

craftsmanship

BOATBUILDER'S NOTES · TOOLS

World News

Compiled by Steffan Meyric Hughes: +44 (0)20 7901 8055
steffan.meyric-hughes@classicboat.co.uk

MEET THE NEW BOSS, SAME AS THE OLD BOSS

51 years building boats in Lyngton, the father of the Contessa, Jeremy Rogers, is entering semi-retirement. He will continue in the family business that bears his name, allowing his son Kit to take over the helm. "It's a really exciting time," Kit says. "I'm working on two new models of the Contessa 32: the 'Expedition' for customers who want to sail shorthanded and in challenging situations." Many people recognise a Contessa when they see one, with its distinctive rounded companionway.



The design, a 26ft (7.9m) bermudan sloop drawn by David Sadler and built from GRP by Jeremy, is a Folkboat derivative and, with a production run of more than 300 yachts from 1966-77, it predates the famous Contessa 32 of 1971.

MAYA RESTORED

Maya, 1973, was restored for a syndicate to race under IRC, for which the Contessa 26 receives a very good rating – so good, in fact, that

Above left: Jeremy and son Kit
Above right: *Maya's* new interior is much improved from the 1973 original

Contessa 26s have won the Gold Roman Bowl at the Round the Island Race on four occasions: three times with Jeremy Rogers at the helm and once with nephew Nick Rogers.

"I knew we were buying a modern classic, but having her refurbished to this standard has turned her into a real treasure," explained syndicate founder Kevin Collins. *Maya* will make her racing debut at this year's Round the Island Race on 30 June.



REPLICA TENDER GOES TO THE DOGS

More than 200 years, Pasco's Boatyard built dinghies and fishing boats to work the Falmouth Oyster Punt was launched from Pasco's shed at St Just in Roseland. She's a replica of *Dogboat*, built in the 1930s to fish, then sold to the family who owned the motor cruiser *Charm of Rhu*, as a tender for them and their dogs. The original *Dogboat* was lost to rot, all except the stern, which has been built into the new boat by Hugh Noott and Joe Christopher, both graduates of the Falmouth Marine School. She was commissioned by Martin Thomas, the present-day owner of *Charm of Rhu*. She's larch on copper-fastened and still has the original sweeps, refurbished, painted and re-varnished. Traditional oak thole pins are used rather than noisy metal rowlocks.

USA Gaff or bermudan?

Boatbuilder Matt Hobart (*below*) looks ready to go as he sits at the helm of one of two Hazel 18 daysailers nearly ready to launch from the yard of Gannon & Benjamin in Martha's Vineyard, MA. The Hazel 18 is to Nat Benjamin's design. The two latest boats will have one big difference: one will be gaff, the other bermudan.



FOWEY, CORNWALL

From wreck to ready for Mylne 6-Metre

Resourceful boatbuilders often buy wrecks and store them, while they wait for owners to take them on as projects. *Valdai*, a 1930 Mylne-designed 6-Metre yacht, was bought by boatbuilder Tom Owen in near-terminal condition in 2008. A syndicate of three owners came forward to bankroll the project and now she's been launched from Tom's workshop in Fowey, Cornwall. Tom was fitting the deck hardware as we wrote this, and spoke to CB from under the yacht's aft deck. The owners plan to race *Valdai* at the 6-M British Open from 25 to 28 May at Mylor.

The restoration has been a major one, including redrawing the lines, installing new moulds to bring her shape back, reframing throughout, new mahogany planks below the waterline and new deck

Above: Reframing and **(right)** the newly-laid deck

beams. She retains some of her original fabric, through the lead keel, rudder, mahogany backbone and the topside planking.

Tom, London-born and raised, escaped a decade ago to study boatbuilding at the International Yacht Restoration School in Rhode Island ('Iris' to its friends). Since then he's restored three Tumlare Class yachts (27ft, Knud Reimer-design, CB224) and had a steady stream of more general work. Tom's main interest is in light to medium displacement racing yachts of the 1930s and 40s; his next project will be a restoration of a Dragon this autumn.



UNDERFALL YARD, BRISTOL

Completion of Bristol 27 Eskdale

Since last month's report on the dinghy *Dormouse* built by Tim Loftus, Dutchman Win Cnoops of Star Yachts, also at Bristol's Underfall Yard, has written to tell us about the delivery of his first Bristol 27 semi-displacement motor cruiser *Eskdale*. She was on show, in incomplete form, at last year's Southampton Boat Show in September. Her new owner will keep her on the Thames at Pangbourne near Reading. She's the bigger sister to the displacement cruiser Bristol 22, the first of which, *Morgana*, was launched by Win in late 2010. Both boats are to designs by Andrew Wolstenholme. They cost around £65,000 and £150,000 (inc VAT) respectively.

Oyster Smack Wanderer to be restored

Win's other big ongoing project, with Tim Loftus (under the Slipway Co-operative banner) is the restoration of the Oyster Smack *Wanderer* which has been in the same family for 50 years.

