

Classic Boat™

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DECEMBER 2009

Griff's Med Season



**Rhys Jones
at 2009's
Regattas**

50 Top boats

**F9 gale
in the
Arctic**

**Newport
wowed
by 6-M
worlds**

**Panerai
watch boss
launches
his Fife**

DECEMBER 2009 £4.40



OFF SALE DEC 17

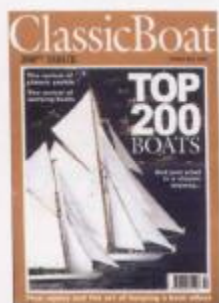
YOUR GUIDE TO WINTER SAILING CLOTHING

ClassicBoat's TOP 50 MORE

KATHY MANSFIELD



Covering maybe 250 years, from the late 1700s to right now, these are the boats the Classic Boat Top 200 missed



Our 200th issue ambitiously covered 200 favourite boats: view them on www.classicboat.co.uk/pictures

To celebrate our 250th issue earlier this year, we invited our readers to nominate another 50 boats to add to the Top 200 classics featured in our 200th issue, February 2005.

The idea was to celebrate those boats that have been built or rediscovered and restored over the last four years – or that shouldn't have been overlooked last time.

And you responded magnificently, with more than 160 boats. Most received just one nomination, often from the owner, while a few were the subject of organised campaigns, on the assumption it was a vote – which it wasn't (otherwise we'd end up with a Top Eight, and 150-odd equal ninth).

The job of selecting and ranking the 50 fell to CB's editorial team. We discovered many beautiful boats, with great stories to tell, both in and out of the 50, and we hope to follow some of them up in future issues.

SIGURD COATES



1 Britannia 125ft (37.7m) d GL Watson b Solombala Boatyard, Arkhangelsk for Sigurd Coates, 1994-2009

We feel a bit like the Nobel Prize committee, celebrating Coates' replica of Edward VII's yacht *Britannia* like this before she has achieved much – but this is one special replica. She's been dogged by building troubles in Russia but is on schedule to make her debut in the UK in May 2010, and will call Cowes her home. The original 1893 *Britannia*, scuppered in 1936, was the most iconic yacht of the last century and this boat already has a fizz factor which should electrify the crowds.



2 Tuiga

The 92ft (27m) 15-M Fife belongs to the Monaco YC and celebrated her centenary this year.

3 Rowdy

59ft (18m) d NG Herreshoff, 1916

A New York 40, she's probably the best campaigned yacht on the classic circuit in the Mediterranean, winning several Panerai watches for the father and sons Walker family team who race her.



KORTY IMAGESFIELD

5 Kelpie

60ft (18.3m) d Alfred Mylne, b JG Fay, Southampton, 1904.

Originally a Solent 38, reclassified as a 12-Metre with the introduction of the International Rule in 1907. Recently resold and now due for restoration at Fairlie.



4 Sorella

27ft (8.2m), d/b Dan Hatcher, Southampton, 1858

Possibly the oldest surviving purpose-built yacht, similar to Itchen Ferry fishing boats, but much less beamy. Restored c1981 by Chris Waddington. Now in Italy, owned by Renato Pirota and refitted by Carlo Sciarelli.



KORTY IMAGESFIELD

TOP 50 CLASSIC BOATS



DEN PHILLIPS

7 Venture

29ft 6in (9m) d Albert Strange, b A Wooden, Oulton Broad, 1920
Strange's last design, she inspired four posthumous versions (*Charm*, 1923, and *Sea Harmony*, 1935, both 33ft/10m; *Charm II*, 1925, 40ft/12.2m and *Muldonich*, 1931). The original *Venture* was immaculately restored by Jamie Clay in 2007. CB237



8 Endeavour

36ft (11m) b Cole & Wiggins, Leigh-on-Sea, Essex, 1924
As a Leigh cockler, she was a workboat worth preserving, but she's also a Dunkirk Little Ship, one of six from the town that went across, and that is why Leigh people got Brian Kennell and Shaun White to restore her in 2001-2005 for the Endeavour Trust. CB203

6 Lulworth

152ft (46.3m) d Herbert White, b White Bros, Southampton, 1920
Big Class, big (€15m) restoration, by Johan van den Bruele, 2001-2006. CB219. Also our first Restoration of the Year winner: 2006



9 Vagabond

28ft 3in (8.6m) d Linton Hope, b Townsend, Bourne End, 1907
Thames A Rater, most famous for owner Beecher Moore's 1930s 'invention' of the trapeze, when he hung out on something they called the 'bell rope'. Still sailing. CB232



FRANCO PACE

10 Peggy Bawn

36ft (11m) d GL Watson, b John Hilditch, Carrickfergus 1894.
Meticulously restored by owner Hal Sisk with historian Iain McAllister, architect Theo Rye and builder Michael Kennedy in 2003-2005, fully documented in CB207 and 209-216.

11 Lord St Levan's barge

27ft 4in (8.32m)
Built between 1740 and 1790, possibly by the Peters family gig-builders of St Mawes, she's thought to be the oldest boat still sailing in Britain, if not the world. Built of elm felled at the family's Clowance estate and kept at the family boathouse on St Michael's Mount, seen here at Fowey Classics in 2008

ROSAWNA SHARLEY



12 Riva

38ft (11.6m) d/b
Charles Sibbick,
1892
Gaff cutter,
greenheart below
waterline, pitch pine
above, oak frames,
teak cockpit,
mahogany interior.
Fully restored and
relaunched 1997.



15 Kelpie II

26ft (7.9m) d
Pain-Clark, b HE Kennard,
Erith, 1902
Canoe yacht, largely
original and never out
of service (except for
war years), owned
until 1988 by son of
builder, currently
being refurbished by
present owner, but
still without missing a
season.



13 Cotton Blossom II

49ft (14.9m) d/b Johan Anker, Norway, 1925
Dennis Conner restored this Q Class to
concours condition in 2004, and brought her
to Europe to race. She's awesome!

14 Halcyon

80ft (24.4m)
d/b Thorneycroft,
Southampton, 1929
'Gentleman's yacht'
for industrialist Sir
Samuel Turner; later,
1958-88, sail training
vessel for Merchant
Navy cadets. Major
refit at T Nielsen,
Gloucester, 2006.
Now a luxury
charter vessel.



16 Argyll

57ft 4in (17.5m) d
Sparkman &
Stephens, b Simms
Brothers, 1948
Relaunched this year
after an eight-year
restoration involving
three owners and
input from the likes of
Ed Burnett and David
Walkey. CB254



RAY LITTLE



TIM WRIGHT

17 Rebecca of Vineyard Haven

60ft (18.3m) d Nat Benjamin, b Gannon & Benjamin, Maine, 2001
Elegant, schooner-rigged tribute to the respected yard, where she
was the largest vessel built in over 150 years.



18 Cockleshell

21ft 6in (6.6m) d/b Arthur
Barber, Guernsey, 1926
Drawn and built by a
Guernsey dentist for his
own use, now kept and
raced regularly on the
Hamble by his grandson.
"Viceless and forgiving...
Perhaps she is the
one-design that should
have been." CB26



ROSANNA SHAKERLEY

19 Concord

36ft (11m) d Sidney
Bellchambers, b H
King & Sons, Pin Mill
1937. Built for artist
and writer Archie
White who included
her in two of his
books, *Pitman's Book
of Yacht Sailing* and
*Puffin Book of Sailing
Ships*. Present owner
James Boyd
discovered her in
2008 in Scotland (as
Penelee) and took her
to Peter Williams of
Bodinnick by Fowey
for restoration.

20 Dainty

26ft 6in (8m) d/b
Alfred Westmacott,
Bembridge, 1923
First of the Solent
Sunbeam class, she
has never needed
restoring ("Not a trace
of epoxy," says her
owner) and now races
in Cannes as well as
Cowes.



21 Little Windflower

41ft (12.9m) d/b Wm Ferris,
Falmouth, 1890

Built for owner of 80ft (24.4m)
C&N yawl *Windflower*; later, 1913,
bought by Francis Cowper, author
of *Sailing Tours*, who added a
cabin. Later, 1958-78, refitted at
Bursledon by George Marlow and
latterly by John Richardson of the
Elephant Boatyard.



22 Dusmarie

45ft (13.7m) d/b
Aldous, 1884 Owned by
Cdr Douglas Dixon and
featured in his books,
then by his daughter
Astrid, who skippered
the first all-female
crew, and smallest
boat, to take part in the
Tall Ships. Now kept on
the River Deben.



23 Excelsior

71ft 6in (21.8m) b John
Chambers, Lowestoft,
1921

Sailing trawler,
extensively and
authentically restored
over 15 years by John
Wylson and team and
relaunched in 1988 as a
sail-training ship, now
operated by the Cirdan
Trust. She also still
fishes occasionally.
NHS Core Collection.
CB41

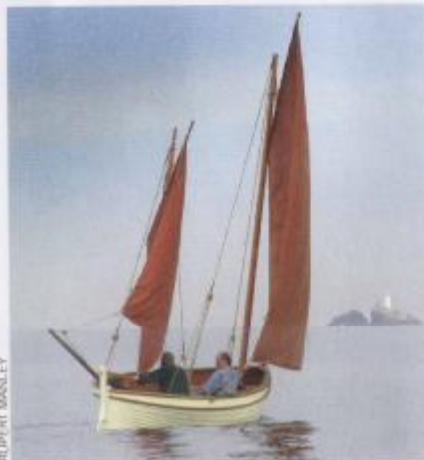


RUPERT DANLEY

24 Jumbo

20ft 6in (6.3m) b
Jonny Nance, St
Ives, 2007

Not so much a
replica, more a
regeneration of a St
Ives inshore fishing
lugger design of the
1880s. First of the
class, *Celeste* (left) is
shortly to be joined
by a second,
currently in build.
CB237



25 Opera class

16ft (4.9m) d/b Hoylake
Sailing Club, Wirral, 1902
In 1899 the club
commissioned a new
flat-bottomed dinghy
class to cope with the
silting of the River Dee.
In all 17 were built over
the years, of which 15
are still sailing and
racing regularly. In 2004,
Carmen (No 9) joined the
Blekinge Archipelago
Raid in Sweden, where
she was the oldest boat.





26 H-28
28ft (8.5m) d LF
Herreshoff, 1942
"More circumnavigations
have been made with the
H-28 than any other
design." Easy to build,
pretty, stable, and with
her low-aspect ketch rig,
simple, comfortable and
seaworthy. CB53



27 Cariat
106ft (32.3m) d AE
Payne, b Summers &
Payne, Southampton,
1896
Built for Lord
Dunraven, discovered
in disrepair in
Thailand by Stuart
Williamson, whose
rebuild was finished
at the end of 2008.



29 Cormorant
30ft (9.1m) d/b AR
Luke, Hamble 1911
Just a very pretty boat,
and nominated by
photographer Den
Phillips, who should
recognise one.
Restored over 14 years
(for 10 of which she
was sailed as a
dayboat) by Dick
Planton and Peter
Brookes and regularly
raced at Maldon.
CB199

DEN PHILLIPS



28 Gipsy Moth III
39ft 7in (12.1m) d Robert Clark, b Tyrells, Arklow, 1959.
Francis Chichester's 'other' *Gipsy Moth*, the one with which he
accepted the challenge from 'Blondie' Hasler and junk-rigged *Jester*
for the first single-handed transatlantic race in 1960, for a wager of
half a Crown (12.5p these days). Chichester won, in 40.5 days, and
the OSTAR was born. She's recently been restored in Plymouth.

**30 Kathleen
and May**

98ft 4in (30m) b
Ferguson and Baird,
Chester, 1900
Three-masted topsail
trading schooner,
bought in 1970 by
the Maritime Trust,
which sold her in
1998 to Bideford
man Steve Clark,
who restored her.
Still sailing, she is
part of the NHS Core
Collection. CB178





HANNEKE GLISSEN

31 International 12

12ft (3.7m) d George Cockshott, 1912

Designed by amateur Cockshott for the newly-formed Boat Racing Association, it was the first class to be awarded international status; was sailed in the 1920 and 1928 Olympics and is still popular, with 1,000 craft sailing worldwide.



32 Lady Belle

28ft (8.5m) b Harley Mead, Falmouth, 1909

Century-old yacht built on quay punt lines (with accommodation for a paid hand). Recently restored by Alastair Garland.



33 Agnes

46ft (14m) d/b Luke Powell/Working Sail, 2003.

Of all Luke's interpretations of Scillonian pilot cutters – seven, now – Agnes is arguably the most authentic.

34 Carrina

54ft (16.5m) d Fred Shepherd, b Perkins, Whitstable, 1929

Built to Shepherd's exacting standards ("Best Burman teak planking – not Java") with an elegant interior by Robertsons of London, now owned by Dutchman Willem van der Velde, who says, "With her canoe stern and a spoon bow, she is very comfortable, even in rough seas."



PETER ROSSEN

35 Boy Leslie

79ft (24m) b Sanders & Co, Galmpton Creek, 1911

Brixham sailing trawler, now based at Arendal, Norway, and back to her original rig after many years as a cargo carrier. Photo shows her taking part in the Danish Limfjordenrundt. Currently undergoing third, pre-centenary, restoration at Moen Wooden Boatyard, Risør.

TOP 50 CLASSIC BOATS



JOHN CAHO

36 Irene

85ft (25.9m) b FJ Carver, Bridgewater, 1907
West Country trading ketch that caught fire and sank in St Maartens, West Indies, in 2003. Since then her owner Dr Leslie Morrish ("chained to her, body, soul and wallet") and family have been steadily restoring her on the River Lynher, Cornwall. She was relaunched this summer.



37 Irina VII

55ft (16.8m) d Alfred Mylne, b Wm Fife & Son, Fairlie, 1934
Built for Glasgow shipowner Major JG Allen and named *Sonias* ('happiness' in Gaelic), she went to Norway in 1952, where she acquired her present name and became flagship of Bergen Yacht Club. Now based in France.

38 Lillibullero

32ft (9.8m) b AM Gostelow, Boston, Lincs, 1932
A traditional smack yacht with only five owners, the first of which, WF Johnston, wrote a book about her – *Building a Little Ship*. Her present, Dutch owners are restoring another Gostelow smack, the 1906 *Albert*



JEROEN MONTDUBAI



39 Ripple

20ft (6.1m) d Albert Strange, b John Smith & Son, Goole, 1937
Centre-plate half-decked canoe yawl designed for sailing on Hornsea Mere, so shallow of hull. Her appearance at Beale Park this year was a delight.



40 Albacore

15ft (4.6m) d Uffa Fox, b Fairey Marine, 1954
Product of a classic partnership, often described as a great husband/wife or parent/child boat. Simple, versatile but challenging, its continuing popularity is unsurprising.

41 Driac II

32ft 3in (9.8m) d Sidney Graham, b Harry Feltham, Portsmouth, 1932
Second, and longest-kept, of the two *Driacs* built for voyager AGH Macpherson, whose collection of marine art helped found the National Maritime Museum, she covered over 45,000 miles in seven years. Currently being restored by the Patterson brothers in the Lake District. CB252

**43 Marianna**

44ft (13.4m) d Max Oertz b Heidtmann, Hamburg, 1925
Not owned by Hermann Goering, but brought to the UK in 1936 and raced by Major Ralph Blewitt and his daughter Mary, author of *Celestial Navigation*. A sail-trainer in Sunderland in the 50s. Present owners, from 2007, are active passage racers. CB142

**42 Iolaire**

44ft 6in (13.6m) b Harris Bros, Rowhedge, 1905
Owned by CB contributor Don Street since 1957 and extensively cruised and raced by him in Caribbean and European waters – mostly without an engine, though a small diesel electric engine has recently found its way aboard. CB209, et al

**44 Little Apple**

24ft 7in (7.5m) b Paynter, St Ives, 1905
Former oyster dredger, now a cruising yacht, she successfully defended the honour of classic vs plastic in CB146. Now based on the Percull River, Cornwall.

**45 Vanadis**

67ft (20.4m) d/b Kai Agerskov, Stockholm, 1868
Not quite the oldest surviving yacht (see N° 5, *Sorella*) but probably the oldest schooner yacht. Never successful at racing, and used for charter, she managed to survive until her present owner bought her in 2003 and restored her. CB204





46 Harriet Blanche

36ft (11m) b Aldous, Brightlingsea, 1909 Colchester fishing smack CK9; her lines are lodged at the National Maritime Museum. Recently (2005) restored by Testers of Hollowshore, Faversham, she is now moored in the Pyefleet, just a mile from where she was built. CB2



47 Star class

22ft 7in (6.9m) d Francis Sweisguth, USA 1911 Keelboat, initially gunter-rigged with long overhang, later switched to 'Marconi'. Further developed by Skip Etchells in the 1940s. First used in the Olympics in 1932. More details www.starclass.org

48 Ierne

41ft 7in (12.7m) d/b Wm Fife III, 1914 8-Metre, discovered in a shed in Portugal by Huw Jones of Hull, and restored by Barton-on-Humber shipwright Joe Irving, creating a classic but essentially functional craft that wowed the 2008 Fife regatta and gained her CB's 2008 Restoration of the Year Award. CB240



NIGEL PERIT



49 Slipper launch

25-30ft (7.6-9.1m) b Andrews, Bourne End and others, 1930s-1950s Properly 'slipper-stern' launches, with their Lloyd-Loom chairs and air of leisured elegance, they are the iconic Upper Thames craft, and as much part of the English summer as strawberries and Pimm's (and umbrellas).



50 Maria

47ft (14.3m) b Harris Bros, Rowhedge, 1866 A 'fast smack' whose reputation persuaded Paul Winter to rescue her. His ensuing restoration, over 10 years or more, won her the Classic Boat Restoration of the Year Award 2007.