

YARD NEWS

EDITED BY PETER WILLIS

Mischief at Underfalls yard and, right, John Raymond-Barker



BRISTOL

Mischief launched

There was a good crowd at Bristol's Underfalls yard in November for the launch of John Raymond-Barker's pilot cutter, *Mischief*. Her bright yellow hull reflects the colour of the original, sailed by explorer-writer Bill Tilman from 1954 until she sank in the Arctic Ocean in 1968.

The original was built in Cardiff in 1906, and John's reconstruction – not quite a



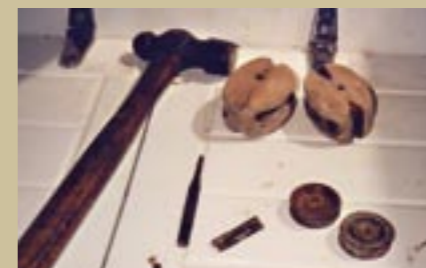
replica as he and designer Ed Burnett had to work from photos – matches her in dimensions (LOA 45ft, beam 13ft 6in, draught 7ft 6in (13.7 x 4.1 x 2.3m).

Mischief will be heading to Scotland in the spring to work as a charter vessel with Tilman-inspired Mischief Expeditions (see p42).

John has already laid the keel of another 45ft pilot cutter, *Morwenna*, which is also destined for activity charter, this time in the Channel. Traditional Sailing plans to have her at the London Boat Show, 2009.



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LITTLEHAMPTON

Hillyards not moving

Rumours that Hillyards is to leave its Littlehampton yard have been firmly quashed by MD, Simon Cullingford, great-nephew of founder David Hillyard. "There are no plans at this stage, and no developer has approached us," he told CB. "If one did come along we would retain a presence."

The firm is, however, following up its opening of a branch in Gosport with another in Chichester Harbour, at the Premier marina; to open in the spring.



Elf, built in 1888 as a state of the art racing yacht by George F Lawley of Boston, Massachusetts, is coming to the end of a 17-year restoration. Her owner, Rick Carrion, who discovered the 35ft (10.6m) yawl in 1971, created the Classic Yacht Restoration Guild to co-ordinate chiefly volunteer effort. The result is a historically accurate, 'museum-quality' restoration, due for relaunch this spring.

CAMPER AND NICHOLSON

Tender love

The Camper and Nicholson Gelyce-class motor launches, also known as the J-class tenders, are rightly regarded as among the most elegant motor launches ever built. Long and thin, with small central cabins and open wells fore and aft, they were designed for the owners of big-class yachts to transfer between shore and boat, or from which to watch the racing. Many

were built in the 1920s, in sizes between 36 and 50ft (11-15.2m) but few survive. There's a 50-footer awaiting restoration at Freebody's on the Thames – and this one, the 38ft (11.6m) *Islay*, recently bought by Adam Toop.

In 1994 *Islay*, built 1922, went to Italy, where she was extensively restored (CB108). She was then put into a museum where she suffered damage by ultra-violet light.

Adam has taken space at Wicormarine in Portchester, and engaged Salisbury-based shipwright Alastair Garland to work on her: "back to bare – and beyond," is how Adam puts it.

The engine, a big Morris Commodore and one of only seven left in the world, has already excited the people at the Morris Marine Register.

Adam is hoping that *Islay* will be ready to be shown at this summer's Thames Traditional Boat Rally in July.



Islay at Wicormarine



NORTH WALES

Pickle thrust into limelight

More on 'HMS' *Pickle*: we're assured that contrary to our note in December (YN, CB 234) she's not up for sale and nor is she in Conwy. Her present owners did briefly advertise her, but are, in fact, currently having modifications done at Amloch, North Wales, with assistance from former owner Robin James.

The main work is the installation of a new jet thruster system to improve her manoeuvrability. "You'll see her turning on a sixpence," according to Robin. The system, by Dutch firm WillDo, uses four hydraulically powered high-pressure water jets, one at each 'corner' of the boat, each exerting the equivalent thrust to a 15hp outboard, but without the noise or water turbulence. "The system hadn't previously been fitted to a wooden hull," explained Robin.



BELGIUM

Tessa surfboat

This long, thin, at first sight gig-like craft is, in fact, an Australian surf boat, built in Belgium. Her builder Koen De Gezelle did so, he says, "simply because I love the lines."

In Australia they row the boats out through the surf – two or maybe three oarsmen with a single oar piece – round a convenient mark, and then catch a wave and surf back to the shore. The oarsmen let go their oars and, if they can, make for the stern to increase



the weight there, while the steersman, with a steering oar, does his best to guide the track. Modern boats, says Koen, are glassfibre, but his *Tessa* is built the traditional way, using batten-seam construction like the old whaleboats.



Herreshoff *Coquina*

Longitudinal battens are placed beneath the ribs along the seams of the carvel planking.

The boat is only a year old, but already Koen has rowed her in the Atlantic and Med, and in the Great River Race on the Thames. Next year he's planning to row from Belgium to England, and is thinking of taking part in Seafair Milford Haven.

Between whiles he builds boats – launches, canoes and tenders – to demand, and does repairs. He's currently restoring a fishing boat.

KLASSIEKE SCHEPEN

Coquina

Having made their debut at the Dutch show last year with an exquisitely-finished Whitehall skiff, boatbuilding team Kenk Pol and Adri Oosterbroek were back again this year with another gem: a reproduction of the Herreshoff catboat design, *Coquina*. Ketch-rigged, clinker-built, she's 16ft 8in (5m) long, and 5ft (1.5m) in the beam, and built of Bruynzeel marine ply, except for the mahogany top strake. Steering is by a rope yoke to get round the mizzen.