new feature
offers the big and very
big boats, referred to as
'Les Voiles Super Boats',
their own week"**



New York 40 Herreshoff design

Vixen II is one of 14 New York 40s built in 1915/6, a class designed by Herreshoff as a one-design race fleet for members of the New York Yacht Club. In spite of their performance, the NY40s are homely boats with spacious accommodation for club members who wished to cruise aboard their yachts, which makes *Vixen II* better able than some contemporaries to fulfil her more recent role as a charter yacht. At 59ft (18m) on deck, with a 6ft (1.8m) bowsprit, the yacht was converted from gaff cutter to twin-masted schooner during a 2000 restoration. Her roster of past owners includes banker JP Morgan and the actor Warren Beatty – whose guest list is said to have included Brigitte Bardot, Maria Callas, Diana Ross and Madonna.



VENICE

Venice e-Regatta seeks supporters

Classic boat owners with an interest in saving Venice for future generations are being asked to support the e-Regatta being held as part of the second Venice Boat Show in June.

The e-Regatta is a collaboration between the City of Venice and Inland Waterways International, who are trying to accelerate the transition from petrol and diesel propulsion to clean electric for the thousands of vessels that ply the lagoon.

The e-Regatta aims to be the biggest of its kind yet, with a view to promoting the goal of electrifying all lagoon traffic by 2028 – including the vaporetto waterbuses and classic taxis.

The e-Regatta will showcase a range of electric boats and propulsion options, and there'll be a competitive element too, with sprints and manoeuvrability challenges. Find out more at ventidicultura.it/e-regata



FINAL VOTE

Winners of the prestigious Classic Boat Awards 2020 in association with Classic Marine will be announced in the May issue, on sale 3 April.

As usual, the Classic Boat Awards will be voted for by *Classic Boat* readers via the dedicated website – and we want you to have your say.

Please visit awards.classicboat.co.uk to explore the 2020 categories and contenders, and cast your votes before the 00.01GMT deadline on 9 March. We can't do it without you!



BCYC accepts motorboats

The British Classic Yacht Club is inviting motorboats as members for the first time, and to its well-known annual Cowes sailing regatta. Previously, only Monaco Classic (*above*) has welcomed motorboats. See p16 for more.



Sue Farrer, 1948-2020

We are sad to report the death on 15 January of Sue Farrer, North Wales OGA secretary. She was a great champion of traditional sailing and fun.



COWES-TORQUAY-COWES

Classic powerboats wanted for 60th celebration

Organisers of the Cowes-Torquay-Cowes powerboat race over the August bank holiday are hoping to attract up to 30 entries for a combined 'predicted log' and concours d'elegance contest. The class will be open to classic motorboats of any type that might have competed in the early years.

The race – itself a classic in the sporting calendar – celebrates its 60th anniversary this August, and race director Martin Levi reports interest from around the world from would-be participants.

"We're still finalising details, but the classics class will potentially be open to everything from old Faireys to early cigarette boats," he says. Points will be split between the predicted log trial

"The classics class will potentially be open to everything from old Faireys to early cigarette boats"

– in which skippers aim to finish closest to their own predicted race time without recourse to navigation or timing aids – and a judged concours d'elegance. "We want a contest to keep things interesting, but also want to make sure anyone can win it," says Levi, who suggests the predicted log course will be short enough to ensure all

boats can complete it in a couple of hours – perhaps a round-trip from Cowes to Old Harry.

As well as the concours, Levi tells *Classic Boat* there are also moves afoot to bring a number of historic racers in various stages of restoration to Cowes Yacht Haven for display during the 60th-anniversary event. They include the ground-breaking *Surfury*, designed by Martin's father, Renato 'Sonny' Levi, which currently resides at Greenwich.



LYME REGIS, DORSET

BBA launches assisted places

Would-be applicants put off by the cost of enrolling on the famed 40-week boatbuilding course at the Boat Building Academy (BBA) will in future be able to apply for bursaries, thanks to a change in status from 'not for profit' PLC to registered charity in January. Under the auspices of the Charity Commission, the BBA is now able to fundraise to help students attend the course, which has been established for 23 years. Will Reed, principal and one of the new charity trustees alongside BBA founder Tim Gedge, said: "Becoming a charity is a big moment for us. The main objective is to enable us to offer assisted places to very committed applicants who would not otherwise be able to attend. We are still finalising the details, but are aiming to offer two boatbuilders and three furniture makers financial assistance every year. We would like to increase that, and will take a proactive approach to fundraising."

Fees for the 40-week boatbuilding course are just under £16,000. Our understanding is that bursaries of up to 50 per cent are currently being mooted. Higher grants and even fully-funded places may also be a possibility in exceptional circumstances. To celebrate its new status, the BBA is having an open day on 25 April.

boatbuildingacademy.com

**Below the
waterline?
We've got
it covered.**

When you're out on the water, you shouldn't have to worry about what's going on underneath it. That's why we've been out in the field, designing, testing and optimising our coatings to safeguard your boat from fouling. Our results? A new range of antifoulings tailored for your convenience, each providing superior colour and performance you can trust.

international-yachtpaint.com





DUNKIRK LITTLE SHIPS

Medway Queen returns to Ramsgate for 80th anniversary of Dunkirk

The paddle steamer *Medway Queen*, a key player in the Dunkirk evacuation of 1940, will be in Ramsgate for the 80th anniversary commemoration of those events.

PS *Medway Queen* is undergoing restoration as an – initially – static exhibit at her home port of Gillingham, and will be towed around to Ramsgate in early May. On arrival, the restoration trust says she will be slipped in order for hull maintenance works and painting to be carried out, then moved to the Commercial Quay as part of the Dunkirk Little Ships gathering. She will be open to the public for the duration of the event, but of course cannot accompany the planned Little Ships channel crossing. The paddle steamer will return to her Gillingham Pier berth in June.

The famous 1932-built passenger ship was requisitioned by the Royal Navy in 1939 for mine-sweeping. She joined the 10th Mine-Sweeping Flotilla at Dover as HMS *Medway Queen* and made seven runs to Dunkirk as part of Operation Dynamo, ferrying 7,000 servicemen across the channel and shooting down three enemy aircraft in the process. Seven of her 48 crew were awarded and she earned the title 'Heroine of Dunkirk' following her actions in those desperate days, in which roughly a third of the vessels employed were lost.

A new book, *Medway Queen: Memories of Dunkirk*, will be published before the anniversary.

WORD OF THE MONTH In Ordinary

An English term for vessels held out of service for maintenance, repair or in reserve. Likewise Royal Naval officers held ashore on half pay.

From 17th Century, Royal Navy
'Ordinary Expenditure' accounts

Q&A

Jonathan Dyke, Commodore, British Classic Yacht Club, MD Suffolk Yacht Harbour

How are you managing with the loss of Panerai as headline sponsor?

We have been running the regatta since 2002, without a title sponsor for many years, until Panerai came along, so in a sense we're back to business as usual. The three cornerstones of the regatta – Cowes Yacht Haven, Royal Yacht Squadron running the racing and some entertainment, and Mary Scott-Jackson as organiser – will remain unchanged. Panerai allowed us the opportunity to build our regatta into what it is today. Now we can replicate that. We had a long look at the expenses and realised we could balance the books.

Do you think there's a chance of the ex-Panerai circuit returning?

I'd like to see it integrated with the ex-Panerai circuit. Being the last of the Panerai regattas was quite special. They loved Cowes, with the history of the place.

What is the regatta officially named now?

British Classic Week.

Will there be any changes?

The big change is that we are now, for the first time, accepting classic motorboats for membership – as you know, the boat is the member, not the owner, in the British Classic Yacht Club. The criterion remains the same: pre-1970 design in wood or steel – there will be a Spirit of Tradition Class, too. This is in response to some of our members who are moving from sail to power. We are mainly talking displacement motorboats here, but there will be some 1960s cold-moulded hulls, like Faireys, as well. We're accepting applications now. And they will have a rally alongside the sailing regatta this year for the first time. Another change for the regatta is that we are putting the lounge area in front of



EMILY HARRIS

Cowes Yacht Haven to face the boats and sea directly. I think this is really going to open it up a bit. We are also keen to encourage our Cruising Section.

We've also just relaunched the BCYC website and the regatta website.

How does the cruising section work?

It's a part of the regatta for those who would like to go on day or overnight cruises in company rather than race around the cans. In all other respects, they are part of the regatta and share in the atmosphere and shore events.

What about the smaller yachts?

We're keen to encourage more entries in Class Four (25-33ft). Several Folkboats are coming this year and we're hoping the Buchanan Owner's Association are going to come along.

What about glass classics?

We are continually looking at it and debating it. The answer for now is no. We sometimes look at the Goodwood Revival and their success, and note that they have stuck rigidly to their criterion, which is pre-1966. We stick to pre-1970, but we always have the option of having an invitational class that would not otherwise fit the bill.

Are you still looking for sponsorship?

We do already have a fair amount of sponsorship but, yes, we are looking for a big one. We've had some serious discussions, but there's a lot of caution out there at the moment.



Suffolk Yacht Harbour presents the **19th annual**

Classic Regatta

The 2020 Classic Regatta will take place from Friday 12th - Sunday 14th June.

The main regatta will be a three-race series held over Saturday and Sunday in the picturesque, coastal waters of Suffolk. Optional evening race on Friday.



- New for 2020: classic motor yacht rally. Interested owners can apply via the details below.
- Onsite workshops equipped for classic yacht refit and repairs.
- Classic Marine chandlery supplying traditional fixtures and fittings.

New competitors should apply
to: jonathan@syharbour.co.uk

Telephone: **+44 (0)1473 659 465**
Suffolk Yacht Harbour Ltd, Levington, Ipswich, Suffolk IP10 0LN

For details visit syhclassicregatta.co.uk



**Suffolk
Yacht
Harbour**





LOCAL HERO

After a lifetime in the Scillies, *Kathleen* is safe in the hands of a friend of the family that sailed her for over a century

WORDS AND PHOTOGRAPHS **NIGEL SHARP**

It seems astonishing to think of three generations of one family serving as coxswains at one lifeboat station for 71 consecutive years. However, Jim, ‘Father’ Matthew and ‘Boy’ Matthew (or Matt Jnr) Lethbridge did exactly that at St Mary’s in the Isles of Scilly from 1914 to 1985. Both Matthews were awarded Silver Medals and Matt Jnr was also awarded a Bronze Medal; and between them they received eight other RNLI awards. During the Second World War, Matt Jnr served in the RAF in air-sea rescue boats, which may, to some extent, have prepared him for the RNLI rescue operations that followed. Among the higher profile of those were the Torrey Canyon oil spill disaster in 1967; the rescue of an ITN television crew who were planning to film Francis Chichester at the end of his round the world voyage the same year; the 1979 Fastnet Race; and the crash of the helicopter on its way from Penzance to the Scillies in 1983. The following year, and just a year before he retired as coxswain, Matt appeared on television programme *This Is Your Life*, after presenter Eamonn Andrews sprung the customary surprise at the London Boat Show.

But there was another strong nautical connection between these three men and that was a small sailing boat that, between them, they owned and sailed for well over a century. *Kathleen* was built as a gaff cutter in 1897 by Paynters of St Ives for Jim Lethbridge, and is thought to have been named after a member of his family. She was taken straight to the Scillies as soon as she was completed. This was at a time when Scillonian maritime life had recently undergone a fundamental change. For a century of so up until about 1880, sailing ships arriving in the UK from all over the world would make the Scillies their first port of call and this provided lucrative work for the Scillonian pilots and their pilot cutters. But as sail gave way to steam, ships soon began to bypass the Scillies and make for mainland ports such as Falmouth and those in the Bristol Channel, where they would be guided by local pilots. “That was when boats in the Scillies became generally smaller and the seafaring became less global,” said Diccon Rogers, *Kathleen*’s current owner.

In her early years, *Kathleen* seems to have been used for a variety of purposes, including line fishing (probably commercial as well as recreational), delivering mail between the islands and taking tourists out on leisure trips (the Scillies had become an increasingly popular



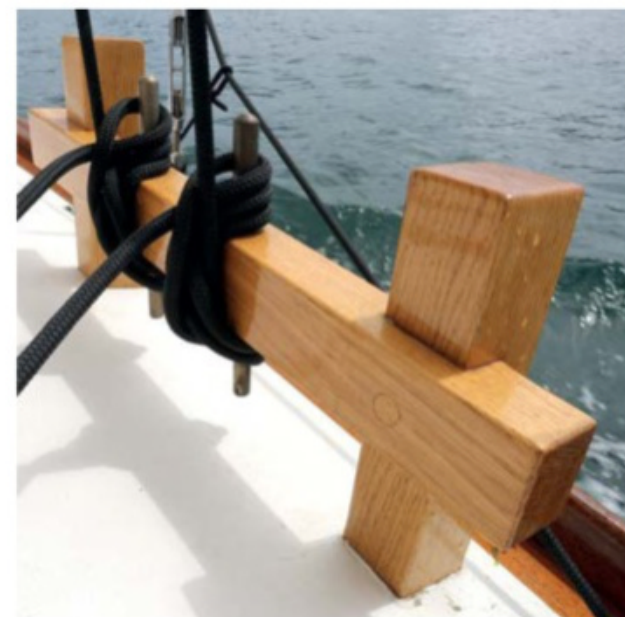
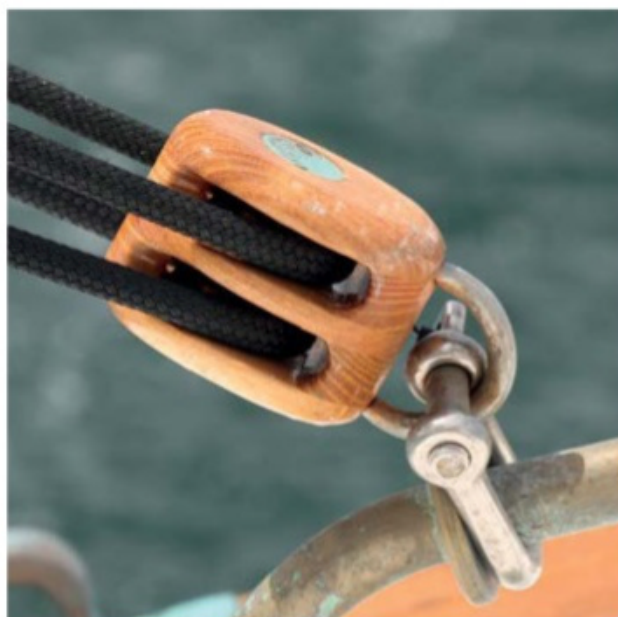
Above: *Kathleen* taking tourists sailing in her early days in the Scillies

holiday destination after the Great Western Railway reached Penzance in 1859 and steamer *Scotia* had been built to bring tourists from there to the islands). *Kathleen* soon gained a reputation for being a fast boat but, it seems, was also a bit of a handful. In 1904, 10 years before becoming coxswain of the St Mary’s lifeboat but already part of the crew, Jim was sailing *Kathleen* around the island of Samson with four of his sons – some of whom would also become lifeboatmen – when, it is said, she was caught out by a gust and knocked down. St Mary’s lifeboat was launched and came to her rescue. “I think they all took it humorously, but *Kathleen* is on the lifeboat service board,” said Diccon. Soon afterwards, Jim decided to cut the rig down by converting her to a gaff ketch (with a bermudan mizzen), a rig she retained until very recently.

RESCUE

In 1910 she was involved in a rescue from a different perspective, when 13,443-ton steamship *Minnehaha* – en route from New York to London – went aground near Bryer. While all the crew and passengers were taken safely ashore, *Kathleen* and a number of other local boats, including some pilot gigs, rescued hundreds of cattle by lashing them alongside and swimming them to Samson. Diccon thinks that *Kathleen* then “evolved into more of a fishing boat”, and at one point had a Morris Vedette

Bottom, L to R: Gammon iron, mainsheet block and pin rail



Kathleen on her way to
the start of a Falmouth
Classics race





petrol engine and a mechanical pot hauler installed. Much later, probably in the 1950s, she ran ashore onto rocks when delivering mail to Tresco, and was there for a couple of days before she was rescued and repaired. “She has had a number of scrapes,” said Diccon.

In the early 1980s, *Kathleen* hadn’t been used much for some time (Matt Jnr had been too busy with commercial fishing on other boats) and was in a poor state. A group of friends, including local undertaker Alfie Treneaer and Matt’s brother Richard, got together to form a “sort of trust” and brought her back to better condition, but for the next 10 years she was still scarcely sailed. Diccon had grown up in the Scillies in a “farming and seafaring family” and was at the time, by his own admission, “a pushy 16-year-old”.

Below: Diccon in the foreground flanked by Luke Powell’s Scillonian pilot cutter Agnes

“I thought it was a real shame that she was just sitting on her beach moorings partially restored but not being used,” he said. “So I badgered everyone that we should get her out, and we did so in 1992. Matt then gave the care and the keeping of her over to me. She still wasn’t in brilliant condition, but we gradually got her better and got her going.”

Over the following years, Diccon was away a lot – at school, university, tugboating and then in London “in some ridiculous city job” – but every summer he returned to the Scillies and sailed *Kathleen*.

About 15 years ago, he left the city and then in 2008 he formed his own commercial marine contracting company, Keynvor MorLift, based in Falmouth. Throughout that time, he remained close to Matt and always made a point of visiting on him on his trips to the Scillies. Matt died in 2010, but before that, he and his family made the decision that *Kathleen* would be given to Diccon, who had, after all, been sailing her and keeping her going for 18 years.

By this time, however, *Kathleen*’s condition was deteriorating once more. Diccon had less and less spare time to get to the Scillies, and before long he made the decision to bring her to the mainland to restore her. In May 2016 she was transported to Falmouth – on one of Diccon’s company’s own landing craft – for the work to be carried out at David Brunyee’s company Metre Yacht Restorations.

The biggest issue to be resolved was the hogging of the stern. The addition of the mizzen mast had almost certainly been a contributory factor, along with some inappropriate additional reinforcement, which had added weight without really increasing the strength. To





A once in a lifetime bucket list opportunity to leisurely cruise around the British Isles on a 50ft yacht. This will allow you to explore many parts of the UK that you might otherwise never see. Did you know Scotland is surrounded by more than 600 islands and the best way to discover them is on the water?

Britain is blessed with historic castles, cities both old and modern and rolling countryside making it a great land to explore on your free time ashore. We will be spending the night in some of the UK's coastal ports giving you time to explore the many hidden treasures of the British Isles.

Departing 1st June & 1st August 2020.



LEG 1

- Cowes
- Eastbourne
- Ramsgate
- Lowestoft
- Scarborough
- Amble
- Edinburgh

14 DAYS £1299

LEG 2 (June)

- Edinburgh
- Arbroath
- McDuff
- Orkneys
- Stornoway
- Oban
- Port Ellen
- Belfast

14 DAYS £1299

LEG 2 (August)

- Edinburgh
- Arbroath
- McDuff
- Fort William
- Oban
- Port Ellen
- Belfast

14 DAYS £1299

LEG 3

- Carlingford
- Dublin
- Arklow
- Falmouth
- Torbay
- Portland
- Cowes

14 DAYS £1299

Low deposit pay in installments



CALL 07894429453
or book online at www.venturesailing.co.uk



**Atlantic Rally
(ARC) 2020**

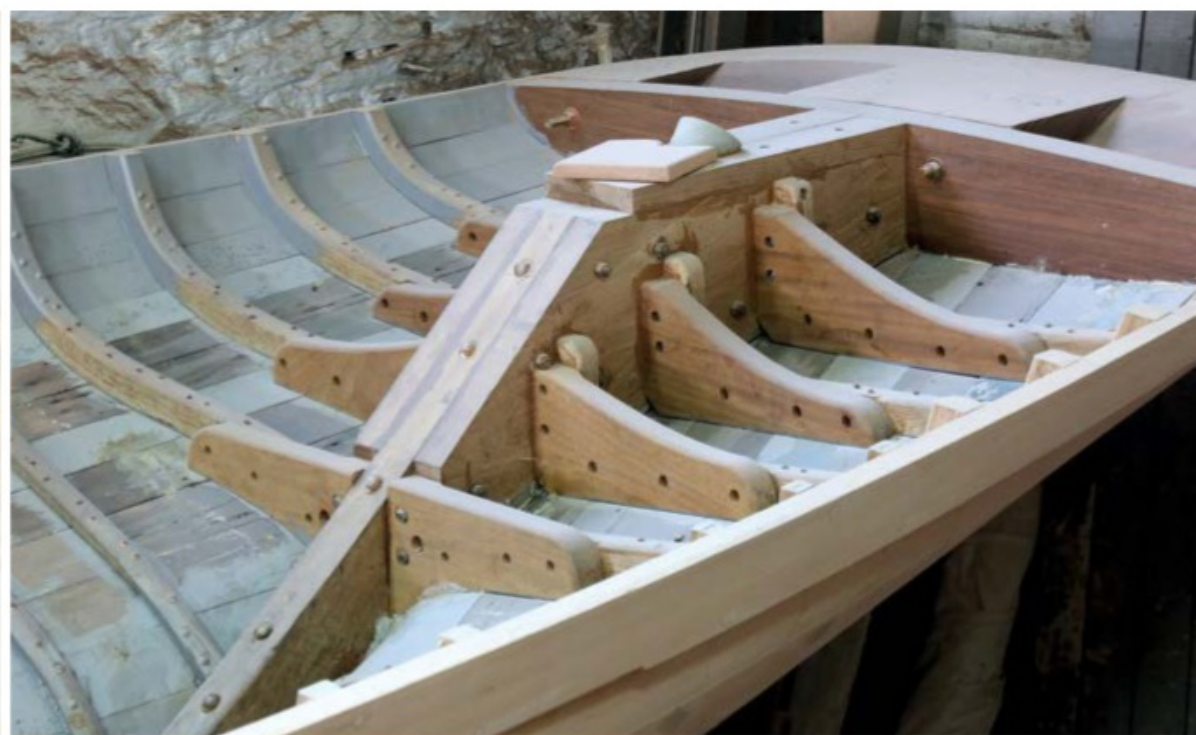
Race Across The Atlantic on a 90ft Yacht

Embark on a truly unforgettable sailing adventure racing across the Atlantic Ocean.

Songbird is a beautifully designed and fully crewed 90ft sailing yacht offering the ultimate in luxury yacht racing. Accommodating guests across 3 refurbished staterooms, with en-suite bathrooms.

Of those people who have dreamt, planned or actually crossed an ocean there are still only a few who will have experienced that special feeling the great explorers felt whilst sailing the southerly trade wind route. Those who have were probably boat owners or their friends, so it would have been difficult to achieve this otherwise... Until now!

The Atlantic Rally. Setting sail from Las Palmas the voyage to St Lucia takes around 3 weeks to complete, The race across the Atlantic to Rodney Bay in St Lucia will start on 22nd November. If the North East Trade Winds behave you can expect it to take around 14 days. The amazing atmosphere in Las Palmas builds as start day approaches. Yachts flying flags from all over the world converge on Las Palmas marina in the days running up to the start all for only £4995. For more info call the skipper on 07894429453



try to disguise the misshapen profile, a tapered bulwark – about 8in high aft and 2in at the shrouds – had been added at some point. In conjunction with renewing the sternpost and horn timber (in oak, as the original), the solution was to jack the counter up with acrow props, increasing the pressure gradually over a period of several weeks. The archboard was also renewed, in iroko, and four new oak laminated frames (glued with resorcinol) were fitted for extra strength.

The reshaping of the stern was carried out largely by eye with reference to some old photos, but that presented some difficulty as *Kathleen* was in the corner of a shed with other boats nearby, which limited the opportunity to stand back and have a proper look at her. Diccon was particularly concerned that her new shape should be right before proceeding with the next stage of the work and so asked naval architect Jack Gifford – who had been doing some work for Keynvor MorLift – to get involved. Jack scanned the hull and then produced a lines plan that proved David had done a good job.

“Nobody really knew what she was supposed to look like as there was no real record of it,” said Jack. “But Diccon was delighted because he could now see that she had a really nice, almost smack-like sheer line where it dipped just aft of midway, and just had a nice little subtle rise going aft.”

Work on the hull
at Metre Yacht
Restorations

So the work then continued. The stem and stem knee were replaced in oak, and while the elm keel was retained, a new oak false keel about 8in thick was fitted below it to lower the ballast keel and increase righting moment and lateral resistance (*Kathleen* was originally fitted with a centreboard, but this had been removed some years ago).

All of the ribs were replaced in steamed oak. At some point, *Kathleen*'s port side planking had been severely damaged – most probably in the 1950s grounding – and all of this was now renewed, in $\frac{7}{8}$ in (22mm) thick Douglas fir from Stones Marine Timber, “with 25 annular growth rings per inch and totally knot free”, said David. Some of the planks had to be steamed to cope with the twist around the stern. All of the deck structure was renewed in Douglas fir. The beam shelf was initially steamed around the outside of the hull and then assembled and fastened inside. Two layers of $\frac{3}{8}$ in (9mm) ply were laid over the beams and then sealed with 300g glass and epoxy. The covering boards, toerails, coamings and cockpit furniture are all in teak.

Diccon particularly wanted a new rig that would be “as close as possible to her legendary first gaff cutter rig”. It was David who first started designing this but it soon became a great team effort, with Jack getting involved and contributions from Diccon's great friends Phil Slater (an accomplished Falmouth Working Boat

EAGLE 38



EAGLE 44



EAGLE 54



WWW.LEONARDOYACHTS.COM
TEL: +31 515 209 002
EMAIL INFO@LEONARDOYACHTS.COM





sailor) and James Terry (who had experience of sailing *Kathleen* in the Scillies), and from Sam Heard (third-generation builder of Falmouth Working Boats). David made new Sitka spruce spars – the pole mast is hollow and the other spars are solid – while the bespoke bronze spar and deck fittings were another team effort, with contributions from local companies Fibre Fusion, Keefe Engineering, Spencer Carter, Shoreweld and David himself. The rigging was made by Riggers UK and the sails by Pete Crockford of Sailtech. In many ways the whole project is a triumph for local businesses, with boatbuilder, naval architect, fabricators, rigger and sailmaker located within less than a mile of each other along the banks of the Penryn River.

“The quality is outstanding,” said Diccon, and it would be hard to disagree with that. “David initially won the job with a quote entitled ‘*Kathleen* – the next hundred years’, and he certainly hasn’t disappointed. *Kathleen* now performs very well indeed, combining strength with elegance, lightness and fine all-round sailing ability. She’s certainly much livelier than in her working ketch days.”

Kathleen will now divide her time between Falmouth and the Scillies, with Diccon’s intention, in particular, to try to take part in the annual Round the Island Race. He managed to do so at the earliest opportunity following *Kathleen*’s restoration, when he and James Terry sailed her to St Mary’s in August (just over 12 hours from Falmouth – a “historic moment”, as it is thought this was the first time she had been away from the Scillies since 1897); the next day, along with fiancée Amy, his parents and his friend Andy Frazer, he competed in the Round the Island Race and won the 1937 Deakin Cup for the first traditional boat (“so a great result and a very happy homecoming”); and the day after that, he and James sailed her back to Falmouth again (another 12 hours with “the boat performing brilliantly in poor conditions and, despite her low freeboard and carrying a lot of sail, hardly shipping any water”).

“*Kathleen* is very much part of Scillonian history,” said Diccon, “and Matt would want to think she is in Scilly at least some of the time.”

Above left:
Diccon, his fiancée Amy (with sunglasses on her head) and friend Emily (with crimson top)

Above right:
Saving cattle in 1910



Kathleen’s sisterships

Kathleen is one of five near-sisterships – all gaff-rigged centreboarders – built by Paynters around the turn of the century.

Bee, the smallest of them at 23ft 6in (7.2m) LOD, was built in 1903 and has spent all but about three years of her life in the Scillies. She is currently owned by sailmaker/boatbuilder Keith Buchanan, who first bought her in 1970 but sold her a few years later. Her next owner took her to Plymouth when he moved there and she subsequently sank on her moorings. When Keith heard about this, he purchased her again but had to restore her near Plymouth before he could bring her back to the Scillies. He thinks she was originally a gaff sloop and was converted to a gaff ketch not long before he first bought her. As part of a current restoration, he is giving her a gaff cutter rig.

The 27ft 6in (8.4m) **Halcyon** was built in 1905. She spent the first few years of her life in St Ives before being taken to the Scillies. For a while she was renamed *Father Bob*. Stephen Walters has owned her since 1982 and soon brought her back to Cornwall. Her rig has evolved from a gaff cutter, to a gaff yawl with the mainmast in the original position, to a gaff ketch with both masts moved forward, to a bermudan ketch, and then, in 2002, back to a gaff ketch. She is currently being restored at Cockwells Modern and Classic Boatbuilding.

Paynters built two similar boats called **Halcyon** in 1912. One of these was for Samuel Turner, who had been taught to sail by Dan Paynter in the 1905 *Halcyon* while she was still in St Ives – and then in 1929, a 95ft ketch of the same name was built for (by now Sir) Samuel. James Walters, whose family own the 1905 *Halcyon*, has been aboard both of her 1912 namesakes: one near Falmouth about 20 years ago, and the other in Millbrook near Plymouth about 10 years ago, but it is not known where either is now.

KATHLEEN

LOS
38ft 8in
(11.8m)

LOD
28ft 10in
(8.8m)

LWL
24ft 9in (7.6m)

BEAM
8ft 9in (2.7m)

DRAUGHT
3ft 11in
(1.2m)

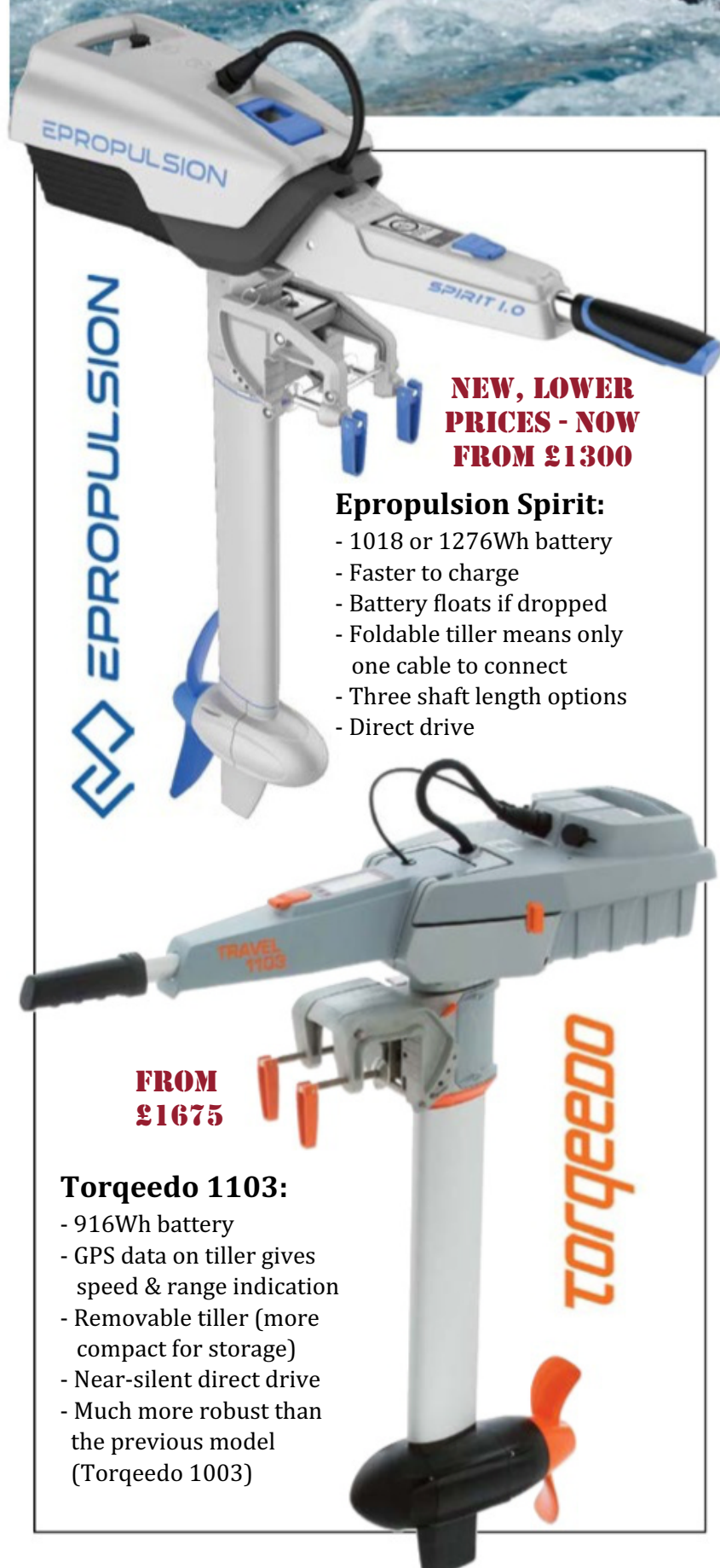
SAIL AREA
673 sqft
(62.6m²)

ELECTRIC OUTBOARDS

Quiet | Convenient | Clean

"Using a well-engineered electric outboard has been a revelation. The stress, mess and worry of oil, petrol, starting issues and sheer weight have melted like snow in April... the vital question is "how far will it go?"... the answer is "further than you think... certainly miles beyond anything I've asked of it in four years' cruising..."

TOM CUNLIFFE, writing in
Classic Boat, Nov 2019



**NEW, LOWER
PRICES - NOW
FROM £1300**

Epropulsion Spirit:

- 1018 or 1276Wh battery
- Faster to charge
- Battery floats if dropped
- Foldable tiller means only one cable to connect
- Three shaft length options
- Direct drive

**FROM
£1675**

Torqeedo 1103:

- 916Wh battery
- GPS data on tiller gives speed & range indication
- Removable tiller (more compact for storage)
- Near-silent direct drive
- Much more robust than the previous model (Torqeedo 1003)

TIME FOR AN ELECTRIC OUTBOARD?

The Quiet, Convenient, Reliable, and Easy-to-Use Alternative to Petrol

In the popular 2-4hp category, the latest electric outboards - with their integral and rechargeable lithium batteries - have transformed the market, rendering petrol motors all-but obsolete. **The Many Advantages of Electric Outboards include:**

- **Ease of Use.** Switch on, twist the tiller handle, go. Almost anybody can do it; no experience, strength or mechanical knowledge is needed.
- **Ease of Handling.** The batteries are removable, and the "pass up and down" weight (the shaft/motor assembly) is then 10kg or less.
- **Ease of Storage.** These electric motors divide into components, don't leak oil or petrol, and don't mind which way up they're stored.
- **Quietness & Smoothness.** A delight to use.
- **Power.** Forget what you know about slow speed "trolling motors", these 1kW electrics have huge torque (more like a 3hp petrol).
- **RANGE.** There are many variables, but - with Epropulsion's 1018Wh, or Torqeedo's 916Wh batteries - most users achieve at least 9 to 10 nautical miles per charge, at a speed of 4 to 5 knots (2.5m inflatable dinghy). Much more if you slow down a little.
- **Reliability.** Many outboard motors don't get used very often, and small petrol motors hate this. Electric outboards have fewer parts in general, and in particular (the most common cause of petrol motor issues) there's no carburettor to "gum up".

It's not all perfect: they are undeniably **More Expensive** than petrol outboards, mostly because lithium batteries are expensive. But that extra upfront cost is largely offset by their **Lower Lifetime Running Costs**, including (almost) **No Servicing**.

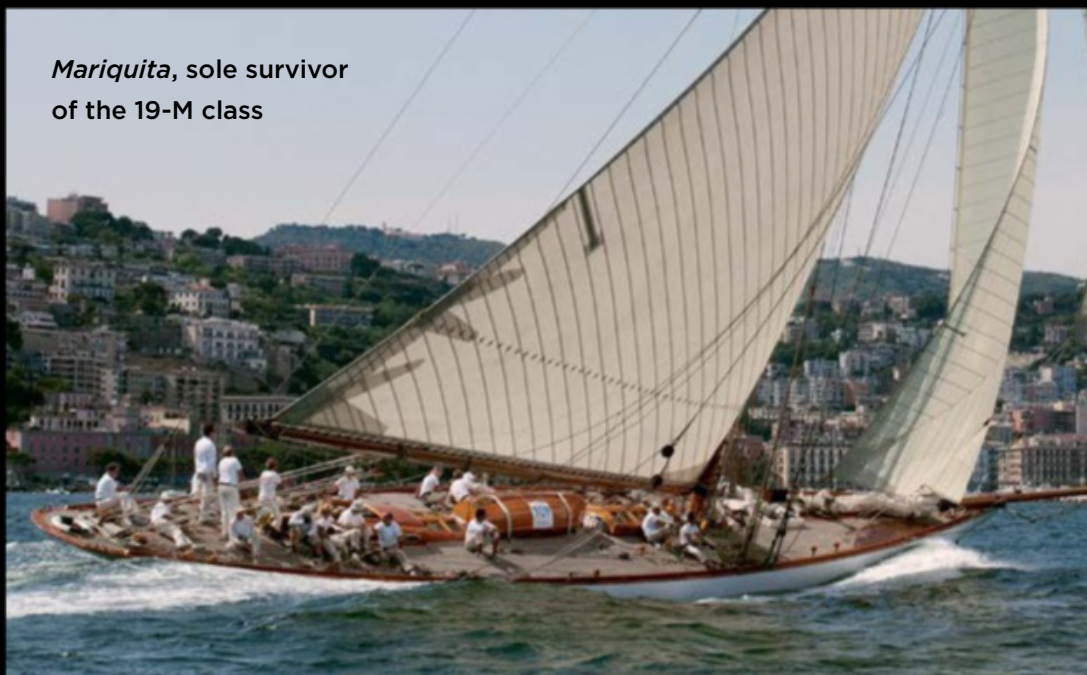
NESTAWAY BOATS is the only UK dealer to stock both main brands in this market, ie **Torqeedo AND Epropulsion**. There's much more information on our website, and we are always happy to discuss further - and offer advice - by email or phone. If you'd like to see them before making a purchase, we are based in Christchurch, Dorset (UK).

NESTAWAY
Boats that fit

www.nestawayboats.com
mail@nestawayboats.com
Tel: 0800 999 2535



Mariquita, sole survivor of the 19-M class



BEN WOOD



CARLO BORLENGHI

Mariska, one of four surviving 15-Ms, all Fifes
Insert: "Common" Ferrari 275GTB

ARTCURIAL, FRANCE

Fife buyers are lottery winners

Two very lucky buyers must be rejoicing after snapping up two of the most feted grand old ladies of the classic sailing world for what appear to be astounding bargain prices.

To the amazement of pundits, the pair of Fifes were both offered at "no reserve" at a Paris classic car auction; that means simply that the highest bid is guaranteed to buy. The 77ft 1in 1908-built *Mariska*, one of just four survivors of the 15-Metre class, sold for £323,250 (€381,440) against a pre-sale guide price of £600,000-£1.25m. The 95ft 2in, 1911-built *Mariquita*, the lone survivor of the 19-Metre category which was the forerunner of the J-class, sold for £424,250 (€500,640) against an estimate of £760,000-£1.45m. With those estimates in mind you could argue that the two Fifes were bought for the price of one, but in some ways they are even better value. Both yachts had been on the brokerage market for some time with asking prices skyward of £2 million.

By way of contrast, in the same auction a 1965 Ferrari 275GTB that was one of around 465 produced, made £2.1m. Broadly, that represents a four-fold appreciation since the early 2000s.

Classic yacht broker Barney Sandeman said: "Frankly, the new owners have won the lottery. The yachts are gorgeous and will reward passionate, engaged owners many times over with all the pleasure they give. A lot more people can enjoy unforgettable experiences on these boats than in a two-seater sportscar."



ARTCURIAL

ARTCURIAL, FRANCE

The rise and rise of Amphicars

Some say the Amphicar 770 was all at sea on land and out of its depth on water. The *LA Times* described it as "a vehicle that promised to revolutionise drowning." Nevertheless the German novelty sold 3,878 units from 1961-8, making it the most successful civilian amphibious vehicle of all time despite pedestrian performance: the 770 designated 7mph on water and 70 on land. With twin props but no rudder the Amphicar relied on turning the front wheels – and telepathy – to exert a vague influence on its course through water. In 1962 for a publicity stunt, two crossed the Channel in a large swell.

Fully restored to a very high standard from 2012 to 2013 this 1963 example sold for £60,600. That's not a high-water mark, but at least one and half times the going rate for a good Amphicar in 2012.



ARTCURIAL

ARTCURIAL, FRANCE

Riva-Ferrari rocket boat

When names like Riva and Ferrari team up glamour is guaranteed, but Classic Boat readers may have their own view on the classic credentials of this collaborative effort. On announcement in 1990, the glassfibre Riva-Ferrari 32 boasted a top speed of 54 knots with an equally racy price of £238,000.

Through to 1995, just 37 of these Miami Vice-style missiles were built and this 1993 example in fine condition, with its original twin BPM Vulcano 410hp V8 engines, has only ever been used in fresh water – Perrier probably! It fetched £80,800, which makes it just about the cheapest thing with a Ferrari badge... apart from a keyring!

Your needs . . .

BETA MARINE

Seagoing

Saildrives

Inland Waterways

Marine Generating Sets

Spares & Support



- 32 years of customer centred focus, listening to needs & delivering long term value solutions.
- Specialists in customer advice & support at all points of a products voyage.
- Superb after-sales service via our approved national & international re-engine centres and authorised dealer network.
- Extensive range of 10 to 98 HP heat exchange propulsion engines with mechanical or hydraulic gearboxes.
- Optional secondary domestic 12V alternator or 3.5/5.0 kVA travel power.
- A range of 14 to 56 HP heat exchange propulsion engines with 2 saildrive solution options.
- Heat exchange Generating Sets 4 to 58 kVA with or without super silent acoustic housings.
- 5 year self-service warranty*.

*Recreational use, terms & conditions apply.

. . . our tailored solutions delivering reliability and peace of mind

www.betamarine.co.uk

Tel: +44 (0)1452 723492 Email: sales@betamarine.co.uk

Objects of desire



CRYSTAL GAZING

The storm glass, or weather glass, is an ancient form of weather prediction that predates the barometer and has been used aboard ships since the mid 1700s.

According to the Danish manufacturer of this lovely brass example, the first properly recorded use was by Captain (later Admiral) Fitzroy aboard Darwin's ship HMS *Beagle*. Fitzroy invented the term 'forecast' and is said to have used the storm glass

throughout his illustrious career as a meteorologist. The device works using a sealed-in-glass suspension composed of ethanol, ammonium chloride and camphor, among other things. Fern or flake-like crystals generated during different atmospheric conditions may be 'read' to predict expected weather conditions.

Instructions are included, but we recommend you keep an ear out for HM Coastguard VHF transmissions nonetheless. Prices are from £90.

delite.dk



CONSORT SPINDYE JACKET

The Henri Lloyd Consort jacket is a classic bit of yachting apparel made famous by round-the-world sailors Sir Francis Chichester and Sir Robin Knox Johnstone.

This is the second in a series of limited edition 'homages' to the 1965 original, and is a collaboration with SpinDye, which makes polyester yarns dyed using sustainable methods. Other limited editions in the range include a Gore-Tex version and a faithful reproduction of the original Round The World Race jacket worn by Chichester. The SpinDye limited edition costs £345.

henrilloyd.com

CRAZY FOR A QAANAQ!

If ever a bag looked just right for a few days on board a classic yacht, Eiken's vintage-style Qaanaq duffle bag is it.

Made from hand-picked cotton-waxed canvas and high-quality leather with anti-rust hardware, the bag ought to be as water resistant as a set of 18th-century 'oilies'. At 54cm long, it will gobble up 40 litres of whatever high-tech wet-weather gear you're wearing on board these days.

While the looks are perfectly retro, there's a handy zip closure with a zipped interior pocket and phone pocket, too.

Based in the French Alps, Eiken has a range of retro designs in leather and canvas, including rucksacks, all described as adventure and travel-friendly styles. The Qaanaq is priced at £114.90.

eikenshop.com



NATIVE AMERICAN-THEMED BLANKETS

Sebago is famous for its classic Native American-inspired moccasin-style deck shoes, which in the 70-odd years since they were first launched have become something of an icon among yachting types.

Sebago has now collaborated with American mill Pendleton to create a joint footwear and textile collection. It consists of three iconic Sebago shoe styles, featuring Pendleton patterned woollen textiles and three matching woollen blankets. The designs reference Pendleton's Native American roots, and feature intricate stripe details, geometric patterns and muted neutral colours. The blankets cost £225 each.

pendletonwoolenmills.eu
sebago.co.uk



Our dry docks and workshop facilities in Gloucester. www.tnielsen.co.uk



T. NIELSEN & COMPANY
TRADITIONAL SHIPBUILDERS AND RIGGERS

Discover more at www.tnielsen.co.uk +44 (0)1452 301117

Adrian Morgan



CHARLOTTE WATTERS

It's true, I like small boats

What gets you frenetically flicking through our pages?

I cannot tell a lie (or to put it another way, I can but have never been much good at it); truth is, I like small boats best. And in order to discover your favourite subject, the test for *Classic Boat* readers is simple: to what do you turn first? Or more to the point, what do you leave to savour last? Tall ships, the restoration of a Robert Clark 60ft cruising yacht, or maybe something a little rarer: perhaps a new J Boat or a Big Class schooner from the 1930s? Could it be Robin Gates' long-running treatises on old tools you take most pleasure in; the ingenuity of Messrs Stanley, Marples et al, and how each sentence conjures up the very smell of the wood shavings shaped by those keen, pre-nuclear carbon steel blades?

As an aside, in my time at what my neighbour calls "gentlemanly boatbuilding" many of the tools Robin describes I used in earnest, although not always as accurately, cleanly or effectively. Mine acquired the patina not so much of age as of misuse (I once glued my electric drill to the work bench). However, by and large, they survived the abuse, and remain as effective now as the day they arrived in a Screwfix or Axminster box, albeit some of the chisels are now half their length from regrinding.

If it is not about tools or craftsmanship, or immaculate mahogany or the authoritative design pages you look forward most to reading, how about the words, wisdom and humour of columnists and writers



'Read anything by Maurice Griffiths, inevitably you will find the yourself cosied up in a coot-haunted creek'

inevitably after a hard thrash to windward or the crossing of some devilish East Coast bar, you will find yourself cosied up in a coot-haunted creek, where the glint of oil lamp on mahogany is softened only by the miasma of pipe smoke.

Having read the editor's foreword (setting the tone of the issue), it's a case of a rapid flip through to see who's written what, a quick scan of the letters pages – the sign of the health of any periodical – for any rude remarks about something I may have written, skipping for now over any motor boats, and making a note to read about that ingenious piece of 19th-century mahogany and steel tool-making. If I am not by then getting impatient to read about the restoration of an early Twister, or a cracking little Burnett gaffer, I might spare a moment or two to boggle at the spectacle of some almighty shindig in the Mediterranean, involving incredibly opulent yachts sailed by extraordinarily glamorous people, immaculately attired, sipping champagne or receiving fabulous prizes, often from minor royalty.

Then, to the gentle splash of the bath water, as the cabin lights flicker on the bathroom walls, and the steam serves for the effects of a pipe full of St Bruno. If I am lucky that month, I subside wetly back into the warm world of small boats, ideally of the 1930s, which is why all my old copies of *Classic Boat* appear to have been through a Brazilian rainstorm.

Introducing the EMCrosby24 Centre Console

Custom-built and cold-molded for the discerning buyer



Length: 7.4 m (24' 3") **Beam:** 2.7 m (9') **Draft (up/dn):** 43 cm / 79 cm (17"/31")

Power: 300 hp max. **Fuel Capacity:** 454.2 L (120 gal.) **Cruise/Max Speed:** 30 / 42 kts

emcrosbyboatworks.com • +1-508-362-7100

**E.M. Crosby
Boatworks**
Eight Generations of Boatbuilding



**NORTHERN LIGHTS: LOA 59'6", LWL 48 '6", BEAM 16'4",
DRAFT 5'10"/13'10", SA 1750, DISPLACEMENT 100,000 LBS**

CUSTOM DESIGNED BY TED HOOD IN 1972 FOR NYYC MEMBER, BUILT BY FRANS MAAS, BRESKENS, NETHERLANDS. PARTICIPANT IN NEWPORT-BERMUDA AND MARION-BERMUDA RACES. DISTINCTIVE "HOOD WHALE-BODY" DESIGN. RUGGED FG AIREX-CORE HULL, SHOAL DRAFT WITH CENTREBOARD. ALL VARNISHED TEAK JOINERWORK WITH EXCEPTIONAL DUTCH WORKMANSHIP, ROLLER FURLING JIB AND MAIN, ELECTRIC WINCHES, TWIN PERKINS DIESELS. SUBSTANTIAL FG TANKAGE: WATER 800 GALS, FUEL 450 GALS, LARGE DECKHOUSE, ON DECK COCKPIT, THREE DOUBLE CABINS WITH EN SUITE HEADS PLUS CAPTAIN'S CABIN, ENGINE ROOM 13'X16', AC/HEAT, USUAL ELECTRONICS. LOCATED MARION, MASSACHUSETTS, USA. \$275,000

WWW.WELLINGTONYACHTS.COM • JOHN PERKINS, +01-401-683-6070 • JPERKINS@WELLINGTONYACHTS.COM

BOSUN'S BAG

PRACTICAL TIPS FOR THE TRADITIONAL BOATER

WORDS **TOM CUNLIFFE** ILLUSTRATION **MARTYN MACKRILL**

THE PROBLEM OF THE CRANE

As a basic proposition, driving bolts through wooden masts is a bad idea. Taking timber out with a drill to make room for the metalwork weakens the spar by definition, and if the bolt is under any sideways strain, it can worry away until water begins to get in. Because the bolt is up the mast, this isn't salty, healthy seawater. It's the dreaded rain; fresh water, as we all know only too well, encourages rot. Studying the work of Claud Worth from over a century ago, we find that 'back in the day' it was not unusual for a gaff-rigged mast (they were all gaff back then) to fail at the throat crane.

Readers of the bermudan persuasion may not be aware of the throat crane, so here's what it is: the lower throat halyard block at the forward end of a gaff is invariably set back from the mast. How far depends on size and taste. The upper block in way of the hounds must be allowed to line up, otherwise it will be dragged against the spar, with nasty consequences. The traditional throat crane takes care of this. It consists of a heavy bolt through the mast, whose aft end carries an eye to take the hook of the upper throat block. It projects far enough at its aft side to line up vertically with the block on the gaff. Some sort of support now runs down at an angle from just forward of the eye to a plate that locates on the aft face of the mast, thus eliminating any tendency for the weight of the halyard to lever the bolt downwards. So far, so good. Unfortunately, the bolt's problems don't end there. When squared away downwind, the eye is suffering a major sideways wrench, sometimes exacerbated by the fall of the peak halyard catching across the crane at the same time. The bolt is now taking a major hammering and water ingress is almost inevitable.

Early on in this series I described making a new mast for my Norwegian pilot cutter back in the 1970s. The original spar had gone rotten at the hounds, almost certainly due to water ingress at the crane. I determined that my new spar should have no bolts through it and arranged what I fancied to be an inventive answer to the throat crane. I made up a wire strop, parcelled and served, that looped over the masthead and rested on the hounds. The aft part of the strop was seized together with wire where a thimble formed an eye for the throat block. The strop was large enough to allow some slack between the mast and the eye. This part was gathered together aft of the mast and seized to a hefty wooden chock that held it off the mast. It was OK in theory and the strop saw me across the ocean and home again, but the chock barely lasted five minutes. The sideways wrenching mentioned above did for it in short order. What remained was not ideal, but it worked after a fashion.

When I came by my 1911 Bristol Channel pilot cutter later in life, her throat crane was a thing of beauty and functional perfection. Forged by a blacksmith who knew his business and set on the original pitch-pine mast, it had done its noble work for 80 years without any issues at all. I tried to emulate it when we built *Westernman*, the 40ft (12.2m) replacement, but despite our efforts, the new one was never as good. The peak halyard used to catch it, so we rigged a super-long chain link between the lower peak block and the mast to help it to drift clear, but it was never in the same league as the original.

An interesting answer to this issue comes, not surprisingly, from Claud Worth himself. In principle, it is surprisingly close to my own youthful solution, but his arrangement must have worked perfectly because he carried it on from one boat to the next.

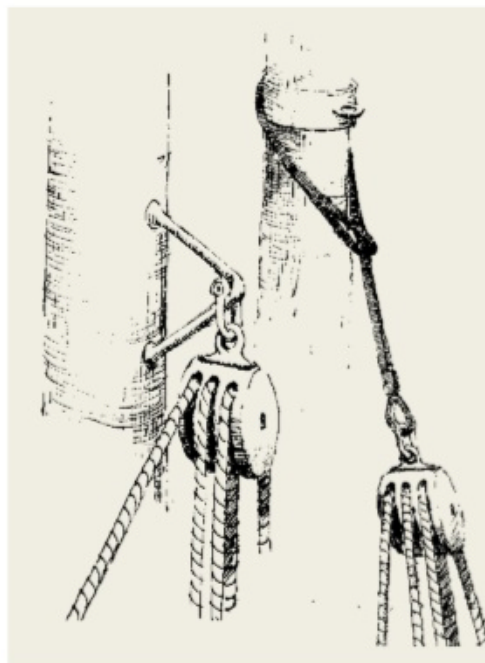
Worth's parcelled and served flexible wire strop is considerably longer than mine and hangs from the lower peak halyard block support. His also has a seized eye with a thimble at the business end, but rather than being looped over the masthead while dressing the spar, it can be retro-fitted. The strop is passed around the spar and the thimble end rove through the bight. It is then settled down into position and, having

determined where the wires crossing create a 'nip', that section is double-served. The long length of strop now 'dangling' from the peak block allows enough movement for the throat blocks to take up a healthy position relative to one another, no matter what the point of sailing. It's a pity I didn't read Claud Worth back in 1975...

SHIFT THE TRIM

Many years ago I was unlucky enough to sail on a 28ft (8.5m) yacht with a 35-gallon freshwater tank under the forward V-berth. The human mistake who installed this was directly responsible for ruining an otherwise useful little yacht. When full, it weighed 375lb or, if you prefer, 170kg. Planting all that load right in the eyes of the ship completely ruined her balance. She became a dog to sail, with so much weather helm that she needed tiller lines. Pump out the tank and she was a proper little lady.

The wisdom of this can be carried into any traditional yacht that is suffering too much helm. If she has trimming ballast, try moving a hundredweight or two from forward to aft. You might be surprised – and don't listen to any smart guys telling you that by dropping the stern an inch or two you'll be shifting the centre of effort of the rig aft, bringing your efforts to nought. Boats pitch and roll. What looks like a done deal on paper is often set at nothing when Old Man Wave takes hold.





MARTYN MACKRILL Son of a marine engineer and grandson of a trawlerman, Martyn is Honorary Painter of the Royal Thames Yacht Club and the Royal Yacht Squadron. His depictions of classic boats, from clinker rowing boats to Edwardian schooners, have made him one of the most sought-after marine artists, and his work forms part of major collections worldwide. He and his wife, Bryony, sail the restored 1910 gaff cutter *Nightfall* (CB328).



LADY ASTOR'S ELECTRIC CANOE

Originally costing more than a typical house, *Liddesdale* was something of a luxury item. She is back to her former glory and ready once more to take passengers silently down the river

WORDS **BARRY PICKTHALL** PHOTOGRAPHS **BARRY PICKTHALL/PPL MEDIA**

Main : A fully restored Liddesdale on the water

Inset: Lady Astor aboard *Liddesdale*, whose build she commissioned



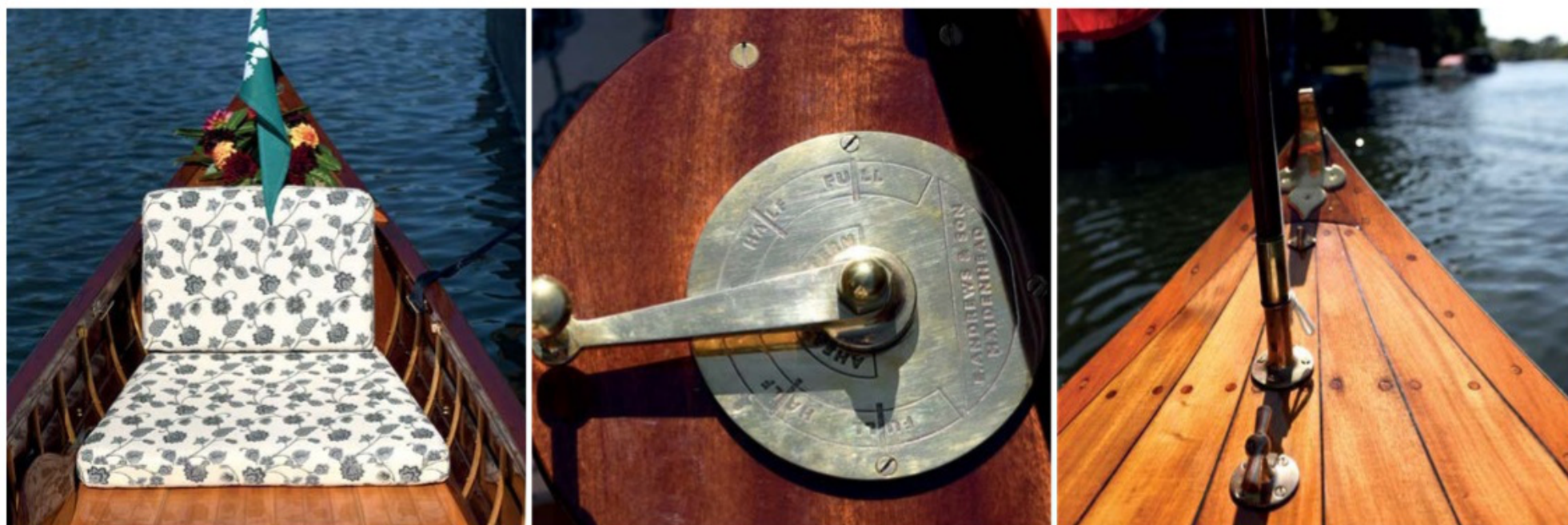
A 25ft (7.6m) wooden, electric-powered canoe commissioned by Lady Nancy Astor after the First World War has been fully restored for the National Trust to provide visitors to Cliveden, the former Astor family estate on the Thames, a taste of aristocratic life on the river during the 1920s.

Liddesdale was one of a number of these clinker canoes built by the Ray Motor Company and other boatyards on the Thames, mainly to service the fast-growing popularity of day trips on the various parts of the river intersected by train lines. Teddington, Walton-on-Thames, Chertsey, Weybridge, Marlow, Maidenhead and Henley all had rowing skiffs for hire, and these powered canoes were the crème de la crème of the hire fleets. At a time when the typical house cost £300, a car £250 and the average wage was £161, these canoes represented power and wealth for those who could afford one. The first electric canoe built by The Ray Motor Company in 1920 was *Aris*, and cost £460. The three-year project to research and restore *Liddesdale* has cost nearly £150,000, much of it raised from donations started with £9,000 to buy the boat, from two benefactors keen get the project under way.

Nowadays, at a time when it's hard enough to find a charging point for electric cars between London and Oxford, it may surprise readers to learn that back in the 1920s there were 36 charging points on the Thames between Teddington and Lechlade, with more than 400 electric boats registered on the river during that time.

Emrhys Barrell, from the Thames Electric Launch Co, whose team oversaw the renovation of the propulsion system aboard *Liddesdale*, explains: "Electric power in pleasure boats dates back to the early 1880s as an alternative to steam engines, which had a habit of splattering a lady's finery in soot. The technology leapfrogged early development of petrol engines, which could never be relied on to start. By contrast, electric boats were clean, quiet and even in those days could run for six hours or more on one charge."

The first practical electric boat on the Thames was the 7m (23ft) passenger vessel *Electricity*, developed by Austrian émigré Anthony Reckenzuan in 1882. The idea of this clean and quiet power source quickly caught on,



and that same year, German émigré watchmaker Moritz Immisch set up a company to produce this motor technology in partnership with his benefactor, William Keppel, the 7th Earl of Albemarle. By 1888, they had established the world's first fleet of electric launches for hire, together with a chain of steam-driven electric charging stations between Kew and Reading, which ran until the start of the First World War.

By their heyday in the 1920s, several boatyards on the upper Thames were making these elegant pleasure craft for hire to day trippers, as well as for private ownership. When the Astors wanted one made, they didn't need to look any further than the boatyard on Boulter's Lock Island, just downstream of Cliveden.

This had been one of the satellite depots for the Thames Valley Launch Company, headquartered at Weybridge, which by 1899 had 40 electric launches for hire at Maidenhead, Pangbourne, Shillingford Bridge and Henley which they rented out for three guineas a day during the week, and five at weekends. The Company ceased trading in 1904, but owner Lawrence Carr managed to keep control of the boat business at Boulter's Lock and relaunched it as the Ray Motor Company.

FIRST WORLD WAR

The 1914-18 War was a great interruption, not least because Carr's principal boatbuilder Bill Horsham, who had designed a 25ft electric canoe in 1913, volunteered to join the Inland Water Transport Royal Engineers, which left the yard with no one to build the lifeboats, whalers and gigs ordered by the Admiralty. Carr requested 'reserved' occupation status for Horsham but, inexplicably, this was turned down by the War Office despite their acknowledgement that Horsham was only doing navy work on the river.

Carr didn't get his craftsman back until 1919, when they dusted off their earlier plans to build electric canoes. The first three, *Aris* (later renamed *Genella*) *Gena* and *Genetta*, were all available for hire; Nancy Astor liked what she saw so much she commissioned one for herself. There is no record of the *Liddesdale*'s launch date. It is thought to have been between 1920 and 22, but it became her favourite boat, which she could handle on her own and take picnic parties out to the islands in their part of the reach between Boulter's Lock and Cookham.

Above: The team set out to save as much of the original material as possible, while items such as the cushions, *left*, were sourced after careful scrutiny of home movies and photographs; the brass lever, *centre*, was reproduced using an original drawing from the Ray Motor Company archive

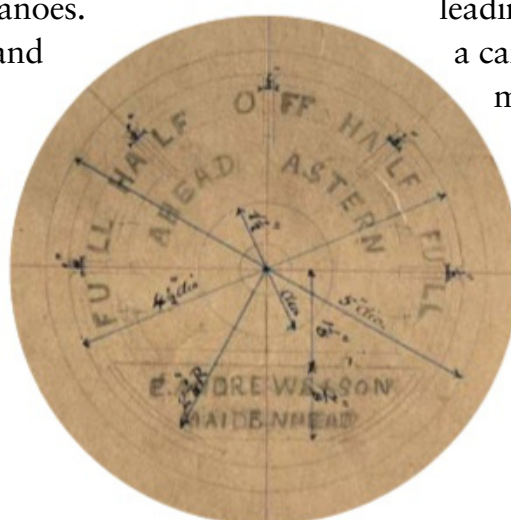
By all accounts, Nancy Astor was a saucy but puritanical American beauty. One of 11 children born to a railroad pioneer in Virginia, she came to England with her younger sister Phyllis in 1905 to escape a messy divorce to an abusive alcoholic. A fervent believer in Christian Scientology, her beauty and wit were countered by her religious piety and prudishness, which may have confused many of the English men, but soon began to win over feminine critics. She charmed one suspicious female who questioned: "Have you come to get one of our husbands?" The prompted an unexpected: "If you only knew the trouble I had getting rid of mine!"

MARRIAGE OF MINDS

She did marry an Englishman, albeit one born in the USA – Waldorf Astor, heir to the Astor New York real estate fortune, who had moved to England with his family when he was 12 and raised in an immensely wealthy aristocratic style. Well matched, they were born on the same day (19 May 1879), and of similar temperament and moral outlook. As a wedding present, Waldorf Astor Snr gave them Cliveden, an Italianate mansion set in 376 acres of landscaped gardens breasting the River Thames near Taplow, Buckinghamshire. It became a haven for hospitality and parties entertaining the likes of Lloyd George and Winston Churchill to George Bernard Shaw, Ghandi and Henry Ford. And judging by the 8mm Astor family home movie held by British Film Institute (search Astor home movies at player.bfi.org.uk – it's No.1) *Liddesdale* and a fleet of smaller Canadian paddle canoes were all part of the entertainment provided.

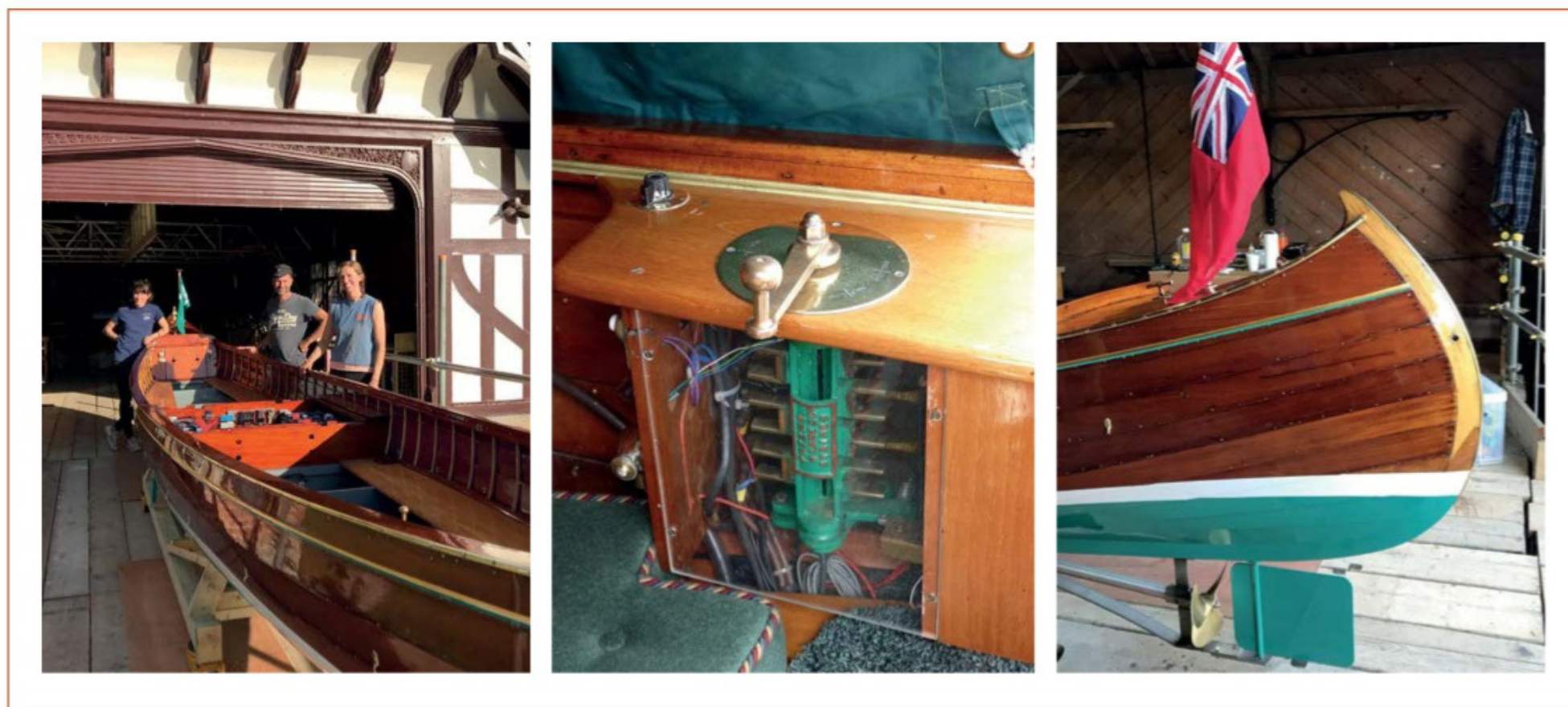
Cliveden was also where John Profumo, then Secretary of State for War, met the 19-year-old model and society mistress Christine Keeler in 1961 and began an affair that would bring down the Government. Would Nancy Astor have approved? Most certainly not! A leading light in the Christian Scientology movement and a campaigning teetotaler, she had a reputation for making her views felt and alienated many with her sharp words. When expressing her pleasure after a political rival had died, she refused to apologise saying: "I'm a Virginian – We shoot to kill!"

The first female MP to take her seat in Parliament, Nancy Astor was a formidable woman who didn't mince her words. She had outspoken views on alcoholism, Catholics,





Above: Work being done on *Liddesdale* and early tests on the water



communists and Jews, and her support for appeasement did not always find favour. When Winston Churchill asked what he should wear to one of her masquerade balls, Nancy replied: “Why don’t you come sober, Prime Minister?” On another occasion she told him: “If you were my husband, I’d poison your tea,” to which he retorted: “Madam, if you were my wife, I’d drink it!”

Only her children learned how to take advantage of Nancy’s foibles. In his memoirs *Tribal Feelings*, Michael Astor, her fifth born, recalls the strict upbringing they endured, but also how he was able to escape a beating by invoking his parents’ religious fervour: “We had at Cliveden an electric flat-bottomed canoe in which we made short excursions up and down the home reaches of the Thames. One afternoon I pleaded to be allowed to steer, and since we were in a quiet reach of the river, I was allowed to sit in the stern and take the wheel, my mother and father placing themselves in the forward seats with their backs to me.”

As Michael’s parents talked to the other children, Michael began to test the buoyancy of a number of cushions and a hat, dropping each over the boat, until his antics were noticed, and he was “woken from my reverie by piercing and admonishing tones”. Before being scolded, he looked up at his mother and, as the tears started, said: “Let’s all sing a hymn,” before chanting, “O gentle presence, peace and joy and power.”

“The onslaught had been checked, and encouraged, I went on to complete the verse. A solo performance that they could not, I figured, lay hands on me while I was trifling these sacred words. It worked.”

During the Second World War, Nancy Astor converted Cliveden into a hospital for injured Canadian soldiers, who were allowed to use *Liddesdale* and the other canoes as part of their recuperation.

Cliveden was given to the National Trust in 1942, but remained as the Astor family home until two years after Nancy’s death in 1964. Mysteriously, there was no mention of *Liddesdale* in the manifest and the canoe did not come to light until 1970, when she was bought by steamboat enthusiast DWE

Above, L-R: Some of the restoration team; the electronic speed control, a fraction of the original size, is connected to a brass lever to maintain period appearance; a side-on view showing the prop and rudder

Kyle, owner of Wilson & Kyle, based on The Thames at Brentford next to the entrance to the Grand Union Canal. There, the boat’s electrics were repaired and replaced as close as possible to her original specification by company electrician Bob King. Kyle used her to cruise between Brentford and Kew at weekends and sunny evenings until the early 1980s, when age forced him to sell his entire historic fleet to boatbuilders Machin and Knight, based at Chatham in Kent.

In 1990 *Liddesdale* was bought and restored once more, this time for guests staying at the Cliveden House Hotel to take trips along Cliveden’s river reach. She fell into disrepair again, and in 2016 was acquired by the National Trust. It took another two years of research and fundraising before work could commence on *Liddesdale*’s most recent reincarnation, led by Vicki Marsland, one of the Trust’s Conservators.

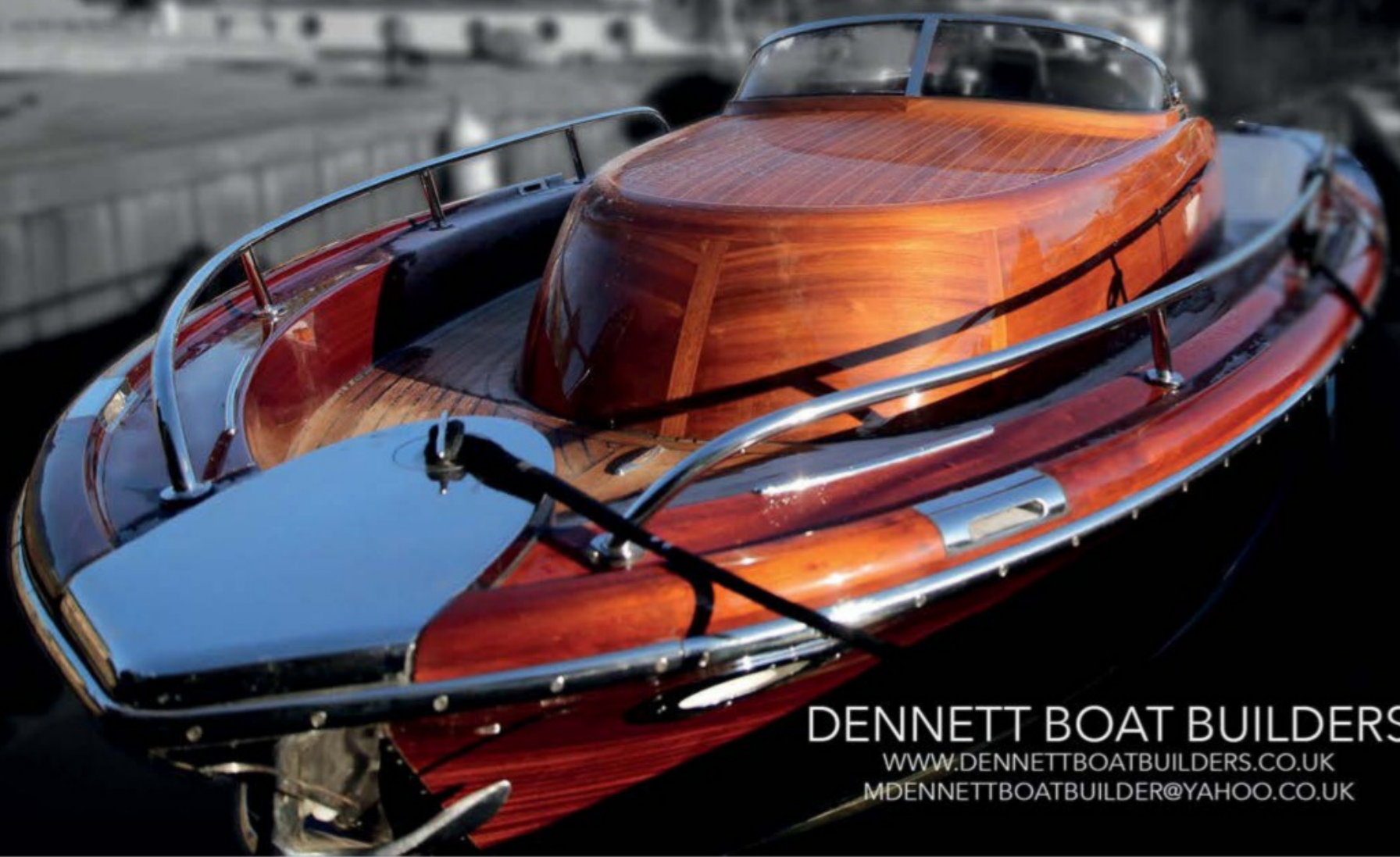
John Hartley, The National Trust’s Furniture Conservation Adviser, himself a keen classic boat owner, got in touch with the International Boatbuilding Training College at Portsmouth, which introduced him to three of their recent graduates keen to take on the restoration. Seb Vanden Bogarde, Becci Haigh and Laura Wragg took up residence at Cliveden in the autumn of 2018 and set about stripping *Liddesdale*’s clinker hull back to her basics in a period boathouse originally built on the estate for the Duke of Westminster.

“We set out to save as much of the original wood and fastenings as possible, and the scrapings of bottom paint were analysed to ascertain her original colour scheme,” recalls Seb. “Some of her rotten Brazilian Mahogany planking was replaced with Iroko, and pitch pine was used in the keel for durability.”

At some point in her life, the canoe had been fitted with an awning, but the Astor family 8mm films showed this was not original, so the attachment holes around her gunwales were cut out and graving pieces made from an old Brazilian mahogany table top were skilfully let in. The films also helped the team to find the nearest match to the



BOAT BUILDING
SINCE 1962



DENNETT BOAT BUILDERS

WWW.DENNETTBOATBUILDERS.CO.UK
MDENNETTBOATBUILDER@YAHOO.CO.UK



WHIRLWIND II
A GIL SMITH CATBOAT

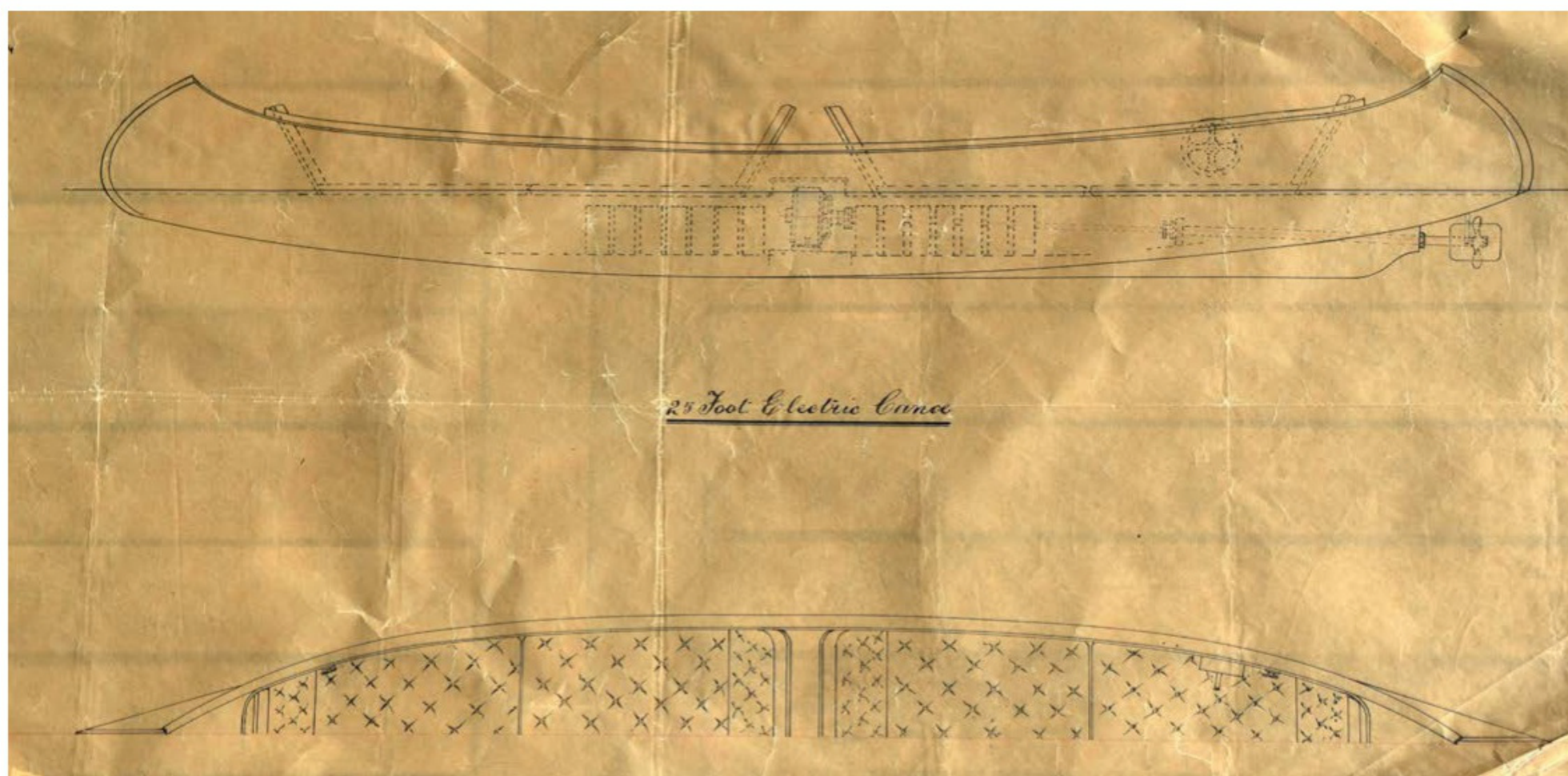
PHOTO BY ALISON LANGLEY

- NEW CONSTRUCTION
- RESTORATION
- STORAGE & MAINTENANCE
- BROKERAGE



ARTISAN BOATWORKS
CUSTOM YACHT BUILDERS

ROCKPORT, MAINE
+1-207-236-4231
ARTISANBOATWORKS.COM



Above: Original drawings of *Liddesdale*

original cushion covers, thought to have been a Colefax and Fowler pattern favoured by the art deco Ivy restaurant at Seven Dials, which the Astors were known to frequent.

The team also replaced all 48 steamed timbers with green European Oak ribs, and Douglas fir was selected to replace the floors, both for its contrasting grain and durability. She has been finished with 17 coats of traditional varnish and blue paint under the waterline to match her original colour scheme.

Emrhys Barrell and Ian Rutter from the Thames Electric Launch Co, based at Goring-on-Thames, led the restoration of *Liddesdale*'s power system. The two have huge experience of modernising original electric craft dating back to the 1890s, including Edwardian river launch *Pike*, in which they set a world record distance for an electric boat on one charge of 137 miles non-stop in 30 hours.

He explains: "*Liddesdale*'s first motor would have been an open-frame, wire-wound, series DC unit. This was replaced in the early 1990s, with what was then a state-of-the-art, but still surprisingly similar to the original motor. This was in basically good order, so was reconditioned, with new brushes, bearings and a re-skimmed armature.

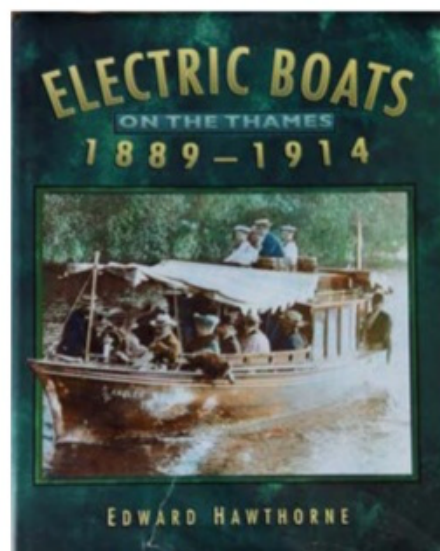
The original batteries would have been lead-acid, with lead plates in concentrated sulphuric acid, held in glass containers. Not only were these fragile, but also the plates had to be changed every year, and large amounts of explosive oxygen and hydrogen were given off every time they were recharged. The modern replacements supplied by Manbat still use lead-acid chemistry, but the acid is in gel form so will not spill, the cases are tough plastic, and no gas is given off. They will also give six to eight years' service, and 100 per cent recyclable at the end of their life. The 48V system gives a maximum speed of 7mph (6 knots) and a running time of 9 hours at the Thames speed limit of 5mph.

The throttle that controls the motor speed, however, is completely modern. The original system would have used a complex series of relays and resistors to alter the voltage and current. These made up a stack of contactors 18 inches high, that required a brass lever the same size as those used on trams of the era to change them over, resulting in a series of boat-shaking jerks as speed was increased.

All this has been replaced by an electronic controller no bigger than a matchbox that gives infinitely variable speed, down to just a few rpm. To maintain the period appearance, this is still connected to a brass lever, reproduced by the Trust's metal conservators team at Rupert Harris Conservation from an original drawing from the Ray Motor Company archive, given to the Trust by the late Robin Newlands, former President of the Thames Vintage Boat Club and owner of the electric canoe *Gina*.

Similarly, the battery charger, which would have been so large and heavy that it would have been located ashore in the boatshed, has been replaced with a modern electronic unit the size of a shoebox, mounted in the boat, so that it can be re-charged from a standard 16 amp marina shore supply wherever she goes. To put these figures in context, *Liddesdale* is now capable of covering 55 miles at 4.5mph giving her 12 hours of continuous cruising – more than enough for anyone in a day – at a cost of just £1 to recharge overnight.

The end result is the beautiful restoration of a classic craft that points to the future as much as the past. If electric power provided such quiet, economic and environmentally friendly running in Nancy Astor's time a century ago, why are we still allowing smoky diesel engines and petrol outboards to pollute our rivers today? *Liddesdale* is an example to us all and one that visitors to Cliveden can now experience for themselves as one of the National Trust's latest 'living' museum pieces.





For more information about any of these boats
call 01491 578870 mobile 07813 917730
email gillian@hscboats.co.uk
www.hscboats.co.uk



MB 278 - a Dunkirk Little Ship, ex Admiralty Pinnace, ready to go to Dunkirk in May 2020



Ferry Nymph - a Dunkirk Little Ship, built 1938 as a ferry; spacious and ready for the Dunkirk return



Lady Genevieve - a late twenties gentleman's day launch, recently the star of the show at the Festival de Loire with lovely interior



Archangel - a 1904 gentleman's day launch with large aft cockpit, heads and comfortable interior



La Falaise - a 58ft canoe stern Alexander Robertson Clyde motoryacht with twin Gardners



Jamarc - An exceptional 45 foot Bates Starcraft in fab condition complete with electronics, modern galley



Marienna Jacoba - A modern Dutch classic with steel hull - immaculate, suitable for inland or sea cruising.



Neptune - a rare and beautiful nineteen thirties classic Scandinavian weekender

Alerion Class Sloop

The world's finest sailboat

Alfie Sanford
www.SanfordBoat.com
Nantucket, MA

Nathanael Herreshoff's personal sailboat

Steve White
www.BrooklinBoatYard.com
Brooklin, ME

MARK KRASNOW PHOTOGRAPHY



Margaret and Frank aboard *Wanderer*
 Below: Margaret prepares lunch aboard
Wanderer in chilly conditions
 Bottom: Rigging *Wanderer's* cockpit tent
 in preparation for a night aboard

MARGARET DYE

A life of love and adventure

Margaret Dye looks back on her cruising exploits in a 16ft Wayfarer with husband Frank

WORDS **SAM JEFFERSON**



“If I could just have one more day with Frank aboard *Wanderer*, I’d be so happy. He was a lovely man and *Wanderer* was so special – part of us.” Margaret Dye is in the comfortable surroundings of Heathcote care home in Norwich, where she has lived the last six years.

It’s hard to imagine in these prosaic surroundings that this 84-year-old and her husband, Frank, who passed away in 2010, were two of the most daring, courageous and, some might argue, crazy sailors the world has ever seen. Their exploits sailing offshore in their 16ft (4.9m) Wayfarer dinghy *Wanderer* are the stuff of legend. Trips from Scotland to Norway, up the eastern seaboard of America into Canada were nothing to Frank, the driving force behind these escapades. His thirst for adventure seemed entirely out of keeping with his shy, diffident personality. It’s clear that Margaret, who was his shipmate and wife for 44 years, misses him profoundly.

“Was I scared? Yes! In fact I woke up the other night with that terrified feeling I used to get when I was at sea sometimes in rough weather. You’d have to be crazy not to be scared. The thing was, I didn’t make a fuss, and I think Frank liked that. If I’d been noisy and scared I don’t think I would have been his crew for very long – but I was quiet and scared and just got on with things. Frank himself never showed any signs of fear. He was always very kind and very gentle. He was a lovely man, so thoughtful to his crew, and I was very lucky to get the chance to sail with him.”

Margaret met Frank at the 1963 Earls Court Boat Show. Frank was exhibiting *Wanderer*, which had just completed an epic trip from Scotland to Norway that had almost ended prematurely when the boat sailed into a Force 9 gale. At the peak of the storm, with the wind hitting 50kt, the boat capsized three times and the mast was smashed before conditions moderated and they were able to jury rig and sail on to Norway, where they were greeted by a local fisherman as “madmens”. Dye replied in the affirmative.

Margaret was immediately drawn to Frank and his “rather scruffy” (as she puts it) *Wanderer*. She asked Frank if he ever had room for a female crew and he bluntly replied: “No.” Yet fate brought them together again the following Easter, when Margaret was on a sailing course where Frank was an instructor. She was told by another instructor not to sail with Frank because “he’ll kill you”. You only have to meet Margaret briefly to understand that she is a strong-willed woman and, as she says: “I proved him wrong.”

Not long after, the pair were married. “I don’t think my parents were thrilled, because they didn’t want me going off on all of these adventures, but they kept quiet and we had some wonderful adventures. Our honeymoon was a trip to St Kilda in *Wanderer*, and it was wonderful. A beautiful place.”

On the wall is a painting of *Wanderer* on the beach in St Kilda that Margaret glances at, yet it is another painting, of the little Wayfarer planing down mountainous seas that she constantly refers to. “Isn’t she beautiful. Imagine the feeling of sailing in conditions like that.” Few of us can, to be fair. “It’s terrifying, but beautiful and, of course, at the time you’re

scared, but there is that wonderful feeling when you get to land. Adrenaline is a funny thing, and the feeling is amazing. At the end of every trip, as we looked back at the boat, Frank used to say to me, ‘Satisfied?’ – and I always was. It’s a special feeling, that mixture of adrenaline and relief and joy.”

Frank spent six days a week managing a car dealership in Norfolk, but on Sunday they would search out adventure in the treacherous waters of the Wash, always planning for the next big summer trip. *Wanderer* had a sturdy canvas cockpit tent and cooking was done on a Primus stove in a bucket. The couple slept on the bottomboards. “I miss that terribly,” Margaret says. “The noises of the sea, the trembling of the boat, it was wonderful.”

Frank’s philosophy is best summed up in his own words:

“Offshore cruising in an open boat can be hard, cold, wet, lonely and occasionally miserable, but it is exhilarating, too. To take an open dinghy across a hundred miles of sea, taking weather as it comes; to know that you have only yourself and your mate to rely on in an emergency; to see the beauty of dawn creep across the ever restless and dangerous ocean; to make a safe landfall – is wonderful, and all of these things develop a self-reliance that is missing from the modern, mechanical, safety-conscious civilised world.”

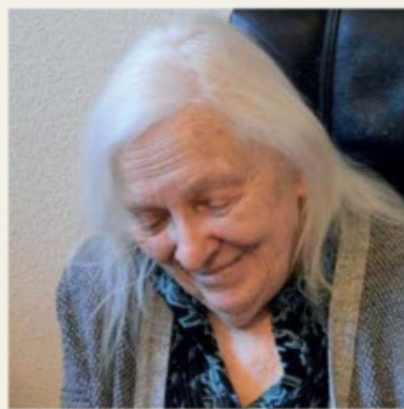
Both Frank and Margaret believed in God, and, albeit subtly, their faith shines through in the books. “How can you not believe in God when you are out at sea in those conditions?” Margaret reflects. “You definitely know that there is some sort of bigger force out there; you can’t ignore it.”

What is clear from talking to Margaret is the almost symbiotic relationship she and Frank had with *Wanderer*. When they

finally gave up dinghy cruising, Frank was all for burning the boat, but Margaret intervened. “Frank felt there was no one out there who would be able to sail *Wanderer* the way he had, so he thought it best to destroy her, but I had to stop that,” she says firmly. The much loved and thoroughly battered old boat was taken to the National Maritime Museum, where she was restored and is now a key exhibit in Falmouth. “I’m so glad she’s safe,” Margaret reflects. “She has a spirit – I feel that.” This deep attachment was shown when Margaret paid a visit to *Wanderer* some six years ago and was able to sleep aboard the old boat in the museum. “It was wonderful.” She was reunited with the boat in December via a visual link and would love to return, despite her frail state. “If I could sleep on her one more time, I’d love that.”

When I ask if they ever fancied buying a bigger boat, perhaps with a cabin, she is suitably dismissive. “People often ask that question and I’ve no idea why. Why would we want a bigger boat? I slept in a boat with a cabin a couple of times before I met Frank and I didn’t like it much, to be honest.”

Just to round off, I ask Margaret if she’d have any advice to people thinking of taking up dinghy cruising in the style of her and her husband: “Don’t do it!” she says with great decision. “Frank was a one-off and, unless you are really experienced, then I would really recommend you don’t.”



“How can you not believe in God when you are out at sea in those conditions?”

Whooper

Still breaking the mould

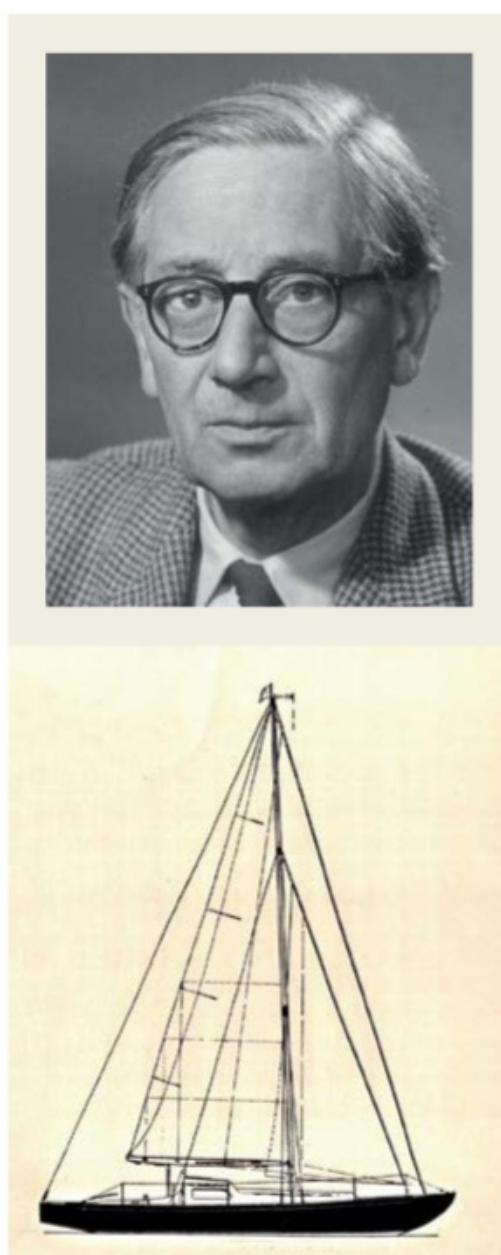
Jack Laurent Giles' spirit of innovation is plain to see in this unique design created with no consideration for rating rules

BY JACK GIFFORD

Spoiler alert – I am not going to expose why *Whooper* is so fast. Instead I hope to shed some light on why she is as unconventional now as she was when she was launched and why for the second time in this series, I am writing about a creation of Jack Laurent Giles'.

Whooper is in fact the younger sister of a boat called *Wapipi*, built to the same design back in 1938, so for the purposes of this article I will predominantly be talking about the first boat, although they are very close sisters. *Wapipi* was launched sporting some pretty unusual design features – shoal draught (a term not usually applied to a racing yacht now, less so in the late Thirties), a centreboard and deck stepped mast to name a few – and her quirks stood her out from the crowd at the time. Jack Giles had already made a name for himself with successful racing yachts such as *Maid of Malham*, and the evergreen Vertue Class; this yacht would be another opportunity to show his credentials. The brief he received from *Wapipi*'s owner, Wilfred Pirie, was a challenge he seemed to relish. In a *Yachting World* article published many years after the first boat's launch, Giles cheerfully recalls what one can only assume was a period of highly focussed work and head scratching in the Laurent Giles office. In my article on *Trekka* back in September (CB 375), I illustrated the spirit of innovation that Giles exercised in his designs and I can hardly think of a boat more innovative than *Wapipi*. Her arrival in 1938 must have been viewed with no small amount of scepticism when compared with the boats at the time – but more remarkable is that Giles originally conceived the design a decade earlier, back in 1927.

Looking at the lines plan, the design is not altogether unfamiliar. Her proportions appear unusual thanks to the shallow draught, but otherwise the forms don't appear too different to what one might be used to in the late Thirties. The tumblehome extending aft to the transom and pronounced sheer above the spoon bow were established themes, yes, but more commonly seen in the likes of a fast dinghy at the time rather than an offshore racer. Another similarity is in her buttocks, with their long and straight run aft from a maximum depth that is forward of midships. This is significant because, as many have suspected and as those who have sailed her

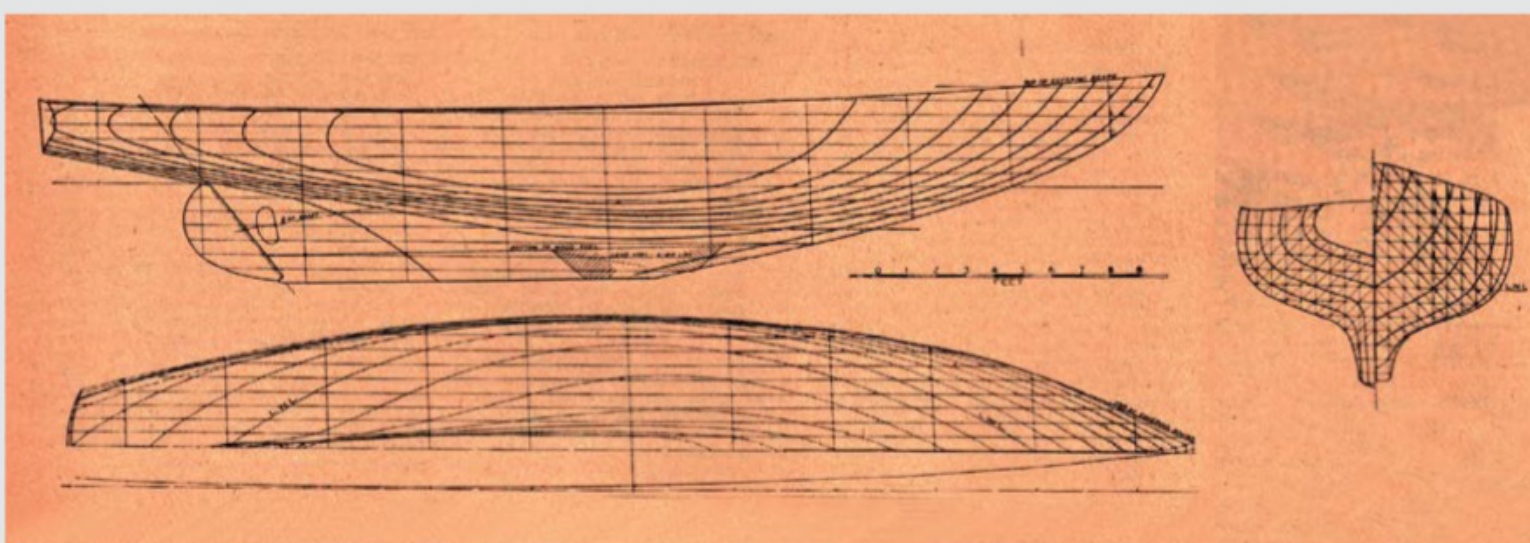
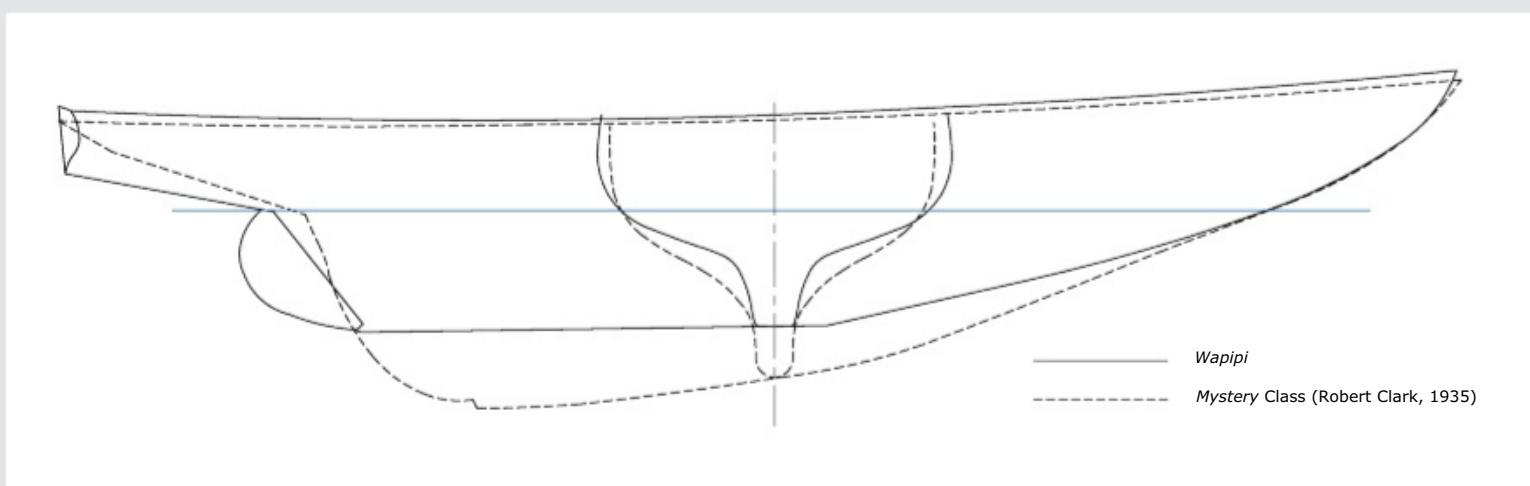
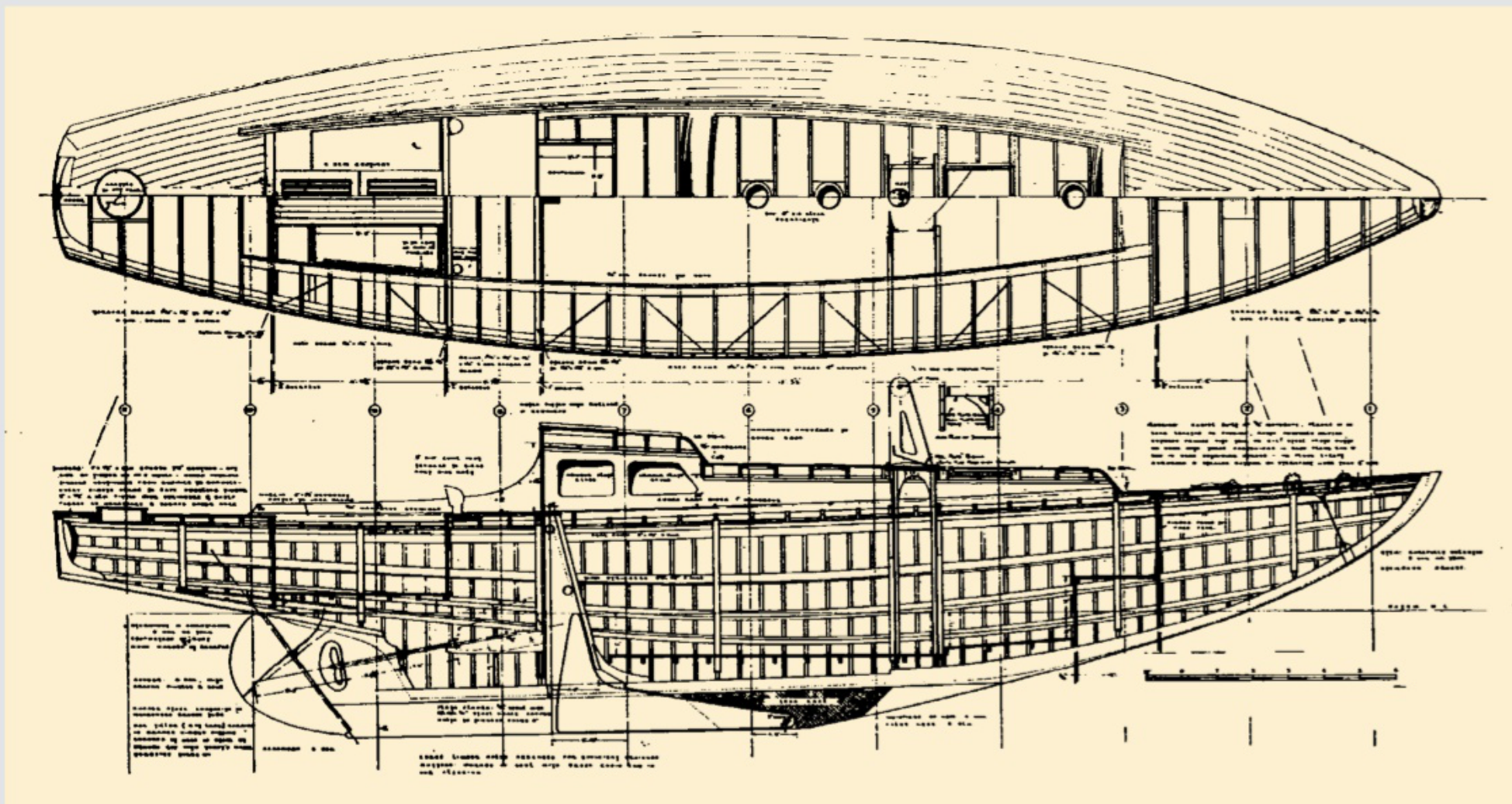


Above: Jack Laurent Giles first conceived the design of *Whooper*'s older sister, *Wapipi*, back in 1927

can attest to, she surfs! Almost 39ft (11.9m) overall and over 5 tonnes displacement, the crews of *Wapipi* and *Whooper* enjoyed in the late Thirties a type of sailing that others would have to wait decades for. Further evidence of this is in her prismatic coefficient, a hull shape indicator based on midship section. With zero at the displacement end of the scale and one at the fully planing end, *Wapipi* sits just over the middle ground with a semi-displacement indicating, 0.55. Her displacement/length ratio of 240 is still considered to be moderate by today's standards and is much lower than the 300+ that was typical at the time. Giles' previous design *Maid of Malham* was already considered low at 315.

These sporty hull characteristics aren't the only nod towards higher performance. As with other designs of his, Giles has opted for longitudinal framing. This is where a number of light fore and aft stringers are used rather than relying on the usual heavy transverse framing. A structural concept originating in the Thames

Racers and flying boat hulls of Linton Hope at the turn of the 20th century, longitudinal framing became the preferred method for wooden high-speed motor craft: the fore and aft members gives stiffness to the hull in the axis it is most needed, allowing a reduced planking thickness and the resulting reduction in weight. The pursuit of weight reduction continued through to the ballast. The shallow draught of the design meant minimal reward for carrying heavy ballast; at a very low 35.4 per cent of total weight, *Wapipi* does not rely on her ballast for stability, instead benefitting from the form stability from her turn of bilge and ample beam, as well as the extra righting moment from crew weight, both of which are aided by the boat not being over-canvassed.



WAPIPI AND WHOOPER

DESIGNED
Jack Laurent Giles

LAUNCHED
1938 (*Wapipi*),
1939 (*Whooper*)

LOA
38ft 10in (11.8m)

LWL
28ft (8.5m)

BEAM
9ft 5in (2.9m)

DRAFT PLATE UP
5ft (1.5m)

DRAFT PLATE DOWN
6ft 5ins (2m)

DISP.
11,980lbs (5,430kg)

SAIL AREA UPWIND
497 sqft (46.2m²)

That this design was created without consideration of rating rules may be hard for some to believe, but she is simply (!) the result of a master of his trade, applying his skills and creativity to a challenging brief. This design's track record of racing success through the decades testifies to *Wapipi* and *Whooper* being undeniably fast boats, in spite perhaps of the slightly odd requirements of Commander Pirie.

Why then, when demonstrated as being so successful, were more shoal draft contemporaries not launched? The design allows for standing headroom under the

Top: Construction drawing of *Whooper*

Middle: *Wapipi*'s outline overlaid with Robert Clark's Mystery Class

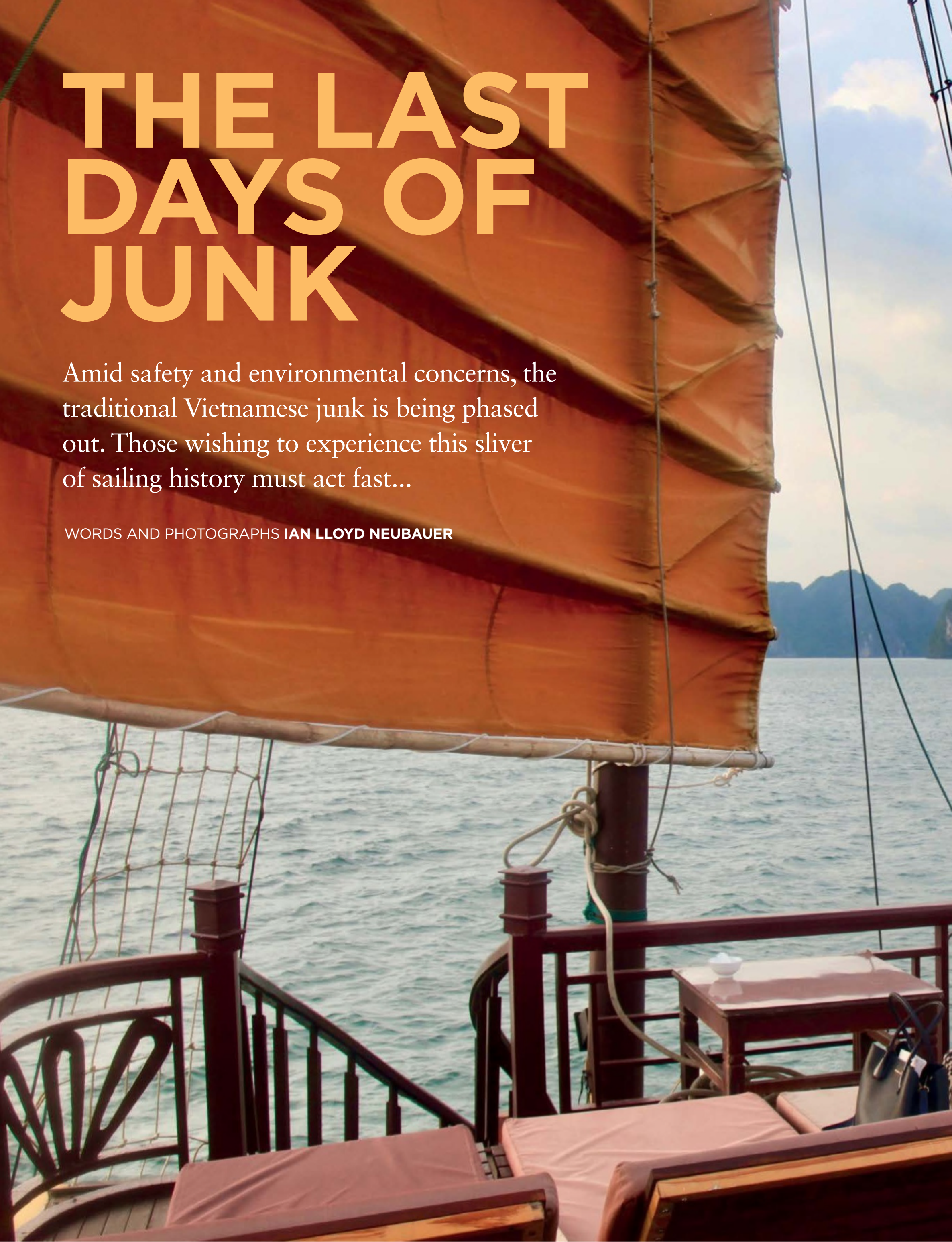
Bottom: *Whooper*'s lines

doghouse, ample storage and bunk space for regatta accommodation, while the shallow draught gives owners more options when it comes to mooring and slipping; practicality, then, seems not to be the reason. While a 39ft boat at 5.5 tonnes may be lively to handle, she could in no way be called extreme or unseaworthy. Perhaps the familiar comfort of a deep, heavy keel is too much of a draw in what is a very conservative field. Nevertheless, it is irrefutable that in this design, Giles seems to have struck a perfect balance and delivered two truly great yachts.

THE LAST DAYS OF JUNK

Amid safety and environmental concerns, the traditional Vietnamese junk is being phased out. Those wishing to experience this sliver of sailing history must act fast...

WORDS AND PHOTOGRAPHS **IAN LLOYD NEUBAUER**





Much debate surrounds the origins of the word ‘junk’. Some believe it was derived from ‘chuan’, a Chinese word for ship. Others say it evolved from the ancient Javanese word ‘djong’, while some argue it’s a corruption of the Portuguese word ‘junco’.

But there’s no questioning the fact that these handmade wooden ships born in second-century China boast one of the most successful designs in maritime history. Junks’ half-watermelon shape engenders stability in the region’s cyclone-prone seas, while keelless hulls give them access to rivers and shallow inlets and bays. Bulkheads create watertight compartments to repair leaks at sea, while curved sails reinforced with bamboo spines that redirect wind into each other make junks fast.

These ingenious and versatile boats are still used for fishing in China and Japan today. Junks are also used for sightseeing in Hong Kong and live-aboard cruising in

Cambodia and Vietnam. Following a series of fires and sinkings, however, including a 2011 tragedy that killed 11 tourists and a guide in Vietnam, the government has passed laws to phase out junks within the next five years.

To learn more and experience what it’s like sailing on the Vietnamese junks before they disappear, I travelled to Ha Long Bay, a famous cruising destination in the country’s far north where enormous limestone towers, known as karsts, rise like giant chess pieces from the sea.

In 1980, with Vietnam still reeling from the American War, Nguen Van Cuong left his fishing village in Ha Long Bay’s Cat Ba Island for compulsory military service on the mainland. Afterwards, he moved to the coastal city of Hai Phong and floated between different jobs until the 1990s, when two events coalesced to redefine his career.

The first was the start of tourism in Vietnam – a trickle he predicted would one day grow into a storm. The second was the designation of Ha Long Bay as a



UNESCO World Heritage site in 1994, and the global attention generated as a result. So he took his life savings and commissioned the construction of *Cat Ba Imperial*, a resplendent 27m (89ft) junk with four en suite cabins and twin 12m (34ft) sails.

Cuong's prediction came true and then some; Vietnam's tourism sector is now one of the fastest-growing on the planet. In 2018 the country welcomed 15.5 million foreign arrivals; this year the number is projected to surpass 18 million. Domestic tourism is also booming, with some 85 million Vietnamese holidaying in their country annually.

As the sector blossomed, so did Cuong's fleet. Today he owns four wooden boats, though *Cat Ba Imperial* holds a special place in his heart. "My junks were inspired by the little sailboats I went fishing on with my grandfather when I was a kid... the same style of boat fisherman in Ha Long Bay still use to survive today," my host tells me as we motor out of Ben Beo, a sheltered harbour edged by fishing villages in the southeast corner of Cat Ba Island. "They're entirely different from Chinese junks. Their hulls are flat-bottomed because the waters in Ha Long Bay are very calm; the rectangular shape gives them much more deck space than a curved Chinese junk."

After settling in to my cabin, I take a stroll around the vessel that will be my home for the next three days. At first glance, *Cat Ba Imperial* looks like junk – literally. Paint is peeling off here and there, some of the wood is rotten, while rust spots metal railings and fasteners. But what she lacks in finesse she makes up for with character and beautiful handmade features, such as brass lanterns to light up the lounge areas at night, ornamental handcrafted woodwork lining the eaves and the ancient Vietnamese symbol for longevity carved into window frames and cabin doors. On the tip of the bow, a circular teak staircase leads to the observation deck, where I plant myself on a sun lounge and watch in awe as the majestic natural scenery of Ha Long Bay unfolds before my eyes – jade green mountains, clusters of conical peaks on the horizon, isolated karst towers capped with jungle, caves, rocky overhangs and secluded little beaches.

"My junks were inspired by the little sailboats I went fishing on with my grandfather when I was a kid"

Above, L to R:
Nguen Van
Cuong owns four
junks; a stunning
seafood banquet
is served up

Sometime later, a sailor appears on deck and raises the sails, died crimson with tannins to protect the cotton fibres from mould and ward off misfortune at sea. I've been on a dozen-odd wooden yachts over the years, yet the only time the sails were raised was for photo ops. But the sails on *Cat Ba Imperial* remain raised for most of our journey – a picture of old-world splendour and grace that bedazzles and transfixes passengers in the sterile white metal cruise ships we pass in the bay. "When the sails catch the wind, we can reach seven knots," the sailor tells me. "That's only one knot less than our standard motoring speed."

SYMBOL OF LONGEVITY

After dinner – an orgy of marina soup, fish curry, fresh oysters and prawns, crumbed prawns and calamari, cockles, baked potatoes, and stir-fried rice and greens washed down by a bottle of Bordeaux, with dragonfruit and tea for dessert – I ask Cuong about the irony of the longevity symbol stamped all over his boat given the government's death sentence on junks.

"Yes, it's sad. This will be the last generation of wooden yachts in Vietnam," he says. "The junks that sank here and caused all these problems, they were very badly designed. The owners were greedy; they added two or sometimes three storeys on the deck of their boats to squeeze in more cabins and realise greater profits. But the hulls weren't big enough to support the weight above deck... all it took was one big wave or a strong gust of wind and down they went. Flat-bottomed junks should only have one level, like this one."

"When I built the *Imperial*, Vietnam was still developing and wood was the most economic material for building boats. But now they make steel boats here that are faster, stronger and much cheaper to maintain."

"Maintaining a steel boat costs about 5 per cent of its construction cost every year," Cuong explains. "But for junks, the the figure is double that because every six months they have to be hauled out of the water to scrape barnacles off the hull and apply fresh paint. After 10 years at sea, the costs climb to 15 per cent per annum – and keep on rising the older the junk gets. You'd think the government would support us because these boats are not just about money; they're part of our history, our culture, a symbol of who we are. You saw the other tourists, how their mouths hung upon as we sailed past

EST. 1954  CAPE COD

AREY'S POND BOAT YARD

Builders of Award Winning Catboats



'Libellule'

Nominated: Spirit of Tradition Award
2020 Classic Boat Awards

areyspondboatyard.com/cbawards

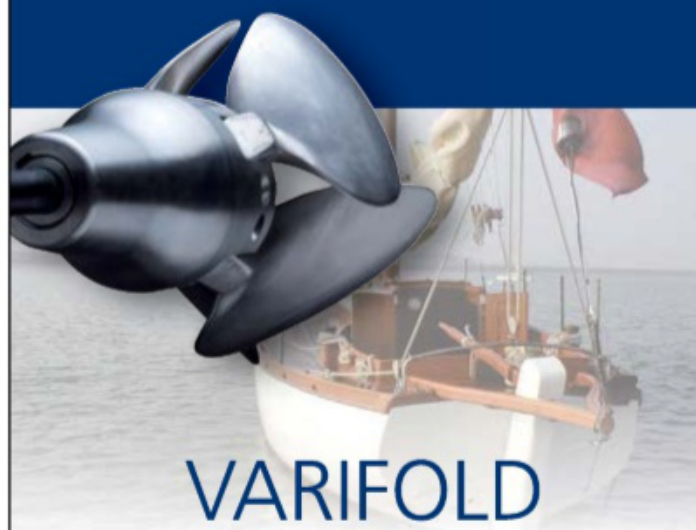


Since 1638 producer of world's highest quality classic ropes, made from natural and synthetic fibers. Well known among a wide range of tall ships. Our ropes are world-wide available from our distributors.

Made in Holland
www.LangmanRopes.com

www.bruntonspropellers.com

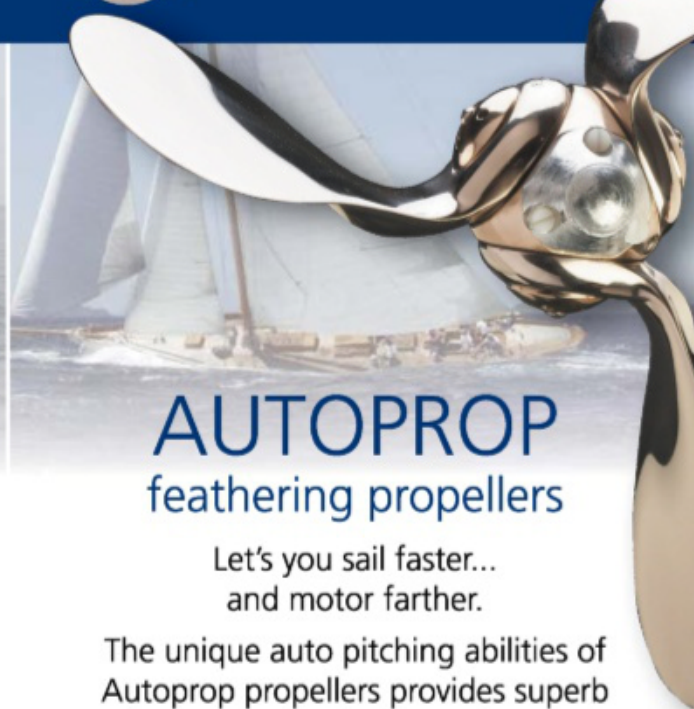
 **BRUNTONS**



VARIFOLD

folding propellers

Our two, three and four blade versions are all designed to produce excellent thrust when motoring with exceptionally low noise and vibration levels, and when folded for sailing, to reduce drag to a minimum.



AUTOPROP

feathering propellers

Let's you sail faster... and motor farther.
The unique auto pitching abilities of Autoprop propellers provides superb performance whether motoring, motor sailing or sailing. Hardly surprising it's so highly regarded by cruising yachtsmen.



SIGMADRIVE

...the 21st century solution to noise and vibration.
The SigmaDrive is an easy to fit, no maintenance unit made from a special bronze alloy and contains no rubber or bearings. There is a model for virtually any type of drive and engines up to 1300hp.

Bruntons Propellers Ltd

E: sales@bruntons-propellers.com www.bruntonspropellers.com



Above: Sketches of junks taken from *Indochinese Sailboat*

Left, top: Guyen Dinh Chuong, whose family have built and maintained wooden boats for two centuries

Left, bottom: A junk being worked on at Chuong's boatyard



them on those steel boats. Even if you don't sail on one, junks are a tourist attraction. They should be preserved."

Cuong is not the only old sailor in Ha Long Bay struggling to let go of his old junks. "Foreigners who come to Ha Long Bay love cruising on junks because they're more charming and elegant than iron ships," says Dinh Hieu of Indochina Junk, which operates a fleet of 13 wooden sailboats. "The cabins are warm and cosy inside and decorated with wooden carvings and old paintings. Cruising on junks is also much more intimate. Some of the new cruise ships in Ha Long Bay today have up to 40 cabins. Our biggest junk has 10, but most have only two, so there is more privacy and more areas for couples to relax in.

"But Vietnamese tourists aren't interested in junks; they prefer big iron ships because they like things to be sparkling and new. They want luxury because they are the first generation of people in this country who can afford it. Since the government banned the construction of new junks in 2014, many Vietnamese also see junks are death

traps. But in 15 years of operation, we've never had an incident." He nevertheless, Hieu accepts the end is near.

"The government is making it more difficult and more expensive to register our junks every year. All we know for sure is that they can be used for the next five years. After that, we'll have no choice but to replace them with iron ships – or go out of business."

THE LAST WOODBENDER

After the cruise wraps up I return to the mainland and visit Ang Hang, the boatyard where *Cat Ba Imperial* is hauled every six months. Set on an inlet in a shipbuilding hub in Ha Long City on the coast, Ang Hang has been servicing sailing and building tourist junks and fishing boats for a decade – but the proprietor's descendants have worked with boats for nearly 200 years.

"I didn't choose this job. The stars in the sky chose it for me," says Guyen Dinh Chuong, who named his boatyard after his daughter and bookkeeper. "My family have been building wooden boats for six or seven generations."

Chuong takes me on a tour of his ramshackle boatyard, where two men pull apart a wooden A-frame salvaged from the superstructure of a recently decommissioned junk. "This wood is called *tau*. It's very good for building boats because it's partially resistant to salt water," Chuong said. "These tau planks are 20 years old but still in very good condition because they were never under water. But tau can only be harvested; it's not possible to grow it in plantations," he says. "So it's getting rarer and more expensive every year. That's another reason they banned junks in Vietnam. They say they're responsible for killing the forests.

"I will still be able to make a living working on fishing boats. But it will be sad to see the junks go because they're a part of the tradition in Ha Long Bay. It's like housing. Until recently, most people in Vietnam lived in wooden houses. Now they're made of concrete and bricks because those materials are stronger and more resistant to wind and rain. Everything changes. That's how life goes."

Catba Sailing Junk offers three-day cruises on Ha Long Bay for US\$362 per person for groups of two or US\$287 per person for groups of four. For more information visit catbajonques.com



YOU DREAM IT,
WE BUILD IT

21 YEARS
OF PASSION


FRANCK ROY
Sailing Spirit

**FRENCH
SHIPYARD**



www.franchroy.com



ATLANTIDE

122' (37.19m) :: Classic Expedition Motorsailer :: 1930/1999/2013
Asking Price: \$5,495,000
hank.halsted@northropandjohnson.com :: +1 401 965 3256
SCAN QR CODE FOR DETAILS

NORTHROP & JOHNSON



BUYING AND SELLING A BOAT

Former CB editor and regular contributor Nic Compton is a serial boat-owner. Here, he tells us some of the lessons he has learned

WORDS AND PHOTOGRAPHS **NIC COMPTON**



“**H**ow many boats should a man, or for that matter a woman, reasonably own in a lifetime?” was the question posed by Adrian Morgan in this magazine a few months ago (CB377). The answer for him was just two (so far), which speaks of a high degree of commitment. I wish I could say the same. Over the past 33 years, I’ve bought and sold more boats than is really considered decent. ‘Serial boatowner’ is one of the more polite terms levelled at me. So, as I closed the deal on yet another sale and waved a fond farewell to yet another boat, I got thinking about all the boats I’ve owned over the years – what made me buy them in first place and why, ultimately, each one had to go. Are there any patterns in my boat-buying, and does the ‘right’ boat for me (or anyone else) really even exist?

Firstly, in case I’ve given the impression that I’m a complete boat tart, I should clarify my level of boat consumption. Since I bought my first boat in 1987, I’ve owned five yachts (excluding my 14ft skiff, which is another story). They cover a fair spectrum of ages and designs, though all were, arguably, classic. The biggest was a 36ft wooden sloop; the smallest a 22ft glassfibre lugger. The oldest was built in 1936; the newest in 1999. Three were double-enders; two transom-sterned. Three were wooden; two glassfibre. Four were bermudan, and only one was lug-rigged – sorry, old gaffers! My shortest tenure was 18 months; my longest 8 years.

Significantly, I’ve never lost money on a boat. Perhaps I should rephrase that: I’ve never sold a boat for less than I bought it for. I’ve only made an actual profit on two, both GRP – sorry woodies! Even then we are talking relatively small sums, my biggest ‘profit’ being less than £5,000 – but it does show it can be done, contrary to the usual view you that can only lose money on boats.

To start at the beginning, I spotted my first boat while I was working as a jobbing boatbuilder in Greece. *Kingfisher* was a 32ft (9.8m) ketch built in Malaysia to

Above left to right: Nic’s first boat Kingfisher; followed by 12-ton Guantlet Red Guantlet, built in 1935; Wanda, a Cheverton Caravelle MkII; Nigel Irens-designed Romilly Ramona; and Victoria 26 Ronja

the same design as *Suhaili*, the yacht Robin Knox-Johnston famously sailed around the world. At that time, *Kingfisher* was owned by Sam Barclay, an eccentric adventurer who served in the Special Operations Executive during World War II and subsequently smuggled insurgents into Albania on board his modified caique *Stormie Seas*.

MY FIRST BOAT

Kingfisher was my first boat love, and I bought her instinctively and blindly. I didn’t have a professional survey, I didn’t see her out of the water, and I gave her only the most cursory examination. In short, I did pretty much everything you’re not supposed to do when buying a boat.

However, I had lived all my life on wooden boats and had worked as a boatbuilder for several years, so I had a good idea what I was looking at. Plus, I knew the seller and I was pretty sure he would have kept the boat in good order. Although *Kingfisher* looked scruffy, she had impeccable pedigree and was beautifully built out of Malaysian hardwood. I never found a spot of rot on her – although the mast was delaminating and the engine needed a good sort out.

I bought *Kingfisher* on the ‘never-never’, when Sam agreed to accept interest-free monthly payments spread over five years. It was a fantastic opportunity for a young man, and I jumped at it. When it came to selling her two years later (due to the combined effect of simultaneously starting a family and retraining as a journalist), I had no trouble finding another young man with a head full of dreams to buy her, courtesy of yacht broker Peter Gregson at Wooden Ships. Not only that, but I sold her for 40 per cent more than I bought her for. The main reason for this was probably because by then I’d sailed her from Greece to England, where the market was better for wooden boats – although I’d like to think the lovely new interior I’d built had something to do it with it, too.



Above left to right: Views of Nic's first boat, Kingfisher, which he bought on the 'never-never'

Ten years passed before I bought my next boat, during which I raised a family and got a proper job (editing this very magazine, as it happens). By then I was divorced and really just needed a houseboat, but old habits die hard and I chased the dream of owning a sailing yacht. I spotted *Red Gauntlet* (thereafter known as *Reggie*) while viewing another boat in Faro, Portugal. She wasn't for sale, but she looked fairly neglected, so I contacted the owner via the marina, and three months later I had bought Boat No2.

Again, I didn't have a professional survey and didn't see her out of the water until after I'd bought her. But she also had excellent provenance, being built by the Berthon Boat Company in Lymington in 1936, at the peak of the British wooden boatbuilding era. Sure, she had been neglected (the planks were so dry you could see out between the seams), but the basic structure was wonderfully sound – apart from that pesky leak under the mast step. During the eight years I owned her, I found only two small patches of rot and never regretted buying her.

This time, the purchase was funded by a marine mortgage, which suited my circumstances at the time. Once again, it was a change of lifestyle that prompted the sale of *Reggie*. I had received a small inheritance and, tired of living up a muddy creek in Newhaven, had decided to buy a flat in Brighton. It was time for a change. I only needed to show one person around the boat – again courtesy of Wooden Ships – to clinch a sale. Séadna came over from Ireland and nearly pulled out after receiving the (horrendous) survey, but he came back on board after I sent him some photos of the boat sailing off Brighton. Sometimes the dream is stronger than

reason. As a result, we had a wonderful delivery trip to his home near Galway, and I'm still in touch with him to this day.

Reggie, too, sold for 40 per cent more than I'd bought her for – though considering the amount of time and money I'd spent on her over the years, there was no question of making any profit. Her value held up because of relocation and being a genuine classic – and hopefully she, too, was in a slightly better state when I sold her than when I'd bought her.

My change of lifestyle worked: I found a new partner, had another baby and moved to a bigger house. My wife-to-be soon realised I needed to go sailing to be complete and agreed to buying a small boat together – just for pleasure this time, no question of living on board. We tracked down a Cheverton Caravelle MkII on the east coast – again no survey, though the boat was already out of the water this time. The previous owner but one had been the commodore of the local sailing club and had spent lots of money on her, so she was evidently in good shape.

The Caravelle MkII packs an amazing amount of space for her size – standing headroom, three full-length bunks and a galley in a 25-footer! Their builder, David Cheverton, was a pioneer of strip-plank construction, and the boats have lasted well. Again, no regrets, and if it weren't for the astronomical marina fees in Brighton, we would have hung on to her a lot longer. Instead of a straight sale, this time we sold shares to a couple of friends and split the bills three ways. It was a good way to reduce costs but meant we hardly made anything on the eventual sale.

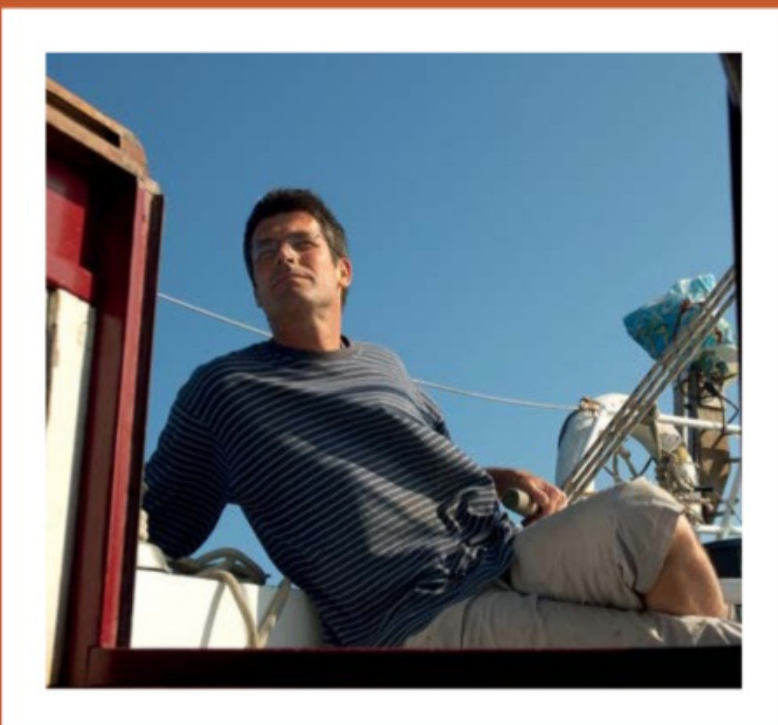
CHANGE OF LIFE

Another change of life prompted another boat. This time, it was moving from Brighton to Devon, from the city to the country, from the marina to the estuary. The differential between property prices also meant we ended up with a small pot of money, and what better to spend it on than a boat?

'When it came to selling her two years later, I had no trouble finding another young man with a head full of dreams to buy her'



Above left to right: Nic's Red Guantlet Reggie and her interior; Below left: Nic Compton at the helm of Reggie



'Reggie, too, sold for 40 per cent more than I'd bought her for – though considering the amount of time and money I'd spent on her over the years, there was no question of making any profit'



*Above: Nic with his Cheverton Caravelle MkII
Top: her interior*



The idea this time was to keep things simple, which meant a boat on a trailer, to minimise mooring fees, which in turn suggested fibreglass rather than wood, and a cuddy rather than a cabin. As soon as I saw a Nigel Irens-designed Romilly for sale, I knew it was the right boat – not least because I already owned my Irens-designed skiff and, coincidentally, had sailed Romilly No1 on the River Dart, just yards from where we were proposing mooring our new boat.

But beware of following the finger of fate, of thinking you can read the runes. While everything seemed to point towards buying the boat, and while I had some very enjoyable sails on her – not least sailing her back from Fowey to Dartmouth with the designer on board – she proved the wrong boat for us. Anna missed the creature comforts of the Caravelle, and the enormous lug mainsail was a handful to manage on my own with a mostly non-sailing crew in the cockpit.

Luckily, we had bought her cheap and she sold quickly – not through a broker but, in keeping with the times, Facebook! An online ad I shared on my FB page was shared by a ‘friend’ I’d never met with another ‘friend’ I’d never met, who was instantly smitten. Only trouble was, he lived in the US, and for a while it seemed the issue of transport might scupper the sale. Then, the

Above left:
Romilly Ramona provided some very enjoyable sails but proved too much of a handful with the mostly non-sailing crew

Above right:
Inside and out of *Victoria 26 Ronja*, Nic’s classic ‘barn find’

aspiring buyer heard that a container carrying sailing canoes from the US to north Wales for their annual world championship had some space left on the return trip. If we could get *Ramona* up to Porthmadog by the end of the week, he’d buy her without having even seen her in the flesh.

In the end, it wasn’t the transport logistics that was the problem but the practicalities of transferring such a large sum of money from the US to the UK. We used an escrow website (escrow.com) to hold the money while the buyer’s agent in Wales (a fellow American canoe sailor) checked the boat and okayed the sale, but the night before the container was due to leave, the funds still hadn’t arrived. Realising my buyer was a significant ‘player’ in the boating community, I decided to take a risk and send the boat up anyway, and overnight the funds duly appeared. Trust on both sides played a big part in this sale.

By now we knew we needed a boat with a comfortable interior and an uncomplicated rig. We zoomed in on the Frances 26 after seeing one for sale in Weymouth. We loved the open-plan interior and slightly retro fit-out. We hadn’t sold *Ramona* at that point and so missed out on this boat, but I soon spotted a Victoria 26 (the later version the Frances, with a bigger cabin) for sale in Hampshire. It was the classic ‘barn find’: the boat had sat on a trailer for seven years unused, and looked a terrible sight, but the structure seemed sound, and, more to the point, she had a beautiful wooden interior.

We immediately fell for her and ignored a hint from the seller that she might be a bit small for a family with two kids and a dog. By then we had seen so many dodgy

‘The difference between property prices also meant we ended up with a small pot of money, and what better to spend it on than a boat? ’



Small, but
perfectly formed.

Birdham Pool, Chichester.
Outstanding, natural beauty.

Birdham Pool marina lies just four miles from the historic county town of Chichester, nestled in an Area of Outstanding Natural Beauty (AONB).

Although one of the oldest marinas in the country, it boasts five star customer facilities, one-hour access to the South's best sailing on the Solent, classic marine trades boatyard, café, transport links, and of course a legendary welcome.

Castle Marinas specialises in being "large enough to cope, small enough to care" and its two coastal marinas, Birdham Pool and Royal Clarence in Portsmouth, deliver this promise in a warm, perfectly formed package.



Come and see for yourself.

Call John and his team for a guided tour: 01243 512310,
or find out more at castlemarinas.co.uk

In a world on your own.
You need to trust.



**Reliability
in motion...**

**70% of
Vendée Race
Boats have a
Lynch Motor
on board.**



Lightweight, from just 11 KG.
Consistently reliable.
No fuel, recharges under sail.
Low maintenance.
Powerful 10 - 80HP.

Call us on 0800 327 7569

WWW.LYNCHMARINE.CO.UK

‘We immediately fell for her and ignored a hint from the seller that she might be a bit small for a family with two kids and a dog’

old boats with ropery interiors (Twisters seem especially prone to this) that we responded to the quality fit-out. Plus she had hot water, a fridge and a diesel cooker/heater – even if the last two didn’t actually work!

Ronja was lovely. We had some great sails, but again she proved the wrong boat for us. Her slippery shape made her a pleasure to sail (for me) but also tippy (which Anna didn’t like) and gave her small accommodation, while our kids were getting bigger year by year.

We did a lot of work on the boat, mainly because almost everything made of rubber had perished during her seven years in a barn, including bilge pump seals, heads seals, engine impeller – even the rubber seal on the masthead light. Fundamentally, she was sound as a bell, and my instincts had proven correct yet again – or so I thought, until the prospective buyer’s five-hour survey.

The surveyor found high levels of moisture on the foredeck, where an anchor winch had been replaced with a cleat and the holes not filled properly, suggesting the balsa core might be rotten. It was completely invisible to the eye and in 18 months I’d found no evidence of it, but it was a definite flaw. Luckily, the buyer went ahead anyway, and once again we had no problem selling the boat, but it was a definite warning to me to be more cautious in future – or at least invest in a moisture metre.

CONCLUSION

Five very different boats, but with one important point in common. All had a certain amount of pedigree – even Cheverton boats are starting to acquire collector status. That is why, as I start looking for our next boat, I’m wary of modern plastic boats: the Westerlys of this world offer more space, more creature comforts, more easy sailing, but will they hold their price? I doubt it. If it gets the whole family sailing, though, maybe it will be worth risking my unbroken record and buying a boat that I’ll probably end up selling at a loss. Either way, I doubt I’ll be without a boat for very long. 🐾

Below and inset:
Nic’s family and
dog on board the
Frances 26



Peter (left) and Richard Gregson

TEN TOP TIPS FROM THE EXPERTS

BUYING

- **Be honest with yourself about what you need.** The biggest mistake people make is buying too big a boat. The sort of boat you need to sail around the world is very different to the sort of boat you need for coastal cruising.
- **Research the market.** An East German Folkboat, for example, sells for half the price of a Nordic Folkboat – but the latter will hold its value, whereas the former won’t.
- **If you want a project, buy a project.** If you want to go sailing, be prepared to pay a bit more for quality and a boat that has been cared for and is well equipped.
- **Use your head not heart.** A huge element of buying is with the heart, but you’ve got to put a bit of head into it. Use a reputable surveyor to provide objectivity and to put the boat in context.
- **Buy the best you can afford.** Buy the best you can afford in the first place and it will save you money in the long run.

SELLING

- **Get a good set of photos.** Make sure people can see what you’re selling.
- **Get a pre-sale survey.** If you’ve got a good set of photos and an up-to-date survey, you’re halfway there.
- **Think about location.** Is the boat easily accessible to get buyers aboard without too much hassle?
- **Have all the boat’s paperwork handy.** This should include proof of ownership and VAT status, so a buyer can see the boat’s provenance.
- **Clean the boat.** Also, empty all the rubbish out of lockers, etc. It’s amazing how dirty some boats are.

With thanks to Richard Gregson of Wooden Ships (woodenships.co.uk)

www.boatbuildingacademy.com

40 week
Boat Building course

12 week
Furniture Making &
Advanced Furniture
Making

2 to 5 day short courses
in boat building and
woodworking

*16' Paul Gartside traditional clinker
gaff sloop built by Jonathan and the
40 week Boat Building Class of
February 2019*

Lyme Regis Marine Centre
Monmouth Beach
Lyme Regis
Dorset DT7 3JN

✉ office@boatbuildingacademy.com
☎ +44(0) 1297 445545
🌐 www.boatbuildingacademy.com

MAKE WOOD GOOD

PROTECT • PRESERVE • RESTORE

CLEAR PENETRATING EPOXY SEALER THE WORLD'S FINEST WOOD PRIMER



- Makes varnish or paint last
- Glues the top coat to the wood
- Glues wood fibres back together
- Waterproof but breathable
- Made largely of wood resins
- Penetrates deeply
- Stops tannin bleed



Christian Carleton used
Epifanes varnish over
CPES on *Taurus* (pictured
right) in 1991. He writes:

*"You are welcome to use my name, my experience, and any
photos of the boat in your testimonials. I am a true believer
in your CPES product. I have been using it since 1991 on
every piece of wood I put into a boat."*

www.makewoodgood.com

Support and advice on: +44 (0)1732 824 700



Offered for sale

ATHENA

Tore Holm International 8 Metre 1939

The most important of Tore Holm's designs were to the International Rule, and ATHENA ex ILDERIM might be case in point. With her stunning all-varnished hull, and designer's signature rounded and faired to deck cabin top, she beat many of the fastest 8s in the Mediterranean immediately before the Second World War. ATHENA has regularly raced internationally on the 8-Metre circuit and has benefited from an impressive maintenance regime in her last two ownerships. If ever there was an International 8mR you might want to cruise as well as race – ATHENA might well be the boat – perhaps more weatherly than some in her fleet and with an alloy rig in her inventory.

Lying UK | £220,000



• SANDEMAN YACHT COMPANY •

• Brokerage Of Classic & Vintage Yachts •

For further information please contact:
+44 (0)1202 330077
info@sandemanyachtcompany.co.uk

Our classic and vintage yachts & motor
yachts are available to view at:
– www.sandemanyachtcompany.co.uk –

33 High Street, Poole, Dorset
BH15 1AB United Kingdom
MEMBER OF THE ABYA

METRES

**HOW TO
JOIN THE
FLEET**

An 8-M yacht is entry to the top-flight of classic sailing yachts – and the class is probably much more affordable than you think

WORDS **JACK GIFFORD**
PHOTOS **JAMES ROBINSON TAYLOR**

The UK boasts a rich history in the International Rule and in the Eight-Metre Class in particular, with many of the finest yachts and sailors originating from these shores. More recently, the British fleet has enjoyed burgeoning competition driven by enthusiastic owners and a local skills base to rival any abroad. Yet, on the other hand, a number of boats for sale means that new owners are now required to keep the class vibrant. As the Worlds approaches this summer (17-22 August, Enkhuizen, Netherlands), the perfect opportunity arises to view the fleet, and perhaps join the class.

As a former Olympic Class (among many other notable moments in yacht-racing history) the Eights are famed the world over and instantly recognisable, but with fleets few and far between, they are rarely seen in the flesh and often viewed as a little exclusive. Speaking from experience I can say that this perception is far from the truth, and I hope to give some insight into a class where budgets are as varied as the boats, and programmes could not be more different from one yacht to the next.

Opportunities still abound in the class for 'The Big Restoration' – boats close to the bonfire in need of saving – but you don't need to raid a bank or resign yourself to a decade on the tools to join the fleet. With so many famed and competitive vessels now restored and ready to race, there are some real bargains to be had, for a surprisingly affordable ticket into some of the most enjoyable sailing and regattas available.

The world fleet rests in a number of centres: the Solent, Oslo, Helsinki, Lake Constance (European Alps), Toronto and Brittany have the largest fleets, each with a number of yachts around their peripheries. Plenty more can be found further afield in Australia and the USA, not to mention the strong cohort in Sweden and Switzerland. The variety displayed in the yachts is clear to see. Whether attending the Championship in person or admiring the photos, the line-up on the dock shows that not all Eights are born equal. Over a dozen designers and many more yards are represented in the world fleet – the best of the best in a display that is arguably some of the finest work committed to the sport of yacht racing.

The British fleet possesses a diversity that is representative of the fleet worldwide and as such has attracted a number of World Championships over recent years, with the 2007 centennial Championship on the Clyde and twice to the Solent in 2012 and 2019.

Class racing is an important part of the British association and is a visible barometer of the health of any class, but the UK's Eights have also supported numerous classic and modern yacht regattas for many years. The British Classic Yacht Club's annual extravaganza in Cowes has routinely fielded a handful of Eights since its inception, the itinerant *If* (now in Norway) being one, religiously making the pilgrimage from the Suffolk coast. The East Coast Classics, Hamble

Classics, Channel Classic Week to name a few, are open to and regularly see the class, with the Round the Island a particular favourite and a delight to sail on an Eight. Class racing or not, I have yet to find a regatta, from Saint-Tropez to the Swedish Archipelago, that will not welcome an Eight.

Back in 1934, Uffa Fox wrote what I still believe to be just as applicable to today's boats: "The owner can sail his Eight-Metre round the coast from regatta to regatta. For coastal cruising this would give owners the two most sought things in life; health and happiness, for without doubt sailing at sea brings peace to the mind, and the clean salt-laden air health to the body, which are both needed by all in this mechanical age of irritating noise and poisonous fumes. The Eight-Metres are very popular, for in the cabin an owner can live, or simply change his wet clothes after a hard race and eat his lunch in comfort according to his ideas of pleasure. Added to this there is the protection the cabin gives in bad weather, for then it seems to make what would otherwise be a boat, a ship."

This tradition of passage-making Eights is alive and well, and those who undertake deliveries on their own keel often find it the most enjoyable, not to mention

affordable, way to attend a foreign regatta. The perpetual 'If trophy' is a fitting tribute to a British Eight that sailed as far as Helsinki, La Trinité-sur-Mer and the Oslo Fjord. The prize is a half-model of *If* and is awarded to the furthest travelled (on her own keel) to attend the Worlds. The current owners of Finnish Eight *Luna* are putting in a respectable showing: Helsinki to La

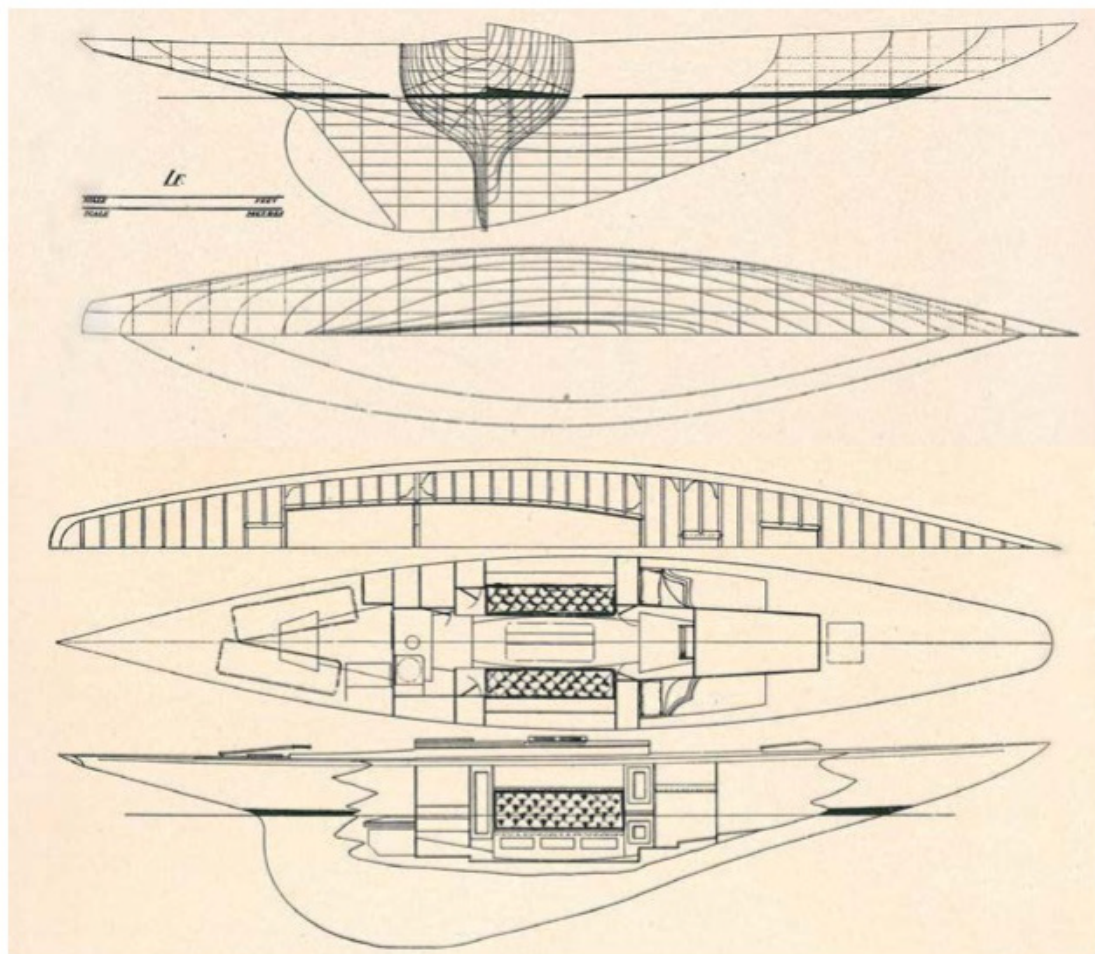
Trinité is no day sail at 1,500 miles. Some may find such a performance unlikely, yet the seakeeping of Eights has been proven on many occasions. What better way to enjoy a yacht that goes upwind like a greyhound than to set her loose on hundreds of miles of open water!

The state of yachting as it is in Britain, we are spoiled for choice, with sailmakers, riggers, mast suppliers etc to cater to every yachting need. Specialist companies, too, most of whom advertise in these pages, are on hand, with a great experience of Eight-Metres, to contribute their crucial expertise to the restoration or maintenance of these boats.

Laser scanning, Computational Fluid Dynamics and Finite Element Analysis are all tools mentioned when reading about top-flight professional racing teams, but they are skills that exist here in the UK and are being applied to the build of new and classic Eight-Metres. Irons Brothers, the foundry in Cornwall, has cast countless keels for the class, both for domestic yachts and projects abroad. Wooden rigs are being built by experts Collars in Oxfordshire, while new developments in aluminium masts and composite rigging are being driven by Andy Postle at Allspars in Plymouth.

Universal Marina, on the River Hamble, is the base of yachtswoman Avia Willment, who over the years with her team have fielded two classic Eights – *Siris* &





Above: Lines and accommodation drawings of the Bjarne Aas-designed *If*

Amorevita (ex *Ilderim*) – from complete restoration to top-flight competition. More recently Avia set her sights on the outright World Cup and, with her in-house team, created one of the most radical Eights to date, the distinctive Fauroux-designed *Miss U*, which won the Hanko Worlds in 2017. The marina has hosted many other Eights over the years and supported the growth of both the Eight- and Six-Metre fleets in the UK, and will no doubt continue to do so in years to come.

Demon Yachts of Aldeburgh, Suffolk, resides in the boatyard that, under the guidance of Peter Wilson, restored, among countless other yachts, the Bjarne Aas-designed *If*. So much fun was had by Wilson and friends racing for the Sira cup aboard *If*, that he commissioned German architect Julianne Hempel to design the modern Eight *Ganymede*. The red yacht built at Aldeburgh was Wilson's first modern Eight, and while the moderns don't possess the same seaworthiness of their older sisters, they are a joy to sail and can lift you to the top of the fleet for the World Cup trophy with their trim tabs and wing keels. Demon Yachts is continuing the passion for Metre yachts that Peter Wilson founded in the yard, and has become one of the go-to yards in the UK for Metre yacht work. Before leaving in 2017 for her new owners in Norway, *If* was given a complete makeover and remodel by Demon, shortly after its overhaul of the modern, Ed Dubois-designed *Natural* for owners in Canada. Optimising, trimming and race-readying an Eight is careful work if she is to rate: an experienced builder's support is worth its weight in lead.

One of the more unusual Eight-Metres in the British fleet is *Pinuccia*, based out of St Mawes, Cornwall. Unusual not because of her rig or hull shape, but because she pays for herself. This particularly pretty Eight is the yacht of the Tresanton hotel and can often be seen in the quiet weekday waters of Falmouth harbour, delighting passenger guests from the hotel. Plying her trade in the summer months from May to September means, sadly, she does not get to join her sisters at the ball, but she is impeccably maintained and arguably enjoyed by many

more each season. If you want to sea-trial an Eight, then why not during a luxury stay on the Cornish Riviera?

Today's class spans more than a century of the International Rule. Competitive racing is available for yachts built to any revisions of that rule: First 1907; Second 1920; Third 1939; and Moderns 1965 and later. Continuous development is to thank for the enduring legacy of the rule, but it also fragmented the fleet and consigned some fine yachts to obsolescence. Understandably, this is where the world of Metre yachts can lose the casual onlooker, but the essence of any 8-M is that it occupies the centre ground between the smallest of the metre classes (the 2.4-M para-Olympic one-man yachts) to the mighty 23-M *Cambria*; the 8-M remains the most manageable and comfortable of all metre classes.

No longer an Olympic Class, the post-war Eights became a widely dispersed group of quite different yachts, often remaining in families and converted for cruising. After a long period of global yachting recession, they would be united once again in the 1980s, with careful guidance from a group of devotees led by former long-standing class secretary John Lammerts van Bueren.

As the culture of yacht restoration grew alongside the Fife revival, Eights were being restored with a new passion and international racing was again on the cards. Hiding beneath a patchwork quilt of mismatched materials and technologies that had been draped over the yachts during the 'wilderness years', there were challenges, like boats not rating and lack of consensus on how a yacht should be restored. These challenges were addressed thoughtfully and with a culture of inclusivity that revived the class. The fruits of these labours are enjoyed by the class today, who have their pick of First Rule, Neptune, Sira or World Cup competition at the annual championships.

[See over page for 8-Metres for sale](#)



8-METRE RACES

First Rule Cup: All yachts designed prior to 1920 or racing with a gaff rig.

Neptune Trophy: Yachts designed prior to 1960 sailing with rigging and equipment that would have been available when they were built.

Sira Cup: Raced for by all recognised 8-M yachts designed and built before 1960 and answering to the rule of the old 8-M requirements.

World Cup: Open to all yachts of the 8-M Class of all nations having a valid certificate of racing. To be held this year in Enkhuizen, Netherlands.

Right: Avia Willment with crew



*Main picture: Athena racing in the Solent
Above, clockwise from top left: Eightys
Helen; Miss U; Pinuccia; Siri*



Getting afloat



ANTHENA Tore Holm design from 1939 that has been yard-maintained to a high standard. sandemanyachtcompany.co.uk

Choosing an Eight to race

No matter which of these boats you wish to race, whether it be for reasons of budget, availability or sheer irrational desire, there are plenty of options for all existing Eights. Fleet numbers are continuing to grow, with yachts moving between owners and locations, while new restoration projects and the occasional new build are quietly under way.

Like many classic yachts, Eights tend to stay with the same teams and owners for long periods of time, but all good things must eventually come to an end. Fielding a regular crew is something all yacht owners struggle with and, after over a decade of dedication and hard work, it is inevitable that teams will move on. It is true, though, that one man's loss can be another's gain, and also true that, like all other classic yachts, you will in all probability put in more restoration and maintenance than you get out – financially speaking, of course! To that end, there are currently some serious bargains available for those wishing to enjoy all I have described in this article – yachts going for a fraction of what it has taken to get them to their current situation, ready to hit the water and go racing.

The upcoming World Championship in Enkhuizen is being hosted by the Royal Netherlands Yacht Club in August and promises to be a wonderful event full of close competition, attended by yachts from all over Europe and the wider world. Yachts often change hands at these events, where the coming together of people and boats creates a melting pot of shared experience, enthusiasm and opportunity. Not only will it be a memorable experience for the competitors, but is likely to be one of the most accessible championships for spectators to attend and enjoy.

As this goes to press, I would say there is still ample time should you wish to find a boat and compete. Most of the yachts currently on the market are already planning to attend and are ready to sail.

See more on the International 8-M Facebook page (facebook.com/Int8mR) and website (8mr.org)



IERNE She's a first rule... and she's a Fife. sandemanyachtcompany.co.uk



GANYMEDE (above) 2007 boat built in wood to a Juiane Hempel-design by Peter Wilson. 8mr.org

SASKIA (left) 1930 Fife yacht with a full race history, including the 1936 Olympics. universalmarina.co.uk

BRITISH EIGHT METRE RACING FLEET

Name	Year built	Designer	location	Available
<i>The Truant</i>	1910	Wm Fife III	Scotland	
<i>Ierne</i>	1914	Wm Fife III	Yorkshire	For Sale
<i>Njord of Cowes</i>	1918	Johan Anker	Solent	
<i>Osbourne</i>	1928	Wm Fife III		
<i>Saskia</i>	1931	Wm Fife III	Solent	For Sale
<i>Helen</i>	1936	Alfred Mylne	Solent	
<i>Athena</i>	1939	Tore holm	Solent	For Sale
<i>Erica</i>	1949	Bjarne Aas	Jersey	
<i>Ganymede</i>	2007	Julianne Hempel	Suffolk	For Sale
<i>Miss U</i>	2014	Jaques Fauroux	Solent	



ARCHIPELAGO FOLKSCHOOL

Connecting People With Craft

Weekend and Week long residential courses in boat, kayak
and canoe building in beautiful places

Find out more at www.archipelagofolkschool.org // 01680 268 269



The complete refit service for all classic yachts

At **Fox's Marina & Boatyard**, our team is a great mix of experienced, cruising/racing sailors and time served engineers and craftsmen. We have multiple, inhouse departments including a sprayshop, workshops for both modern composite and traditional shipwrighting, rigging, stainless fabrication, marine engineering and electronics.

IF YOU OWN A CLASSIC MOTOR OR SAILING YACHT, WE HAVE THE EXPERIENCE, TECHNICAL EXPERTISE AND FACILITIES TO OFFER YOU A COMPLETE REFIT AND REPAIR SOLUTION.



Fox's Marina Ipswich Limited
Ipswich, Suffolk, IP2 8SA

+44 (0) 1473 689111
foxs@foxsmarina.com

foxsmarina.com



TOM CUNLIFFE

STUCK ON A FALLING TIDE

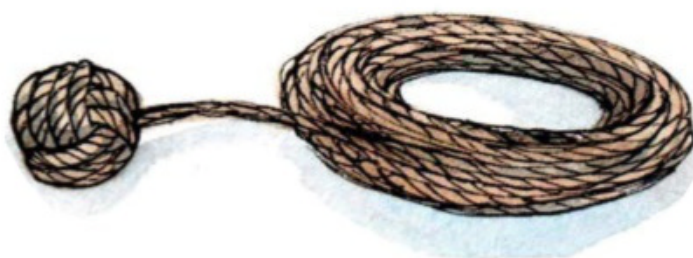
Tom recalls being left to carry the can for getting spectacularly stuck on a falling tide over the festive period

ILLUSTRATION **CLAUDIA MYATT**

One of my more spectacular experiences of getting stuck on a falling tide took place the day before Christmas Eve in 1969. I was a hand on a 90-ton trading ketch, recently liberated from a life of toil in the Baltic, which my shipmates and I had been fitting out in a mud berth on the Hamble River. The scenery there was spectacular because we lay between the mothballed hulks of famous J-Class racers *Endeavour* and *Velsheda*, with the mighty gaff cutter *Lulworth* not 30 yards away. It must be said that in such exalted company our little ship was distinctly workaday. Unlike the neighbours, however, by late December she was almost ready for a transatlantic voyage. Working on the sedge, we'd made new masts from tree trunks and had somehow wrestled them aboard without swelling the coffers of the every-hungry chiropractor at the top of the lane. Stepping them where we lay without a crane was beyond our ingenuity, so we lashed them down on deck and got ready to move. The plan was to complete the job at the timber wharf on the drying creek at Eling, above Southampton docks. The tide still comes and goes at Eling Creek to seaward of the Totton bypass on the River Test. I visited it the other day. Even the old Anchor Inn where my mates and I drank Guinness as the snow fell outside hasn't changed much, but the yard with its steam-driven cranes has gone, replaced by a sorry dump for derelict containers.

The plan was to leave the Hamble as soon as we floated, then motor the 10 miles to Eling between the two high waters, supplied by a considerate Almighty to the Southampton Harbour Authority for the convenience of seamen. There wouldn't be a lot of stream either way at that stage of tide, so our skipper reckoned he'd do the trip easily in two hours, powered by our two-lunger semi-diesel engine. We'd arrive just right for the second high and float into our berth under the crane. You couldn't have a simpler strategy but, as Burns noted in a sober moment, "The best-laid schemes o' mice an' men gang aft agley."

First high was predicted around 1300, and as soon as we'd cleared lunch we set to letting go the moorings that had held us secure for months. The shore lines from either bow weren't any problem. They were just big, dirty and very cold. With them aboard it was time for the stern warps. These were laid out into the



mud towards the deep water and secured to ground chains attached to heaven-knew-what in the dark mysteries that lurked around the low-tide mark. The idea was that we'd heave up the warps from the deck until the chains appeared at water level, then some hero in the dinghy

— me as it turned out — would pass a relieving line handed down from the deck through a link of the chain and back up again. This would take the weight while I untied the knots. The deck crew would slip the relieving lines and we'd be on our way. It didn't happen. The tide was slack, but a bit of a breeze was making free with the vessel. Released from the constraint of her bow lines and held only by the stern, she swung energetically towards the main channel as the load on the lines came on. They straightened out and started to creak. Filthy water oozed out of the massive three-strand lay, but there was no sign of the ground chains. Four strong men began to heave, but to no avail. The semi-diesel was carefully put astern to ease the load, thumping away merrily at around 150rpm and blowing smoke rings. That eased matters, but with the guys pulling for Britain and the bosun shouting out a rhythm, there was still no sign of the chains.

The only winch on board was the hand-spike windlass on the bitts up forward and the lines weren't long enough to reach, so more were roused out and bent on. As the windlass slowly took up the strain, the tide began inexorably to ebb, but the engine and the winch were doing the trick. The rusty chains appeared. The boys made all fast and I did my stuff with the relieving lines. Now I had to tackle the knots. These were invisible, sheathed in slimy mud. I had no idea who had tied them or what persuasion of knot he had selected, but they surely weren't for moving. I asked permission to cut them. The skipper was not noted for being easy with money and the idea of losing even half a fathom of muddy rope didn't appeal. Instead of accepting the inevitable, he lobbed me down a massive marline spike and told me to get on with it. Five minutes later, he had to admit it was a lost cause and I was given the green light to cut. My sheath knife wouldn't look at the job, but the bosun was on the ball and lowered me down a heavy, industrial-grade hacksaw. That did it, and finally we were free.

By now, first high water was long gone and the second was brimming as we motored around Hamble Spit and powered up

Southampton Water. Thump-thumping our way past Dock Head it was unpleasantly obvious that the ebb was now away. Unfortunately, rather than accept defeat and anchor for the next tide, the management decided on hoping for the best so we pressed on into the gathering gloom of the late winter afternoon. It was nearly dark when we arrived off Eling Wharf. We didn't make a great job of coming alongside and ended up 30 feet off the wall, lying parallel. The crane drivers indicated readiness to assist, so I was handed a heaving line. I noticed the skipper had first passed it to the bosun, who was an ex-RN Able Seaman and the obvious man for the job. The tide was running out now and time was clearly of the essence, but he'd handed it on to me like a hot potato. I'd done some time on Yankee schooners, so I knew a bit about rope handling and I didn't give the matter any further thought. I should have done. The heaving line was ancient hemp, heavily tarred and so stiff I've known softer electric cable. In retrospect, I can see that the canny bosun recognised that any attempt to toss this line ashore was doomed, and he didn't want to be the one held up to public ridicule.

And so it was that I tried to heave the wretched line to the kindly crane men. I divided it into two as per the approved method, I even made sure the monkey's fist knot was lying against the outside of the throwing coil, then I twisted my body and whipped straight, heaving the ghastly thing as I had done before in another, easier life. It carried 10 feet and dropped into the drink with a sorry sort of a splat. The water level on the wooden piling was dropping visibly and the skipper was giving me an earful, but I noticed he didn't volunteer to do the job himself. I tried again, but it was hopeless.

Then our long, straight keel touched. The bottom was pure gravel and the dear old engine didn't have the grunt to pull us off, so there we stayed, enjoying an evening at an increasing angle of heel until we finally settled onto our bilge at around 30 degrees.

We floated off in the small hours and by the time the yard workers mustered in the morning we were snug alongside. The skipper had not been a happy chap the night before and my ears were burning by the time he'd finished his raving, but the bosun slid up to me later with a bottle of beer and said nobody could have done more. I admired the bosun for his horny hands and his fair-mindedness. I never did have much time for the skipper. The boat was undamaged and the masts were stepped without fuss the day after Boxing Day, so, apart from our leader being grumpier than usual after scraping up the funds for a heaving line that actually worked, all was well that ended well.



AFFORDABLE CLASSIC Waterwitch

By Peter Poland

LESS
THAN
£10K



JOHN WILLIAMS, EVENTIDE OWNERS GROUP

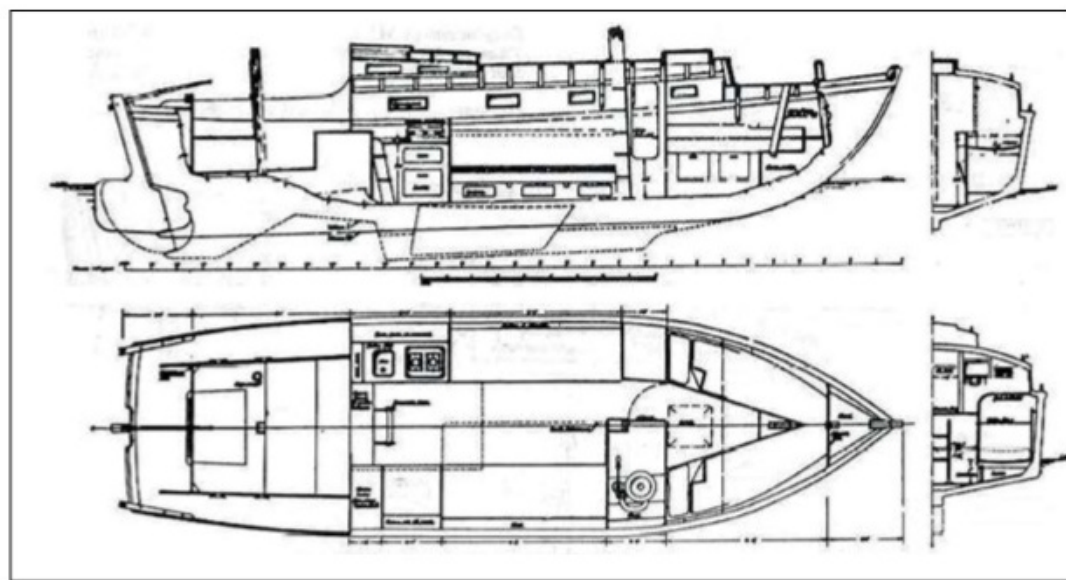
Maurice Griffiths (MG) was a pioneer of DIY shoal draught yacht designs, and in the post war years did more than any other UK designer to bring cruising under sail to sailors of modest means.

Before GRP boats took off, MG came up with numerous practical designs (starting with the Eventide 24 in 1956) that were ideal for amateur builders. Many were published in *Yachting Monthly* and plans sold at modest prices. Thanks to their hard-chine hulls, most of these shoal draught cruisers were ideal for plywood (and later, steel) construction, and they were built in large numbers all over the world. The lively Eventide Owners Group website (eventides.org.uk) has a host of stories and pictures of MG's many designs, while the less active Eventide Owners Association (eventideowners.org.uk) says the plans of all the *Yachting Monthly* designs are still available in digital form from the Maritime Museum in Falmouth (nmmc.co.uk), and will be sent out on request, free of charge.

In all, MG was said to have designed more than 140 yachts, having studied American designs intended for shoal draught waters on the US east coast. So it's not surprising that his fertile mind majored on bilge keelers and centreboarders. Sadly, many of his earlier designs were lost during the Second World War due to 'enemy action'. Apparently MG was not too concerned, however, saying that they were not his best!

The Eventide 24, shortly followed by the 26, was an early and immediate success with both professional and amateur builders. It also made its name as a seaworthy cruiser. Lt Cdr Atkinson built *Borer Bee* in Singapore then sailed her back to the UK. In 1970, *Moonbird* (a 26), with a husband, wife and four-year-old daughter crew, sailed all the way from Bosham to Hobart.

When the demand for a bigger design grew, MG came up with the Waterwitch 30. His aim (it is said) was to produce the 'ultimate barge yacht' – with deadrise running the length of the boat, so it's not truly flat-bottomed. The Waterwitch immediately caught on and large numbers were built, both in steel and wood, by professional yards and amateur builders alike. Once again, MG went for a hard-chine hull to make building simple. Some of these had a shallow ballast keel, internal ballast and leeboards, and so were ideal for shoal water cruising. The majority, however, are



WATERWITCH

LOA

**30ft
(9.1m)**

LWL

26ft (7.9m)

BEAM

8ft 5in (2.6m)

DRAUGHT

3ft 3in (1m)

DISPLACEMENT

9,500lb (4.3 tonnes)

SAIL AREA

**390 sqft
(36.2m²)**

triple-keelers with a central ballast keel and two bilge plates, and draw 3ft 3in (1m), so shoal draught cruising remains firmly on the agenda.

The Waterwitch has sailed to many parts of the world. Perhaps the most amazing saga features in the book *The Iota Story*, by Jenifer Simpson. She and Simon Simpson's *Iota* was shipped as deck cargo in the 1960s to a succession of island groups in the Pacific, New Guinea, the West Indies and South East Asia, where this "smallest viable particle of oceangoing seaworthiness and comfort" introduced them to one sailing paradise after another. Try doing this in the 21st century!

Tim Fenner, owner of Mark II Waterwitch *Wedjit* (originally built by Peter North) since 2011, told me: "Jenifer published *The Iota Story* in 2010 [the book now changes hands for a fortune], describing how during their first outing they were caught in a hurricane and were given up for dead. But obviously they survived, and went on for about 10 years visiting island groups all over the world. Their 2ft draught

leeboard Waterwitch MkII allowed them to access atolls with very shallow passes. Simon wrote up their cruises in *Yachting Monthly* back in the 1960s"

Tim told me, by way of contrast, that he and *Wedjit* had cruised the UK's East Coast rivers up to the Humber and down to north Norfolk, the

Wash, the Blackwater, the Alde, the Crouch and up the Thames Estuary as far as St Katharine Docks.

He added: "I like that – despite being a box – she sails well enough to windward, which I think highlights the skill of the designer. I also enjoy the comfy cabin. She is solid and can happily take the ground and dry out level-ish, then float off in 2ft of water. I also like the fact she feels like a normal yacht." To see her, search Maurice Griffiths Waterwitch Mk II on YouTube.

The Waterwitch has much to offer those who like a yacht with classic appeal, a homely wooden interior and the ability to cruise in deep waters or up MG's magical swatchways. You'll find examples on brokers' books that vary from 'ready to sail' to a full

“Despite being a box she sails well enough to windward, which I think highlights the skill of the designer”

Tim Fenner

Two on the market



£6,750 *Wedjit* – leeboard version, built 1990. Beta diesel.

Broker: Boatshed Essex.



£8,495 Triple keel version, built 1963. 2009 Beta diesel.

Broker: Boatshed Port Solent.

WOODEN SHIPS

DARTMOUTH UK

✦ INTERNATIONAL YACHT BROKERS ✦

2 Southford Road, Dartmouth, South Devon TQ6 9QS
Tel/Fax: (01803) 833899 – info@woodenships.co.uk – www.woodenships.co.uk



40' Alfred Mylne Island Class gaff yawl built in 1913 by John Hilditch. Total rebuild completed in 2015, hull repaired, new deck, rig, interior and systems. Mahogany and Pitch pine on oak, all bronze screwed. All hollow spars by Collars. 6 berths in new interior with good headroom. A beautiful and professionally rebuilt yacht, raced and cruised by the family in recent years, currently afloat and in commission. **Devon £99,000**



48' Mclean and Sons Motor Yacht launched in 1935. Major professional rebuild in current ownership including new decks, wheelhouse and lots of interior. Pitch Pine on oak hull with new teak on plywood decks. Twin Beta 90hp diesels fitted in 2005. 6 berths in 3 sleeping cabins with possibility for more. A very elegant motor yacht in good structural condition, in need of some minor works before launching. **Wales £135,000**



39' gaff cutter, Golden Vanity is a well known boat after her years of sail training work. Built by Sanders in Dartmouth in 1908 for the artist Arthur Briscoe, she competed in the 1972 OSTAR and has worked as a sail training vessel since the 1980's. December 2019 survey available, she is in need of refit work before working commercially again. **Devon £50,000**



41' fast and elegant gaff cutter built in California in 1904 for inshore racing, an ideal boat for classic regattas and coastal cruising. Major rebuild in 1983. Re-rigged in 2009 with a powerful, beautifully balanced sail plan designed by Ed Burnett – she now goes like a greyhound with her seven sails flying. Well known at the Solent classic regattas and won the 2019 OGA Annual race. **Hants £44,000**



30' Yachting World Diamond Class, the first example built in GRP by the Bristol Aircraft Plastics to the design by Jack Holt, she won the Round the Island Race in 1961. Major refit in 2013 including all new rig and sails. Raced successfully since re-launch. Complete with new SBS road trailer, very smart yacht for exciting and competitive sailing without huge expenditure. **Devon £15,000**



34' Buchanan Saxon sloop built by Priors in 1962 to Lloyds 100A1. Mahogany on CRE frames with a sheathed plywood deck and teak superstructure. Perkins 30hp diesel. 5 berths with good headroom and smart interior joinery. Superb example of the class, very nicely presented and ready to sail this season. recent survey available.

Suffolk £36,000



38' Silvers twin screw motor yacht designed by John Bain and built by Silvers in 1937. Pine on oak hull with varnished teak superstructure. New engines 2014, 27hp Kubota based marine diesels from Marin Power Solutions, Christchurch. 6 berths in 2 sleeping cabins plus the saloon. 2 heads and a shower with hot running water. Very comfortable yacht, nicely presented and ready to be used. **Cornwall £27,500**



23' Varnished Day Boat built in Scotland and professionally rebuilt in 2013. Mahogany planking on steam bent oak timbers, sheathed plywood deck new in 2013. Large cockpit with a cuddy and space under the foredeck. Fractional bermudan sloop rig in nice condition, new genoa 2018. RM road trailer, new 2016. Smart boat, well equipped and apparently a joy to sail, a very easy and enjoyable way of getting afloat. 2018 survey. **Cornwall £10,950**

Another fascinating selection of traditional and classic yachts only from Wooden Ships. Call for true descriptions, genuine honest values and a service from people who know their boats.



Brokerage listing

CLASSIC AND VINTAGE YACHTS

We hope that you enjoy our selection of vintage and classic sailing yachts. Please do not hesitate to contact us if you require any further information on any of the yachts featured here.

67ft Fred Shepherd Staysail Schooner 1935



Few classic yachts of ELLA's size can better the quantity, quality, and ambience of above and below deck accommodation and space that this Fred Shepherd masterpiece offers – while also being a most efficient and easily handled vessel under sail. Painstakingly restored under present ownership to preserve her wonderful authenticity and to subtly modernise her comforts, ELLA is famously equally at home gently cruising, or safely and very comfortably passage making - with friends or under charter. For the past 15 seasons ELLA's cruising grounds have been the very pleasant waters of the Baltic Germany and Denmark. She's had many adventures on the seven seas, and will offer many more in years to come.

€950,000

Lying Germany

68ft Laurent Giles Sangermani Sloop 1958



Through the 1950s and 1960s, Jack Laurent Giles and Cantiere Sangermani, Lavagna, Italy, achieved a design and build symbiosis resulting in exquisite yachts – VIOLA is second to none in understated good taste and fine craftsmanship, and with legendary Giles sailing performance guaranteed. VIOLA has belonged to only three families since new and enjoyed several refits in her lifetime, most recently by her original builders 2013-2015, including new deck, engines and drive train, generator and all electric, electronic and hydraulic systems. That combination of few owners and the best of regular attention and updating of systems really shows: VIOLA is a very special thing.

€950,000

Lying Italy

63ft Nicholas Potter N Class 1938



There is a reason Nick Potter's designs are so special. Among his peers, he had the best of mentors: Starling Burgess, Nathaniel Herreshoff, L Francis Herreshoff and Frank Paine. It's little wonder that his yachts are famously fast and stunningly beautiful, none more so than SERENADE: designed for arguably the greatest violinist of all time, Jascha Heifetz; with an exquisitely drawn-out canoe stern almost like a beautiful musical instrument. Such a striking, comfortable and practical yacht would always have been cherished, and under her most recent ownerships SERENADE has received all the loving care an octogenarian demands. There may be a once in a lifetime opportunity to own such a special yacht. This is it.

€750,000

Lying France

50ft Ashley Butler Mayflower Gaff Yawl 2012



Ashley Butler's designs are inspired by the ergonomics, form and function of the historic working craft of the British Isles, fused with the racing cutters of the 1880s. Even on the most basic consideration of size, the Mayflower 50 hull form has already proven ideal - and is perhaps the optimum size - for family cruising, perhaps defining the term Modern Classic with her long keel and effortless charm. MARTHA PRIMROSE has cruised to the Med and back, speedily, safely and comfortably. The simplicity and seaworthiness of MARTHA PRIMROSE make her stand out – a deep water cruiser, but the water doesn't need to be blue!

£295,000

Lying UK

46ft André Mauric Bermudan Sloop 1938/2007



LAK II is a beautiful yacht that in a sense carries in her timbers the story of France over the past 80 years. Born in a brief period of optimism between depression and war, and somehow a survivor of that war's deprivations; designed by a young naval architect, André Mauric, whose genius would later become universally recognised; vibrant participant in the carefree post war years, and in France's intense America's Cup campaigns of the 1970s... But in the end, a wonderful yacht because André Mauric had that touch of technical and artistic flair that guarantees immortality. LAK II was given a new lease of life in 2007 that ensures another lifetime of pleasure giving.

€225,000

Lying France

43ft Alfred Mylne Bermudan Sloop 1909



ALINE is a thoroughbred Edwardian cruiser/racer of impeccable pedigree, manners, looks and authenticity. Her designer, Alfred Mylne, was more than a decade into very successful life on his own account after his training with GL Watson when she was built by one of his favourite smaller yards. Unhindered by any rating rule, she is everything a classic yacht should be, and is a remarkable survivor - even sphinx-like, having survived a 1980s boatyard fire. Ready to use and sail exactly as she is, or refine with care to like original appearance, ALINE is a gem - and a fabulous opportunity.

£75,000

Lying UK



· SANDEMAN YACHT COMPANY ·
· Brokerage Of Classic & Vintage Yachts ·

For further information please contact:
+44 (0)1202 330077
info@sandemanyachtcompany.co.uk

Our classic and vintage yachts & motor
yachts are available to view at:
– www.sandemanyachtcompany.co.uk –

33 High Street, Poole, Dorset
BH15 1AB United Kingdom
MEMBER OF THE ABYA

New Classics



JOHNSON AND LOFTUS

Iain Oughtred's Caledonia Yawl

Iain Oughtred's Caledonia Yawl has, over the years, quietly become a bit of a legend. The design is based on the sixareens and foureens of the Shetlands, fishing boats that worked the open seas off northern Scotland, sometimes rowed up to 20 or 30 miles offshore. The Caledonia Yawl differs from those sturdy craft, most notably in its build, which is in clinker epoxy/ply. The resultant decrease in weight and adaptation to sail has meant a different hull form, too, with fuller ends, and the lateral resistance concentrated around a centreboard.

The boat offers an amazing array of qualities at the size: good accommodation, great seaworthiness, extreme light displacement for easy, unbraked trailing, and good performance under sail or oar. They have been used for some pretty epic voyages over the years, not least among them Giacomo de Stefano's incredible sail-and-oar solo voyage from London to Istanbul – 3,200 miles through 12 countries, including a channel crossing.

The one pictured here was built by Johnson and Loftus (J&L) of Ullapool in just six weeks for a customer in Aberdeenshire, who wanted it built in time for last year's Caledonia Raid across Scotland. He chose the gunter yawl rig (a simpler lug yawl rig without a headsail is also available), and J&L cast all the custom bronze hardware. "We built her as light as possible for racing, and she does slip along very nicely under sail or oar. We built in extra storage under the side benches as she's used for camping when not racing," said Tim Loftus.

It is pretty much a 'top-spec' boat, with the storage, lifting rudder, roller furling and a double rowing station set-up with two sets of oars, which took the cost up to around £21,000. Tim estimates that a simpler lug yawl with a fixed rudder could be as little as £16,000. Sails are by Peter Sanders in Lymington, while the owner supplied his own trailer and Seagull outboard motor.



PHOTOS: JOHNSON AND LOFTUS

Main picture: The J&L-built Caledonia Yawl under sail
Above top: This top-spec example has a lifting rudder
Above: The brass fittings were also cast by J&L

To see the range and learn more, go to oughtredboats.com

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

JAMES LAWRENCE SAILMAKERS LTD BESPOKE SAILMAKERS

Tel: +44 (0)1206 302863
Email: sales@jameslawrencesailmakers.com
www.jameslawrencesailmakers.com

'Ayesha'



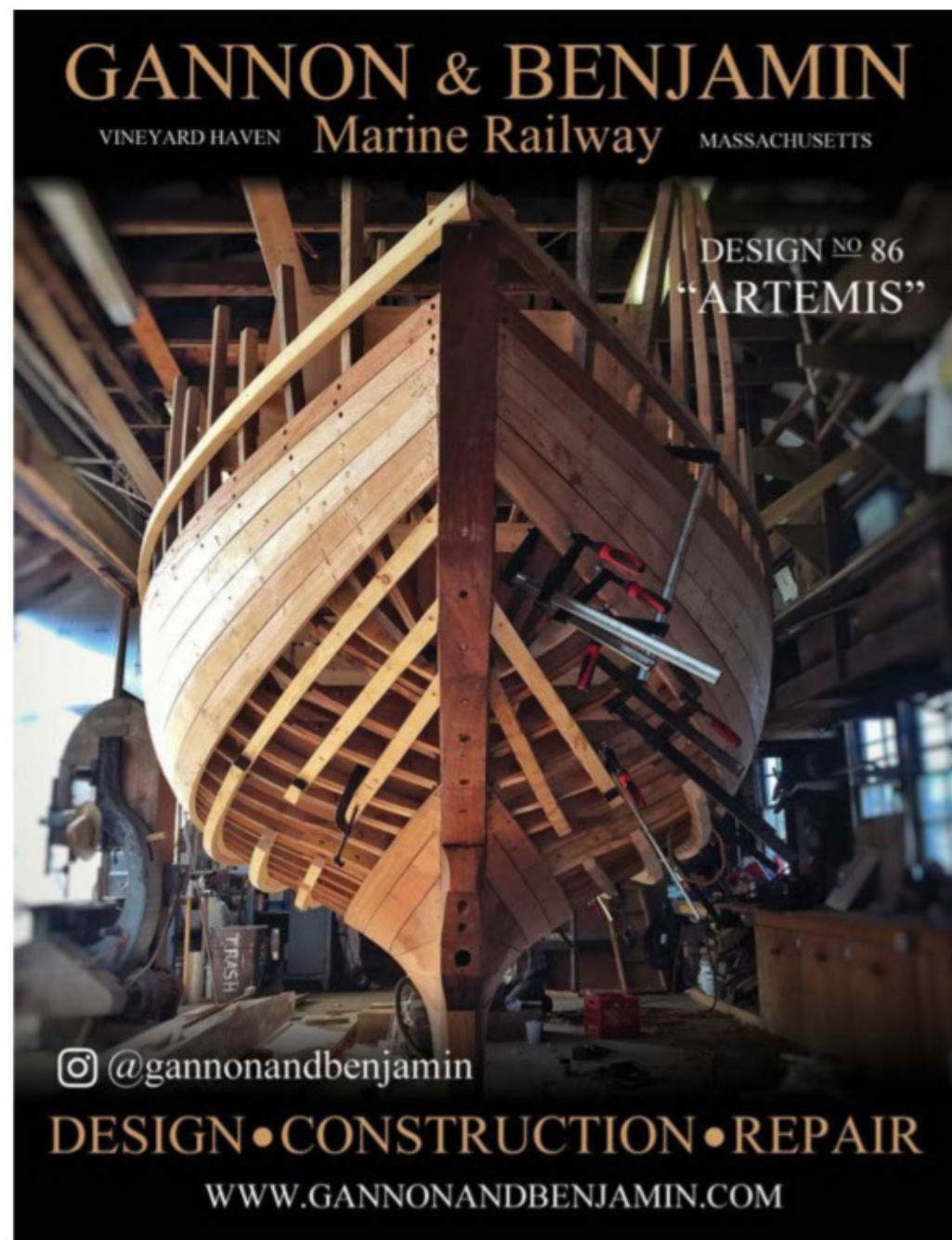
BESPOKE SAILMAKERS
JAMES LAWRENCE
BRIGHTLINGSEA ESSEX UK

Made with
Pride in Great
Britain

GANNON & BENJAMIN

VINEYARD HAVEN Marine Railway MASSACHUSETTS

DESIGN NO 86
"ARTEMIS"



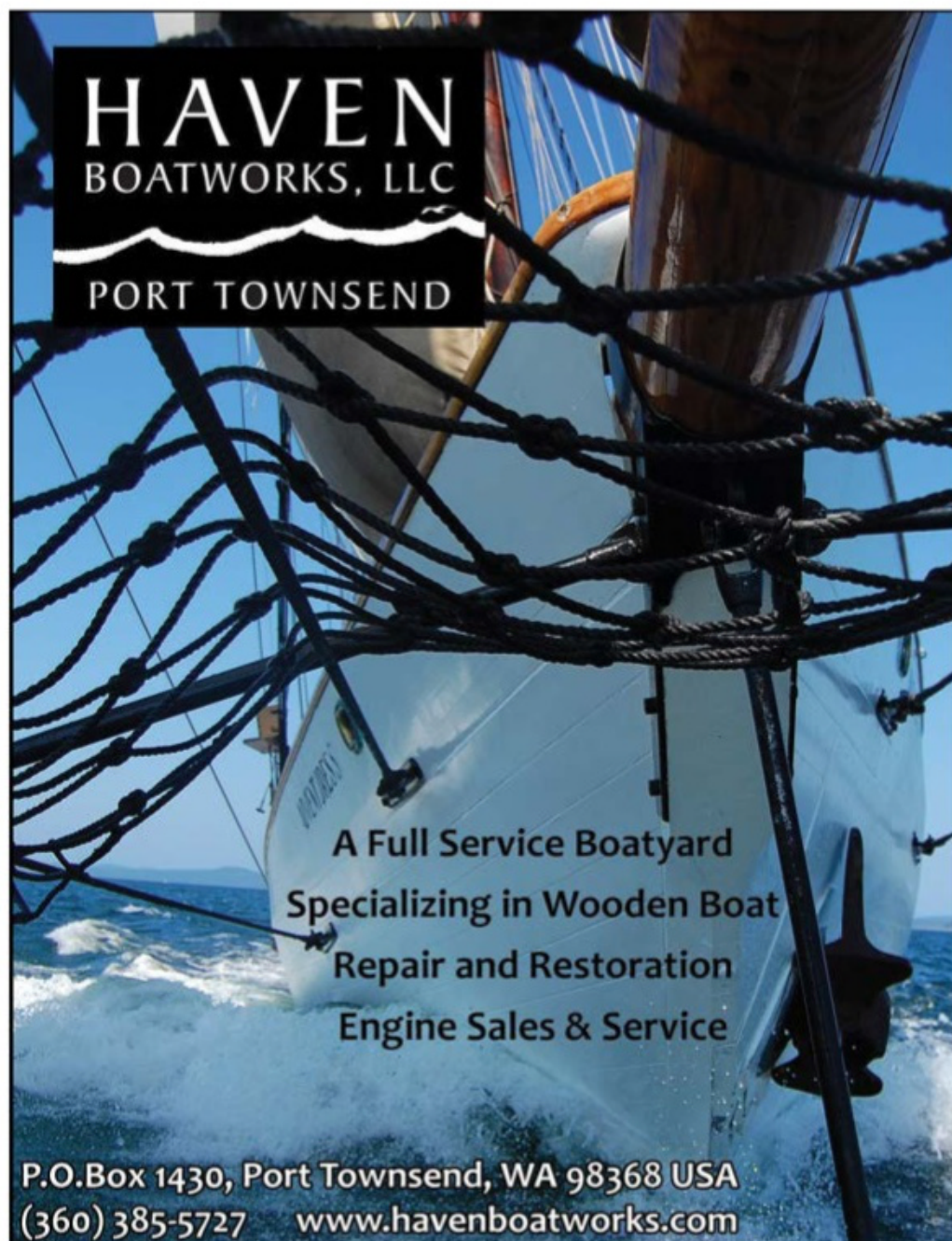
@gannonandbenjamin

DESIGN • CONSTRUCTION • REPAIR

WWW.GANNONANDBENJAMIN.COM

HAVEN BOATWORKS, LLC

PORT TOWNSEND



A Full Service Boatyard
Specializing in Wooden Boat
Repair and Restoration
Engine Sales & Service

P.O.Box 1430, Port Townsend, WA 98368 USA
(360) 385-5727 www.havenboatworks.com

LE TONKINOIS



NATURAL OIL VARNISH

Le Tonkinois is a traditional natural oil based varnish. It is perfect for outdoor, indoor or marine use. With Le Tonkinois varnish the options really are endless.

Combining unrivalled long lasting protection on materials including wood, metal, cork, stone, teak, mdf and grp Le Tonkinois varnish leaves absolutely no brush marks and will restore the beauty and colour of the wood. Flexible enough to move with the timber and able to withstand abrasion and impact, Le Tonkinois varnish is resistant to boiling water, UV, petrol, diesel and sea water. It won't crack, chip or peel off, making it perfect for all outdoor purposes as well as indoor.

www.letonkinoisvarnish.co.uk
01628 548840

Boats for sale

Looking to sell your boat?

Reach over **50,000** readers each month

To advertise call Valder Gates +44 (0)207 349 3779 or email Valder.Gates@chelseamagazines.com

PLUS

For more boats to buy go to
classicboat.co.uk/buy-a-classic-boat



SAI SEE

40ft Sparkman & Stephens centreboard yawl Built Wing-on-Shing, Hong Kong 1960. Burma teak on yacal frames. A graceful cruising version of the legendary Finisterre, much admired wherever she goes. A fine seaboat, easily handled by two people. We have enjoyed her for nearly forty years; its time for a new owner. Lying Penarth, Cardiff.

Offers around £50,000

Contact Christopher Thornhill

Tel: +44 (0)1225 862552 - Mob: +44 (0)7715 240276
christopher@saisee.com



DAUNTLESS

18 ft clinker built sloop, built 1950's. Professionally maintained, new hog, keel and centreplate casing, 2 bunks. 10 hp diesel engine. Original spars. Sails in good condition. Lying Norfolk Broads.

Price: £9,000

Contact:

Tel. 01603 713116 or email patriciajfward@btinternet.com



NORDIC FOLKBOAT "SHAWONDASSEE"

Shawondassee was built in the naval dock Yard at Portsmouth by apprentices under the tutelage of Parham. Newly restored throughout. Price: £ 7,000.

Contact: Jamesgness@gmail.com. Tel: 07766116150



FIFI

Universal Rule R-Class Sloop. 40 ft. Wm. Fife III design. Nevins built 1925. Beautifully restored. Fast and elegant. Lying Maine USA. FIFI is lovely, low and sleek, a proven race-winner, an unmatched upwind performer. She's a joy to sail and maintain with a small crew and budget. 98k USD. Contact Jim Ross. phone: 1-207-841-7949 email: snpals@gwi.net www.rboatfifi.com



STUNNING 1962 DUTCH BARGE 'BOKKESTEERT'

Traditional Lemsteraak design. 9m shallow keel sailing barge with 45HP engine. Still raced today in the Netherlands and the east coast of the UK. Fully restored to a very high standard by professional boat builder. No expense spared - crown to flagstaff gold leafed. Resprayed with Awlgrip and all timber including leeboards, blocks and running gear pristine. All parts stripped, cleaned and coated including the winch. New fridge, cooker and water system installed. Ready to sail, cruise or liveaboard on the river bank, nothing left to do.

£65,000 - open to sensible offers. Isle of Wight. Tel: 07817554860. Email: treadiron@gmail.com



1962 TROLL 32' MOTOR SAILOR

Ideal for sea and canal cruising. Mahogany on oak. Canoe stern 5 berth. Winter and Summer covers. Excellently maintained.

£19,975. For details see Martinlovelyachts.com tel. 07781104646
Moored in Plouer sur Rance, France. Canal closeby.



WOODEN S&S SLOOP

Built 1967 in Italy, very good condition (original plans and 2016 Survey Report available), lying in Liguria, Italy. €65,000.
Contact Marco: fb368718@skynet.be



DAYBOAT

With complete rig. Mainsail. 1 genoa. 1 jib. 1 spinnaker. 1 trailer. 1 cradle. Mast. New marine hardware (bells, mooring lines, halyards, sheets, shrouds). Seamanship built by Patrick Moreau.

Price: £43,000. Contact via email at pgodeau@waitingfor.fr

**'KALISTRA'**

An attractive and fast 40' wooden Sloop built in 1939 by Millers of St Monans to a design by Robert Clark. Honduras Mahogany planks on Oak frames, with copper bronze fastenings. In her current family ownership for 35 years. An impressive and relatively low maintenance, fast, comfortable and sensibly priced classic that someone will be very proud to own. **£28,000.** Please call 01803 834864 for further details or visit www.networkyachtbrokers.co.uk

**CLASSIC WOODEN FISHING VESSEL**

Last of the 80-foot class BIM-built (Irish Fisheries Board) boats remaining in Ireland. Strongly built with heavy larch planking over sawn oak frames forming the primary hull structure. Great potential to convert to small cruise ship or spacious house boat, similar to her sister-ships cruising the western lochs of Scotland. **Price £50,000. For further information, engine specifications etc. Please contact mfbbeatty@gmail.com**

**WILDCAT**

Gaff cutter inspired by the Swallows and Amazons books. Trailer-sailer with centre plate. 19'x7'x18"x4' with 3' bowsprit. Five years old but very lightly used. Honda 5hp outboard motor. Honwave dinghy and CQR anchor included. **£14'500.00 O.N.O.** Contact Neil on 07776367848 for more details.

**KITTIWAKE 16' CLASSIC YAWL**

2012 Kittiwake 16 Classic Yawl has Cutter Rig Tan Sails & Top Sail, Copper Bottom Anti Foul (2018) and includes a Roller Coaster trailer. Anchor, chain, wraps, fenders, cushions, trailer lights, boat in as (new condition) and less than half price of its new value. **£9,995. Contact: 07774 669 666.**

**SCHOONER "ARCADIA"**

52ft on deck custom built 1971, mahogany on oak, solid teak deck, house, sole. Gaff fore, Marconi main, good sail inventory. Antigua Classic winner and others. Perkins 4236 diesel. New interior 95% finished. Ideal for family cruising. Presently in Nova Scotia. **US\$185,000 or serious offer. Email owner yeswhere@yahoo.ca**

**SHELDUCK**

North Quay 19 2010 in GRP sheathed cedar with mahogany transom, coaming and rudder, spruce spars, bronze fittings. Includes 5 hp Honda, road trailer, Zodiac tender, 2.5 hp Yamaha, cockpit tent. Elegant, seaworthy on lines of a 18th century naval gig. Ideal for family day sailing and inshore cruising. Reviewed in Classic Boat Jan 2005 and regular at La Semaine du Golfe. **Contact noble.raisin@talk21.com Price £12,000**

**OYSTER 435**

Very well maintained cutter rigged version with numerous recent upgrades including standing rigging, new heating, fridge, cooker, deck house windows and wind generator, deck overhauled, windlass overhauled, prop overhauled and just repainting dark blue allgrip. Double forward with shower, owners cabin aft with additional berths in the saloon when required. The ideal boat for two couple's to travel the world in comfort. **£95,000** Tel. 07515 544979 or email jetbob953@gmail.com

**REBEL REIVER R16**

Designed by Alan Buchanan as a family cruising / racing boat, Rebel One-Designs combine an excellent sailing performance with a spacious and comfortable cockpit. An outboard motor may be fitted for extended cruising. Built in GRP for low maintenance, its high build standard was recognised by an award in the Classic Boat, "Spirit of Tradition" class. This has proved itself to be an ideal family sailing boat. **£22,250.** Viewing by appointment at Belagh Boatyard, Belagh Norfolk (01603 781583) or 01786 822646

BUY TWO MONTH - GET ONE FREE ONLINE & PRINT**Looking to sell your boat?**

Reach over 50,000 readers each month plus 25k web visitors

There are two styles of Boats for Sales ad to choose from and with our special offer, if you buy two months, your third month will be **FREE**. Pick the style which suits your requirements and email: Valder.Gates@chelseamagazines.com with your text and image or call +44 (0)207 349 3779

SAMPLE STYLE A**GOLANT GAFFER**

No. 8. Excellent 2 berth coastal cruiser, built 1999. Length 18' 9" Beam 7' Draft 2' 9" long keel, designed by Roger Dongray. Yanmar GM 10 regularly serviced. Very attractive boat lovingly maintained, Lying Fowey. **£12,000 ono.** Email: name@classicboat.co.uk 0000 1111111

STYLE A.

5cm x 2 columns. Either 160 words or 80 words plus colour photograph. **£275 Plus VAT Including Online**

SAMPLE STYLE B**CUTTER**

Built 1991, mahogany & epoxy hull similar to GRP, 1930's spars & fittings, beautifully maintained. Visit www.idclark.force9.co.uk for photos and specification. **£25,750 Contact 00000 111111**

STYLE B.

5cm x 1 columns. Either 55 words or 30 words plus colour photograph. **£155 Plus VAT Including Online**

Craftsmanship

Yard News

Edited by Steffan Meyric Hughes: +44 (0)207 349 3758
Email: steffan@classicboat.co.uk

LAKE TAHOE, USA Rare Gar Wood in the shop for restoration

On the shores of Lake Tahoe, the American mecca for vintage runabouts, a rare, perhaps unique Gar Wood boat is being nursed back to glory. She's a triple-cockpit, 28ft (8.5m) Flagship Streamliner, built in 1941, just one of two, and perhaps the only survivor left in the world today. Her Classic Boat-reading owner has sent her to Sierra Boats for restoration.

"The Flagship Streamliner was the final pinnacle for Gar Wood design," he says. "All barrel-rolled and a hull inspired by the *Queen Mary*." The bottom was restored over the 2018/19 winter and the yard is now working on the deck. "All the wood is in great shape, and she has the original 300hp Scripps V12. She's all original." The next job will be replacing the leather seating in the original, patriotic colour theme of red, white and blue.



MALDON, ESSEX

Whisky barge in for hull rebuild

The Thames sailing barge *Hydrogen* has been in the dry dock at Heritage Marine, Maldon, since October as part of a major six-stage plan to renew her timbers below the waterline, reports Sandy Miller. Having discovered rotten sections on the inside of the original two-skin elm planking (3in and 1in), caused by freshwater leaking through the engine hatch, shipwrights Ralph Springett of Topsail Charters and Tim Goldsach, who lives in Maldon but has a yard in Faversham, have replaced the entire port quarter with three layers of larch and iroko (all 1in, felted and tarred between layers). It was impossible to source enough elm for the whole job but they found enough to fashion a laminated propeller shaft log, the original log being in one piece.

Ralph said the trickiest job was aligning the shaft log to the three-tonne engine. He is working on the template for the log, the first time he has done it this way round, which requires complicated compound angles to fit the shaft without moving the engine. *Hydrogen*, built in 1906, is the largest surviving wooden barge and finished trade in 1976, having spent the war years as a supply ship on the Clyde, where her engine was fitted. She was converted back to sail by Bells Whisky in the 1980s and became known as 'the whisky barge'. She came to Maldon and Topsail Charters in 1992.



LEVINGTON, SUFFOLK

Shed loads of powerboats and sailing yachts

A quick peek in the shed at Suffolk Yacht Harbour (SYH) confirms that the guys here have their hands full. In the main shed, there is a yacht of rare elegance, the 33ft (10m) sloop *Stiletto*, designed by Kim Holman in 1960 and built by Woodnutts for the gentlemanly racing of the era, for serial owner Dick Wilkins. *Stiletto* and *Acamar*, a Holman-designed 26ft (8m) Stella, are in for winter maintenance. With them are two Fairey motorboats – Huntsman 28 *Flower Power* being a side project for boatyard services director Joshua Major, and *Blue Blazes*, a 1960 Christina 23 (built by Fairey), which has just had a new transom. The biggest project in terms of man hours is the elegant displacement motor yacht *Ryegate*, 30ft (9.1m) long and built in 1937 by Gibbs of Shepperton. After two years in the shed she is looking ready to go. Overhead looms a large Fred Parker yacht, *Amarapura*, having a complete refinish, while the smallest boat here is the (probably) 1880s winkle brig *Hush*. This belonged to SYH director Jonathan Dyke's father for some years in the 1950s, and Jonathan waited some time to buy her back into the family.

In the barn nearby are more treasures. *Teal*, a rare surviving Hong Kong Yacht Club One Design, is an all-teak yacht of around 30ft (9m) in length, built for day sailing, but with a useful cabin. Next to her is another Holman memory, *Shaker* – his own yacht. Designed and built in 1964, the 33ft 10in (10.3m) sloop, with an almost 6ft (1.8m) draught, represents the pinnacle of long-keeled wooden yacht in its swansong. *Shaker's* new owner is having a re-engine, repaint and interior. Three more Faireys complete the picture. *Nautibear* is a Huntsman 28 having deck and bulwark repairs and attention to the chines. Huntsman 31 *Trident of Hamble* is having winter maintenance. Best of all has been the arrival of *Seaspray*, Huntsman 28 hull No 606, which has, according to boatbuilder Josh (also a 28 owner) “more pedigree than Crufts”, having been used as the trial horse for the Ford 2700 Series six-cylinder marine engine from the Dagenham factory. She went on to be one of the ‘Ford Four Round Britain Team’ boats in documentary film *Ride the White Horses*. She is having keel work done and updated electrics.

TUSCANY, ITALY

Bar Harbor 31 for Prada boss

A Bar Harbor 31 called *Scud* is being restored at the Cantiere Navale dell'Argentario in the pretty hill town of Porto Santo Stefano, for Patrizio Bertelli, CEO of Prada. The Bar Harbor 31 was a 48ft 10in gaff cutter designed in 1902 by Nat Herreshoff. Although 13 were built, it is thought that perhaps only two (the other being *Joker*) survive today. Old photos show what appears to be a serious thoroughbred, and probably a handful to sail. It has been a deep project, but after a year and a half of work, the yard is looking forward to a launch late this April.



PHOTO JAMES ROBINSON TAYLOR

Marine Directory

To advertise call Valder Gates
+44 (0)207 349 3779 or email
Valder.Gates@chelseamagazines.com

BOATBUILDERS

DAVID MOSS BOATBUILDERS

Quality boatbuilding in wood 8'-50', clinker, carvel or strip-plank,
spar-making, painting, welding, lay-up facilities
Repairs - Restorations



15ft Sea Otter
Photo: Peter Chesworth



31ft gaff cutter Polly
Photo: Keith Allen

Skipool Creek, Wyre Road, Thornton-Cleveleys, Lancs FY5 5LF
Telephone: 01253 893830 Email: davidmossboatbuilders@gmail.com
www.davidmossboatbuilders.co.uk



YOU BRING
PASSION & ENTHUSIASM
WE SUPPLY
A LIFE CHANGING EXPERIENCE

Selected courses available
Traditional wooden boat building
Joinery from 1 to 12 weeks
Steaming & Laminating
Lettering & Decorative Woodcarving
Router

NO EXPERIENCE NEEDED



LEARN FROM THE BEST™

courses@ibt.co.uk
www.ibt.co.uk
01502 569663

BOATBUILDERS



- Wooden boats specialist
- New builds
- Repairs
- Restorations
- All year round storage

T: 07802509032
E: webbeis@btconnect.com



Combwich Marine Enterprises

A Division of Anglia Stainless Ltd
Specialist Suppliers of Silicon Bronze Fastenings

Woodscrews • Bolts Nuts • Washers
Machine Screws • Coach Screws • Coach Bolts
Fin Bolts • Studding • Plain Rod
Copper Boat Nails & Roves

Delivery Worldwide

Major Credit Cards Accepted

Tel: 01359 251414 Fax: 01359 250103



www.angliastainless.co.uk



Shepherds Grove Ind Estate, Stanton, Bury St Edmunds, Suffolk IP31 2AR

BOATBUILDERS

ALAN S.R. STALEY



- Shipwright
- Boat Building
- Spar Maker
- Repair & Restoration of wooden boats
- Surveys of wooden ships

Tel: 01795 530668
www.alanstaleyboatbuilders.co.uk

BOATS WANTED

DESIGN

SELWAY FISHER DESIGN



Visit our web site at
www.selway-fisher.com
to see our full range of over 400 yacht and boat
designs, plus boat building manuals and DVD's.

SELWAY FISHER DESIGN
15 King St, Melksham, SN12 6HB
Tel. 01225 705074
enquires@selway-fisher.com
For the latest photos of SFD design boats
go to our Facebook page



Greenbank Rd, Devon, TQ3 6PJ

Car toppers to Ocean Cruisers from Plans that are 'a course in boatbuilding'

Looking for an Eco-friendly boat?

Wharram catamarans have been designed that way for over 50 years.

Self-built out of renewable wood they are designed to SAIL, not motor.

Their philosophy is to be one with the sea

www.wharram.com

Don't
miss our
sister
titles

chelseamagazines.com



WANTED

Classic Broads Motor
Cruiser in good order
at a sensible price,
Bourne 35 with sliding
canopy or similar.

Tel: 01702 582 550

The Marine Directory is the
place to advertise, call now on
+44 (0)207 349 3747

DESIGN

Boat plans to make the sea more beautiful



CNC kits available
in many countries

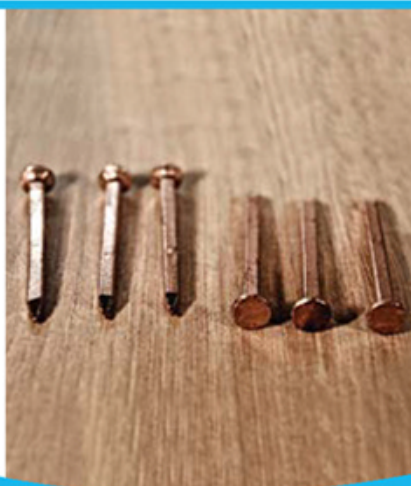
www.vivierboats.com

EQUIPMENT

Seaware
Marine Equipment & Fastenings

As one of the leading Marine Wholesalers,
we hold large stocks of Silicon
Bronze, 316 Stainless Steel & Copper
fastenings.

We also stock Vetus, 3M, English Braids,
Shakespeare, PSP and many more brands.



T: 01326 377998

www.seaware.co.uk | Email: info@seaware.co.uk

INSURANCE

Yacht Insurance

Simon Winter Marine
Classic yacht & pleasure craft insurance



For a quotation please call

0344 545 6132

www.simonwintermarine.co.uk

'Chico' - 1932 GL Watson motor yacht Insurances by Simon Winter Marine

Simon Winter Marine Limited is an Appointed Representative of Winter & Co (Marine) Ltd

Don't
miss our
sister
titles
chelseamagazines.com



STEERING WHEEL

SOUTH SHORE BOATWORKS

Handmade in the U.S.A. by Third & Fourth Generation Master Craftsman



Custom Ships Wheels. Made of teak or Sapele with Holly and Ebony accents.
The hubs are Polished Bronze or Chrome Plated.

The Plymouth Rock'r Rocking Boat. Based on a Grand Banks Fishing Dory and
is Hand Crafted of teak and mahogany.

HANSON, MA • +1-781-248-6446 www.southshoreboatworks.com

SUPPLIES

**TRADITIONAL
BOAT SUPPLIES**

TRADITIONAL BOAT SUPPLIES LTD

Now under the same roof as Bristol Classic Boat Co

Still trading in specialist tools and supplies
for Traditional Boats and Boatyards

Le Tonkinois Varnish, Coelan,
Red and White lead putty,
Red lead Paint, oakum and caulking cotton,
And much more.

www.traditionalboatsupplies.com

Tel: 01173 305950



Traditionally carved
decorative work for all craft

Interior decoration - Sculptures - Gilding - Restoration

Trailboards - Sternboards - Billetheads

Tafferels to Figureheads

www.maritimawoodcarving.co.uk tel. +44 (0)7836 32 34 31

TIMBER

- ▲ ROBBINS ELITE MARINE PLYWOODS
- ▲ MARINE TIMBERS
- ▲ LIGNIA YACHT DECKING
- ▲ CEDAR STRIP
- ▲ CLASSIC TEAK DECKING
- ▲ MACHINING SPECIALISTS
- ▲ MARINE FASTENINGS
- ▲ CAULKING & EPOXY

**ROBBINS
TIMBER**

EPIFANES

SABA

LIGNIA YACHT
Endurance for yacht decks

**WEST
SYSTEM**

**TEAKDECKING
SYSTEMS**

**BRITISH
MARINE**
LEADING THE INDUSTRY

Robbins Timber, 8-18 Brookgate, Bristol BS3 2UN

Tel: +44(0)117 963 3136 ■ Email: timber@robbins.co.uk ■ www.robbins.co.uk

CUSTOM YACHT WORKS

BRINGING FAIREYS
BACK TO LIFE

Sympathetic restorations spawn new chapter for a classic

WORDS AND PHOTOGRAPHS MIKE TAYLOR

“My career began at Kemps Quay boatyard, Southampton, where I was that annoying apprentice who always asked questions,” quips Mark Lewis, owner of Custom Yacht Works in the beautiful South Downs National Park. “From there I moved into composite tooling linked to the naval and aircraft business. Then I changed direction, becoming responsible for printed circuit board handling equipment associated with the electronics industry.” Next, came a stint at world-renowned Fairlie Restorations, where Mark gained considerable knowledge in restoring Fife sailing yachts. “Progressively, I was being commissioned to undertake ever more private restorations,” he says. “The volume of work gradually rose to the point where I left to set up Custom Yacht Works (CYW), based here at Swanmore Business Park, in 2005.”

With the first Fairey powerboat, the exquisite Huntress 23, now 60 years old, it’s not surprising that these delightful vessels, along with their later stablemates, including the Huntsman 28, Spearfish and Swordsman, require constant attention, with many on their second and even third refit. It’s here that the fame of CYW as skilled artisans in the sympathetic restoration of these beautiful craft has swiftly gained momentum. “Twelve months’ lack of attention to a wooden boat like a Fairey can result in the equivalent of two years’ decay,” says Mark pensively.

Today, CYW’s services encompass all manner of marine craftsmanship, including complete keel up and topsides restorations, total interior refits and engine transplants. The breadth of their skill also enables them to overhaul superyacht tenders and RIBs. While I was there, they were busily stripping down a carbon fibre epoxy tender from a large 1930s classic gentleman’s motor yacht.

Centre stage in the workshop is *Foam Flyer*, a 1969 ragged chine power cruiser by GL Watson, which came 10th in the Round Britain Powerboat Race of that year. “When she arrived here, her condition was so poor my team took one look and said, ‘What have you done?’” recalls Mark. “The stern had been very poorly restored with plywood, while the stem was 1.5in (40mm) off centre. We turned it upside down, cut off the bow, placed the hull on a jig and pulled it into line. It’s certainly been a challenge, partly because there were no drawings. Luckily, the owner had found a lot of sketches and photographs, plus I did many of my own as work progressed. Now she’s probably better than new. The final stage is to run some sea trials, early in 2020.”

Inspecting the underside it’s clear to see the ragged chine spray rails running the length of the hull, designed to give lift and stability, that were responsible in part for her good race result – despite suffering several breakdowns. Climbing aboard I inspect the top-end teak and

varnish finish, the cockpit and helm position featuring the latest instrumentation and navigation aids, the cabin with its plush trim, and the contemporary galley and heads. Finally, there’s the twin Volvo-Penta D3-220s linked to stern drives.

We then inspect *Athos*, a Super Swordsman 33. “Unfortunately, although vessels like this can look good on the outside, there can be serious underlying issues,” explains Mark. “With extensive experience of working on Faireys, we’re already familiar with the most vulnerable areas; on this boat the topsides are all in quite good condition, however there’s some severe softness in the deck planking.” Critically, tests with a moisture meter revealed readings that were off the scale. “Over the

Christmas period we’ll put a tent over the entire vessel and install dehumidifiers to dry her out so she’s ready to

worked on in the new year.” Subsequent to establishing CYW, Mark bought the rights to the Fairey Marine name, and plans to offer a new range of vessels under this branding. At the rear of the workshop is *Cheyne*, another Fairey, which has been totally dismantled and is being built from the keel up as Mark’s modernised version of the iconic Huntsman 28, which is being sympathetically updated. Customers will be able to specify a bespoke vessel created to suit their individual requirements with fit-out and engine spec to choice. Next to *Cheyne*, the basis for an all-new sports

tender – *Sabre* – is taking shape. Designed to take up to six passengers, she will feature a range of efficient propulsion systems from outdrives to water jets, while future plans are to build an all-electric-drive version. Says Mark: “We are very environmentally responsible, so all our vessels use the latest sustainable and recycled materials. Starting at 19ft (5.8m) this has been conceived as a superyacht sports boat and, like the Fairey Marine Huntsman range, will be available built to the client’s requirements.”

Outside, build tents house more Fairey craft. The first is *Thread Needle*, a Huntsman 28, which is undergoing a full restoration; she’ll return inside when space allows. Next is *Shikari*. This belongs to the captain of a 253ft (77m) superyacht and, like ‘202’ next to her, she’s undergoing periodic restorations to keep her up to standard. Next is *Sondora*, the fourth Huntsman 28, which was previously registered in Panama and bought by Mark to save her from being scrapped.

Finally, there is *Grey Don*, an aft-cabin Huntsman 31 and second earliest model of the marque. This has had a complete restoration, including two new 315hp Yanmar diesels and is awaiting collection.

Asked about the future, Mark is clearly excited about the Fairey Marine projects, and there’s every sign CYW’s traditional and new-build powerboat and sailing yacht restorations will continue unabated.



Mark Lewis



From top: Mark, centre, with his team at Classic Yacht Works, and some of the boats in various stages of restoration at the yard in Southampton

Boatbuilder's Notes

WOOD TEST

Working Lignia Yacht by hand

BY ROBIN GATES

Lignia Yacht is plantation-grown radiata pine (*Pinus radiata*) impregnated with phenol urea formaldehyde resin, a sustainable alternative to Burmese teak for yacht decking. The tropical timber, renowned for durability and grizzled good looks, is a diminishing resource and of increasingly dubious origin.

Unlike other materials made with resin, Lignia is essentially solid timber with tissue structure exactly as it grew. The resin completes a kind of molecular scaffolding inside cells. The factory is in Wales, where timber loaded into autoclaves has resin forced into it. After curing and kiln drying, it's dimensionally stable and as hard as teak. Chromatically, I'd place it between teak and English oak, close to malt whisky **(1)**.

There's flat-sawn Lignia, and Lignia Deck, which is quarter-sawn, and physically and aesthetically tailored to the rigours of the sea. Last year Spirit Yachts laid Lignia Deck on the Spirit 50CR cruiser-racer, and has committed to the material for future builds. But how does it perform for the smaller builder, more reliant on

hand tools than machinery? To answer that, Robbins Timber obliged with the Lignia Deck and I got stuck in with saws, planes, brace and bit.

Working to lines scribed with a knife, the panel saw cut cleanly and with ease **(2)**, revealing the wide-apart annual rings of a fast-grown temperate softwood **(3)**. Ripping lengthways with the grain **(4)** required an ounce more effort than teak demands, and neither was planing a pushover, but nonetheless the shavings piled up like curled butter **(5)**. Holes bored with the centre bit were crisp as new pennies **(6)**, while bashing out a mortise with an old 'pig-sticker' was simplicity itself **(7)**. Still, this is tough stuff, and sharp edges will require frequent honing to remain effective.

With regard to aroma, cutting into Lignia unleashed a reek closer to taxidermy than the leathery air of teak, which isn't surprising given the formaldehyde in its make-up, but that soon moderated to a more woody note.

Lignia Wood Company lignia.com
Robbins Timber robbins.co.uk



1 Lignia Yacht (centre) flanked by English oak (left) and teak; **2** Cutting to length with the panel saw; **3** Sawn ends show wide-apart growth rings; **4** Cutting lengthways with the rip saw; **5** Planing faces with the No 3 smoother; **6** Clean-cut edges with a centre bit; **7** Chiselling a mortise

ROBIN GATES

Traditional Tool



SHIP SCRAPER

STORY AND PHOTOGRAPHS
ROBIN GATES

Scraping is a thankless and unpleasant task, often pressured by the deadline of a returning tide, the worker toiling in a wedge of discomfort between a fouled hull and stinking mud. Scraping higher up is little better, straining to reach the overhanging topsides, blinded by sun or rain, arms tiring, head and shoulders showered by the flaking colours of seasons past. For the yachtsman reflecting on idle days afloat, a spell of self-inflicted scraping may serve as a kind of penance, not to mention entertainment for the casual onlooker only too ready with advice, such as "Oy! You've missed a bit." In such trying circumstances, an efficient scraper – well shaped and sharp – is an absolute necessity.

Ninety years ago, when hand tool catalogues were thick as bibles, you'd find scrapers in a section devoted to shipwrights' tools, along with the caulking irons and mallets, mauls, hammers, sail prickers, needles and palms. Of the various designs of scraper then in common use, the one with an equilateral triangular blade,

and handle fastened at right angles to it – remains particularly effective. Drawn towards the worker, the advantage of the three-cornered blade is that it scrapes into the angles such as you find where clinker planks overlap, beside frames, and around through-hull fittings. It also has two fresh edges standing by for when the third grows dull, helping to speed the work along.

The smaller yacht- or boat-scraper (sometimes called a shave hook) has a full-length shank riveted to the blade and also to the handle it passes through. Meanwhile, the larger 'socket screwed' ship scraper has a sturdy tapering socket, flanged and threaded, fastened to the blade by a nut and

Clockwise from above: A ship-scraper removing varnish, and a small boat-scraper; scraping back to the wood; maintaining the burr

fitted with a shock-absorbing ash handle, itself locked in place by a nail driven home from the side.

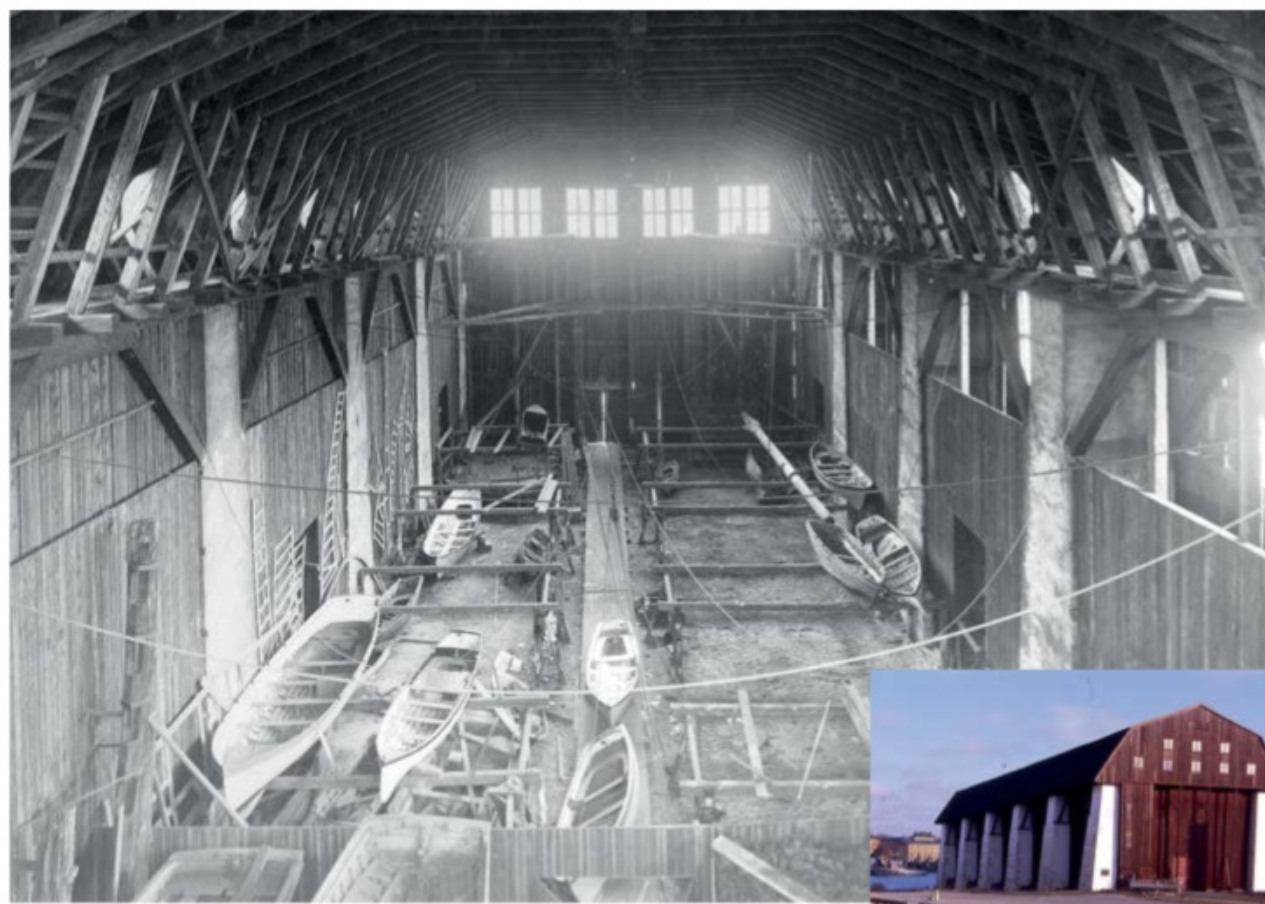
Sharpening requires only the light touch of a file to maintain the cutting burr. Then, when tested by drawing across a fingernail, the edge will lift a tiny shaving. At eight times the mass of its little cousin, this veteran ship scraper, made by Parkes of Birmingham, has sufficient clout to begin peeling paint or varnish almost under its own weight. Notice that the edges, although worn unevenly, retain a trace of the original camber, designed to improve bite on a smooth or wet and slippery surface.

NEXT MONTH: Shipwright's slick





LETTER OF THE MONTH
SUPPORTED BY OLD PULTENEY WHISKY



1945, UNKNOWN PHOTOGRAPHER



PHOTO ERLING KLINTEFORS

A slip-up in Classic Boat!

In your February issue, there is Yard News from the fantastic Stirling & Son in Plymouth. I read the article and then on the company's website it says: "No 1 Covered Slip is the oldest remaining covered slipway in the World. Built in 1763 the slip was 250 years old in 2013. The roof was added in 1814."

No doubt it is the oldest covered slipway still in use, but is it the oldest covered slipway in the world? In the southeast corner of Sweden you will find the Naval Base and World Heritage city of Karlskrona, established in 1680. On the naval yard a slipway was built in 1755 and a roof was added during the years 1758-1763. The drawing is dated 1758 and when you see the supporting columns you can figure out why it took some years to build it... It is called the

Wasaskjul (The Wasa Shed) after a ship of the line, HMS *Wasa* launched from the slipway in 1778. The last ship from this slipway was the frigate *Norrköping* in 1858, and after that it was a storage for coal and, later on, smaller boats. Today it is thoroughly renovated and often used for concerts by The Royal Naval Band. I claim this must be the oldest covered slipway in the world. And, by the way, it is situated just beside the world's oldest non-tidal dry dock, the Polhemsdockan, from 1724 and still in use.

Hans-L Ohlsson Senior Adviser, Swedish Maritime and Transport Museums

Hans is sending his best wishes, and the whisky he won, to Stirling and Son, on the strength of their slipway still being in use! Ed

Where has Wanderoo wandered to?

The feature on the Peter Duck Class (Affordable Classics, *below*) in the February issue caused my heart to miss a beat. Always a Ransome fan, I was very happy for a couple of years in the late 80s to have my Luke 5-tonner *Wanderoo* moored next to Peter Duck in Woodbridge. Happy days, with our one-year-old strapped in a car seat in the cockpit.

Several years later, newly appointed assistant secretary at Royal Lyngington Yacht Club, I was being quizzed by dear Doug Baverstock, then recently retired after 44 years as Club Boatman, as to my sailing credentials. He asked me what boat I sailed. I explained that I had a Jaguar 25, but that previously I had owned a Luke. He did not ask what it was, but "which one?" "*Wanderoo*," I replied. The response: "*Wanderoo* spent 10 years on that mooring there. Belonged to a friend of mine." Clearly I had passed the test, but never before or since has serendipity been so kind.

By the way, does anyone know if *Wanderoo* has survived and, if so, where? She was last heard of as a restoration project on the Exe.

Ian Gawn, Scill , France



What are these boats?

West Wales Maritime Heritage Society, Pembroke Dock, has in its collection two wooden boats which we hope to restore. Unfortunately little is known about them and we have no plans or drawings. We do know that they were known and raced locally as the Pembrokeshire One Design Class and were built by David Williams and sons of Aberystwyth in or around 1939.

Steve Price

HAVE YOU CHECKED?

Life Jackets, and in particular the inflation mechanism should be checked at least annually.

Check the expiry date on your cartridge and replace with a new cartridge from your local chandler or service agent.



www.uml.co.uk

ocean
SIGNAL



**Furling
for
Britain**

Year after Year

www.davey.co.uk
+44 (0)1206 500945

Alchemy Marine

see our latest transformations at
www.Alchemy-Marine.com

or

follow us on facebook



VENTIS
SCHEEPSTIMMERWERK

CLASSIC YACHT SPECIALISTS
WORLD CLASS WOODEN YACHT SPARS



Vlakwater 7
Enkhuizen, 1601 EV
The Netherlands

www.ventis.nl
info@ventis.nl
+31 228 312 542

Next month



RARE PERFECTION

The restored *Ayesha* is 40ft of pure delight – her designer's only creation in 1922, and restored back to original



RACING TO ALASKA

Ziska, a century-old English workboat restored for the madcap R2AK race to the wilds of Alaska

PLUS...

Illustrator Claudia Myatt goes around Cape Horn with her sketchpad; the Austin Healey ski boats; a visit to Tristan Stone's timber yard; and much, much more.

MAY 2020 ON SALE

Friday 3 April, 2020
(or why not subscribe!)



2020

AWARDS

We reveal the winners of our annual awards

OTHER SAILING MAGAZINES FROM THE PUBLISHERS OF CLASSIC BOAT



IN THE LATEST ISSUE

A timeless bluewater classic: Hallberg Rassy 44

- Rod Heikell: how climate change is affecting Med cruising
- Stress-free navigation with Duncan Wells
- Antifouling made easy



IN THE LATEST ISSUE

Dinghy dynamics: the complete guide

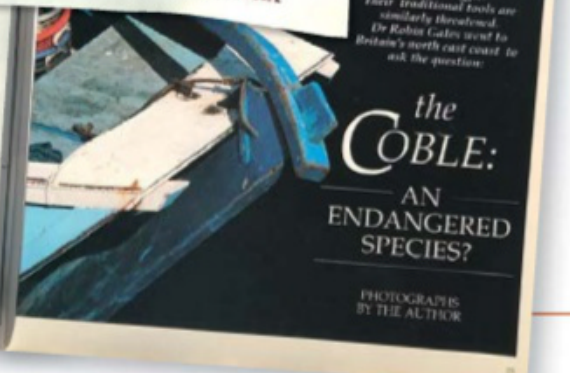
- How Tom Slingsby won in the fast Moth Class Worlds
- New International 14
- Expert analysis of the Sydney Hobart

Available at all good newsagents
or order now post-free from
chelseamagazines.com/shop

30 YEARS AGO

APRIL 1990, CB22

Is the coble an endangered species, asks Robin Gates in his feature on the distinctive, compound sheer open working boats of England's northeastern coast, a premonition perhaps of the current revival of the fleet's fortunes. John Leather takes a look at the Thames skiff, immortalised in *Three Men in a Boat* and still popular today. Ken Roe was busy restoring a pram dinghy while Peter Chesworth was busy building a new one. Stepping up a size, we had a new boat review of the Vancouver 36, following on from the Vancouver 32. The 36 is a GRP boat, but with a traditional shape and good seakeeping manner; we pegged her as "a well planned ocean cruiser". The big yacht in this issue was Sam Crocker's gorgeous 1930s cruising yacht *Mercury*, a boat we revisited a few years ago, after she was restored once again for new owners.





Neil**Thompson**Boats

Built in North Norfolk Sailed the World Over



Norfolk Oyster Matilda sailing on Lake Geneva

Builders of the **Norfolk Range**

Luxury Day Boats and Yachts

01263 741172 www.neilthompsonboats.co.uk



CLAUDIA MYATT

A youthful enterprise

Martin Black and friends wash up at a nuclear base

I was a fresher at Strathclyde University seeking fun and frivolity, and an ad on the noticeboard in the student's union read "Free bar and disco Saturday night – apply to the University Sailing Club." What better enticement for an 18-year-old newly released from parental controls? Contact made, I arrived with a sleeping bag and change of clothes outside the union that Friday night.

A small raggle-taggle army of ardent party-goers climbed aboard a waiting minibus to be whisked away from Glasgow to the countryside beyond. The Firth of Clyde came into view and on we went through Dumbarton and Helensburgh, out into the leafy wilds, and finally down a narrow highway to the university's outdoor centre on Gareloch. The idyllic setting was marred only by the Faslane nuclear submarine base on the far shore.

There were drinks and food laid on. The big disco was to be the following night, but to keep up our spirits we walked off to a nearby hostelry where we partook of further refreshment.

The following glorious day, those who wished to were taken out in the university's fleet of sailing dinghies. I elected to join the other casualties from the previous night's jollifications and lay down to enjoy the warm sunshine and doze a while or two. The disco later that night was hailed a great success.

Midway through the following morning, as I basked once again in the sun, one of the organisers came up and enquired if I was having a good time. I assured him that indeed I was. "Don't you think

it might be quite nice if you at least tried going out in one of the boats? That is after all why we have brought you all down here."

Fair point, and I did not want to hurt his feelings, so I strolled to the slipway where a fully-rigged Enterprise awaited. There was already a *matelot* on board. "Step aboard and I'll push off," he said. "Why don't you take the tiller and I'll try to get the sails working."

I guessed that "getting the sails working" was unlikely to be the correct terminology, but at least he was trying to keep it simple for me. I did as I was told and off we shot, out into the wide blue yonder. "This is rare!" he declared. I agreed. Our sprightly little craft sent waves shooting up from the bows. The more we pulled in the main, the faster she went. Soon we were approaching the outer limits of the naval base and we were under very strict instructions not to cross the line. "I think we should head back" he said. "Good idea," I responded, "so what do I do?" "I don't know, you are the instructor," he answered... Oh, if only!

Somehow, we did turn about without capsizing and again we tore back across to the slipway. A crowd of concerned onlookers had assembled onshore, aware that two tyros had been let loose in one of their prized vessels. "Slow down, for Pete's sake, slow down!" Given that we had no brakes and there was insufficient time to explain the rudiments of losing way, we could only carry on in a headlong rush, while members of the club ran into the water

and flung themselves bodily at our unruly charger. Oh, how we all laughed after the swearing stopped. I was hooked. Later that year, in a very fresh wind, we decided to see if we could get an Enterprise to plane.

There were four of us in the crew, all sturdy boys. We powered away down the loch, leaning out as far as we could. There were yells of excitement until, with a loud bang, our mast and sails disappeared. This left us bobbing up and down at the mercy of the wind which was blowing us rapidly into the restricted area. Soon we were brought up against the seawall of the naval base. Given the height of the waves striking the wall, there seemed every chance that our transport of delight would be reduced to matchwood. I scaled the seawall in time for the arrival of a jeep with a blue flashing light bearing down on us. This was the shore patrol, armed with heavy white truncheons. Clearly, they were not happy bunnies.

By that stage in my sailing career I knew enough nautical terminology to infer that they wanted us out, away and never to return. They were really quite terse and used language that would not have disgraced a Leith washerwoman. I had to point out that even had we brought paddles, there was no way we could have fought our way back through that wind to the other side.

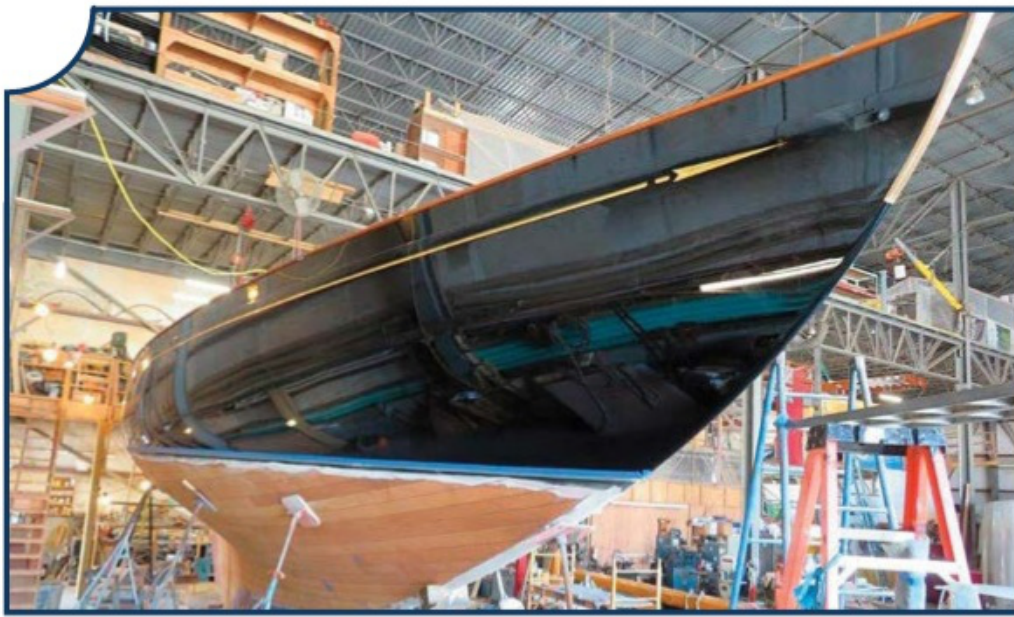
I was told to no longer despoil Her Majesty's Dockyard and to clamber down to the boat to join the other unmentionables.

A university launch was given special approval to come and tow us home. The trip back gave us some opportunity to get our story straight as to how we had managed to snap a perfectly durable mast and ruin what had hitherto been a very harmonious relationship with the Navy.



"I was told to no longer despoil Her Majesty's Dockyard"

FROM LMI – RESTORATION #4 OF AN OVER 50 FT GROUP OF CLASSICS RETURNS TO CONCOURSE AND RACING TRIM.



Kirawan, Closing in on 22 months work, sporting a new horn timber, stern post, wood keel, rebuilt rudder and the ballast back on. Planking, caulking and longboarding behind us.



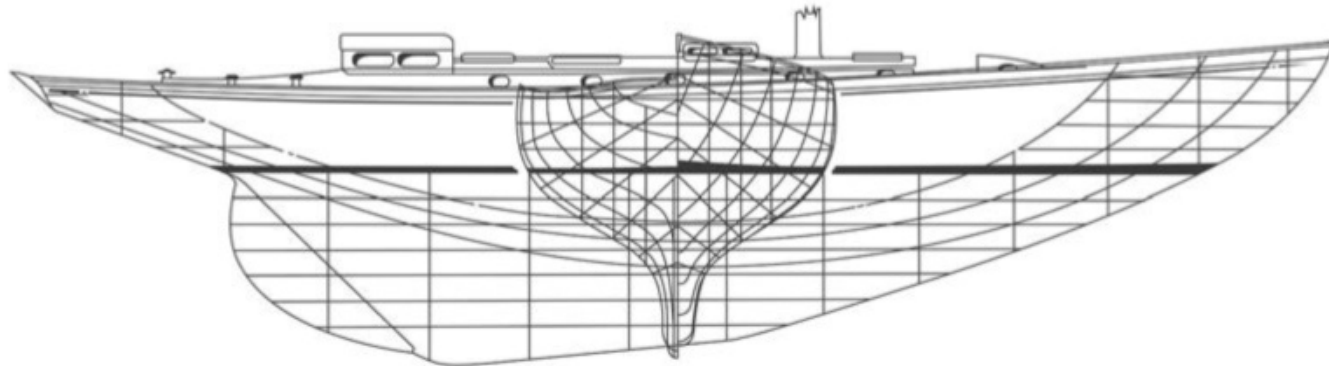
Kirawan, 2019 Tuning up the new spruce rig to N/M design, and sail evaluation at Newport's Classic Regatta in prep for the 2020 "Bermuda" 84 years after her 1936 1st Place Win.



Kirawan's deck layout with refurbished cabin, signature doghouse, butterflies, new handrails, deck, caprails, coamings, bronze pedestal, wheel, winches and hardware i.e. "the works".



Kirawan's new paneled interior with nav station introduced, and all that goes with it; bronze hardware and fittings, systems, engine, electrical and electronics – all quite the team effort.



SANTANA 55' 1936 S&S yawl (Bogey's darling). 22 month (award winning) major "soup to nuts" restoration would sum it up – completed 2016.



DORADE- ("the mighty") 52' S&S yawl, received new rigs, rudder, an engine/systems – deck and interior carpentry. Her history and success lives on.

LOUGHBOROUGH MARINE INTERESTS LLC
BROWSING? VISIT WWW.LMINEWPORT.COM FOR PROJECT GALLERIES