

ALFRED MYLNE 105 FT GAFF RIGGED KETCH 1937/1994



Specification

THENDARA

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Designer	Alfred Mylne	Length waterline	74 ft 10 in / 22.8 m	Engine	Volvo TMD102A 238 hp Diesel
Builder	Alexander Stephen & Sons, Glasgow	Beam	20 ft 0 in / 6.09 m	Location	France
Date	1937	Draft	12 ft 10 in / 3.9 m		
Length overall	119 ft 9 in / 36.5 m	Displacement	135 Tonnes		
Length deck	105 ft 0 in / 32 m	Construction	Teak planking on steel frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

From the design board of Alfred Mylne and conceived for racing, THENDARA is nevertheless a most civilised cruising yacht, with a level of comfort rarely found on such a classic yacht. The rig is easily handled for one of this size and with her cockpit; large for a Mylne and his trademark doghouse, she is equally suited to family cruising and round-the-buoys racing. With a winning record on the Mediterranean circuit she is ready to go for another season with all systems in full running order. THENDARA offers large double guest cabins and sensible – even generous crew accommodation, which is rare even for a classic vessel of this size. This is one of the very few vintage yachts measuring over 100 ft presented in a condition so ready to cruise anywhere. She has benefited from the total restoration - now 20 years ago - but as important since then from owners and crew who have not relented in her upkeep.



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HISTORY

THENDARA's story begins in 1936, when Sir Arthur Young, one of Scotland's leading yachtsmen, commissioned the legendary Alfred Mylne to design her for himself. Built and launched the following year by the Clydeside yard of Alexander Stephen & Sons, she was an immediate success on the racing circuit, and went on to provide her owner and guests with many pleasurable years of cruising.

After Sir Arthur's death in the summer of 1949, THENDARA was sold and disappeared to Greece, and later Italy, where she slid into decline. In 1993, a new owner commissioned Southampton Yacht Services to ship her from Italy to England, where a full refit was carried out. This restoration has seen her sail into the new century as a truly elegant example of living history.

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RACING CREDENTIALS

THENDARA is a true thoroughbred, with an impressive history of successful competition.

After her flying start in 1937 when she won both her class and the overall prize at the Torbay Coronation Regatta, THENDARA continued to race extensively until World War II. Following her re launch, from 1994 until the present day, THENDARA has sometimes taken first place amongst serious competition in Antibes, Imperia, Porto Cervo, Monaco, Cannes, and St Tropez.

In 1997 she won a prize as one of the only gaff-rigged classics to complete the gruelling Atlantic Challenge Cup, and in 2000 she was the darling of the Antigua Classic Regatta, winning her own division, the overall fleet and the "Boat International Concours d'Elegance" against such favourites as Endeavour, Mariette and Whitehawk – and prompting an in depth article by that publication. The following year she again showed her prowess with a first in the 2001 America's Cup jubilee off Cowes. A summary table of participation and results:

1996 Regates Royales Cannes 1st
1997 Atlantic Challenge Cup 1st gaff-rigged classic to finish
2nd in Classic Division
3rd overall fleet (classic & modern)

1998 Regates Royales Cannes 2nd overall (1st gaff-rigged)
1998 Coupe du Yacht Club de France 1st overall fleet
1999 Regates Royales Cannes 2nd
1999 Voiles de St Tropez 2nd
2000 Antigua Classic Week 1st cum Class Vintage A,B and C
1st overall fleet
"Boat Intl Concours d'Elegance" Winner
2001 Cowes America's Cup jubilee 1st Vintage A
2001 Regates Royales Cannes 2nd
2001 Voiles de St Tropez 1st
2002 Regates Royales Cannes 2nd
2002 Voiles de St Tropez 2nd
2003 Regates Royales Cannes 2nd
2003 Voiles de St Tropez 2nd
2008 Palmavela
2008 Regates Royales Cannes
2008 Coupe de Automne
2008 Voiles de St. Tropez
2009 Trophée Bailli de Suffren
St. Tropez - Pto. Rotondo 2nd
2009 Vela Classica Barcelona 2nd
2009 Regates Royales Cannes
2009 Coupe de Automne
2009 Voiles de St. Tropez
2010 Palmavela
2010 Robbe Berking Classic Week 2nd
2010 Regates Royales Cannes
2010 Coupe de Automne
2010 Voiles de St. Tropez 1st
2012 Vela Classica Barcelona 2nd
2012 Vela Clasica de Menorca 1st
2012 Regates Royales Cannes 1st
2012 Coupe de Automne
2012 Voiles de St. Tropez
2013 Antigua Classic Race Week overall 1st in class

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CONSTRUCTION

While THENDARA has been substantially rebuilt her sturdy construction of teak planking on steel frames enabled retention of an astonishing 70% of her original hull. Otherwise sun damaged topsides were renewed and a brand new teak stern was created to repair a long forgotten

collision. Steering problems required her warped wooden rudder to be substituted with steel, while some of the original steel deck fittings were substituted with new bronze replicas. The original teak deck was replaced with plywood laid under to render it watertight.

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DECK LAYOUT EQUIPMENT AND GROUND TACKLE

From aft

- 2 x Bronze fairleads in taffrail; one each side
- 2 x Bronze mooring cleats
- Large mizzen main sheet horse
- Mizzen boom gallows
- Bronze Lewmar 65 mizzen sail winch
- 2 x Raw teak and bronze cleats
- Thomas Reid steering system with rudder indicator
- Kobelt engine throttle control by varnished teak helmsman's seat
- Teak wheel with bronze name by Harry Spencer of Cowes on brass mounting
- Teak and brass compass binnacle
- Large raised engine room hatch with small trunk cabin
- Mizzen mast with single spreader
- 2 x Teak and bronze cleats; one each side
- Mizzen runner; all ash blocks
- 2 x Teak and bronze cleats; one each side
- Bronze main sheet horse
- Main boom gallows white painted
- Running top mast backstays port and stbd, all with varnished ash cheeked blocks
- Teak and bronze cleats mounted on cover boards each side
- Large cockpit with raised teak coamings
- Demountable 2 leaf bright teak cockpit table - can also be mounted amidships
- 2 x Lewmar 65 winches for top mast runners
- 2 x Lewmar electric main sheet winches new in 2009
- Bridge deck
- Doghouse in the distinctive Mylne style
- 3 x Vents and skylights mounted in low level teak boxes the length of doghouse each side
- Main mast running backstays – as for the mizzen

- 2 x Lewmar 65 winches for main mast runner and staysail sheets
- Panama eye fairleads in bulwarks and teak and bronze each side for midships mooring lines
- Lug sail dinghy yacht's tender on demountable cradles to port and launching davit
- RIB with teak decking sole and Yamaha 4 str 25 HP outboard on demountable cradles stbd
- RIB launching davit
- Life raft stowage
- Large butterfly skylight hatch over saloon
- 2 x Lewmar bronze electric halyard winches each side mast base
- 4 x electric pedal controls for these winches
- Single spreader main Mast
- Bronze pin rails at shrouds each side
- Butterfly skylight hatch over galley
- Raised hatch and sliding roof over focsle companionway
- 2 x small lifting skylights and vents the length of this hatch both sides
- Large fisherman anchor (250 kg) on deck chocks with 100 meters galvanized 22mm chain
- Danforth anchor (70 kg) with 100 meters galvanized 16mm chain
- Custom passarelle in teak
- Hydraulic windlass by Thomas Reid & Son 1936 – rebuilt 1994 and 99;
- 2 x 220 V motors driving hydraulics new in 2012
- 1 spare windlass engine
- Sampson post
- Mooring cleats port and stbd
- Bowsprit
- 4 x Awnings for a full deck cover
- Deck and cockpit cushions
- Winter cover for all deck housing

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ACCOMMODATION AND DOMESTIC EQUIPMENT

For relaxation the comfortable cockpit and the deck dining table sheltered from the midday sun under a lofty awning provide ideal options for al fresco dining and entertainment with the saloon, period crockery and silverware providing a more formal setting for entertainment below.

Guests Accommodation summary

THENDARA's three elegant state rooms accommodate up to six guests in true comfort and style, with plenty of stowage room also for all personal effects. Two cabins feature large double berths, while the third is fitted with two large single berths and each has its own private en suite with shower, basin and W.C. There is air conditioning throughout.

Crew accommodation

THENDARA can accommodate up to 7 Crew members including the Captain's Cabin, one twin crew cabin and foc'sle for four. There also is the crew bathroom with separate shower.

- Basin with hot and cold water
- Opening port
- Small skylight in deckhead (stbd side of doghouse)
- 2 x Reading lights

Day head and en suite to twin guest cabin to port opposite companionway steps

- Off white T&G décor
- Blake WC
- Basin with hot and cold water
- Designated shower cubicle
- Opening port
- 2 x Deck head lights

Twin guest cabin

- Access forward to day head and stbd to corridor
- Joinery in varnished mahogany

Doghouse and navigation centre

- Double door and sliding hatch access forward of cockpit bridge deck
- Locker to port housing navigation instruments and electrics control panel
- Deep hanging locker to stbd
- Flag locker
- Settee berths port and stbd under deep windows outboard
- Chart table slides aft from cabinet top fwd to port
- Substantial chart stowage in the cabinet fwd
- Cabinet to stbd with lifting top houses computer
- Book shelves against forward bulkhead
- Clock barometer and barograph
- 2 x Settees or occasional berths at deck level
- Companionway steps lead down forward and to port
- Corridor aft leads to aft sleeping accommodation and to stbd cabin and saloon fwd

Saloon

- Varnished mahogany joinery, white painted deck head and skylight over
- 3 x Opening brass bound ports each side
- Settee with lockers at each end up the port side cabinets and bookshelves outboard
- Discreet cabinets for TV and DVD players
- Cabinet against aft bulkhead athwartships
- Drinks cabinets
- Fridge new 2013 for guest drinks
- U shaped settee half surrounding large gimballed dining table to starboard can seat 6
- 2 x Additional armchairs facing
- 4 x Lamps
- 4 x Art deco deck head lights
- 2 x Brass deckhead lights
- 4 x Reading lamps
- U-Line ice-maker new 2013
- Doorway forward to galley and crew quarters detailed further below
- Corridor aft with doorway immediately to stbd before companionway steps

Large Guest cabin in white panelled T&G and varnished mahogany joinery

- Double berth
- Desk and hanging locker
- En suite head aft with separate shower cubicle
- Blakes manual WC

- 2 x Single up and over berths, stowage aft
- Small desk and hanging locker
- Opening port
- 2 x Deck head lights
- 2 x Reading lights
- Small skylight in deckhead (port side of doghouse)
- Corridor opposite and turning aft to

Owner's cabin in white T&G with varnished mahogany joinery

- Large double berth with much stowage under
- His and hers hanging locker wardrobes
- Small desk
- Repeaters for B&G Hydra
- On board telephone
- Banquette seat
- Opening port
- 3 x Deck head lights
- 2 x Reading lights

En suite head compartment

- Blake WC
- Basin with hot and cold water
- Shower cubicle
- Opening port
- 2 x Deck head lights
- Small skylight in deckhead (port side of doghouse)

Galley and Crew Accommodation forward of saloon, also accessible from foredeck

Captain's cabin to port just forward of saloon

- Single berth outboard, with stowage fore and aft inboard and under
- On board telephone
- Repeaters for B&G depth, wind speed and boat speed
- Opening port
- Reading light
- Deck head light

Galley mainly to stbd with skylight over deckhead

- The galley is modern in stainless steel and wood joinery
- Professional stainless steel Lincat fixed gas 4 burner hob and large oven new 2014
- Brushed stainless steel work surfaces
- 2 x Stainless steel sinks with H&C water taps
- 1 x custom stainless steel deep freezer 170 litres
- 2 x Custom stainless steel fridges 150 litres each
- Pressure water system
- Panasonic combo microwave
- Washing machine
- Drying machine
- Washrite dishwasher

Girls' crew cabin to port

- 2 x single berths up and over stowage under, fore and aft
- Opening port
- Deck head light

Crew head and shower to stbd

- Automatic WC
- Basin with hot and cold taps
- Shower

Steps up to hatch on foredeck and doorway forward to

Forward crew cabin

- 2 x Up and over berths each side
- Substantial stowage under and forward
- Drop leaf dining table on centreline
- 2 x Opening ports
- 3 x Deck head lights
- 4 x Reading lights

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RIG, SPARS AND SAILS

The only gaff rigged yacht in the world to fly a jack yard topsail on both the main and the mizzen, THENDARA's rig is as rare as it is authentic. Her only concession to modern materials is the use of Dacron in her sails and lines. All spars and standing rigging are by Harry Spencer of Cowes. The unique rig provides exceptional, modern sailing performance and comfort in all conditions.

Rig and spars

- Masts, booms and gaffs in Colombian Pine
- Bowsprit in Colombian pine by Gilbert Pasqui new 2012
- Whisker Stays, Bobstay fitting in aluminium bronze, all new 2012
- Main mast lateral rigging and backstays galvanized
- Lower shrouds new 2012
- Intermediate shrouds new 2010
- Top shrouds new 2014
- 3 x Main mast forestays in stainless steel

- Mizzen mast standing rigging in galvanized and rigging screws new in 2012
- Jackyards for main and mizzen
- Running rigging regularly upgraded; main, and mizzen and top sail halyards new 2013

Sails

- 1 x Ratsey mainsail 2006
- 1 x Incidences racing main 2010
- 1 x Mizzen 2001
- 1 x Incidences racing mizzen 2010
- 1 x Working topsail 2010
- 1 x Ratsey staysail 1999
- 1 x Doyle racing staysail 2001
- 1 x Incidences Jib 2010
- 1 x Ratsey small top jib 1994
- 1 x Ratsey large top jib 1999
- 1 x Doyle large light top jib 2001
- 1 x Doyle nylon balloon 2000
- 1 x Incidences main jackyard topsl 2010
- 1 x Ratsey mizzen jackyard topsail 1994
- 1 x Ratsey mizzen staysail 1994
- 1 x Doyle nylon mizzen staysail 2000

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MECHANICAL ELECTRICAL AND TANKAGE

- Volvo TMD102A 238 hp Diesel
- 36 in Luke automatic feathering propeller
- Shaft serviced 2009
- Maximum speed 11 knots
- Cruising speed 9 knots with 36 Luke automatic feathering
- Consumption 18 litres / hour
- Range 1,600 nm approx
- 1 x Northern Light 24 kW generator
- 1 x Northern Light 12 kW generator
- 240 V AC 50 Hz / 24 V DC electrical systems
- 24 V Panel in engine room renewed and fitted with auto fuses 2013
- 70 A / 240 V Shore power
- 2 x Generator batteries
- 36 x Sonnenschein 2 V gel cell 600 Ah domestic batteries (2010) total 24 V @ 1,800 Ah

- 2 x Main engine batteries (2011)
- 2 x Mastervolt battery chargers (100Amp/h each), 1 from 2010
- 1 x 40 A engine alternator
- 1 x 175 A alternator
- 1 x Emergency battery
- 2 x Mastervolt inverter 24 V / 240V 5000W (2005 and 2010)
- 2 x Condaria air-conditioning systems; that in crew quarters new 2013
- Seafresh H208A water maker 120 litres / c32 US gallons per /hour
- Membranes and HP piping new 2010
- 2 x Fresh water pumps; one new 2013
- Boiler elements replaced 2010
- 2,800 litres / 616 gallons fuel
- 3,000 litres / 660 gallons fresh water

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NAVIGATION COMMUNICATIONS, ELECTRONICS AND ENTERTAINMENT

- 1 x Alcyon electronic compass
- Furuno M1832 / 36 nm radar
- Furuno GPS

- Sailor Mini M telephone system SP 4164 A (Tel / Fax / Data)
- Sailor VHF A1 system VHF-DSC new 2012
- GSM Cellular Sx5E (Tel / Fax / Data)

- Raymarine C120 with chart plotter new 2013
- B&G Hydra 2000 complete
- 4 x Fixed displays and 3 x repeaters
- 1 x Navigation computer new 2010
- 1 x Communication computer new 2010

- Battery monitor
- 1 x TV and a DVD player; saloon TV new 2010
- Speakers in saloon and doghouse and deck

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SECURITY AND SAFETY

- Gas locker on deck
- Gas alarm; 2010
- Bilge alarms
- Smoke and fire detectors
- 1 x Bilge pump 2 inch 240 V AC
- 2 x Bilge pumps 24 V DC new fitted 2010 with new piping and wiring
- 1 x Manual bilge pump
- 1x Fire pump 2 inch, 240 V AC + 2 deck hoses
- Man overboard pole
- 10 x Fire extinguishers
- Emergency tiller
- FE 200 engine fire extinguishing system new 2010 overhauled 2014
- 2 x Life rings
- 2 x 10 person Solas life rafts with hydrostatic release; new 2010 / 11
- McMurdo 406 EPIRB
- 1 x Searchlight
- Signal flags and flares
- 8 x Lifejackets new 2010
- 8 x Harnesses and jackstays
- THENDARA security manual

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RESTORATION AND REFIT

Rebuild from 1994 to 1999

Starting in 1994 THENDARA was completely rebuilt by Southampton Yacht Services. Only the hull remains of the original build - all the rest was replaced. A full photographic documentation is available on request. Details here expand on comments in the Construction section above.

During this refit traditional rigging expert, the late Harry Spencer of Cowes, constructed new Columbian pine spars and rigged them with galvanised steel wire to conform with the original rig. The resulting rig therefore is not only as the original it also provides exceptional sailing performance in all conditions.

Southampton Yacht Services craftsmen went to extraordinary lengths to salvage and repair surviving fittings where possible, or re-cast new ones using the originals as models. Principal works included:

- New rudder made in steel (alloy) with a NACA1 profile
- New hinge and bearing system for rudder
- Refurbished quadrant and mechanical wheel system
- New propeller shaft and coupling system plus stern gland
- Complete mechanical and electrical services, controls of the ship
- Original Thomas Reid windlass reconstructed with hydraulic motor in place of electric
- Windlass steel drum ends recast in bronze
- Rebuild of the crew quarters, technical improvements in galley
- New saloon Edwardian style and modifications in doghouse
- Modifications on deck to improve the racing configuration
- New Tenders, some new sails
- Complete overhaul of mast and spars. .
- A lot of modifications on masts and spar fittings
- New standing rigging for main mast
- 2 new chain plates, strip and complete re-varnish for all the spars (18 coats)

- MCA requirements

2004 – 2005

- All steel work in the lower hull was ultra sound tested under MCA supervision
- Total draining, cleaning and epoxy treating of the bilges
- Engine taken out, engine room emptied and refitted
- Hull sandblasted and epoxy treated

Winter 2008 / 2009 Refit in Villefranche

- Hull stripped to bare wood and some butt joints refastened and re caulked
- All the planking was found in perfect condition.
- Entire bottom faired by hand planing
- After thorough inspection the entire ship primed and painted in Awlgrip system
- The steel rudder and lead keel sandblasted, primed and painted in Awlgrip
- Bobstay, jib stay, intermediate main mast and all mizzen shrouds changed for new
- All mizzen rigging screws changed for new
- All blocks stripped, re varnished and re leathered, as were the mizzenmast hoops
- Anchor chain re galvanized
- The 12 KVA generator overhauled
- Shaft and feathering propeller rectified
- New bowsprit net hand made to measure

Winter 2014 2015 Boatyard overhaul

- Main and mizzen, masts, main boom and main gaff stripped to bare wood
- These spars then given 27 successive coats of Epifanes varnish
- Cap shrouds renewed
- Stuffing box was replaced with modern ceramic system
- General maint on all systems; sea cocks, propeller, piping generators, pumps, windlass
- Maintenance of winches programmed
- Hull repainted in Awlgrip urethane paint off-white
- Name and scroll line repainted
- Antifouling Micron 77 applied by airless spraying
- Teak capping rail stripped and re varnished with 16 coats

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IMAGE CREDIT

Main image by James

Robinson Taylor

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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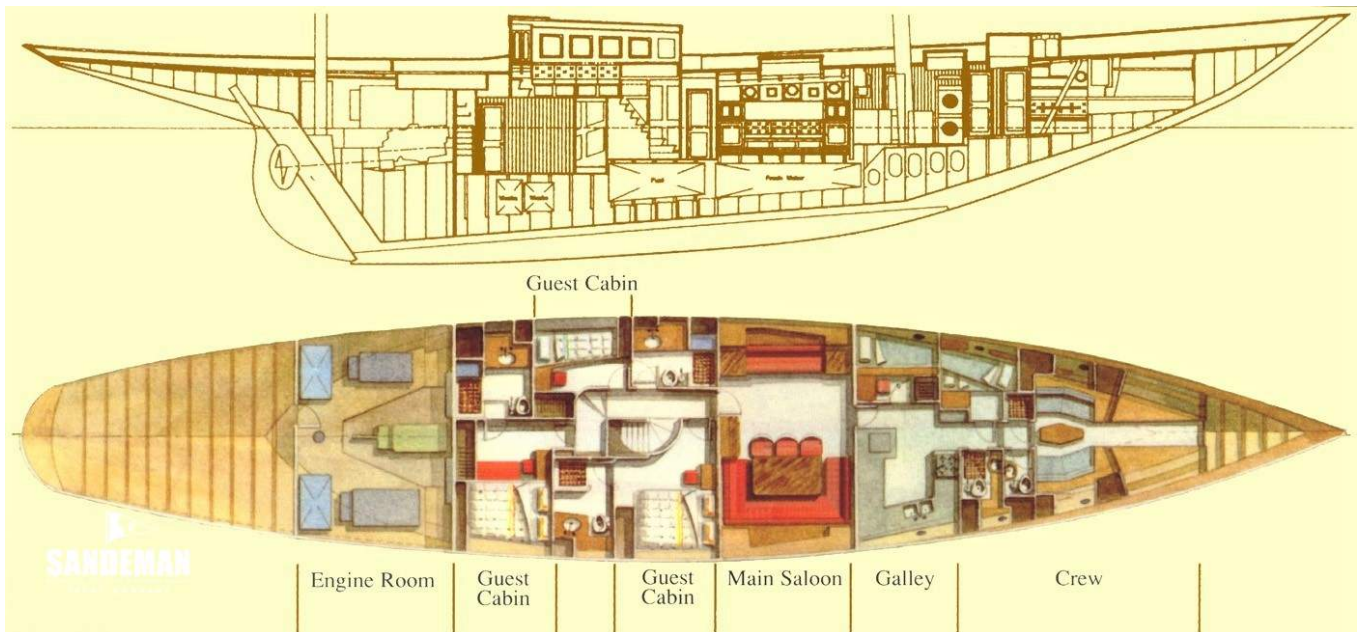

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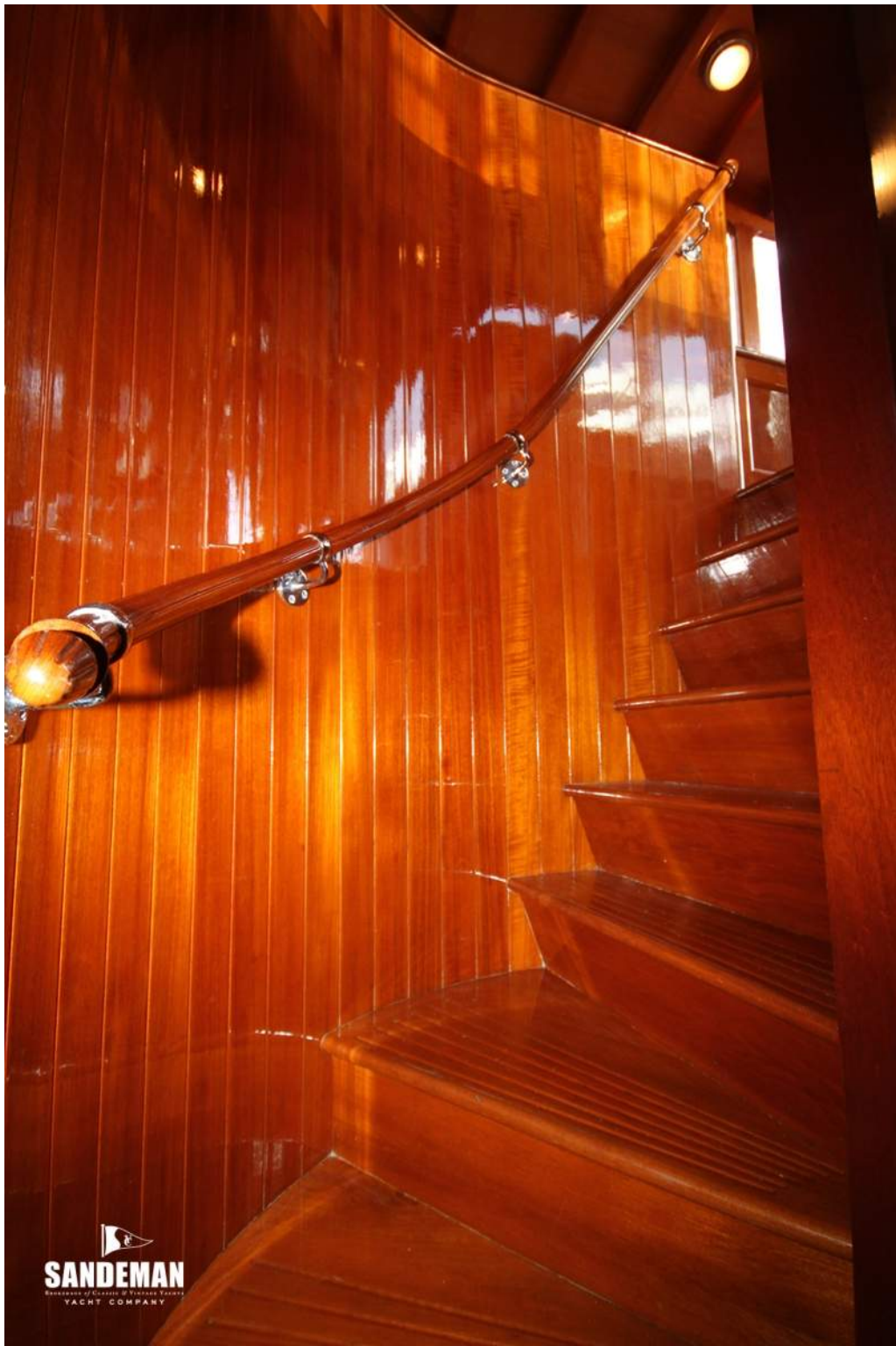













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