

CHARLES E NICHOLSON 82 FT TSDY 1934



Specification

BYSTANDER OF MAN
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Designer	Charles E Nicholson	Length waterline	75 ft 0 in / 22.86 m	Engine	2 x 94hp Gardner 5LW
Builder	Camper & Nicholson's, Gosport	Beam	16 ft 0 in / 4.88 m	Location	Italy
Date	1934	Draft	6 ft 0 in / 1.83 m		
Length overall	82 ft 0 in / 24.99 m	Displacement	80 Tonnes		
Length deck	82 ft 0 in / 24.99 m	Construction	Carvel teak on part composite frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

BYSTANDER was born with superb purpose revealed in her name - as original tender to the J-Class racing yacht VELSHEDA - and it is a little known fact that she was far from a spectator at Dunkirk in 1940 when saving 99 souls from drowning. Subsequently BYSTANDER has been cherished as the beautiful yacht that she is: a remarkably untampered-with survivor from another age, exuding authenticity and atmosphere while still offering all that one would expect of a motor yacht of her length; a wonderful size that, depending on experience, requires as few crew as one desires - maybe even none. With her after accommodation reinstated following the J-Class tender days, she continues to offer stately comfort for six guests in four cabins, and to turn heads in Riviera anchorages. But authenticity can sometimes come at a cost, and BYSTANDER OF MAN, whilst in commission, is nevertheless in need of a refit.



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HISTORY

A season of racing his J-Class racing yacht VELSHEDA around the coast will easily have persuaded BYSTANDER's commissioning owner and relative newcomer to yacht ownership, Woolworths stores chairman WL "Bill" Stephenson, of the need for his own handy and comfortable tender to act as mother ship, floating hotel, tow-boat and ship's stores.

But BYSTANDER began life as a "stock boat", laid down speculatively at Camper & Nicholson's Gosport yard to keep their highly skilled workforce busy during a Great Depression-fuelled lull. Stock boats by famous yards with famous in-house designers are among the purest, because the architect is able to design and build what he thinks is right, without client input. Charles E Nicholson certainly got it right with BYSTANDER; he never got much wrong.

Stephenson first saw her at an advanced stage of construction, and obviously liked what he saw. Before long, accommodation aft of the engine room was being removed to create space for VELSHEDA's equipment.

BYSTANDER was launched at Gosport on 14 April 1934, two days before the launch there of the UK's 3rd J-Class yacht, T.O.M. Sopwith's America's Cup challenger ENDEAVOUR. BYSTANDER being fitted-out close to the launching slip features in photographs and newsreel film of that special occasion; it was her first act of bystanding! Her equipment included a mahogany lugsail sailing dinghy and a lightweight 16ft Birmal aluminium covered launch powered by a Birmal engine.

Stephenson didn't keep VELSHEDA for long; ENDEAVOUR II's loss to RANGER in the 1937 America's Cup match heralded the end of J-Class activity both sides of the Atlantic. The J was laid up on the Hamble River - she would remain there for over 40 years until her first 1980s restoration - and BYSTANDER was replaced as Stephenson's motor yacht by the larger MALAHNE, also designed and built by Camper & Nicholson.

Her new owner was long time managing director of the Daily Mirror newspaper and Rear Commodore of the Royal Southampton Yacht Club, Wallace D Roome, but the advent of the second world war made this a short-lived affair, with BYSTANDER becoming government requisitioned for war service with the British Admiralty's mine countermeasures base, HMS Vernon, and recorded as working out of Brightlingsea, Essex; Lowestoft, Suffolk; and Port Edgar on the Firth of Forth.

It's a little known fact that she was far from a BYSTANDER at Dunkirk in May 1940 when she saved 99 souls: crew and evacuees from the bombed and sunk Isle of Man Steam Packet ferry KING ORRY, and soldiers from the shore. Her cook, Jesse Elton from Poole, who single-handedly swam to rescue 25 from KING ORRY eventually received the Conspicuous Gallantry Medal from the King at Buckingham Palace.

Decommissioning was followed by a post-war series of short ownerships in UK waters, firstly by recently retired RAF Group Captain J Shepherd who had been stationed on Scotland's Moray firth and briefly lived aboard with his family at the tiny port of Hopeman while learning to be a farmer nearby. Under Shepherd's ownership BYSTANDER's port of registry became Inverness and remained so until she moved to France. Retired naval commander HB Crane CBE followed, and then she then enjoyed a brief period of use as the green and black painted floating studio of American-born sculptor and yachtswoman Mrs Pauline Boumphrey and her artist friends, including time in Paris and on the greater Seine.

BYSTANDER was a participant in the 1953 Coronation Review of the [Royal Navy] Fleet off Spithead, probably under the ownership of publisher and Member of Parliament for the New Forest and Christchurch, Colonel Oliver Crosthwaite-Eyre, MP.

Life was never boring during her first 20 years: many different roles and owners, not all mentioned here... At some point in the early 1960s she headed south to the Mediterranean and her ownership history, hidden behind company names, becomes harder to trace, though one known owner in the early 1970s was French operetta composer Francis Lopez.

What is clear is that BYSTANDER has always been cherished.

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CONSTRUCTION

- Carvel teak planks on part composite frame

- Teak laid deck

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From aft

- Upper helm position

ON DECK

- Bronze wheel

- Bronze binnacle and steering compass, on wheelhouse

- Teak laid deck with varnished covering boards and toe rail
- Bronze ventilator cowls port and starboard
- Bronze searchlight on plinth
- White painted mooring fairleads port and starboard
- Substantial white painted mooring bollards port and starboard
- White painted stanchions and guard rails
- Varnished hand rail
- Gate aft for passerelle access
- Passerelle
- Flush deck hatch aft
- Butterfly skylight over owner's cabin
- 2 x Sofas and deck table
- Raised fairing bulwarks port and starboard
- Ladders to upper deck port and starboard of double door access to main saloon
- Raised companionway house at saloon doors

UPPER DECK

- Mast in tabernacle
- Butterfly skylight
- Funnel
- 2 x Sun loungers
- 2 x port and starboard raised hatches either side of funnel

- Bronze searchlight on post to starboard
- Wheelhouse
- Running lights
- Stair to port to forward side deck and foredeck
- Wheelhouse entrance to port and starboard forward side deck
- White painted stanchions and guard rails
- Varnished hand rail

FOREDECK

- Ship's bell to port fwd corner of wheelhouse
- Wooden stowage box in front of wheelhouse
- Butterfly skylight
- Hawspipes through deck port and starboard
- Substantial white painted steel mooring bollards port and starboard
- Bronze Panama fairleads port and starboard

Hyland hydraulic windlass

- 2 x Capstans
- 2 x Warping drums
- Anchor with 80 m 14 mm chain

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Mahogany and white painted interior

SALOON

- Parquet flooring
- Sofa to port
- 2 x Chairs
- Table
- Original joinery
- Lockers and drawers aft
- Ship's clock and barometer
- 2 x Chairs and 1 x table to starboard
- 4 x Opening ports
- 4 x Bulkhead lights
- Butterfly skylight in deckhead

AFT

Moving down from saloon 6 x steps to corridor to starboard

GUEST CABIN

- Double bed; drawers under
- Hanging locker
- Opening port
- 2 x Bulkhead lights

WC COMPARTMENT (outside guest cabin, to port)

- Shower
- Wash basin
- Automatic WC
- 1 x Bulkhead light

Moving aft

OWNER's CABIN & ENSUITE

- Fwd of Owners Cabin is En-Suite Bathroom

- Engine room access to port
- 4 x steps offset to port up to wheelhouse
- 6 x steps down to forward accommodation

GALLEY

- Rosieres 3 x gas 1 x electric hob
- Stainless steel sink; hot and cold mixer tap
- Water boiler
- Fridge
- Food lockers
- Coffee maker
- Microwave oven
- Toaster
- Washing machine
- Dishwasher

WHEELHOUSE

- Bronze wheel
- Engine controls and instrumentation
- Chart plotter
- Bowthruster control
- Bronze binnacle and steering compass
- Sailor VHF radio
- 2 x Deckhead lights
- Athwartships banquette at aft bulkhead

FORWARD ACCOMMODATION

2 x identical port and starboard GUEST CABINS

Starboard & Port forward Guest Cabin each have:

- Single berth; drawers under
- Stainless steel sink
- Hanging Locker
- 2 x Opening ports

- Large bath/ shower
- 2 x Sinks H & C taps
- Lockers under
- Automatic WC
- 2 x Opening ports
- 2 x Bulkhead lights

OWNER's CABIN

- Athwartships double bed
- Lockers under
- Large hanging locker
- Writing desk and chair
- Lamp on desk
- Banquette; lockers under
- Lockers port and starboard
- 2 x Lamps
- 2 x Bulkhead lights
- Butterfly skylight in deckhead

Return to Saloon and moving forward

LOBBY

- Galley to starboard

- 2 x Bulkhead lights

Forward

WALK THROUGH WC COMPARTMENT AND SHOWER

FORWARD AND FO'C'SLE ACCOMMODATION for 3 x crew

- 1 x Single bunk to port; drawers under
- 2 x V bunks forward; lockers under
- Hanging lockers
- 3 x port lights
- 4 x Deckhead lights
- Chain locker forward

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

- Handed pair of Gardner 5L3B 95hp Diesel engines
- Cruise speed: c 9 knots
- Max speed: c 11 knots
- Fuel Capacity: 2000 L + 200 L Daytank
- Water Capacity: 1500 L
- Max Power 24 V bow thruster
- Kohler 10 kW Generator
- Spare deck generator 5 kW
- Victron 24 V charger/ inverter
- Cable steering
- WESMAR hydraulic stabilisers
- Mobile air conditioning unit

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Chart plotter
- Depth sounder
- Log
- Steering compass
- Sailor VHF radio
- Handheld VHF
- JRC 6 mile radar

Specification

CANVASWORK

- Covers for skylights
- Awning over aft deck

Specification

SAFETY

- 10 X Life vests

Specification

OTHER EQUIPMENT

- Tender with 15 hp outboard
- 10 x F6 fenders

Specification

PHOTO CREDIT

The MAIN image is from the COME CRUISE WITH

US blog: <http://blog.murdochs.net.au>

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

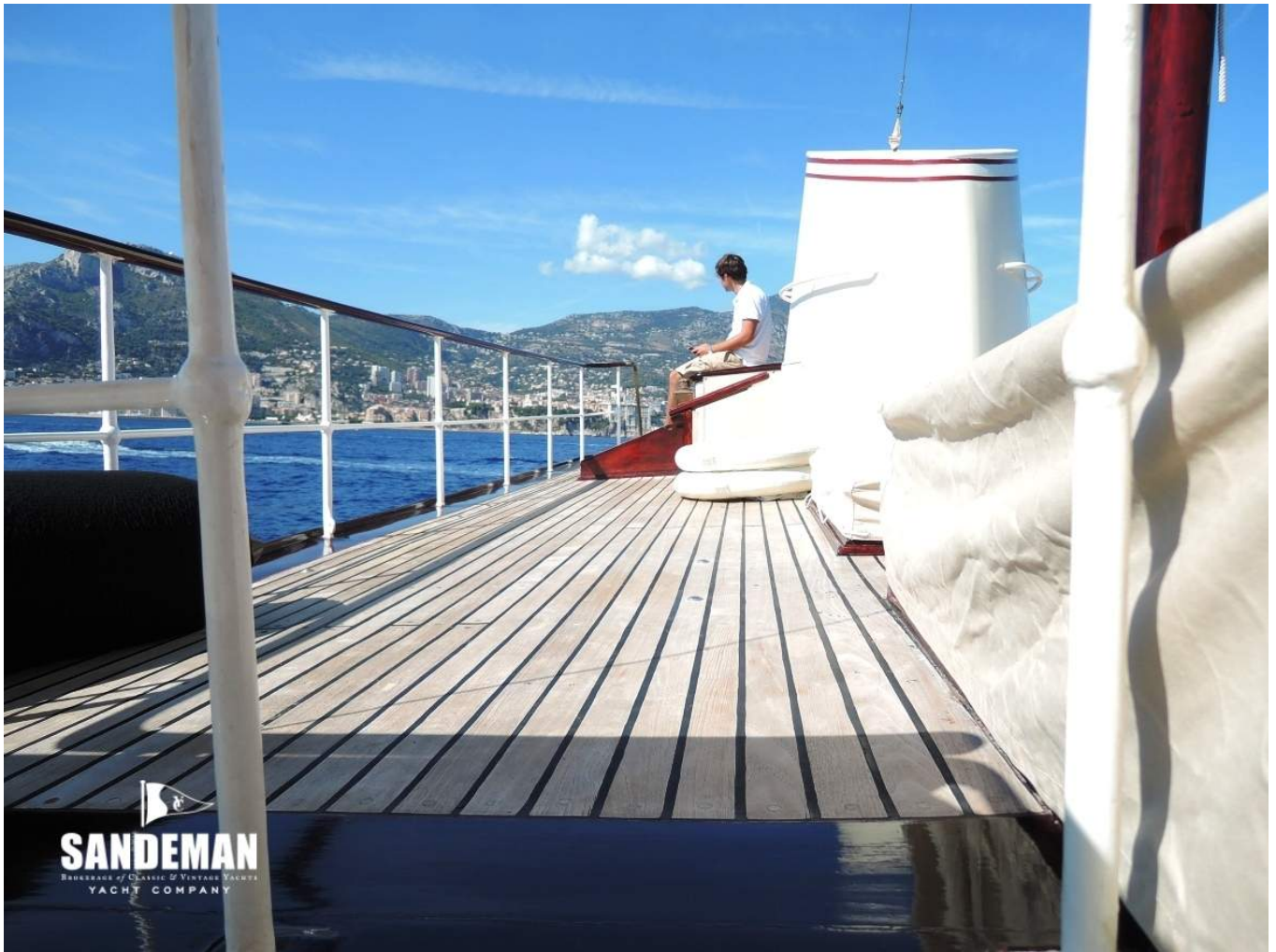
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GALLERY










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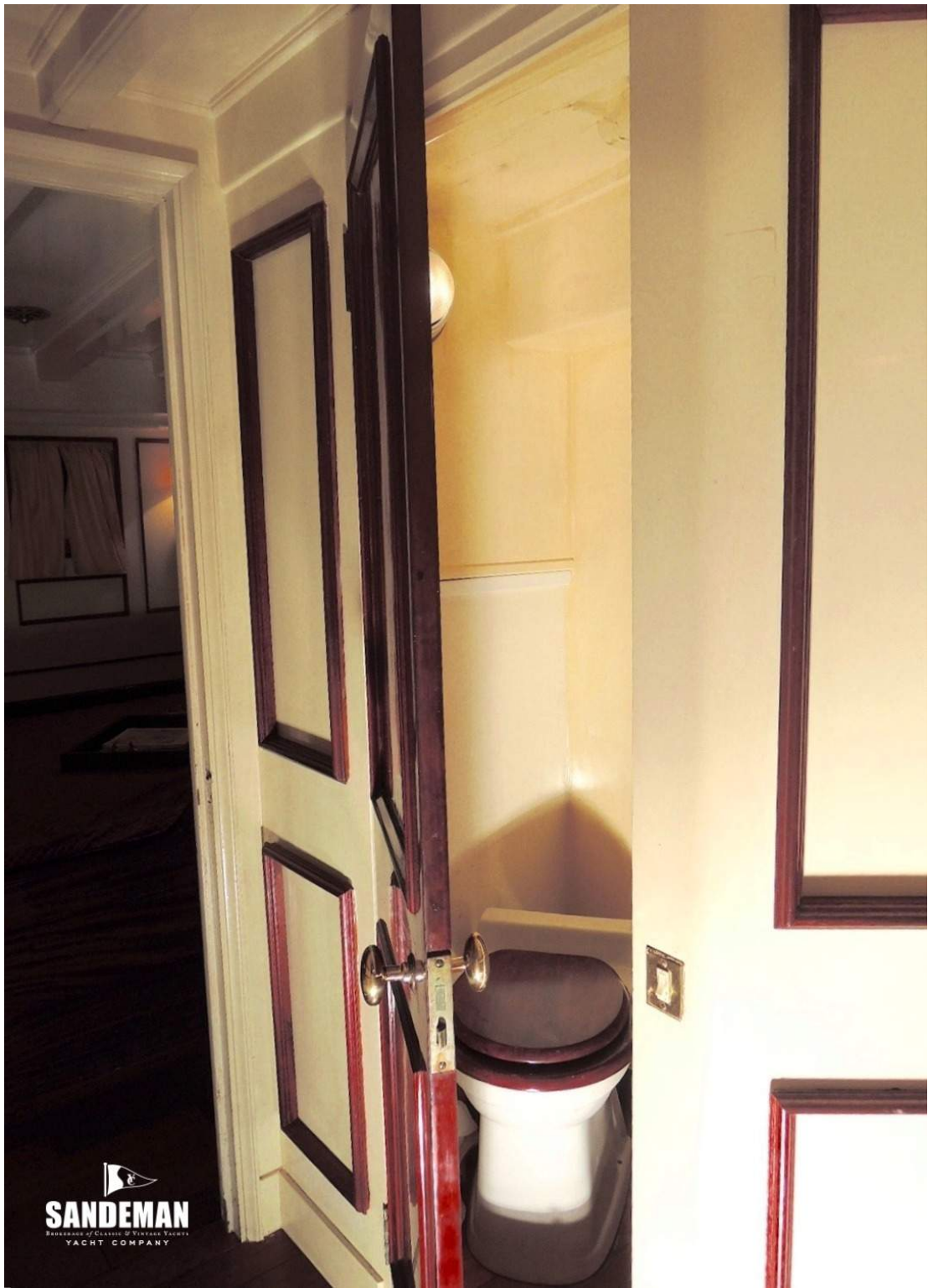









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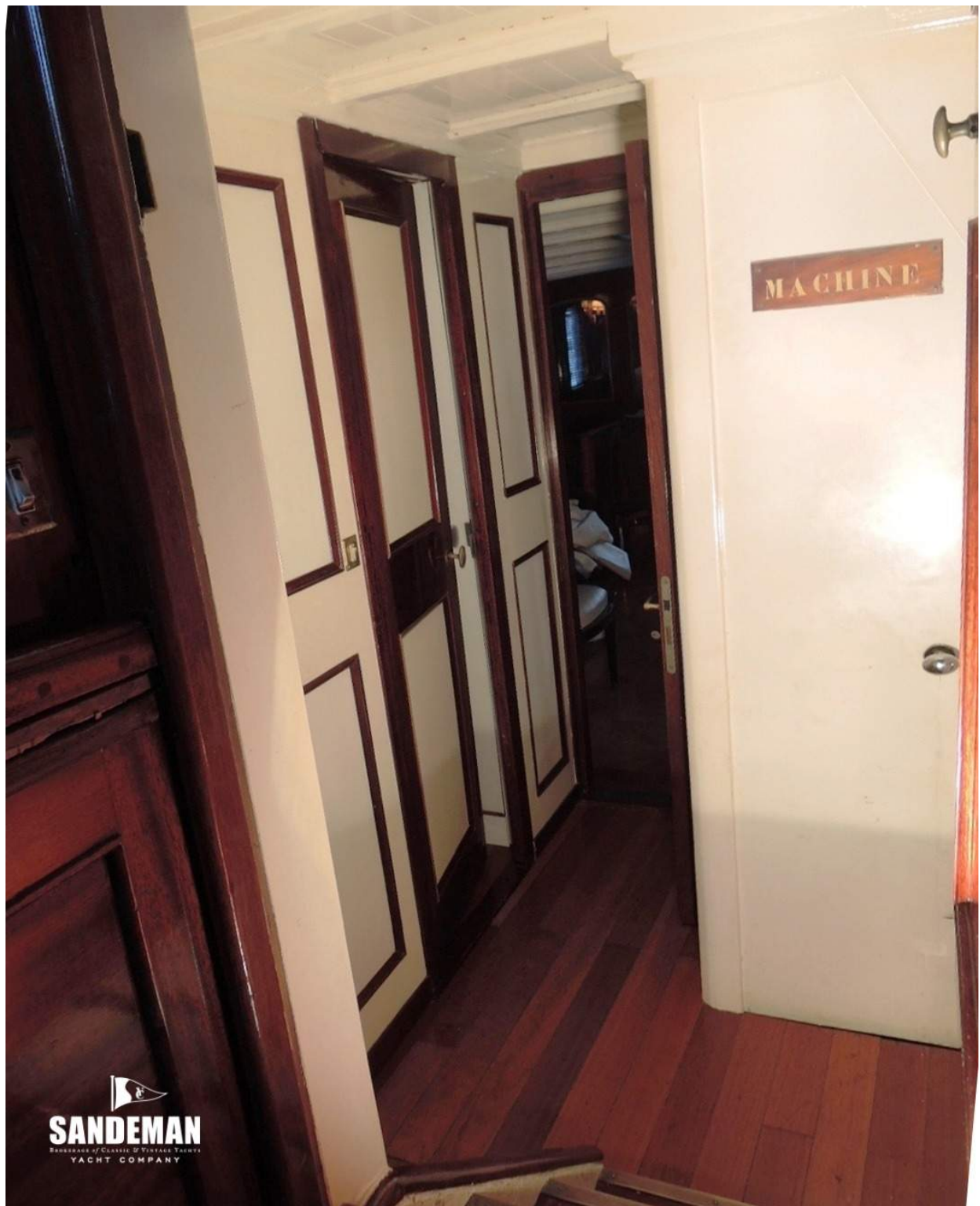



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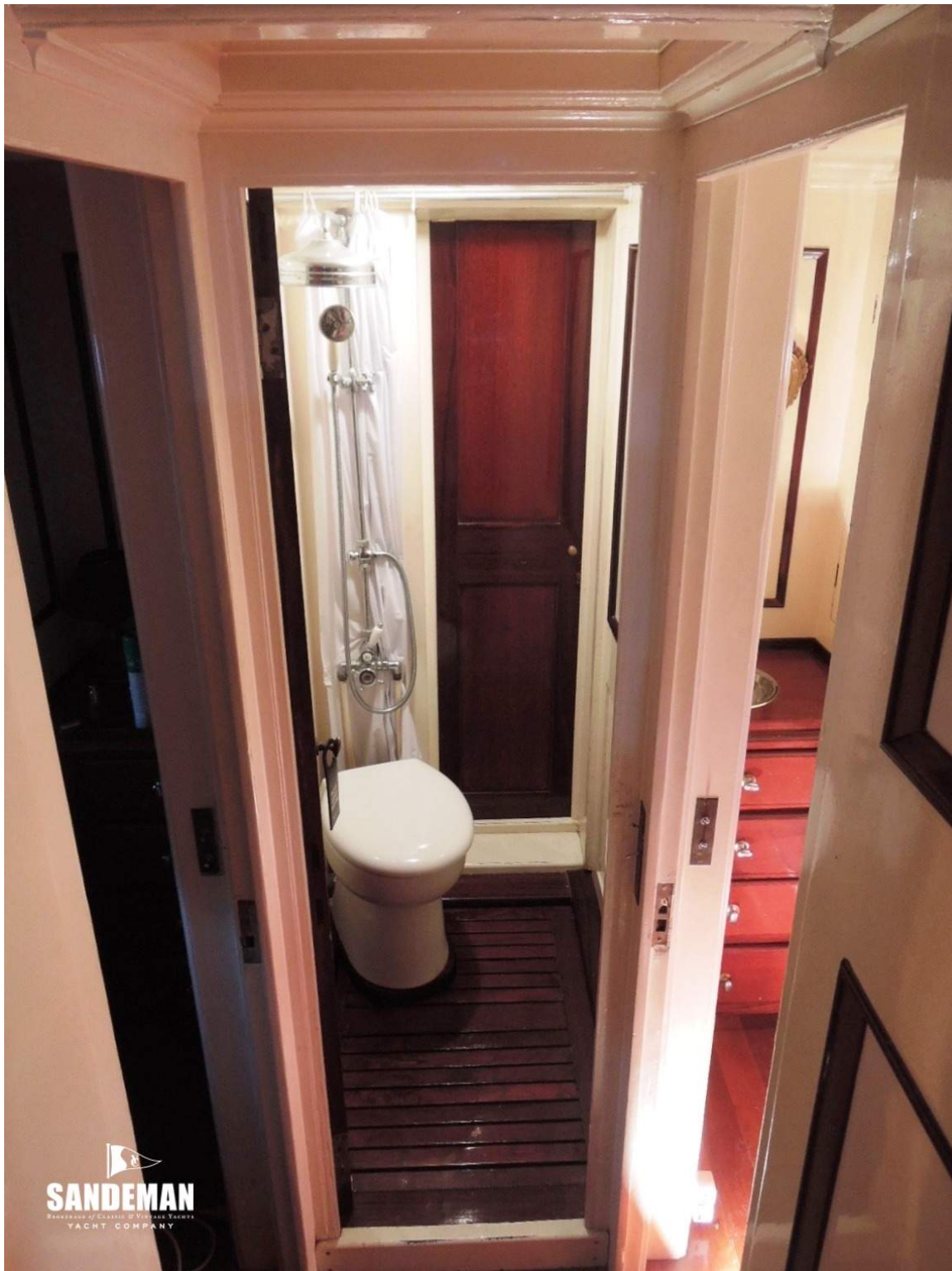

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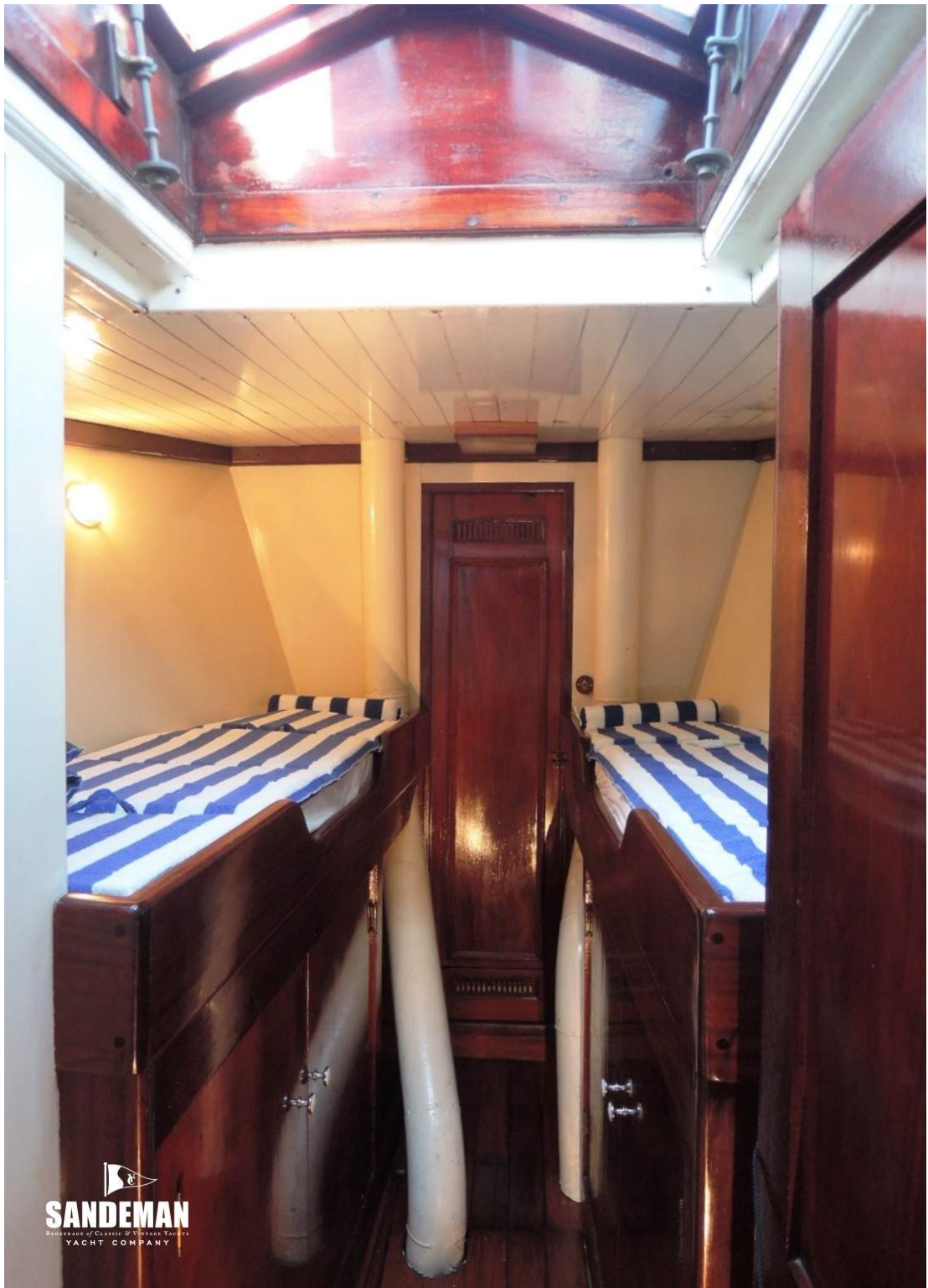

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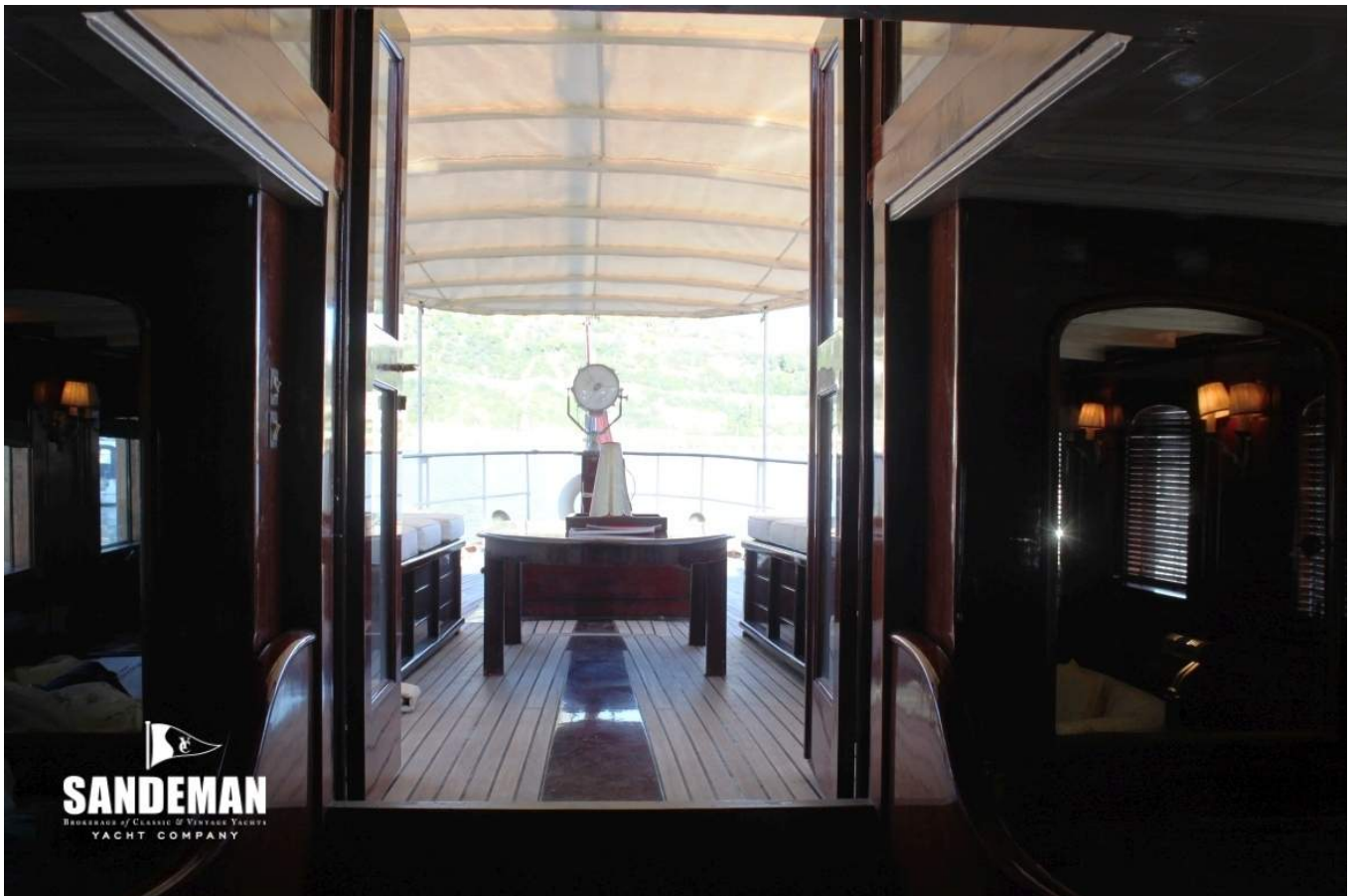


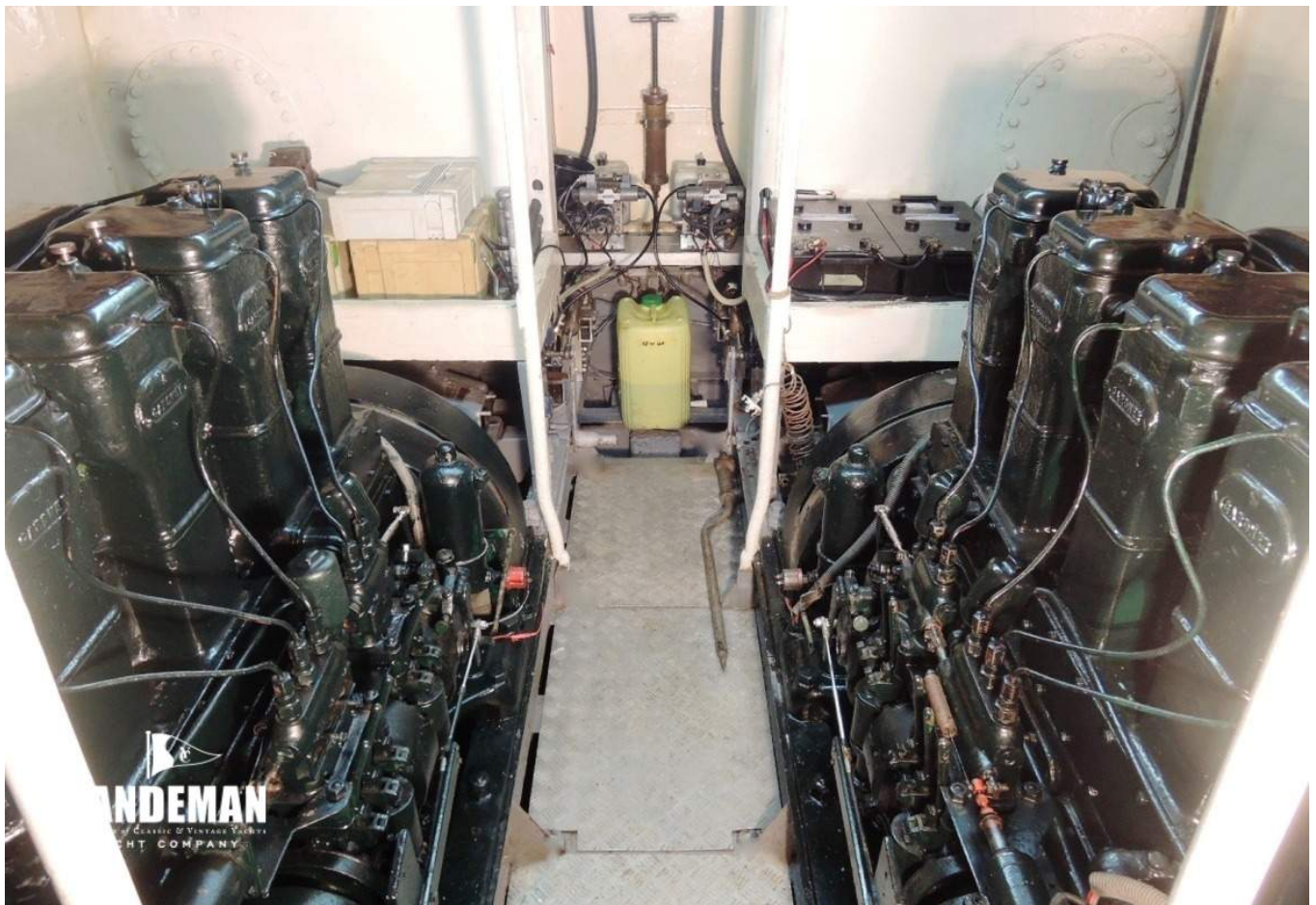
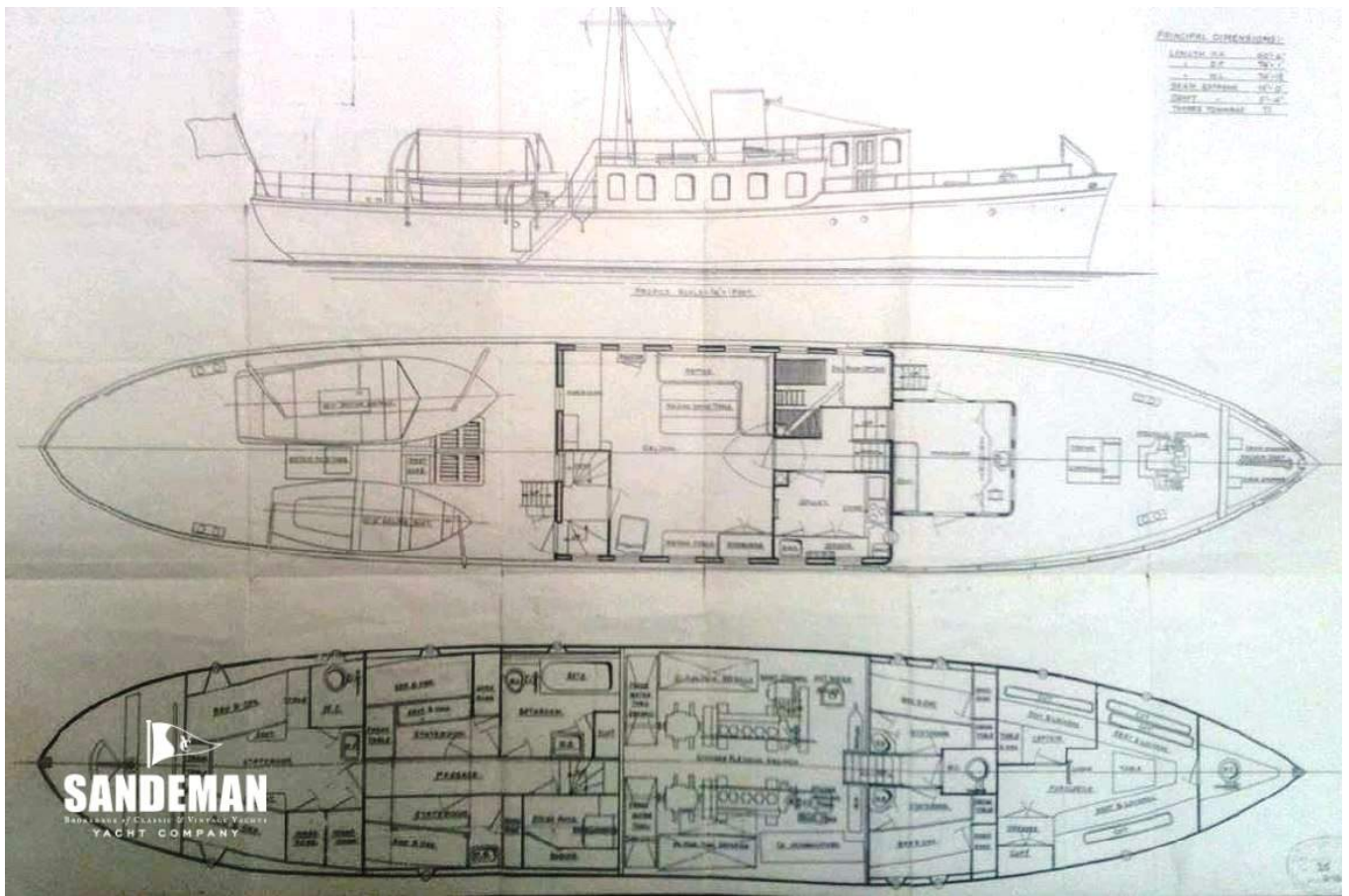

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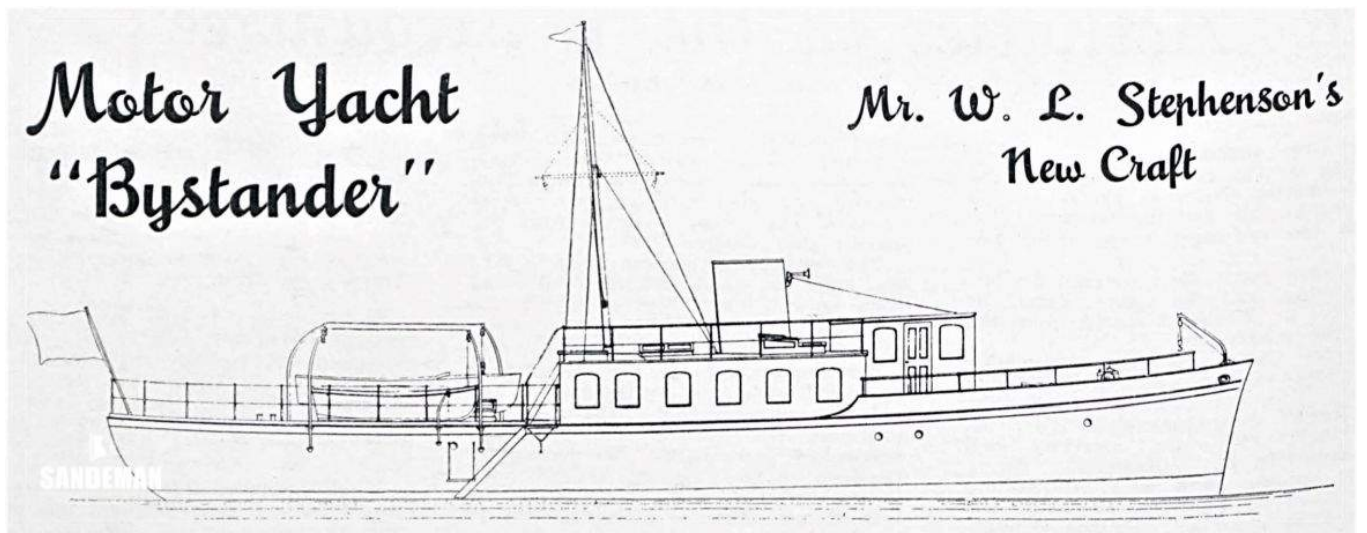

















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