

# Classic Boat

THE WORLD'S MOST BEAUTIFUL BOATS

## The joy of lake sailing

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**Arthur Ransome's Lakeland**

**Yachting in Austria**

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WATERLINE MEDIA

ST PATRICK

# Watson 18 rebuilt by Fairlie

A unique example of a racing yacht, only four of which were ever built, was relaunched on the River Hamble on 30 June. *St Patrick*, which was on our stand at the London Boat Show this January, midway through her restoration, was built in 1919 and rescued from a garden in Scotland 20 years ago, having last sailed in the 1960s. The lightly-built 18-footer, one of four named after Britain's

patron saints and built for Salcombe Yacht Club, was restored by Fairlie Restorations with the original design office, GL Watson, managing the design side.

The hull was built using techniques pioneered by Fife in the 1890s. All the planks are full-length and close-seamed with a thread of caulking lodged in a small groove rolled into the plank edge. The planking is

Alaskan yellow cedar and the framing is all steamed timbers. Owner William Collier commented: "Prior to discovering *St Patrick* I had never seen such a well-preserved example of this type of lightweight yacht construction. The combination of the Watson design and Fife construction is a fabulous pedigree and, even after many years of neglect, this shone through."

**WORD OF THE MONTH**  
**Lacustrine**  
 Belonging to or referring to a lake. We hope you enjoy this - our lacustrine issue.



## Star of the Short Blue Fleet

*Boy Leslie* was launched by the builders Sanders & Co in Galmpton, Devon, and sailed under a UK flag until 1939, first as BM312 out of Brixham and later Plymouth as LO392 when she was bought by the Hewitt family, fishermen of over two centuries'

standing who in their heyday operated a fleet of 220 vessels. The fleet was called 'The Short Blue Fleet', after the square, dark blue flag that flew from the mast of each vessel.

In 1935, *Boy Leslie* was part of the Silver Jubilee Review for King George at Spithead. Later, she was sold to Norway and converted to a motor coaster carrying goods up and down the southeast Norwegian coast under the name *Ekstrand*. Her new life began in 1979 when a group of Norwegian sailing enthusiasts in Arendal bought *Ekstrand* and restored her back to sailing trawler. This has been an ongoing project now for the last 30 or so years but *Boy Leslie* is now in her final restoration, and her owners hope to sail her to Britain in 2012 to gather with other trawlers.



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SUFFOLK YACHT HARBOUR CLASSICS

## Windy 10th anniversary

The Suffolk Yacht Harbour Classic Regatta, 18-19 June, was nearly cancelled this year due to high winds, reports Paul Janes, but the show did go on, with boats kept to the Orwell and Stour rivers. Organisers did not send the fleet, from 23ft (7.0m) to 54ft (16.5m), many lacking guardlines and self-draining cockpits, to race in the North Sea.

The 51 entries in three classes (Stellas, and slow and fast handicaps) had plenty of drama this 18-19 June, with spinnaker pole breakages, yachts towed off the mud, a lost Stella mast (see Letters, p96) and a collision. Conditions were not helped by confinement to the river, but most agreed that the racing had been challenging and fun.



PAUL JANES