1930S GENTLEMAN'S THAMES DAY LAUNCH - SOLD



Specification

DIDO

1930S GENTLEMAN'S THAMES DAY LAUNCH

Designer	Sean McMillan	Length waterline	0 ft 0 in / 0 m	Engine	1923 2.5ltr Universal Flexifour
Builder	Spirit Yachts	Beam	4 ft 11 in / 1.5 m	Location	UK
Date	1930	Draft Board Up	0 ft 0 in / 0 m	Price	Sold
Length overall	37 ft 1 in / 11.3 m	Draft Board Down	0 ft 0 in / 0 m		
Length deck	0 ft 0 in / 0 m	Displacement	0 Tonnes		
		Construction	Mahogany		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

DIDO must be a special boat; she has been owned by the same family for 32 years. A definite slice of British maritime history; DIDO has proved herself incredibly usable on Poole Harbour, quietly and gently cruising the islands, she is whisper quiet and extremely economic and it would be hard to match her elegance.

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HISTORY

Originally built by Andrews of Maidenhead on the Thames as a day boat around 1930.
Her current owner found her in the Kennet & Avon canal badly in need of restoration in 1975 – he chose Peter Freebody to bring her back to life while at the same time making her an umpire's launch – he fitted the Universal FlexiFour petrol engine (four cylinder side valve). This engine has only recently had a complete overhaul, after 30 years trouble free running.

Since her current owner moved to Dorset in 1985, DIDO has been used regularly on Poole Harbour, wintering inside, any work being carried out by professional shipwrights and overseen by a surveyor.

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ENGINE AND GEAR BOX

1923 Universal FlexiFour coupled to a Gaines 'Joey' gearbox (max speed 21mph / consumption of less than 1 gallon per hour @ cruising speed).

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HULL CONFIGURATION

A brass bond mahogany construction with shallow V bottom throughout, except for a flat bottomed stern to aid stability

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LAYOUT

A narrow body still accommodates 13 seats, however DIDO is at best carrying up to 6.

The aft saloon has neatly upholstered bench seats port and starboard and leads to a final aft cockpit. Moving forward in the boat, the open midsection is where the engine is mounted, beautifully housed within a glass and mahogany case.

Forward of the engine case is the helm position and a protected forward cockpit.

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.

Specification

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