SILVERS JOHN BAIN 30FT 'SILVERETTE' TSMY 1935

Specification

CERVEZA

SILVERS JOHN BAIN 30FT 'SILVERETTE' TSMY 1935

Designer	John Bain	Length waterline	28 ft 11 in / 8.81 m	Engine	2 x Nanni 3.30 29hp Diesel
Builder	James A Silver Ltd., Rosneath	Beam	8 ft 11 in / 2.72 m	Location	United Kingdom
Date	1935	Draft	3 ft 4 in / 1.02 m	Price	GBP 65,000
Length overall	30 ft 0 in / 9.14 m	Displacement	8 Tonnes		
Length deck	30 ft 0 in / 9.14 m	Construction	Carvel Teak on Oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

CERVEZA is a remarkably fine surviving example of 1930s British motor yacht designing and building: testimony to the quality of design, materials and work done by the Silver yard on the Clyde when it was a pioneering exponent of quality production boatbuilding, as well as to the loving care that has been lavished on her under relatively recent ownerships. Rarely have we come across a motor yacht of her type and age in such remarkable, turnkey condition. CERVEZA has spent equal amounts of time as a coastal cruiser and on inland waters and rivers; she's ready to keep doing that comfortably and stylishly for many years to come.

© Sandeman Yacht Company Limited 2026. A member of the ABYA.

Specification

HISTORY

By the mid-1930's, under the leadership of John Bain - a talented naval architect who remarkably married his craft with management and marketing flair - the Firth of Clyde yard James A Silver Ltd had become the pre-eminent UK designer and builder of high quality, series produced motor yachts. Their 30ft Silverette design brought yacht production into line with the high-end automobile industry. "Marine motoring" had become a thing, attracting a new demographic to pleasure boat ownership and use.

But CERVEZA was a cut above. Built to the order of Birmingham electrical components manufacturer John Ellison, whose family business pioneered 'Tufnol', she was planked in teak rather than pine and was one of only four twin-screw Silverettes built among many single-screw class sisters. In appearance she was a standard Silverette, with a windscreen and roofed-only steering cockpit between the forward and aft cabins, and powered by twin Morris Navigator 4 cylinder 12/24 hp petrol engines.

Despite the distance from home, it is possible that Ellison kept her on the Firth of Clyde. He was a Clyde Cruising Club member, and it certainly would explain the fact that on being donated by him for war service in 1941 CERVEZA joined the Clyde River Patrol, a fleet of loaned and requisitioned mostly pleasure vessels employed on various security tasks in the vital sheltered waters of the Firth during wartime, when shipbuilding, convoy gathering, and experimental work were key wartime activities there. Fitted with a Lewis machine gun atop the aft cabin, she would have shared the Clyde with famous liners converted as troopships, like the Cunard Queens, and well-known battleships. She led a charmed life, being very badly damaged during a summer 1941 Nazi bombing raid on Clydeside, and later requiring salvaging after a sinking. But her stout construction helped her survive and the staunch Morris Navigators shook off the sinking to offer service into the 1960s.

After a spell of government ownership that long outlasted the second world war, in 1951 CERVEZA was purchased by another Birmingham resident, WJ Wild. Whilst her cruising grounds under his ownership are not known, his membership of Severn Motor Yacht Club, Worcester, suggests that she had moved to English waters. Certainly there followed a succession of midlands-based owners into the 1970s - during which time the enclosed wheelhouse was fitted - and it is known that she was berthed at Worcester Dock during the latter part of this phase, cruising the Severn and the Bristol Channel.

From the mid 1970s until the mid 1980s she was owned at various ports on the south west, south and south east coasts of England. Then in the late 1980s she returned to Scotland, moored for a time on Loch Tay followed by extensive cruising on the west coast, mostly based out of Tayvallich and Crinan. It was here that CERVEZA's amazing luck continued, having been hauled out of the shed at Crinan Boatyard two days before a yard fire that consumed at least two yachts.

From the early 1990s under four caring ownerships, CERVEZA has received what was needed when it was needed, leaving this once again south coast of England-based nonagenarian in remarkable trim.

Her history and travels may be quite well documented, but one mystery survives: why a Birmingham electrical components manufacturer who kept his boat in Scotland named her CERVEZA - the Spanish for beer!

©2026 Iain McAllister/ Sandeman Yacht Company Ltd.

Specification

RESTORATION / REFIT

CERVEZA's restoration history may be said to have begun quite early in her life as she was twice reconditioned during her Clyde River Patrol war service, being damaged by a Nazi bombing raid on Clydeside in 1941, and later sunk in another wartime incident and salvaged.

2019 to 2021
- New stainless steel rudder stock fitted
- Steering cable replaced with Dynema (hidden from view)
- Stainless steel bars added to forehatch
- Professionally polished / painted and engines serviced every year
- Complete overhaul of antifoul; to hull and close hull inspection by professional boatbuilder

2010 to 2018
- Professionally repainted and engines serviced every year
- Both water pumps replaced in 2017.

2016
Major refit under new owner including:
- New stainless steel guardrails, tabernacles and bow roller
- New handrails on wheelhouse roof
- Dorade boxes, deck box for warps and fenders and gas locker
- Laminated teak transom.
- Hull, topsides and wheelhouse stripped of Coelan with no signs of softness in wood
- Repainted/ varnished with Epifanes
- Shaft logs replaced
- Decks re-canvassed
- Many items re-chromed
- New electric windlass, batteries, plotter, autopilot, AIS, radio,
- New Canvas covers including winter all over cover
- New main and mizzen masts, mizzen staysail, interior carpets.

2007/08/09
Major refit including:
- 2 x New Nanni 3.30 diesel engines

- Aft cabin sides remodelled to original window shape, all in teak.
- Wheelhouse glass replaced
- New wheelhouse sliding doors

2013
- Varnished section of topsides splined
- Davits and transom quarter protection plates replaced in stainless steel
- New saloon headlining

2012
- Electrics
- Machinery
- Internal equipment
- Keel bolts replaced
- Internal refurbishment including Connolly leather upholstery and tartan curtains.

1992/93
- Replacement of aft cabin deck head to match original

1960s
- Open wheelhouse replaced with teak all covered version giving all-round vision

Specification

CONSTRUCTION

- Traditional carvel teak hull planking on oak keel, frames and deadwood
- Iron ballast keel
- Teak superstructure and internal fittings with mahogany trim
- Pine deck planking re-sheathed in 2012

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From aft – all superstructure in varnished teak
Aft deck with chromed bronze mooring fairleads at quarters
- Varnished teak transom with stainless steel edge protection
- Traditional low level screw type chromed bronze mushroom vent
- 2 x Galvanised and painted mooring cleats
- Varnished teak 2 x gas bottle locker draining to deck
- Stainless steel dinghy davits

Aft cabin house with varnished sides and painted sheathed roof
- Narrow varnished side decks outboard
- 2 x Stainless steel raised grab railing
- 4 x Attractive original style windows
- Aft cabin hatch with circular deadlight
- 2 x Modern mushroom ventilators
- Double butterfly leaf stowage box
- Traditional stern light
- Stainless steel tabernacle-stepped Douglas fir mizzen mast and boom
- Mizzen mast-top ensign staff extension
- Chromed bronze spring line cleats port and starboard

Enclosed Wheelhouse
- Accessed via fore and aft sliding doors port & starboard
- Good all round visibility
- Grab rails port and starboard
- 2 x Engine room intake Dorade ventilators aft
- 2 x Modern mushroom vents
- Lifebuoy, boarding ladder, searchlight, horn and boathooks on wheelhouse roof
- 3 x Wipers on each windscreen pane
- Mid aft windscreen opens

Sidedeck
Fuel filler and tank vent to port

Foredeck
- Tabernacle stepped main mast with original spreaders and flag halyards
- Steaming and dual port & starboard nav lights on mainmast
- Raised traditional screw type chromed bronze mushroom vents port and starboard
- Modern mushroom ventilator to port over galley
- Double butterfly skylight with safety glass
- Chromed bronze spring line cleats at covering board port and starboard
- Forehatch with with circular deadlight: access to head
- Stainless steel pulpit with stanchions and double guard wires
- Chromed bronze mooring cleats and fairleads port & starboard
- Stainless double bow roller
- Lofrans Kobra windlass, Danforth anchor on chocks

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Accommodation for four in two cabins

Wheelhouse
- Accessed via fore and aft sliding doors port & starboard
- Vertical grab rails at entrance
- Helm to port with all controls and engine management systems
- Chromed bronze wheel to original pattern
- Chart table to starboard
- Large windows all round give panoramic views for ease of watch keeping
- Window wipers to all three forward windows
- Drawers and crockery locker
- Heater, windlass and gas monitor control panels
- Opening port light

Forward to saloon
- 2 x Connolly leather upholstered settees
- Connolly leather upholstered buttoned back rests
- Drawers below, blue removeable carpet
- Complementary tartan curtains over 2x opening portlights each side & TV
- Stowage sideboards port and starboard forward

- Seating aft to port and starboard with stowage underneath
- Antique captain's swivel chair at helm position
- Access to engine space under wheelhouse sole
- Radio unit with speakers
- Stainless steel grabrails

Companionway ladder to forward accommodation

Galley to port
- Granite work surface
- Plastimo Neptune 2500 gas oven and 2 burner hob
- Stainless steel sink; hot and cold taps
- Shelf over
- Lockers under cooker and sink
- Opening port light

Galley to starboard
- Granite work surface and access to main switchboard
- Waeco fridge with laminated wood fascia
- Drinks cabinets above with attractive leaded glass
- Deckhead as seen is painted grooved plywood with an anti-condensation air gap to actual deckhead

Forward to head
- Traditional white painted slats and access to chain locker
- Boxed-in sink to port with hot and cold mixer tap
- Electric WC on plinth
- Forehatch to foredeck via steps at starboard side

Aft stateroom
- Generous single berths to port and starboard with new sprung mattresses and drawers beneath
- Book shelf aft
- Radio control to port
- Access to lazarette

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL
- 2 x Nanni 3.30 29 hp 3 cy raw water cooled diesel engines (2009)
- Economic cruising speed 7.5 knots
- Annually serviced by qualified engineers since installation
- New water pumps 2017
- Stainless steel drip trays under sumps

ELECTRICAL
- 240 V shore power, outlets in saloon and aft cabin
- 12 V - 240 V inverter
- 2 x Independent engine start batteries (2012)
- 3 x Domestic batteries (2012)
- Led lighting throughout

TANKAGE
- 2 x Saddle fuel tanks of around 35 gal / 134 L each
- Double fuel filter system
- Hot water cylinder with shore powered immersion or indirect coil heating
- Water pressure accumulator
- Hot and cold pressurised water system
- 3 x stainless steel water tanks holding c100 gal / 450 L

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

NAVIGATION
- Raymarine E90W Chart Plotter with Navionics Chart
- Raymarine ST60+ Depth / Speed
- Raymarine ST6002 Smartpilot
- Raymarine remote control for pilot
- Raymarine AIS 250 Receiver
- Raymarine Echo Sounder
- Ship's compass

COMMUNICATIONS
- ICOM VHF Radio
- Lofrans remote control for windlass
- Fusion radio and speaker

Specification

RIG, SPARS, SAILS AND COVERS

RIG; SPARS
- Douglas fir main and mizzen masts and mizzen boom by Collars
- Mainmast has original crosstrees
- Stainless steel mizzen chainplates
- Bronze strap mainmast chainplates

SAIL
- Bermudan mizzen steadying sail

COVERS:
- Mizzen boom
- All hatches/ skylights
- Wheelhouse windows
- Searchlight
- Windlass
- Dinghy
- Overall winter cover
- Wheelhouse summer cover

Specification

SAFETY

- Life ring (mounted on wheelhouse top)
- Fire extinguishers and fire blanket
- Gas alarm and two detectors
- Gas pipework, hob and oven tested in 2018
- Horn
- Lifebuoy
- 4 bilge pumps, 3 electric automatic and 1 manual
- Wood bungs
- Engine spares
- 4 x Lifejackets (2022)

Specification

ADDITIONAL EQUIPMENT

- 2.4m x 1.1m Rosewest (France) solid teak clinker tender
- Warps and fenders
- Spare anchor

Specification

PHOTO CREDIT

#1,3,4: Emily Harris - @ClassicYachtTV
#2: Duncan Wells - westviewsailing.co.uk

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.

SILVERS JOHN BAIN 30FT 'SILVERETTE' TSMY 1935

Specification

GALLERY

SANDEMAN

SANDEMAN
YACHT COMPANY

CERVEZA
SANDEMAN

SANDEMAN
YACHT COMPANY

CERVEZA
GREENOCK
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
Brokerage of Classic & Vintage Yachts
YACHT COMPANY

ORONGO
CERVEZA
GREENOCK
SANDEMAN
YACHT COMPANY

CERVEZA
GREENOCK
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

CERVEZA
Support our
Lifeboats
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

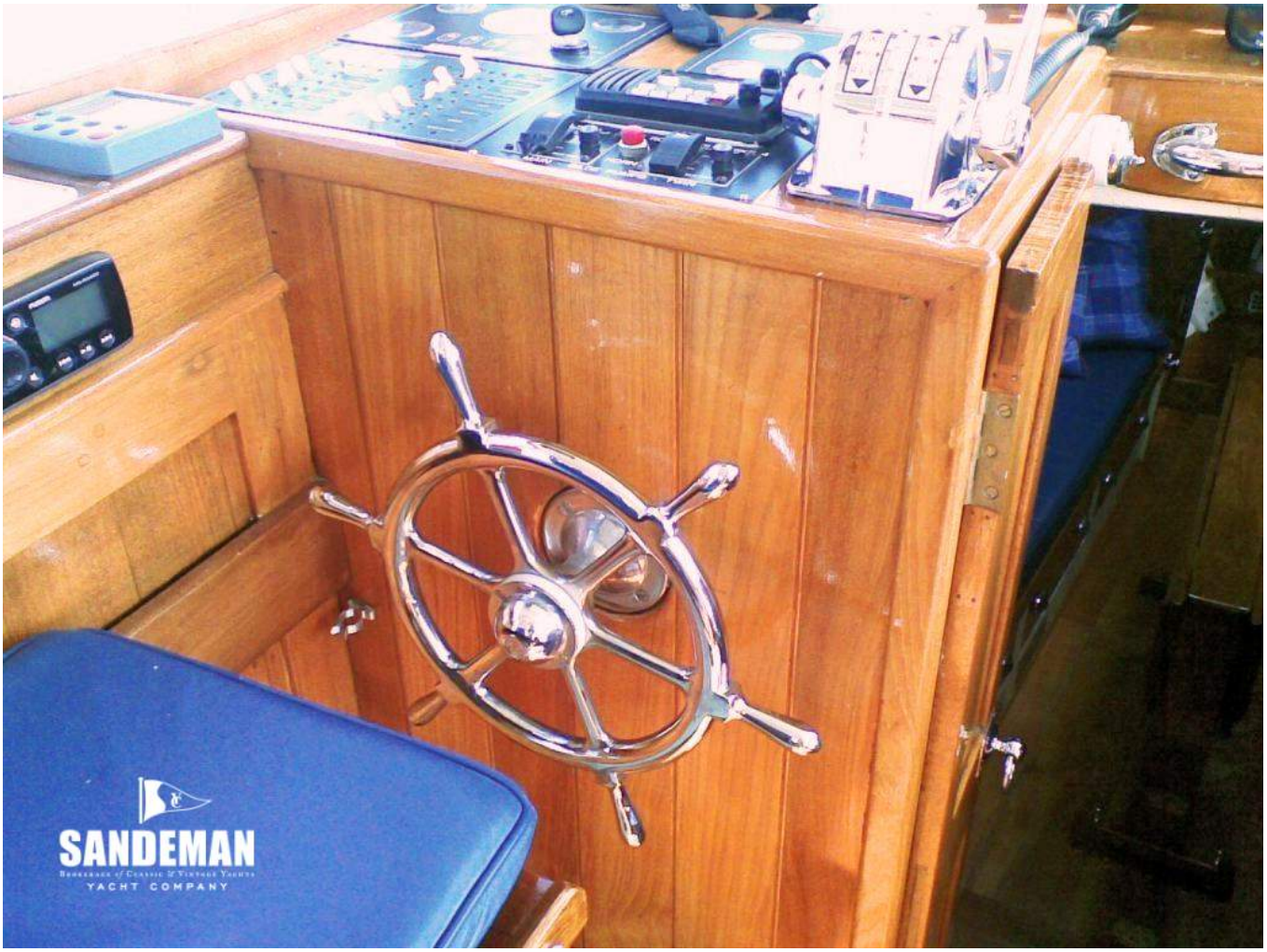
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

Raymarine
SANDEMAN
YACHT COMPANY

Raymarine
SANDEMAN
YACHT COMPANY


SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
Brokerage of Classic & Vintage Yachts
YACHT COMPANY

SANDEMAN
Brokerage of Classic & Vintage Yachts
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN

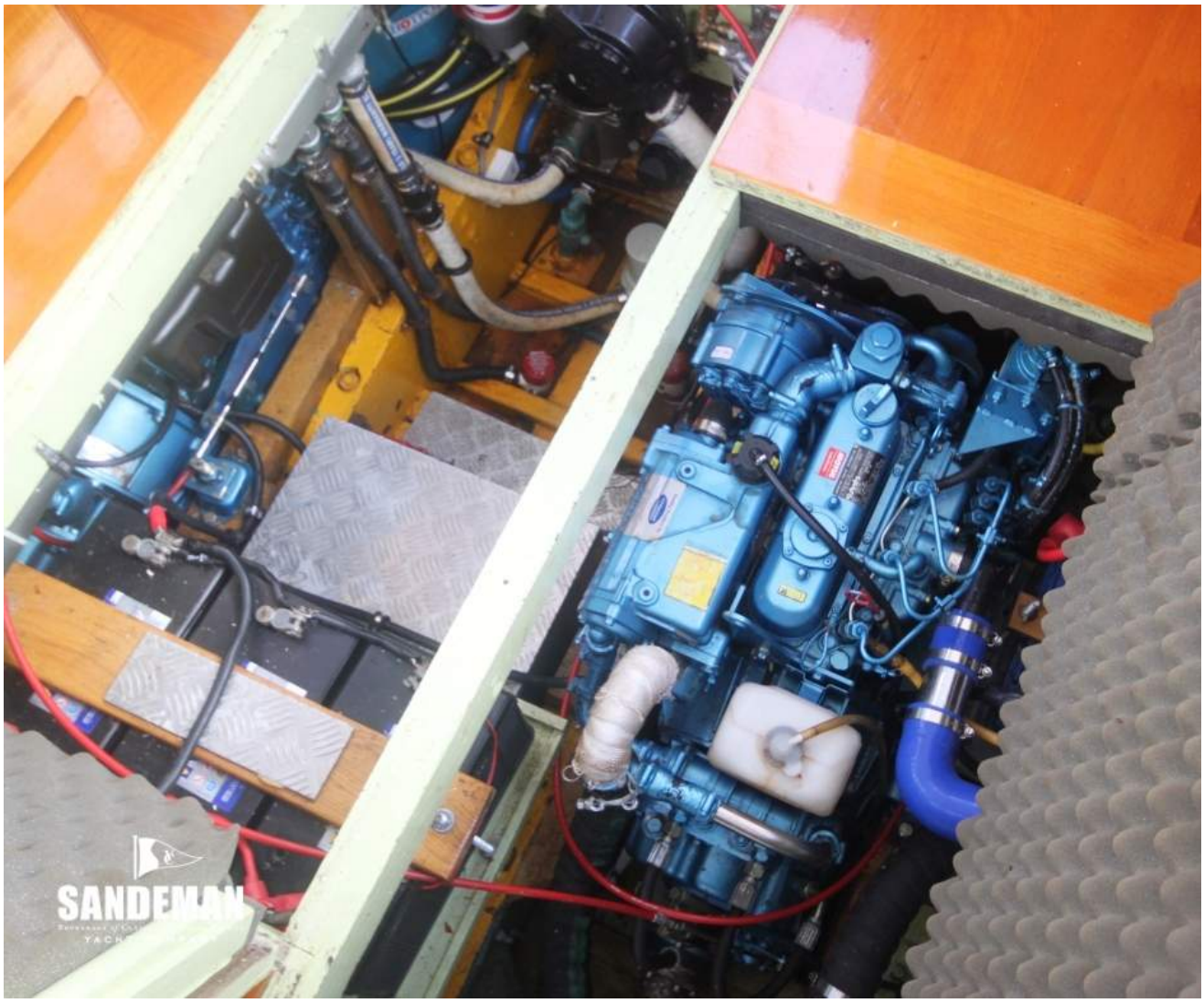
SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

SANDEMAN
YACHT COMPANY

00 PSI) - ISO 8099:2000
SANDEMAN
YACHT COMPANY


SANDEMAN

SANDEMAN
Brokerage of Classic & Vintage Yachts
YACHT COMPANY

SANDEMAN
YACHT COMPANY