

WILLIAM FIFE III 43 FT GAFF CUTTER 1906/2002 - SOLD



Specification

EVA

WILLIAM FIFE III 43 FT GAFF CUTTER 1906/2002

Designer	William Fife III	Length waterline	29 ft 6 in / 9 m	Engine	Yanmar 3YM30 Diesel
Builder	William Fife & Son, Fairlie	Beam	9 ft 8 in / 2.95 m	Location	France
Date	1906	Draft	6 ft 3 in / 1.9 m	Price	Sold
Length overall	54 ft 5 in / 16.58 m	Displacement	9 Tonnes		
Length deck	42 ft 8 in / 13 m	Construction	Mahogany on oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

With the benefit of hindsight, it is clear that some of William Fife III's best designs were those built speculatively as 'stock boats'; perhaps because they were purely what he thought was right, with no outside influence from a commissioning owner or the requirement to fit a rating rule. EVA is one of these yachts.

Her sweet, 'Britannia Ideal', moderate displacement lines that make her such a delight to sail are simply what Fife, the master, believed an early 1900s racer/ cruiser should be, and perhaps what the coming International Rule boats could have been like. Professionally maintained since restoration in 2002, in recent seasons EVA has been a winner in the Mediterranean, most recently of the Les Voiles de Saint-Tropez Rolex Trophy 2020 and 2021. She is very ready for more of the same.



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REFIT/ RESTORATION

2021

- Mast un-stepped
- All mast fittings and cables checked
- 4 x Coats of varnish on mast
- New jib stay
- New dolphin striker
- New main sheet
- New engine alternator
- New exhaust elbow
- New battery cables

- Duncan Walker, Farlie Restorations
- Moray McPhail, Classic Marine
- Davey & Co
- Bruno Barbara
- Christian Terraux, Dryade
- Ron Robinson Compass Adjusters
- Diego Cuenca and Jean Paul Jaquemin, Hood Espana
- Jua Belliure, Marina de Denia, Denia, Overseer
- Vicente Belliure, Puerto Luis Campomanes, Altea
- Jeremy Freeland, Collars
- Christophe Tonerre, Voilerie Tonerre

2020

- New engine gearbox
- New shaft seal
- Propeller full service
- New purchases

2019

- New thru-hull fittings

2018

- New Raymarine wind and depth instruments
- Engine full service
- New engine mounts

2017

- Deck re-caulked with Sika

2014

- New standing rigging
- New Darglow folding propeller
- Topsides refinishing

2001-2002

Purchased as VALDORA by Juan Carlos Eguiagaray Pages, she was rebuilt in 2001-2002 at Astilleros Mediterraneo (Malaga), Astilleros Belliure (Denia) and Astilleros Belliure (Calpe), Spain, under the project management of Don Juan Belliure with master carpenter Rafael "Elcano", and re-launched under her original name, EVA. External collaboration was from:

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Specification

RECENT REGATTA WINS

2020

- Winner of the Rolex Trophy, Les Voiles de Saint-Tropez

- 1st Porquerolles Classic

2016

2018

- 1st Les Voiles d'Antibes

- 1st AFYT Trophy

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Specification

HISTORY

EVA may have been designed to very loosely fit 2nd Linear Rating Rule in force in the UK at the time of her design in 1904, and she has similar dimensions to a "First Rule" International 8-Metre from the year after her launch. But we are now of the opinion that the sweet, "Britannia Ideal", moderate displacement lines that make her such a delight to sail are simply what the master, William Fife III, believed an early 1900s racer/ cruiser should be – and perhaps what the coming International Rule boats should be like.

EVA is the third yacht built from Fife's initial design. The first were CARMEN (design No. 489) and NINIA (No. 498), both built by Christian Jensen in Norway in 1902. In 1903, satisfied with the design, Fife put the finishing touches to it, reducing the ballast by one ton and increasing the flotation length from 27 ft 7 in to 28 ft 6 in. In the hope of a buyer coming forward, Fife speculatively started construction in 1904. In 1905, Glasgow coal merchant and stockbroker Francis Glen MacAndrew of Knock Castle, Largs - very near the shipyard - took ownership of EVA and she was launched in 1906, starting her life in regattas on the Clyde under the burgee of the Royal Northern Yacht Club.

She was sold just before MacAndrew's death in 1908 to highly successful Glasgow meat wholesaler and local politician Roderick Scott who in the years leading to the first world war, together with his wife Caroline (a sometime Glasgow chandler, and yacht owner in her own right), was building quite a fleet of characterful Clyde-based yachts, including the 1868 Inman of Lymington schooner AYACANORA.

Then in 1913, renamed VALORA, she began a long and happy ownership by Paisley lithographer Robert Graham whose yachting base and summer house was at the Firth of Clyde resort of Kirn, near to the Royal Clyde Yacht Club at Hunter's Quay. In 1931 a 2-cylinder Kelvin patrol auxiliary motor was fitted - her first engine - and in 1934 she was converted to Bermudan rig. Quite the creature of habit, Graham also kept his 1904 Robertson of Sandbank sloop ELRHUNA - which he'd owned since new - until the second world war. But VALORA was sold in 1938 to neighbour and fellow Royal Clyde Yacht Club member Peter Simpson. ELRHUNA is also still going strong, presently owned by a well-known classic yacht skipper.

Subsequent owners during 66 years in her "home" waters of the Firth of Clyde and beyond were:

c1946-1948

Ronald L. Jay of Hyndland, Glasgow, who may have moored her at Largs.

1948-1958

Robert and J. Dunlop Urie, of Milgavie and Glasgow who moored VALORA at the Royal Northern Yacht Club, Rhu, with Dunlop Urie - a wartime RAF Spitfire pilot - becoming Commodore in the 1970s. She was re-engined in 1950 with a large, 4-cylinder Kelvin petrol motor.

1958-1968

Mr and Mrs Barney J Sandeman, Rhu, members of the Royal Northern Yacht Club. Sandeman family lore has it that she, unsurprisingly in our opinion, gave the famous Clyde International 8-Metre Cruiser Racers a run for their money.

1969-1971

Commanders A J H Goodwin and V M Lake, Rhu/ Helensburgh, both members of the Royal Northern Yacht Club.

1972-1975

Mr C P Van der Walt and Mr P J Hendrikse, Waltham Cross, Hertfordshire later joined by L. Botha of Pretoria, South Africa.

Between 1975 (when Lloyd's Register of Yachts curiously showed her home port as Durban, South Africa) and 1977 there is a fuzzy period in her history.

1977-1992

Mr and Mrs Wallace Wade, Germany, residents of the Port of Santa Maria, Cadiz.

1993-1997

Sr Don Anastasio Perez, resident of Cadiz, continued with the name VALORA.

1998-2001

Sr Don Jose Sanches Abril, resident of Malaga, acquired VALORA in a sorry state, with the intention of returning it to its original condition. He transferred it to the shipyard of Don Juan Francisco Sanches Alcaraz, ASTILLEROS MEDITERRANEO, Malaga. Another project, the BARBARA, a Camper Nicholson from 1923 more suited to his needs for family cruising, forced him to put VALORA on the market again.

2001-2013

Juan Carlos Eguiagaray Pages bought VALORA, being assured of the services of Sr. Don Juan Belliure as director of the project, contracts Astilleros Mediterraneo to carry out the restoration work. With Juan Sanchez Alcaraz heading the team in the shipyard, he carried out this task alongside master carpenter Rafael "Elcano". She was re-launched in 2002 re-named EVA.

2013 to today

Present ownership

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## Specification CONSTRUCTION

- Carvel mahogany with outer diagonal mahogany veneer  
- Laminated frames

- Mahogany deck beams  
- Lead Keel; bronze keelbolts

- Stainless steel floors and chainplates
- Raw teak laid deck on plywood substrate

- Mahogany interior joinery

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### Specification

## RIG, SAILS AND CANVASWORK

### SUMMARY

- Cutter rig with a single main mast, top mast and bowsprit
- Rigging: main gaff sail, topsail, forestay, jib and top jib
- EVA has two arrangements:
  - one extra strong and heavy, from season 2003
  - a new one made in 2004 by Collars
- Jib stay 2021
- Remaining standing rigging 2014
- All bronze fittings: by Dryade, Davey & Co., and Classic Marine

### SPARS

- Oregon pine mast
- Oregon pine top mast
- Spruce hollow top mast; Collars (2004)
- Oregon pine boom
- Spruce hollow boom; Collars (2004)
- Oregon pine bowsprit
- New dolphin striker (2021)
- Spruce hollow bowsprit; Collars (2004)
- Oregon pine gaff
- Spruce hollow gaff; Collars (2004)
- Oregon pine forestay boom
- Oregon pine jackyard optimised for Zaoli small topsail
- Set spruce hollow jackyard and jenny Collars (2004)

- New spreaders (2014)

### RUNNING RIGGING

- Dryade blocks

### SAILS

3 x Arrangements: for strong, medium and light winds, all in good conditions

All sails by Fabrice Hudelot, Incedence Voiles Méditerranée

- Main sail (2016)
- Yankee (2016)
- Yankee No.1 (2021)
- Yankee No. 2 (2021)
- Racing staysail (2019)
- Delivery staysail (2017)
- Jib (2018)
- Top jib (2018)
- Big topsail (2016)
- Medium topsail (2017)
- Small topsail (2017)
- Asymmetric Spinnaker big A1 (2014)
- Asymmetric spinnaker heavy A2 (2015)
- Asymmetric spinnaker reacher A3 (2019)

### COVERS

- 1 x Bowsprit cover
- 1 x Mainsail cover
- 1 x All round covering board
- 1 x Hatch
- 1 x Skylights
- 1 x Cockpit tent
- 1 x Canopy
- 1 x Deck tent
- Collection of other covers

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### Specification

## MECHANICAL, ELECTRICAL AND TANKAGE

### MECHANICAL

- Yanmar 3YM30 freshwater cooled Diesel (2012)
- New gearbox (2020)
- Flexibly mounted backwards; v-drive to shaft
- New shaft seal (2020)
- Darglow folding propeller (2014)

- 12 Volt DC system
- 1 x Domestic battery (2017)
- 1 x Engine start battery (2017)
- 220V shore supply with 30mA RCCB

### TANKAGE

- Stainless steel 70 L diesel fuel tank in bilge

### ELECTRICAL

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### Specification

## NAVIGATION, ELECTRONICS AND COMMUNICATIONS

- Radio
- VHF
- Raymarine wind and depth instruments (2018)

- Compass
- Girocompas (2020)

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### Specification

## SAFETY

- 1 x Electric pump  
- 1 x Engine driven pump

- 1 x Manual pump

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Specification

## OTHER EQUIPMENT

- Sink with electric water pump (not installed)

- Taylor cooking stove (not installed)

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Specification

## IMAGE CREDITS

Sailing  
- James Robinson Taylor

On board  
- Patricia Lascabanes

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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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Specification  
GALLERY



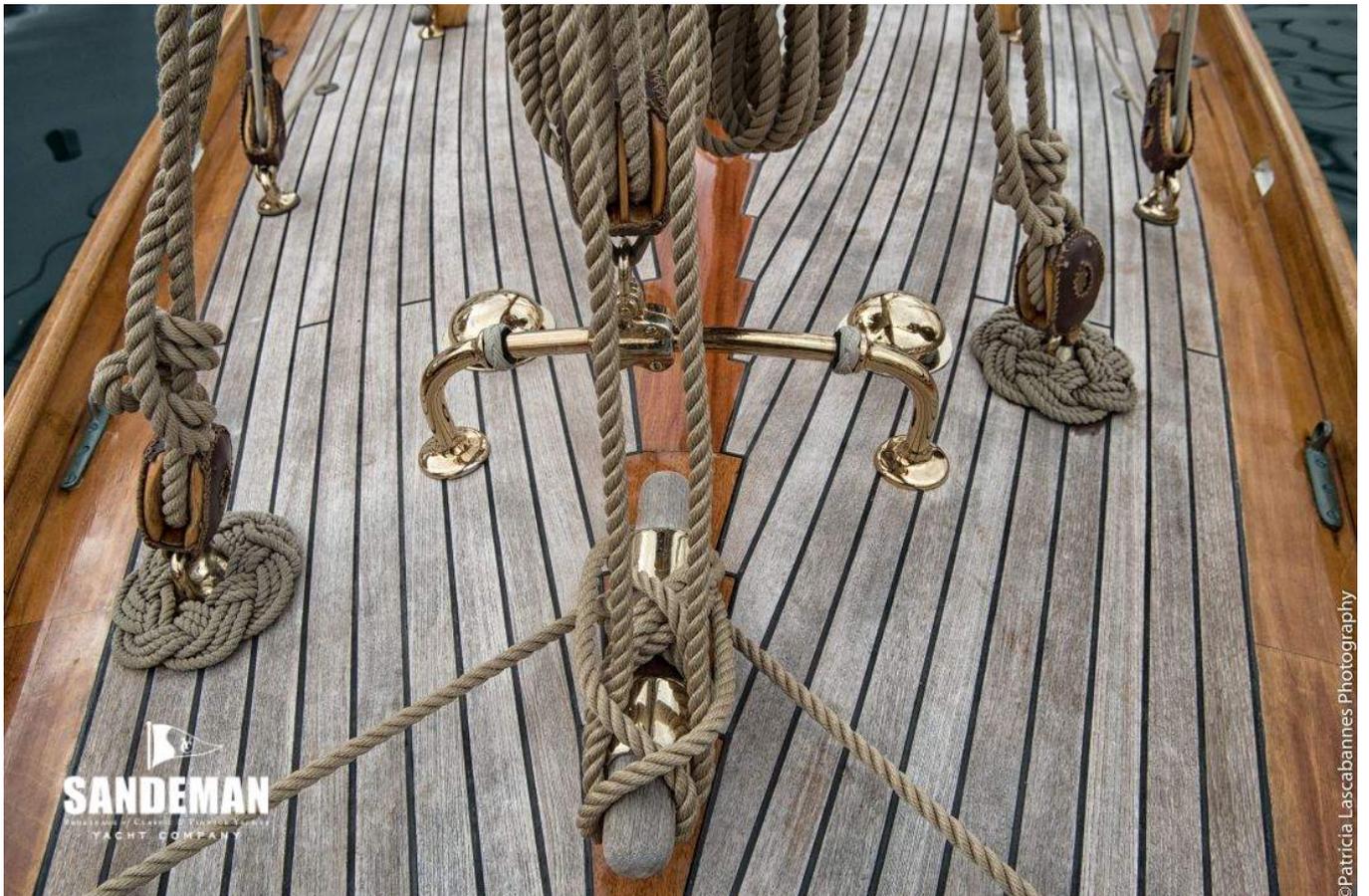




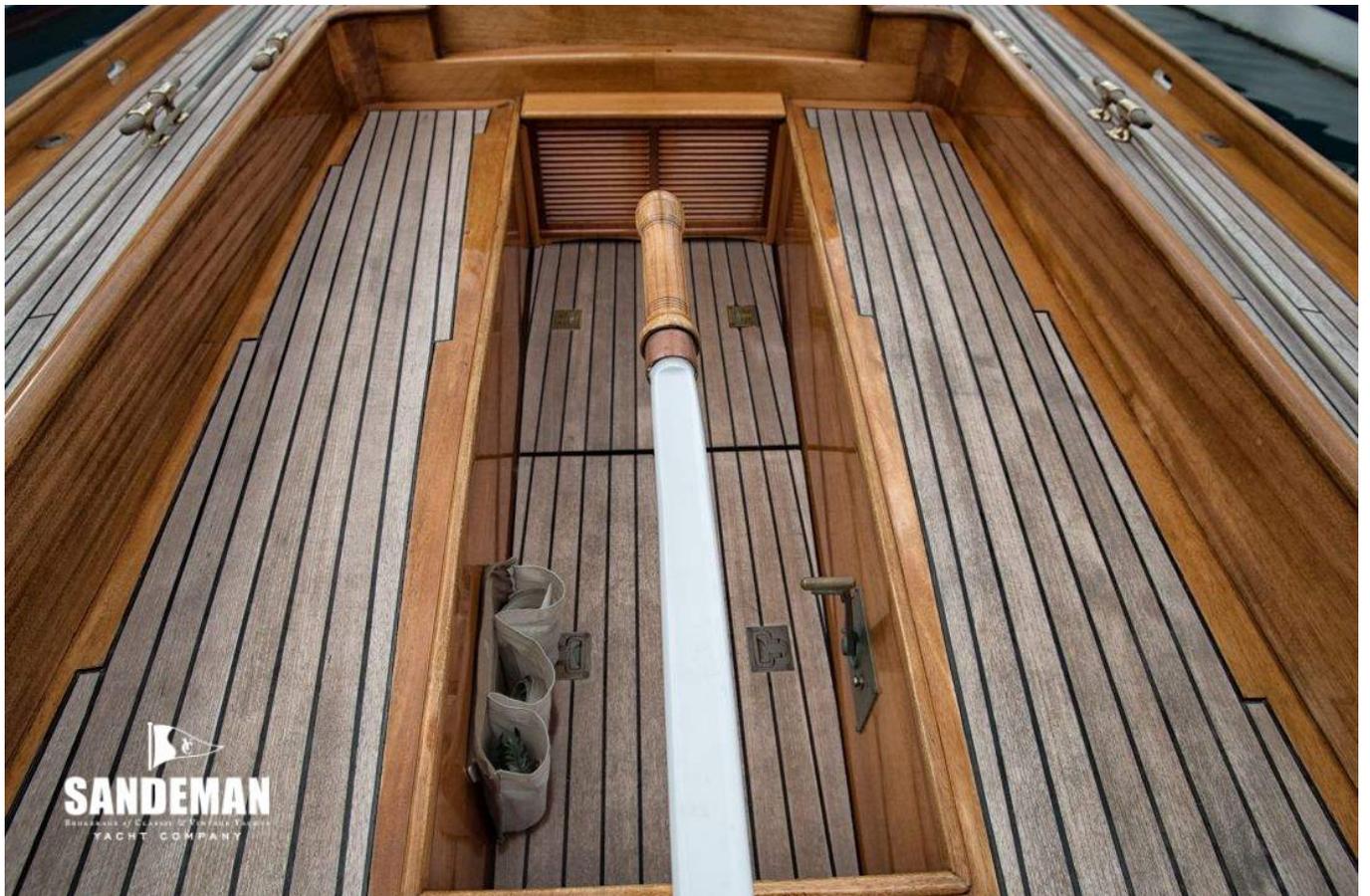




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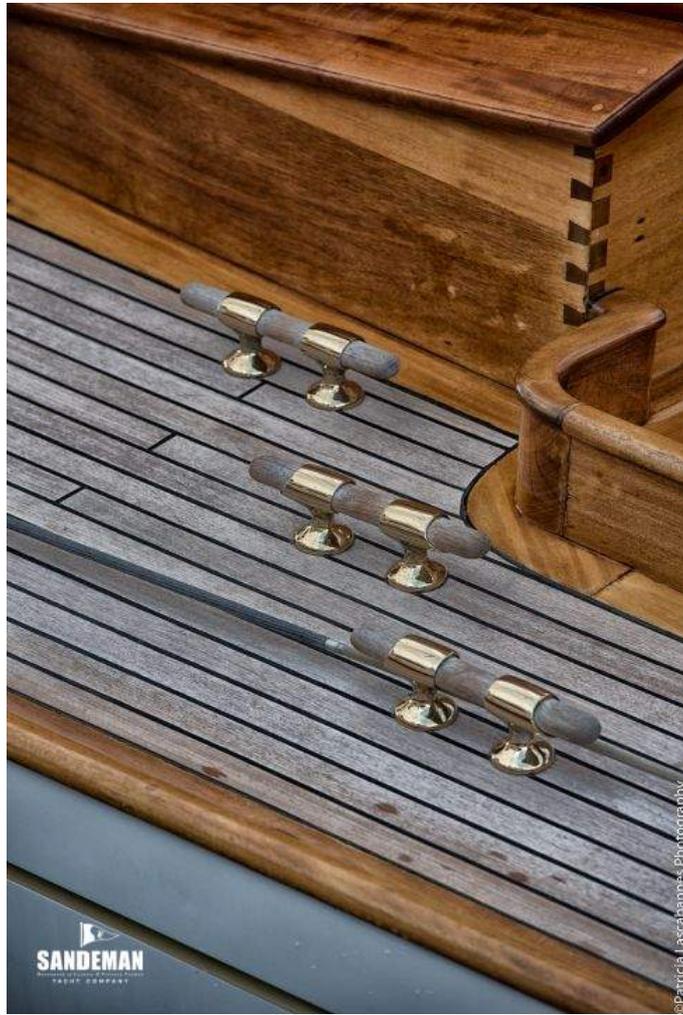


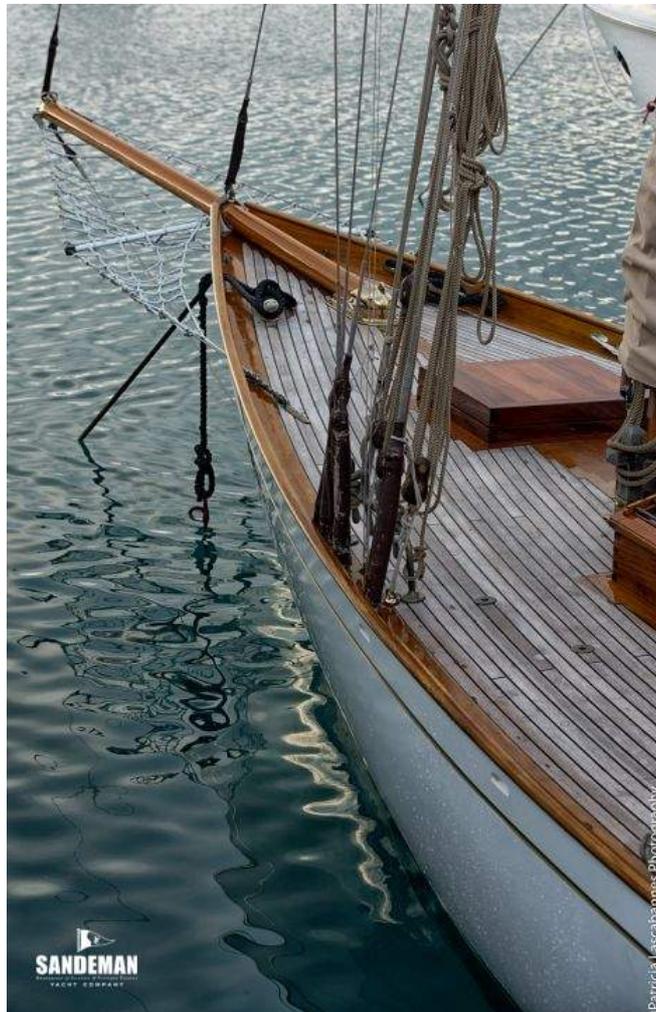
  
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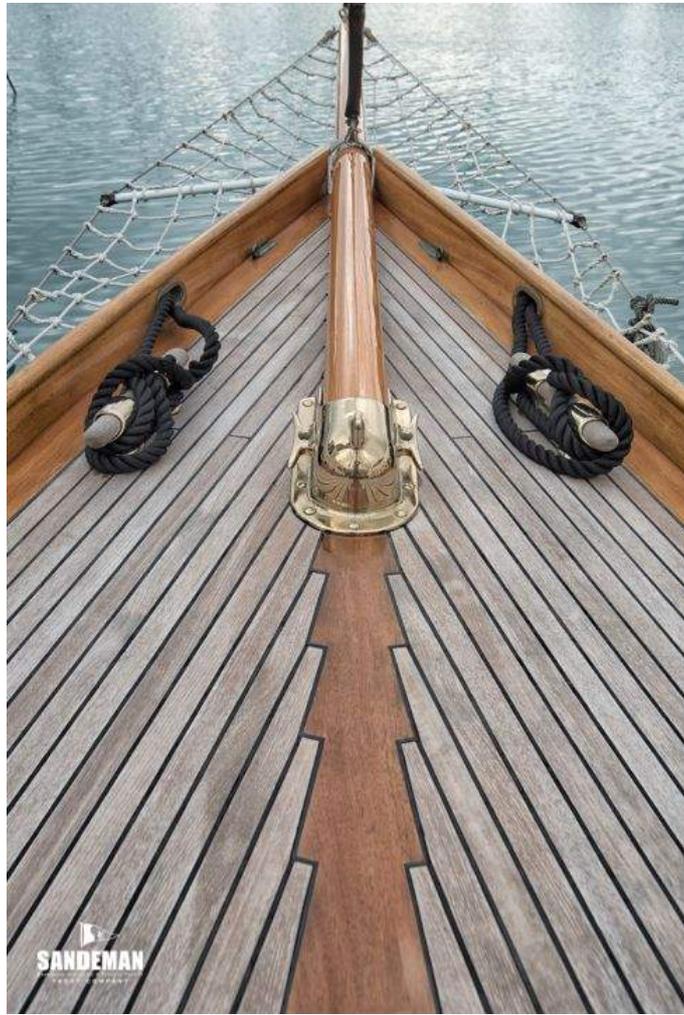
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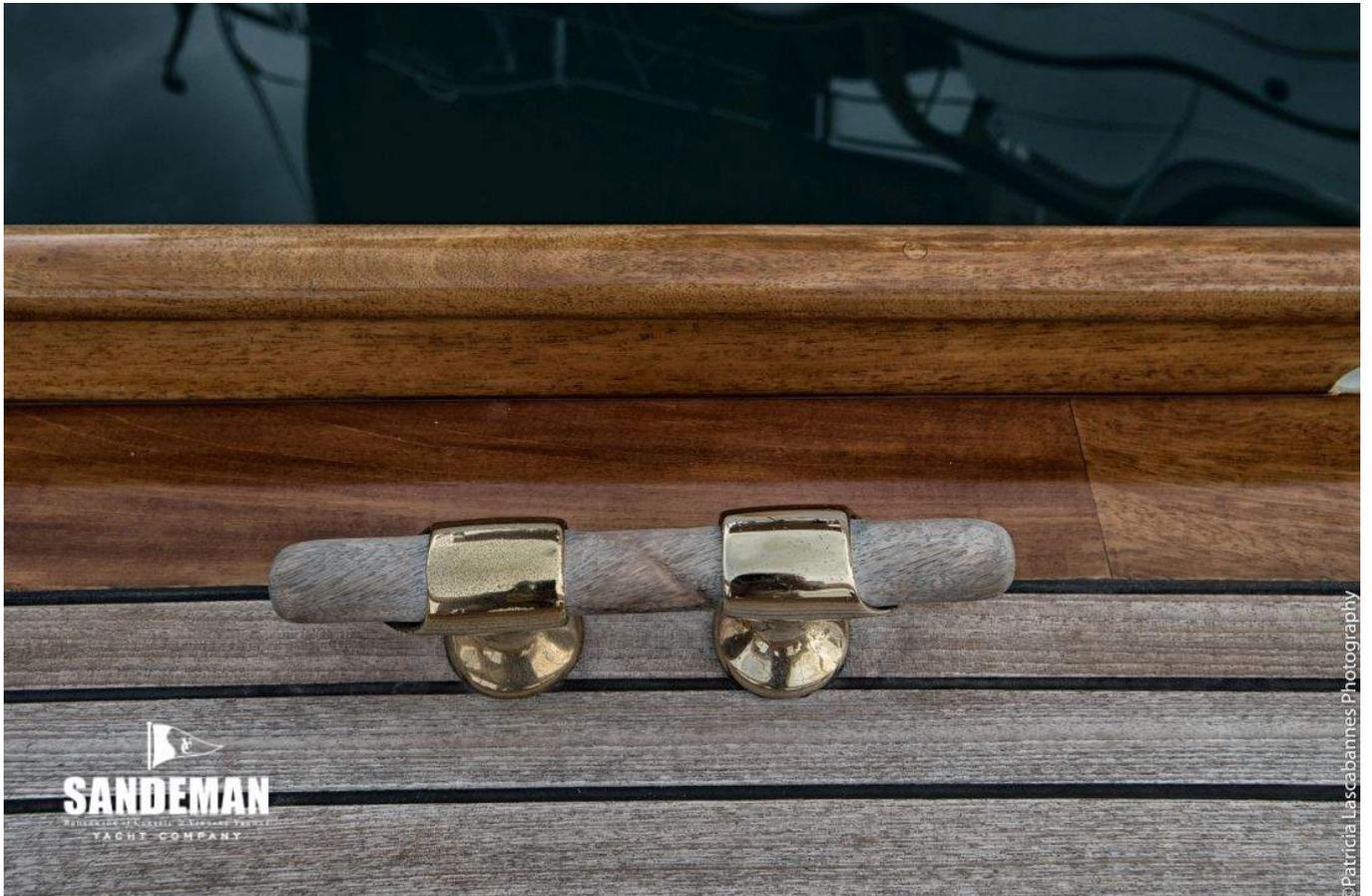


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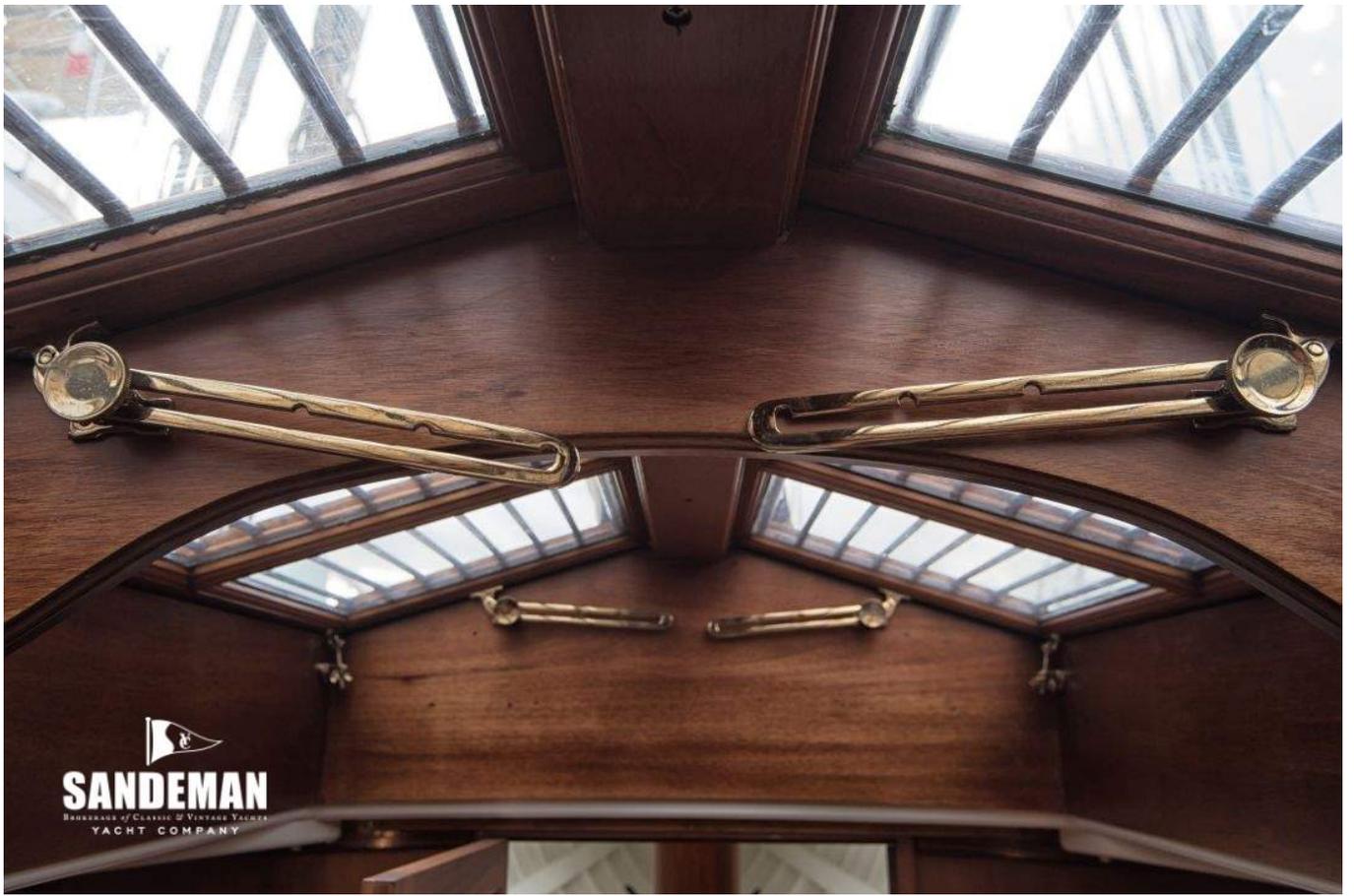
  
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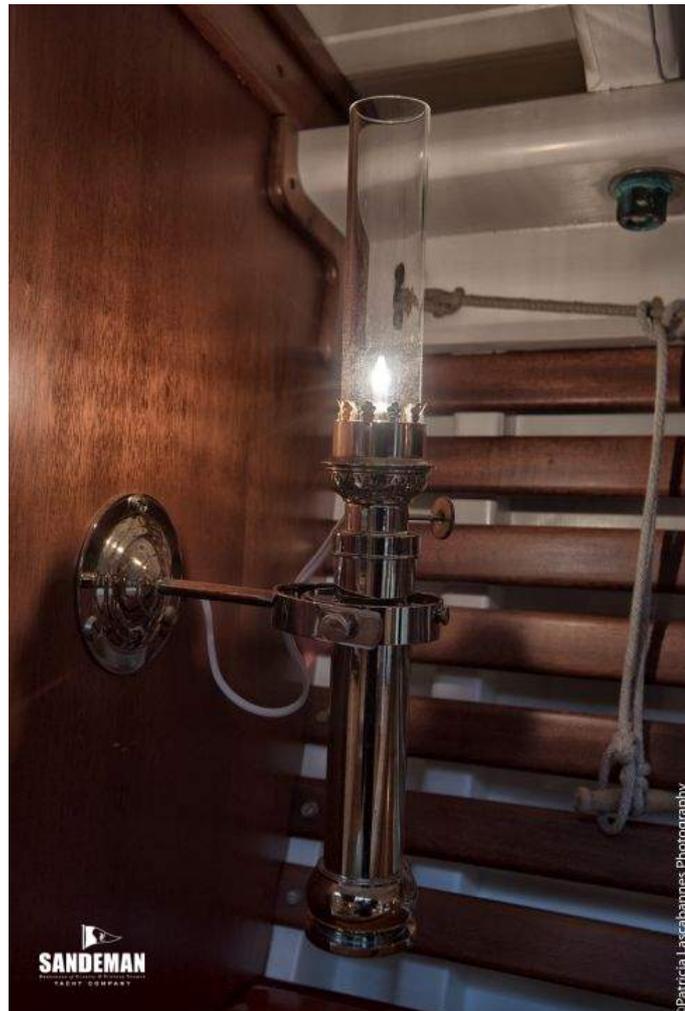
  
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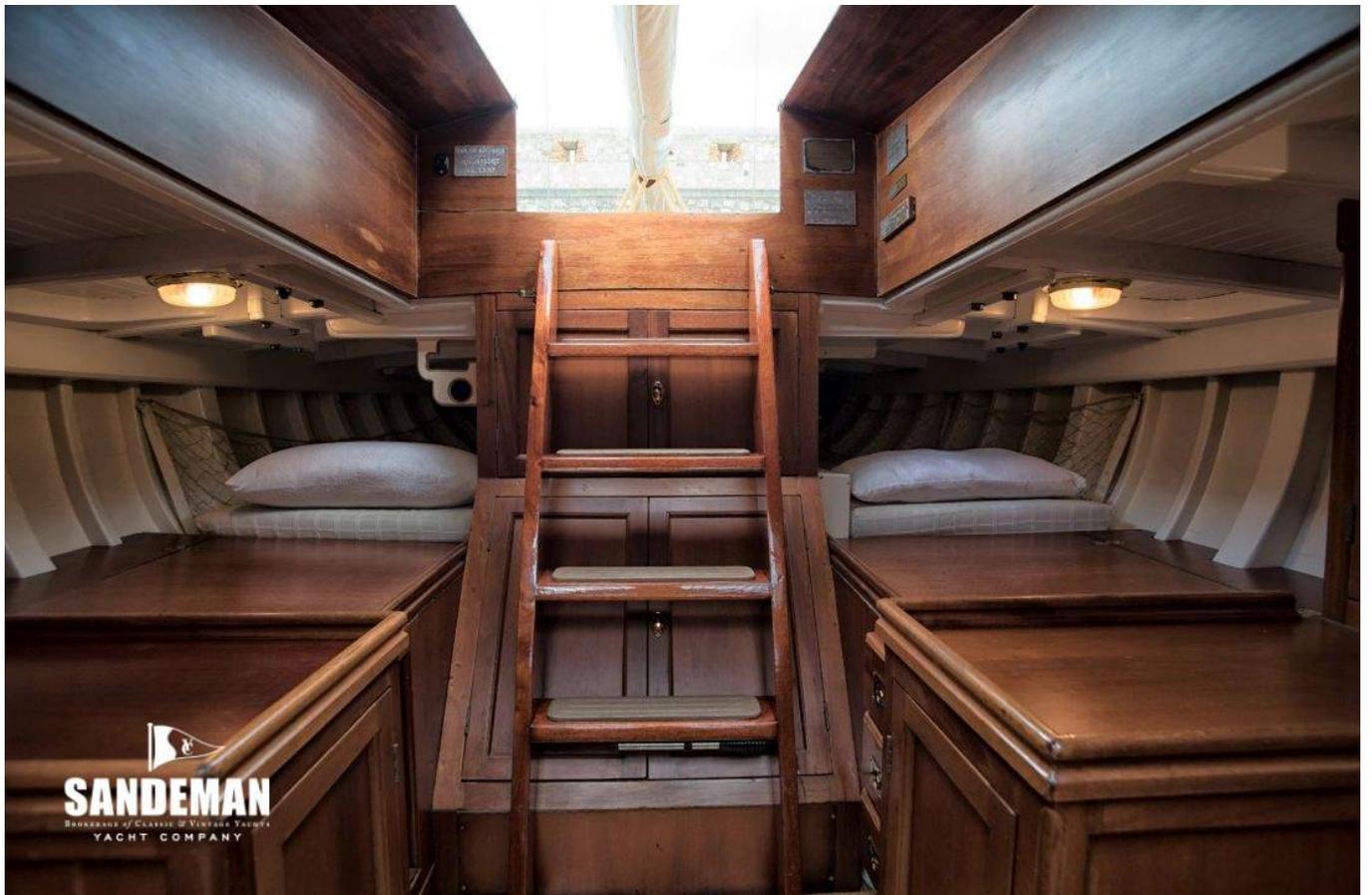


  
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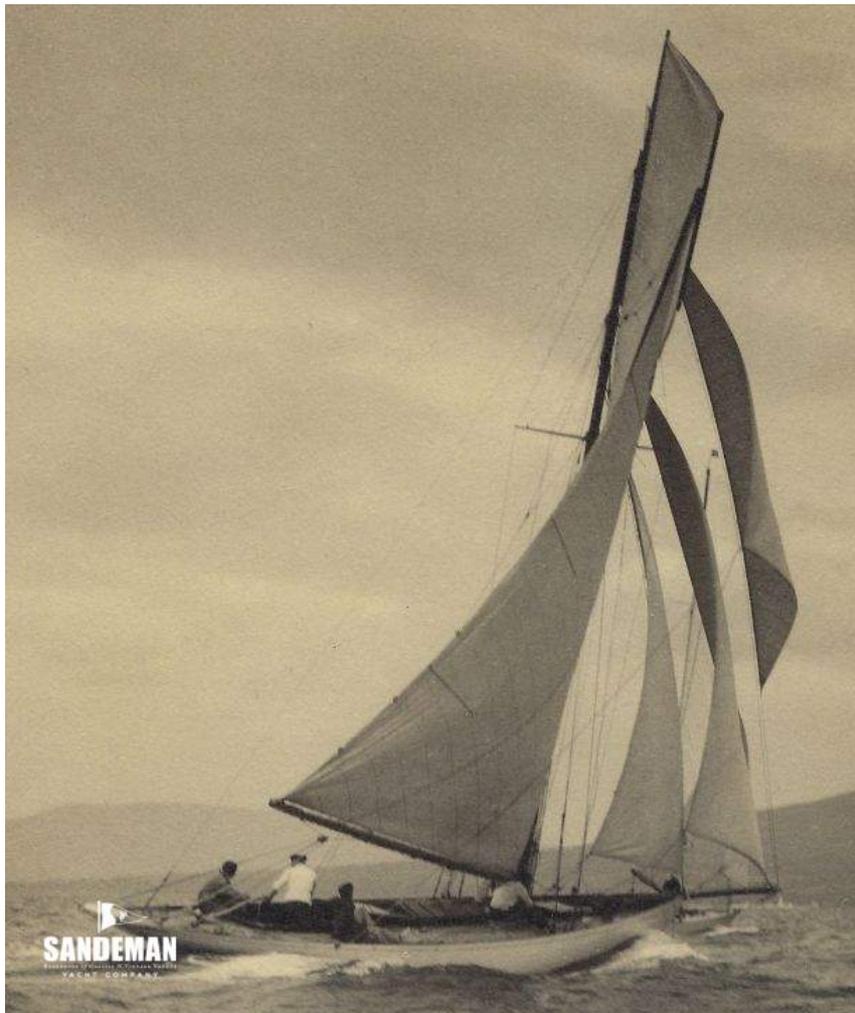
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