

RESTORATION OF



The Classic Boat Restoration of the Year Award is all about passion and commitment, so we begin by highlighting some of the wide range of inspiring projects we've received, before reluctantly selecting a shortlist



Sophie
LOA 32ft 4in (9.9m)
Beam 9ft 1in (2.8m)
Draught 6ft 2in (1.9m)



PETER WALLIS

SOPHIE



Falmouth quay punt, built 1892 by WE Thomas of Falmouth; bought as a yacht in 1920 and moved to the Solent area. Extensively restored by present owners Nick Harvey and Liz Saunders, on and off since 1978 at the Elephant Boatyard, Bursledon. Rigging was changed back from bermudan to gaff with help from Ed Burnett. The resulting finish is a far cry from her workboat origins, but is beautifully done and has a period feel with a stylish twist.

Venture

LOA 29ft 6in (9m)
Beam 6ft 7in (2m)
Draught 4ft 3in (1.3m)



DEN PHILLIPS

VENTURE

Designed by Albert Strange, built 1920 by A Wooden, Oulton Broad, for a Mr Suffling of Great Yarmouth, who went on to build three larger yachts (including *Charm*) to the same lines. The brief for boatbuilder Jamie Clay and team was to return her to her original design (removing a 1960s coachroof) and gaff rig, with minute attention to detail; the job took three years.

Leonis
LOA 25ft 10in (7.9m)
Beam 7ft 6in (2.3m)
Draught 3ft 10in (1.2m)



LEONIS

Stella class yacht (designed by Kim Holman, p54), built 1961 by Wm Wyatt, West Mersea and bought for £2000 as a restoration project by a group of four (Anne Barnes, midwife, Tim Crawley, stonemason, Rolfe Kentish, architect – his firm designed the maritime museum at Falmouth – and Robert Metwyrd, social worker) who undertook the work themselves over two winters. Now kept on the Deben.



THE YEAR AWARD

If there is such a thing as a classic-boat ethos, then restoration is its lifeblood. Not only does it ensure the preservation of specific boats of great beauty and character, it also contributes to the continuation of our maritime heritage, in three possible ways: in the form of the vessels themselves; in providing an application for the craft-skills used in building and repairing traditional boats, and sometimes in contin-

uing the activity or purpose for which the boats were originally designed and built.

In considering candidates for the award, we take into account a number of factors:

- The intrinsic interest and value (from a cultural perspective) of the boat itself
- The work involved, including the quality of workmanship, the depth of restoration, the finished result
- Authenticity of techniques and materials
- Purpose of the restoration

All of these factors are infinitely variable in terms of their significance in any particular project. This is not a box-ticking or marks-out-of-ten exercise.

For example: 'depth of restoration' seeks to acknowledge the level of commitment involved in bringing back to life a hulk that has been left for dead – or worse. One of the inspirations for this award was the restoration of *Pioneer*, completed the year before we first introduced it. That heroic and inspirational adventure began with



Grayling
LOA 37ft 6in (11.4m)
Beam 9ft (2.7m)
Draught 6ft 9in (2m)

GRAYLING

Built by Stones of Brightlingsea in 1900 to a JF Clyne design *Grayling* was originally a yawl – but was converted to sloop rig in 1908. In 2001 she was found by Rafa Carrió and Andrés Mondragón in a marina 10km north of Valencia, Spain, and they set about a full restoration. Reframed, replanked and with her fittings and rig replaced she graced the waters again, being relaunched in Valencia during the America's Cup.



Lovisa
LOA 40ft (12.2m)
Beam 11ft 6in (3.5m)
Draught (plate down)
6ft 7in (2m)



LOVISA

Built in Gavle, Sweden c1954 by Torg Larsson, initially for his extended honeymoon cruise, and to an individual design reflecting a mix of influences. Following acquisition by Terry Tempest in 2002, restored at Mylor Yacht Harbour in three phases, over the winters from 2004 to 2007: all timbers, fastenings and interiors renewed to a high standard. Rededication ceremony planned later this year.



Pinta
LOA 41ft (12.6m)

PINTA

A 50sqm 'windfall' yacht, ex-*Brunhilde*, built by Abeking & Rasmussen 1937, following service with the Royal Artillery YC and at Kiel, she was bought in 1988 by Fred and Heather Bouter of Holland. After an extensive restoration by Rexwinkel Jachtbouw of Dordrecht, she was launched in May, and is regarded as perhaps the best example of a 50sq m windfall at sea today.

BIG YACHTS



Hispania
LOA 76ft 3in (23.2m)
Beam 13ft 8in (4.2m)
Draught 9ft 4in (2.9m)

HISPANIA

Designed by William Fife III in 1909 for King Alfonso XIII of Spain (and the 'original' of *Tuiga*, which was built to race against her) she was discovered by Dr William Collier with her keel broken, and removed to Fairlie Restorations, Hamble, for work on her hull, before being handed on to her present owners the Fundacion de Hispania for completion. She was launched at the Condé de Barcelona.



Bloodhound
LOA 63ft 5in (19.3m)
LWL 45ft (13.7m)
Beam 12ft 6in (3.8m)
Draught 9in 1in (2.8m)



PETER MUMFORD BEKEN OF COMES

BLOODHOUND

Built 1936 by Camper & Nicholson; owned, 1962-69 by Prince Philip and the Queen. Rebuilt by present owner, Tony McGrail, 2002-2007, with help from Colin Mundy, engineer, and Lee Woodford, shipwright. Composite construction meant the replacement of iron frames. Where possible teak planking was saved; where not, Honduras mahogany was used. Currently for sale. CB231



Halcyon
LOA 80ft (24.4m)
Spars 95ft (17.7m)
Beam 17ft (5.2m)
Draught 10ft (3.1m)
Sail Area 2,275 sqft

HAMO THORNYCROFT

HALCYON

Gentleman's yacht, built 1929 by Thornycroft; subsequently, 1958-1988, sail-trainer for cadets at Warsash School of Navigation. Present owner: Andrew Armour; restoration by T Nielsen & Co, Gloucester; surveyor Richard Ayers. Refurbishment of the interior is particularly impressive. Now used for luxury charter. CB 229



digging the remains of a rotting frame out of the West Mersea mud. It would be hard to find greater depth, as a starting-point, than that. The task was undertaken because *Pioneer* was regarded as an important boat, in the history of the fishing industry and of the local area.

Nevertheless such restorations are not without controversy. The deeper the restoration, by definition, the less original fabric will remain in the finished article. This can give rise to much philosophical agonising,

as to whether the restored boat is 'really' the boat whose name she carries. For some the issue revolves around whether the keel (or a good part of it) is original. For other restorers, fabric is no longer an issue at all: as long as the new vessel occupies the same 'air space' and meets the same build criteria as the original it need not contain any of the original timber. And why should it? Timber boats are designed and built on a 'replace and renew' principle. (This approach can however lead to the sort of

arguments now raging in the 6-Metre World – CB last month, p7 – over whether multiple 'clones' can be built from the lines of a favoured classic.)

And excessive respect for depth can appear to undervalue the achievement of other restorers who pride themselves on the amount of original planking or framing or other fabric they have managed to retain. Or indeed examples where a team has managed to intervene before a boat has slipped below a certain level of viability,

8 METRES



Truant

LOA 41ft (12.5m)
Beam 7ft 3in (2.2m)
Draught 5ft 6in (1.7m)



Helen

LOA 47ft (14.3m)
Beam 8ft 6in (2.6m)
Draught 6ft 6in (2m)



PETER MUMFORD BEKEN OF COWES

TRUANT

Built 1910 by Wm Fife for Sir Ralph Gore, Commodore of the Royal Yacht Squadron. Bought in 1952 by Bob Davidson, godfather of present owner Ross Ryan. Ross's restoration, carried out by Adam Way at Lochgilphead with advice from Theo Rye, is a very personal tribute to Bob, who died shortly before the launch. It is based on the original drawings and has retained 60 per cent of the original fabric.

HELEN

Designed to the 3rd International Rule by Sir Thomas Glenn Coates and built in the Mylne yard, 1936, Helen was discovered in Antibes in 2006 by Brian Pope's International Metre Yacht Management and brought back to his yard in Penpol, Cornwall. On stripping her back they found considerable degradation and she has been virtually rebuilt, relaunching just in time for the 2007 Metre centenary.

WORKING BOATS



Maria

Relaunched May 2007.
LOA 47ft (14.3m)
Beam 10ft 8in (3.3m)



MARIA

Built 1866 by Harris Bros of Rowhedge, Essex, for a Mr Gunn who wanted a 'fast smack'. Present owner Paul Winter found her in Holland in 1996. Restoration by shipwrights Rick Cardy, Allan Williams, Andy Balfe and others. Engineless and very traditional in rig and finish, she is used by Paul for racing and stowboat fishing. CB234



turn it around and bring it back to life without having to disturb an essentially-sound underlying structure.

All of which raises the question: what is restoration anyway? As distinct from, say, putting right an accumulated backlog of maintenance work? And of course, it's almost impossible to define, but "we know it when we see it".

Authenticity ought to be a more straightforward issue. Use of traditional materials, worked in the original way – what could be

simpler? Except that while types of wood, and the methods of fitting and attaching them to each other might not have changed, inevitably a lot else has. We often hear of frames being soaked in epoxy before being installed to give them greater durability. Ought this to be counted as a crime against the orthodoxy of authenticity – or a common-sense approach which the original builders would have adopted if it had been available? A much more complex issue, and not without irony, is the quality of the

workmanship itself. Often it is much better in the restoration than in the original build. This is especially true of workboats which were put together without any intention of their becoming a classic.

Authenticity can often become mixed up with the purpose to which the restored vessel is to be put. A lovingly and exactly replicated Edwardian yacht interior for a fastidious private owner may be at one end of the spectrum. A restored fishing boat, which needs to earn her keep, and indeed

■ RESTORATION OF THE YEAR



Terror

LOA 28ft 6in (8.7m)
Beam 9ft 4in (2.8m)
Draught, plate up
1ft 10in (0.6m)
down:
4ft 4in (1.13m)



Dawn

Stackie barge
Reg No. 105902
Displ 54 tons
Relaunched May 2007

TERROR

Built c1880 for the Emsworth oyster fishery, *Terror's* design is distinct and unusual with her low freeboard and rolled 'whaleback' deck. In 2003, following a couple of failed restoration plans, she was taken on by Chichester Harbour Conservancy, and with Heritage Lottery Fund support, turned over to Tim Gilmore and his team at Dolphin Quay boatyard. Now providing harbour trips. CB222

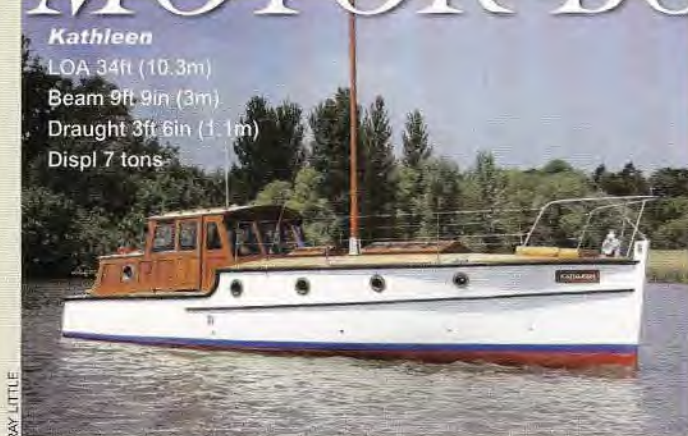
DAWN

Built 1897 By Walter Cook of Maldon as a 'stackie' barge, carrying loads of hay on deck. Believed the last UK merchant ship built with tiller steering and accredited a Dunkirk Little Ship. In the 1960s and 70s she provided trips for schoolchildren. The Dawn Sailing Barge Trust (www.dawn-trust.org.uk) was formed in 1999 to rebuild her at Heybridge Bsain, with support from the Heritage Lottery Fund.

MOTOR BOATS

Kathleen

LOA 34ft (10.3m)
Beam 9ft 9in (3m)
Draught 3ft 6in (1.1m)
Displ 7 tons



Lady Lucy

LOA 36ft (11m)
Beam 10ft (3.1m)
Draught 2ft 6in (0.8m)



KATHLEEN

Motor launch built (as *Guillemot*) by Brookes, Lowestoft, 1924; rebuilt 2000-2007 at International Boatbuilding Training College, Lowestoft, for owner Maggi Healey. The hull proved relatively rot-free, though in need of reinforcement, but the wheelhouse, aft cabin and deck all needed replacing. The interior layout has been redesigned by the owner in open-plan style, with ample natural light, albeit in appropriately traditional style. CB233

LADY LUCY

Coastal/river cruiser, built 1947 by Osborne of Littlehampton. Rebuilt by Peter Freebody & Co for present owner Henry Tapper. A particular challenge (over 2,000 man-hours) was re-skinning the double-diagonal hull. Although original woodwork has been retained where possible, the 'saloon wheelhouse' is new, and the curved rails which link it to the afterdeck are a Peter Freebody flourish. CB229



fulfil the purpose of her restoration, by taking parties of schoolchildren to sea, and which may therefore need to admit all kinds of modifications to her interior, may be at the other. In between is a whole mixture of restored shells, concealing mod-con interiors or bulkheads for charter work, or carrying aluminium masts and power winches. Most restorations need to conform to modern safety norms (sometimes specifically to MCA codes of practice) and carry modern navigation equipment – so

the question often is how discreetly, or otherwise, they do this.

As for purpose – it may seem more intrinsically noble or 'authentic' to restore a fishing boat and go fishing with it than to restore a yacht and immediately put it up for sale. But is it? Often, as with *Lulworth* last year, the work of restoration is a reflection of the passion of the restorer; once completed, the vessel has to be sold to finance its own restoration, or sometimes the next project.

In judging this award, *Classic Boat* is inevitably aware of these controversies; on the whole we prefer to take a lofty stance towards them and, while being thoroughly alive to all the issues surrounding classic restoration, we have approached the task of sifting and evaluating the candidates armed only with a few basic watchwords: integrity, craftsmanship, authenticity and enthusiasm. What we can say is that any boat short-listed for the award is there because she thoroughly deserves to win it. 