

GAFF RIGGED 41FT CUTTER 1890 - SOLD



Specification

LITTLE WINDFLOWER  
GAFF RIGGED 41FT CUTTER 1890

Designer	William Ferris	Length waterline	0 ft 0 in / 0 m	Engine	Volvo Penta 55Hp diesel 2002
Builder	William Ferris	Beam	10 ft 6 in / 3.2 m	Location	UK
Date	1890	Draft	5 ft 7 in / 1.7 m	Price	Sold
Length overall	56 ft 9 in / 17.3 m	Displacement	14 Tonnes		
Length deck	0 ft 0 in / 0 m	Construction	Carvel - Pitch pine & green heart on oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

LITTLE WINDFLOWER, is a handsome gaff rigged cutter that has enjoyed the same ownership for over 20 years - a true family yacht that has looked after her crew on numerous cruises. These have included sailing the waters around Ireland, Brittany and Channel Islands, the English East and South coasts, Scilly Isles and the Baltic including Scandinavia and St Petersburg. By the same token it is very clear that they have conscientiously cared for her ! LITTLE WINDFLOWER has certainly had plenty of time to prove herself extremely capable at sea but with one of the most charming and cosy interiors you can ever imagine; a real gem Thus she is proving very hard to part with.



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## HISTORY

LITTLE WINDFLOWER was designed and built in 1890 by William “Foreman” Ferris for Carew Davies Gilbert of Trelassick House, St Feock near Falmouth. Ferris designed her as a larger version of a Falmouth oyster boat of which he had built several including “Harriet” “Five Brothers” and “Florence” (still sailing). His many other vessels include the famous schooner “Rhoda Mary” in 1868, then the fastest schooner in Britain.

Originally an open half decked boat she was used by the Gilbert family for fishing and local excursions. In 1913 after Gilbert’ death she was bought by the well known yachting writer Frank Cowper, who fitted her out with a cabin as a sea going yacht. He describes her in his books “Sailing Tours” and “Cruising Sails and Yachting Tales” and found her to be an exceptionally seaworthy yacht.

She had various owners between the wars and for a period was rigged as a ketch. During World War II she was owned by C S Blundell who was then killed in a destroyer action in the Aegean in 1942. In 1945 she was purchased by the redoubtable Dr T.A.A. Hunter who cruised her extensively and raced – for example in the RORC 1948 Belle Isle Race in which she defied extreme weather conditions to win her class.

Very unfortunately after a Biscay cruise in 1956 she sank in Corunna Harbour and was subsequently sold to George Marlow for a rebuild, crucially replacing the bottom planking with greenheart and renewing the keel and keelson. He spent many years completely renovating WINDFLOWER but never sailed her thanks to a late romance and marriage; instead selling her to John Richardson of the Elephant Boatyard who finished the refit and re-launched her in 1978. John sailed her to the Mediterranean through the Canal du Midi and spent two winters in La Palmas. Nick and Elizabeth Temple bought her in June 1986.

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## CONSTRUCTION

She was built on the estate at Roundwood Quay of local oak and American pitch-pine. Windflower has traditional carvel construction

of pitch pine on oak frames and green heart bottom planks. The bright work on deck mahogany and afromosia

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## ACCOMMODATION

Charming traditional interior in 2 cabins with 7 berths. Taylor’s paraffin stove in galley area and large chart table and pilot berth opposite. Cosy saloon area features an arctic solid fuel stove with original delft tiles behind and William Morris designed covers on the settee berths. Starboard settee berth extends to form

a double. There are brass oil lamps throughout the saloon with alternative electric lights. Forward cabin also accessible from the deck fore hatch contains 3 berths and sail storage with a separate bathroom. Bathroom includes Lavac WC and sink with teak surround. The engine is accessible below the main companionway.

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## RIG, SPARS AND SAILS

- Mainmast: Pitch pine
- Topmast and bowsprit: Douglas fir
- 2 spinnaker poles: wood and aluminium
- Mainsail slab reefing 3 points
- Staysail reefing points
- Jib has Wickham Martin furling system
- Standing rigging renewed in 2002
- All running rigging is Terylene braid / Hempex 3 strands

- Mainsail: J Lawrence 1996
- #1 Jib: J Lawrence
- #2 Jib: Williams 1986
- Staysail: J Lawrence 2001
- Storm jib: Salterns 1992
- Asymmetric spinnaker: J Lawrence 1996
- Topsail: Terylene

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## DECK EQUIPMENT AND GROUND TACKLE

- Main Anchor: 65 lbs CQR

- Outboard: 2.5Hp Tohatsu

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|---|--|
| - Kedge Anchor: 30 lbs Fisherman                                      | - 6 x Warps                              |
| - Chain: 150 ft   | - Full length canvas cover in 3 sections |
| - Windlass: Simpson Lawrence  | - Cockpit cushions recovered 2007        |
| - Tender: 8'6" hot moulded Uffa Fox design, which sails and rows well |  |
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### MECHANICAL AND ELECTRICAL

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| - Volvo Penta 55HP 4 cylinder indirect cooling (2002) under cockpit | - Engine hours: 850                                    |
| - Diesel fuel tank: 25 gallon; range of 300 nm at cruising speed    | - Single prop driven by direct shaft via Volvo gearbox |
| - Consumption: approx 0.4 gallon / hour                             | - Batteries 2: Engine; 110AH and Service; 140AH        |
| - Cruising speed: 6 knots   | - Fresh water: 80 gallons in 2 stainless steel tanks   |
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### NAVIGATION

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|-------------------------------------|---------------------------------|
| - Simpson Lawrence steering compass | - Large chart table Starboard   |
| - Echo pilot Classic with repeater  | - Navigation lights all present |
| - ICOM M40 VHF                      | - Radar reflector               |
| - Garmin 28 GPS                     |                                 |
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### SAFETY

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|----------------------------|--------------------------|
| - Guardrails over bulwarks | - 3 x fire extinguishers |
| - 4 x Safety Harness       | - Fire blanket           |
| - Inflatable Danbuoy       | - First Aid kit          |
| - 2 x Lifebuoys            | - 2x Manual Bilge pumps  |
| - Flares: Offshore set     |                          |
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### MAINTENANCE, REFIT AND RENEWAL

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|---|---|
| LITTLE WINDFLOWER has been slipped annually with a full refit including painting topsides and bottom, bright work and overhaul of rigging. Specific tasks undertaken include: | - Complete replacement of running and standing rigging; 2002                          |
| - bowsprit and topmast replaced (Douglas fir); 1991   | - New 55 hp Volvo Engine; 2002  |
| - New bowsprit parts and Samson post from seasoned oak; 1998  | - Replacement of cockpit coaming; 2007  |
| - Replacement internal iron ballast with 3ton fitted cast lead and painting bilge spaces; 2000  | - Re-caulking and paying the main deck and coach roof; 2008                           |
|   | - Repair to coach roof coaming; 2008  |
|   | - Complete rewiring of boat electrical systems including new GPS, Depth, Switchboard. |
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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



















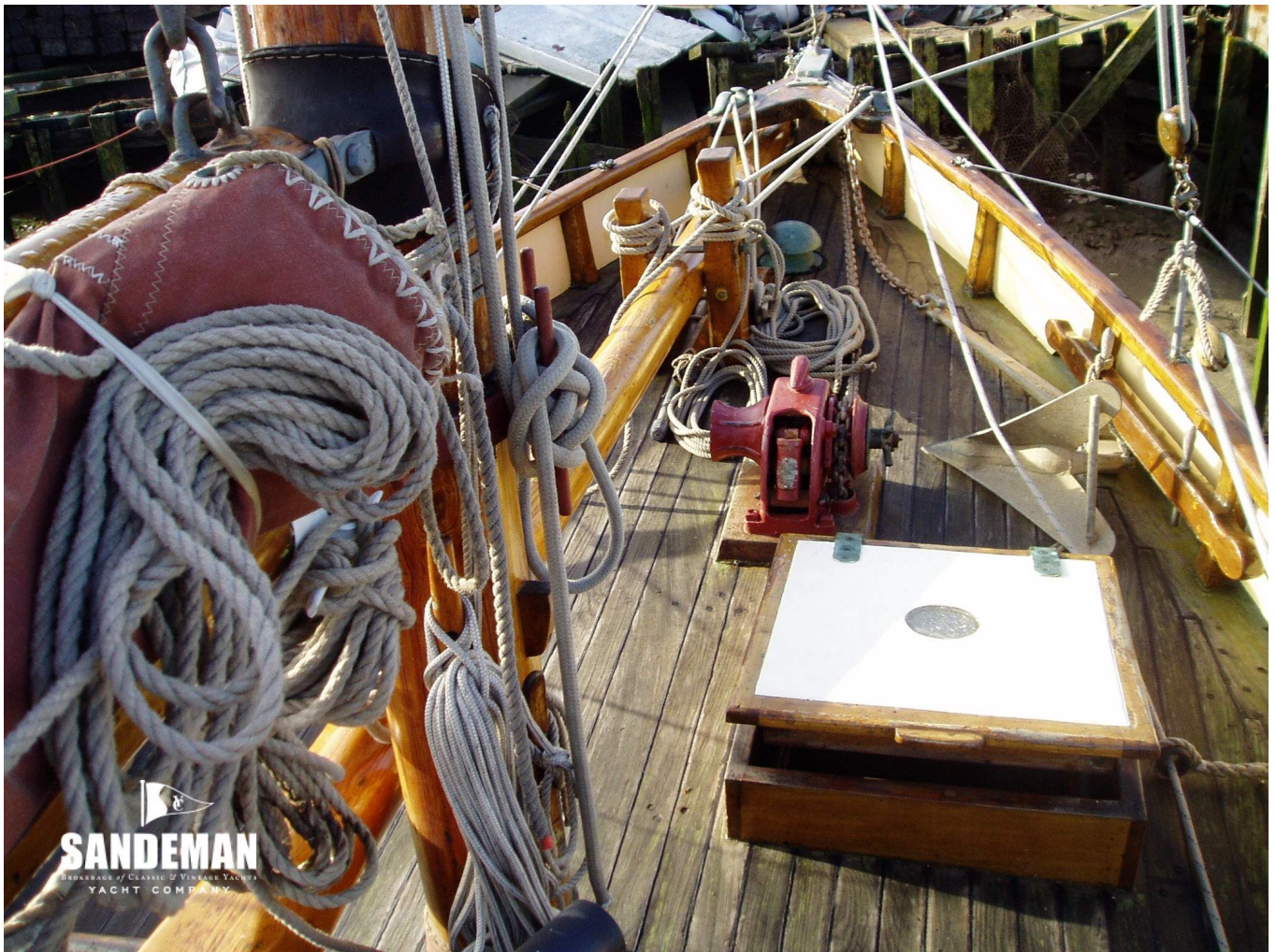
















  
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