

C.G. PETTERSSON 25 FT VINTAGE MOTOR LAUNCH 1925



Specification

VIRGO

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Designer	C.G. Pettersson	Length waterline	0 ft 0 in / 0 m	Engine	Beta 60 4cy 56hp Diesel
Builder	C.G. Pettersson, Liljeholmen, Sweden	Beam	6 ft 2 in / 1.88 m	Location	United Kingdom
Date	1925	Draft	2 ft 9 in / 0.84 m		
Length overall	25 ft 0 in / 7.62 m	Displacement	0 Tonnes		
Length deck	25 ft 0 in / 7.62 m	Construction	Mahogany on oak and steel frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

VIRGO is a classic wooden launch designed by the renowned C.G. Pettersson of Sweden in 1925 and fully restored to her former glory by the craftsmen of Clare Lallow's boatyard at Cowes on the Isle of Wight. When one looks at her beautifully varnished hull and gleaming fittings, you would find it hard to appreciate that this vintage launch is nearly 90 years old. With her new Beta 60 Marine engine, ancillary gear and completely new electrical systems, VIRGO combines classic 1920s style - especially Pettersson's trademark raised foredeck - with 21st Century technology. With so few Pettersson launches for sale, particularly in the UK, VIRGO is a very attractive proposition for anyone looking to acquire an excellent example of C.G. Pettersson's work, or simply a gorgeous 'runabout' or tender.



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Specification RESTORATION

During the restoration, much of Virgo's hull and deck was dismantled and either restored or completely replaced. The rebuild schedule included the hull being fitted with many new steam-bent oak frames and most of the hull has been refastened. Internally, the two tongue & grooved mahogany bulkheads at the forward and aft ends of the cockpit were replaced and additional strengthening was carried out to the bow sections.

The structure of the original foredeck was completely replaced with new sawn-oak deck beams and a plywood sub-deck with a new teak laid deck bonded to it. A mahogany king-plank with new covering-boards around the deck's perimeter completed the new installation. At the sheer, and adjacent to the forward bulkhead, the deck profile is broken by a curved step down to the level of the side decks, which are in effect wide covering-boards that extend through the length of the cockpit to the new aft deck. The mahogany covering-boards and cockpit coamings were replaced, and during the fitting out of the cockpit all the mahogany joinery was replaced with a revised and more practical layout.

Cosmetically, the mahogany hull is finished in multiple coats of clear varnish with the transom epoxy sheathed. The sheathing was then filled and faired and finished in high-gloss, dark-blue yacht enamel paint.

Great care was taken during her restoration to achieve the highest possible standard of yacht finish.

Specification HISTORY

Carl-Gustav Pettersson (1876 – 1953) was a prolific designer of motor launches, racing boats and small commercial vessels. During the 1910s & 1920s he not only designed but also built an average of 40 boats each year from his construction yard at Liljeholmen near Stockholm. Despite failing eyesight, he continued to work until his death in 1953. Throughout the 20th century, and indeed into the 21st century, Pettersson motor launches have gained a reputation for durability as well as for outstanding design. Many of the boats he designed and built still survive, all of them unique.

VIRGO was discovered by the current owner languishing in a muddy creak on the River Severn, England. Recognising the graceful curves of the boat's profile as being a Pettersson launch he decided that he had to rescue her. After eventually purchasing the boat, over 14 months VIRGO was lovingly restored to her former beauty at Clare Lallow's boatyard on the Isle of Wight.

VIRGO's restoration was completed in 2012. Since that time, she has been stored ashore in Lallow's boatshed in turn key condition and only launched occasionally during Cowes regattas as a chase-boat for the owner's classic International 6-Metre (6mR) racing yacht. Post-restoration engine hours are minimal: less than 20 hours.

In 2014 Lallow's used VIRGO to showcase the yard's capabilities during a visit by the Duke of Edinburgh.

Specification CONSTRUCTION

- Mahogany carvel planking on steamed oak timbers and galvanised frames
- Copper rivets to oak timbers
- Every 3rd frame is galvanised steel
- Galvanised steel bolts to steel frames
- Mahogany stem
- Oak keel
- Oak keelson and hog
- Laid teak deck over plywood on oak deck beams

Specification DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- From aft
- Rubbing strake along topsides; chromed brass coping
- Ensign staff socket
- 2 x Chromed mooring fairleads at quarters
- Engine box incorporating helm seat to port fwd
- Stainless steel steering wheel
- Dashboard with instruments and throttle lever
- Windscreen

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|---|--|
| - 1 x Aft deck mooring bollard | - Ladder access to foredeck to starboard of companionway |
| - Emergency steering tiller socket | - 4 x Chromed side deck cleats port and starboard |
| - Flush laid teak and mahogany steering flat and fuel tank access hatch | - Cockpit cover tangs |
| - Chromed brass coping at stem and over raised stemhead | - 1 x Foredeck mooring bollard |
| - Open cockpit with raised coamings | - 2 x Forward foredeck mooring fairleads |
| - Laid teak sole | - 13kg anchor; 3m galvanised chain; 30m of 10mm braided line |
| - Aft bulkhead hatch access to fuel tank | - 8kg grappell; 2m chain |
| - Lift lid benches port and starboard; lockers under | |
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Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

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| - Double door companionway and removable sliding hatch access | - Mahogany planked sole |
| - Attractive forepeak | - 2 x Cabin type reading lights |
| - Scope for fitting out with bunk(s) | - Ship's electrical panel at port aft bulkhead |
| - Slatted hull sides | |
| - White painted deckhead with varnished beams | |
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Specification

MECHANICAL, ELECTRICAL AND TANKAGE

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| - 4-cylinder Beta B-60HE 56bhp Diesel engine | - Push & pull steering cables attached to the rudder stock tiller |
| - Technodrive TMD 260 twin-disc gearbox | - Mild-steel plate rudder which riveted tangs of bronze rudder-stock |
| - R & D flexible coupling to prop shaft | - Mild steel rudder anti-cavitation plates |
| - Shaft "A" bracket | - TekTank plastic fuel tank |
| - 15" x 17" right-handed 3-bladed bronze propeller | |
| - Rope-stripper | |
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Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

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|-----------------------------------|-------------------------------|
| - Handheld DSC radio combined GPS | White light on wandering lead |
| - All-Round | |
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Specification

SAFETY

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| - Emergency steering tiller | - 1 x white horseshoe lifebuoy |
| - 6 man valise liferaft | - Heaving line |
| - Pack of Inshore Flares c/w floating orange smoke | - Set of wooden bungs |
| - 1 x 1kg dry powder fire extinguisher | - First Aid Kit |
| - 2 x buckets | - Life jackets for four adults and one child |
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Specification

OTHER EQUIPMENT

- | | |
|-------------------------------------|-------------------------------------|
| - 12 volt Searchlight | - 2 x 12m x 14mm three strand warps |
| - Boat hook | - Plastimo 5 step fender ladder |
| - 2 x 19m x 12mm three strand warps | |
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Specification

IMAGE CREDIT

- | | |
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| - Motoring images: | Hamo Thornycroft |
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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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Hama



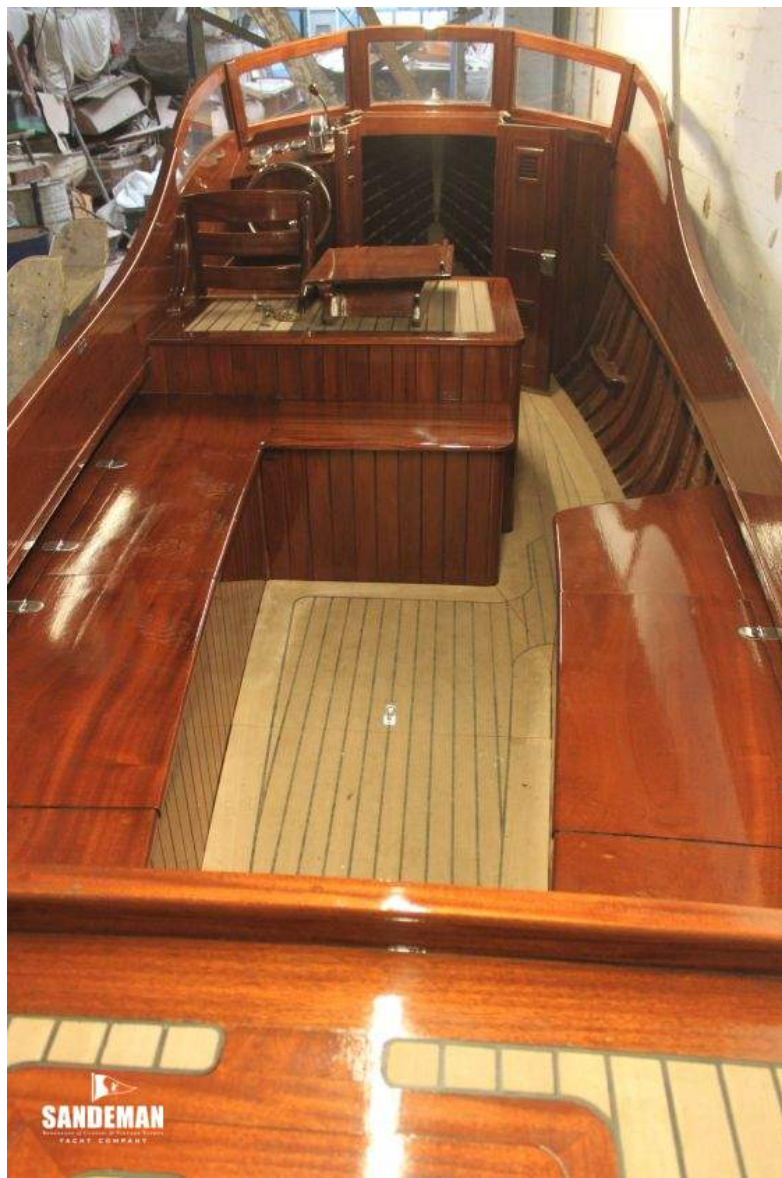






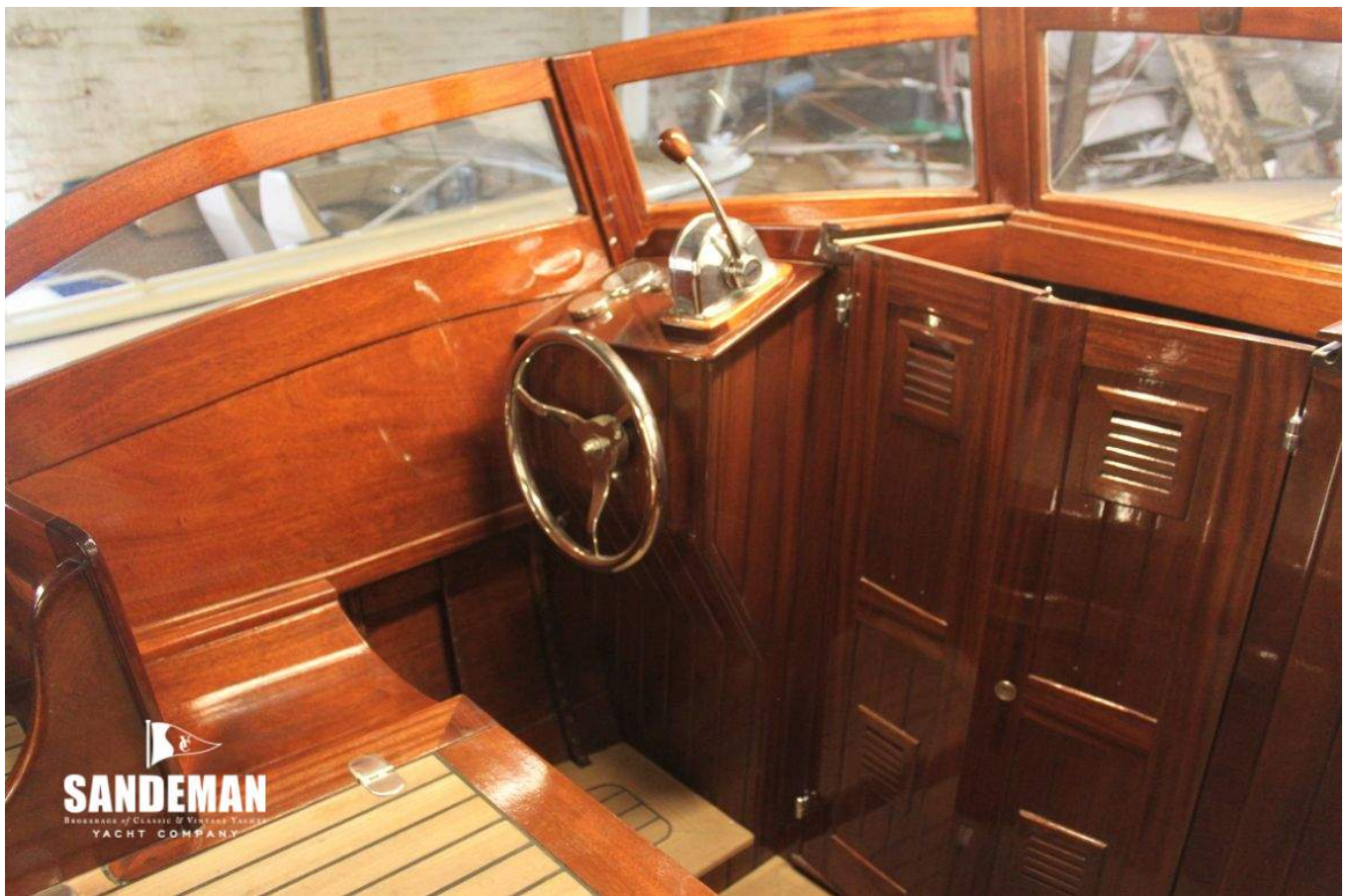



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RESTORATION OF CLASSIC & VINTAGE YACHTS
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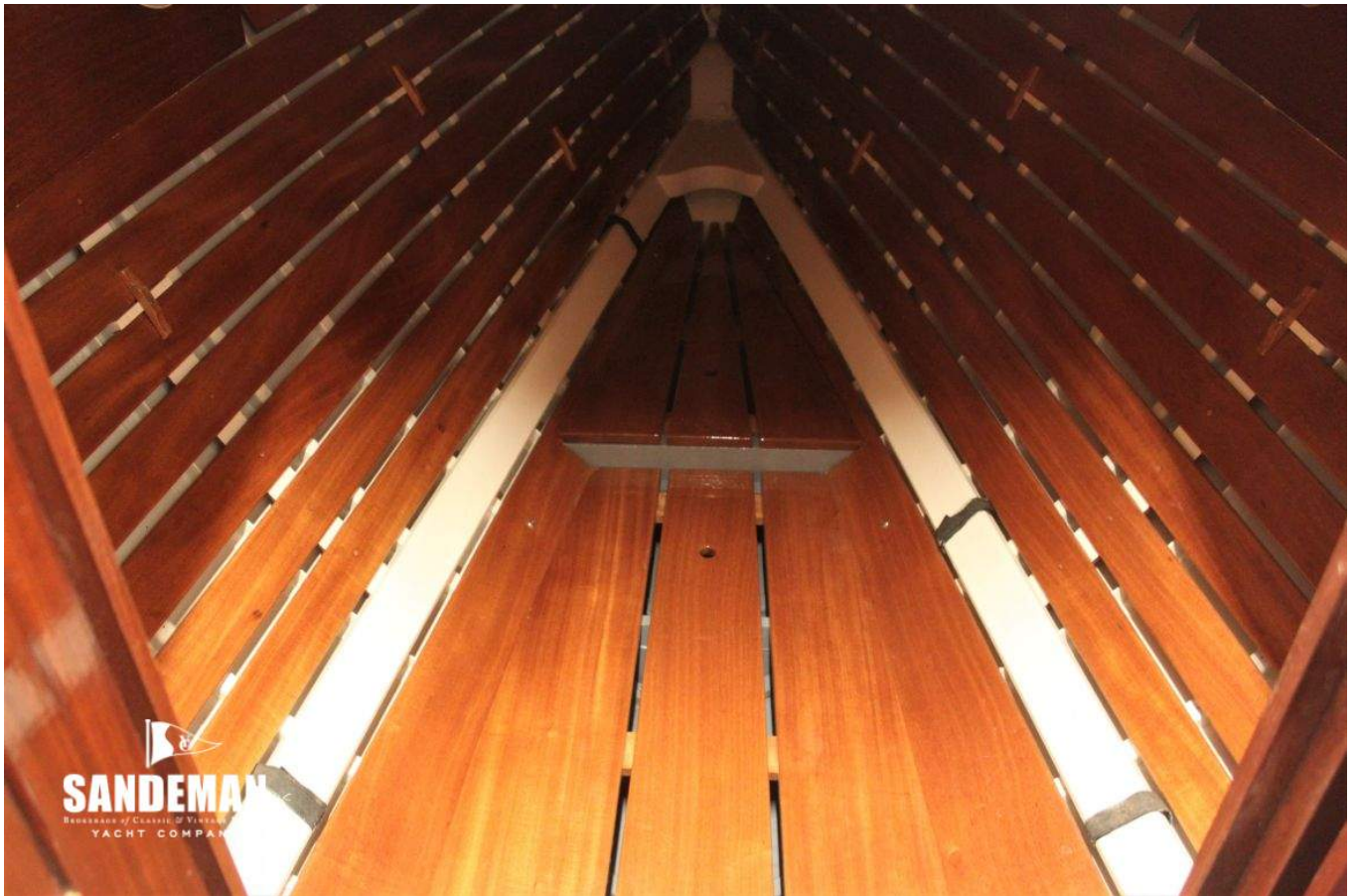


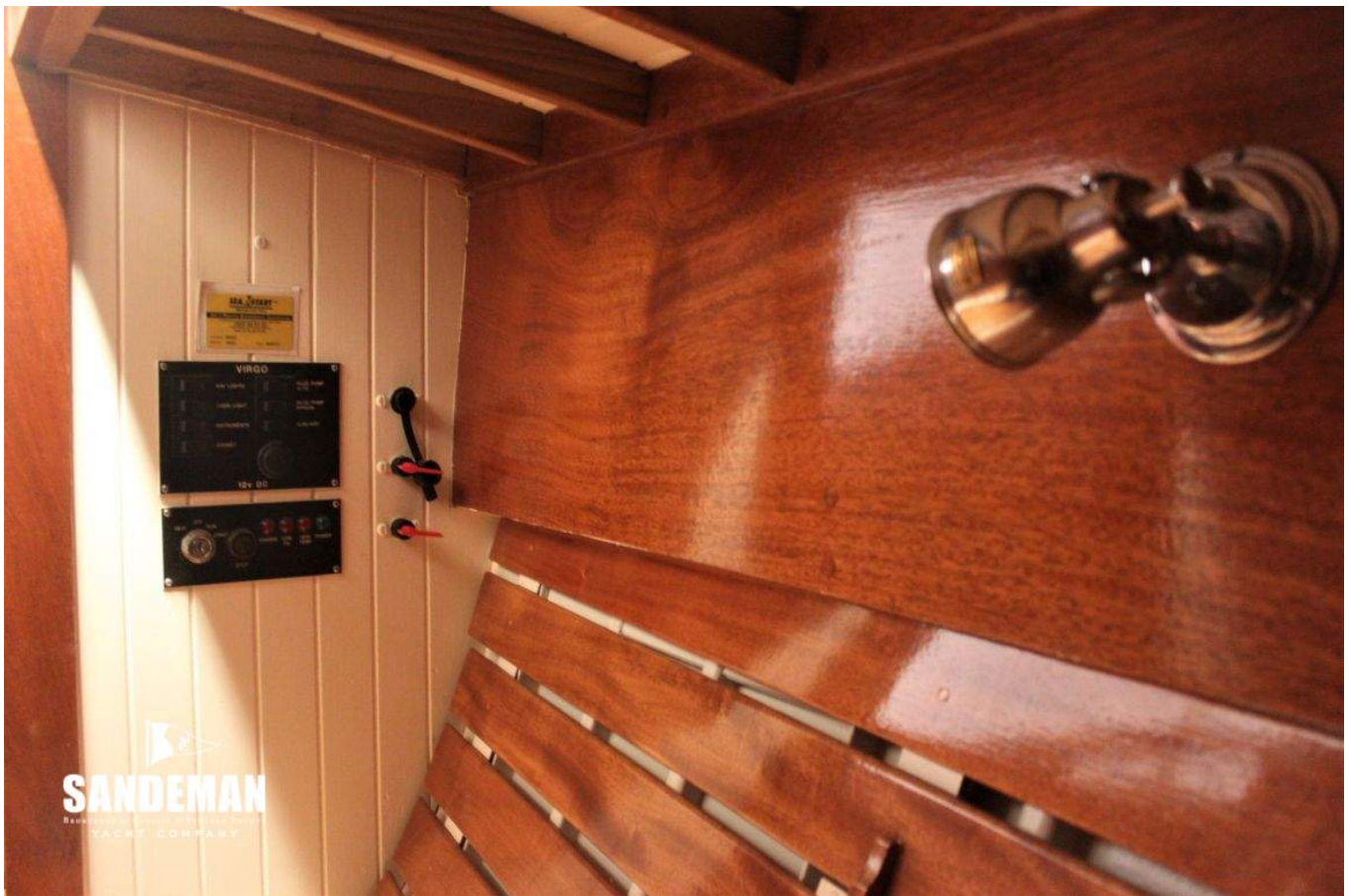



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HANDMADE OF CUSTOMER-DESIGNED YACHTS
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REPAIRS AND MAINTENANCE
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