DALLIMORE 42 FT BERMUDAN CUTTER 1937 - SOLD



Specification

FOGLIO

DALLIMORE 42 FT BERMUDAN CUTTER 1937

Designer	Norman Dallimore	Length waterline	29 ft 0 in / 8.84 m	Engine	Yanmar 3GM30 27 hp
Builder	Wm King & Sons Burnham	Beam	9 ft 6 in / 2.89 m	Location	United Kingdom
Date	1937	Draft	6 ft 0 in / 1.83 m	Price	Sold
Length overall	42 ft 0 in / 12.8 m	Displacement	11.9 Tonnes		
Length deck	42 ft 0 in / 12.8 m	Construction	Carvel pitch pine on oak		

These details are provisional and may be amended

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BROKER'S COMMENTS

"Designed by Norman E Dallimore; built by William King" - it really doesn't come much better, and this 42ft bermudan cutter is proof indeed. There is something very special about Norman Dallimore's designs that can be hard to describe; they just look right - FOGLIO certainly does. Typically sweet lines and nicely understated style coupled with stout construction from superb materials have attracted a caring selection of owners for over eighty years - with a vacancy now appearing. You couldn't sail anywhere with FOGLIO without receiving admiring glances and comments.

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HISTORY

FOGLIO is a very fine example of the 'fast cruisers' resulting from designer Norman E Dallimore's rapport through the 1920s and 30s with his local Burnham-on-Crouch boatbuilding firm, William King & Sons.

There is an element of romance involved in the Dallimore story. Apart from his yachts looking superb and sailing so well, part of the attraction must be his "part time" status. Like that other much loved part time English designer Albert Strange, who was a teacher by day, yacht design wasn't Dallimore's main occupation - he worked daytime as a fire insurance surveyor. Yet around the time of FOGLIO's design and construction he had no less than seven of his designs in build. He must have been a very busy and organised individual.

Dallimore's client for fast cruiser design number 204 - a close sister to another well-known design from his board the same year, MARCHWOOD MAID - was highly decorated soldier, lawyer, and pioneering and influential systems scientist, (later Sir) C Geoffrey Vickers, VC. Funnily enough, his previous yacht was the Albert Strange-designed, Luke of Hamble-built yawl IMOGEN.

Launched as ALLEGRO, under Vickers' ownership she took part in pre-war RORC Points Championship races on England's south and east coasts. But by 1939 she had changed hands. Perhaps Vickers already had an inkling that his special skills would be in demand for the organisation of another war.

The new owners, Fred and Blossom Miles, would both design and build aircraft for the war effort organised by her former owner: the second world war saw Vickers involved at a high level - as Deputy Director General at the Ministry of Economic Warfare, in charge of economic intelligence, and a member of the Joint Intelligence Committee of the Chiefs of Staff.

ALLEGRO survived wartime lay-up, and, keeping to the aviation theme, by 1947 had passed into the hands of leading aeronautical engineer Air Commodore William Helmore. Under his long ownership ALLEGRO would become a well-known Royal Air Force Yacht Club boat into the 1960s.

From 1964 ALLEGRO enjoyed another settled period of ownership by London-based insurance broker Gilbert McNeill-Moss. JB Weir had her for a few years in the late 70s before a move to Holland. Then three Dutch owners and three name changes down the line: SCHOUWENBANK from 1982 with Joost Van den Post; back to ALLEGRO for Erik Le Clercq in 1987; FOGLIO from 1988 for Maarten Muntinga who stepped a new, taller mast and returned her to UK waters, where in 2001 her present owners became custodians.

In more recent years FOGLIO has raced at the British Classic Yacht Club's Panerai Regatta and cruised extensively in English Channel waters. The owner's ethos has been to keep/ return this beautiful yacht to its original form; only to enable the yacht to be sailed with greater safety was this intention sacrificed.

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RESTORATION / REFIT

After purchase by the present owner in 2001, Elephant Boatyard undertook several structural modifications and improvements including:
- Stainless steel straps on the inside of the hull around the mast block
- New and much larger mast block
- Renewed (not sistered) frames around the engine compartment
- Samson post renewed

Since that date the yacht has had many updates and improvements carried out by Elephant Boatyard, including:
- Replacement of garboard planks both sides
- Renewed covering board and toe rail aft from amidships to stern.
- Renewed stern block and planks in aft area
- Re-glued the mast and manufactured new shroud attachment mast brackets
- Improved running backstay mounting.

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CONSTRUCTION

- Carvel planked pitch pine on oak frame
- Original solid teak deck with teak toerail
- Teak coach roof and doghouse
- Original teak and pine accommodation

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DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From aft
- 2 x Bronze fairleads
- Bronze stanchions
- Teak and ash mainsheet and running backstay blocks
- 2 x Barlow 26 bronze running backstay winches on teak blocks
- 2 x Barlow 32 bronze primary winches
- 2 x Bronze cleats
- Teak cockpit coaming
- Lockers under benches, side deck and counter
- Wheel and binnacle mounted Sestrel steering compass
- Teak grate cockpit sole
- Bronze fairleads mid deck port & starboard and mooring cleats Port & Starboard
- Trunk cabin varnished teak
- Teak handrail port & starboard
- 2 x Prism lights on coachroof
- Liferaft on chocks on coachroof
- 2 x Bronze screw type mushroom vents on Dorade boxes
- Mast position
- Coachroof prism light
- Hatch over forecabin
- Foredeck hatch accessing large forepeak / sail stowage
- Original Simpson Lawrence windlass not fitted, but included
- Mast winch and hooks system presently employed to break out anchor
- Inner forestay
- Sampson post
- 2 x Bronze fairleads on sheet bronze stemhead capping
- Bow roller
- Softwood staysail boom
- Alloy spinnaker pole
- Wood boarding ladder

Ground tackle - TBA

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Mixed Teak / pine joinery
Accommodation for four in two cabins (potential for six)

Doghouse
- 2 x cushioned seats, port & starboard
- Engine box
- 1 x Deckhead light
- 3 x Instrument repeaters

2 x Steps down; all accommodation within trunk with 4 x opening portlights each side

- Full size chart table to port
- Alcove aft under doghouse
- Chart table + alcove can be a bunk
- Chart drawer and locker under
- Nav locker above conceals instruments, radios and engine panel
- Ship's isolator panel

Galley to starboard
- Taylors 2 x burner paraffin hob
- Stainless steel sink with hand pump and chopping board cover
- Cutlery and plate lockers
- Refrigerator

Forward to saloon
- Upholstered settee berths port & starboard
- Shelves outboard; stowage behind and under
- Saloon table on centreline
- Sideboards and lockers fwd with trotter-boxes under
- Prism lights in fwd coachroof
- 1 x Deckhead light
- 2 x Bulkhead reading lights

Passage forward offset to starboard
- Hanging locker and sideboard to starboard

Heads to port
- Jabsco manual wc
- Porcelain basin
- Hot and cold taps
- Mirror fronted vanity unit
- Light

Forecabin
- Folding entrance door
- Berths port & starboard; stowage under
- Solid hinged leeboards
- Hanging lockers to starboard
- 2 x Reading lights
- Deck prism
- Forehatch in trunk roof

Specification

RIG, SPARS, SAILS AND COVERS

Rig
- 2 x Spreader Oregon pine hollow mast
- Slab reefing
- 2 x Antal bronze W40 halyard winches
- 1 x halyard jamming cleat
- Set of equipment to simulate a kicking strap
- Spruce staysail boom
- Alloy spinnaker pole

Sails
- Mainsail and roller furling headsail in modern fabric similar to Vectran (Sanders)
- Hanked-on, boomed staysail (Ratsey & Lapthorn)
- Orange storm jib
- 0.5 oz light airs symmetrical spinnaker

Covers - TBA

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

- 27hp Yanmar 3GM30 Diesel (rebuilt 300 hrs ago)

- Shore mains sockets in main saloon and forecabin
- 440Ah Domestic battery bank
- 100Ah Engine start battery
- 30 amp Smart battery charger
- Solar panels
- Stirling central electrics controller

- Auto pump and sump for water extraction from heads and galley sinks
- Diesel tank 65 L
- Cold water tank approx 150 L
- Hot water tank approx 70 L

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NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Raymarine Evolution autopilot; electro-mechanical screw drive (September 2018)
- Garmin 531 chart plotter and GPS with wifi
- ICOM IC M33 VHF
- NASA AIS connected to chart plotter
- Ratheon Tridata
- Raymarine ST60 Wind
- Radio/ CD

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SAFETY

- 4-Person liferaft (Service to July 2019)
- EPIRB mounted in the heads for easy access.
- Modern lifeline and harness mounted on deck
- In-period life ring mounted on deck
- Hand held lights and horn
- Radar reflector
- NASA Automatic identification System
- Automatic bilge pump
- Manual bilge pump

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



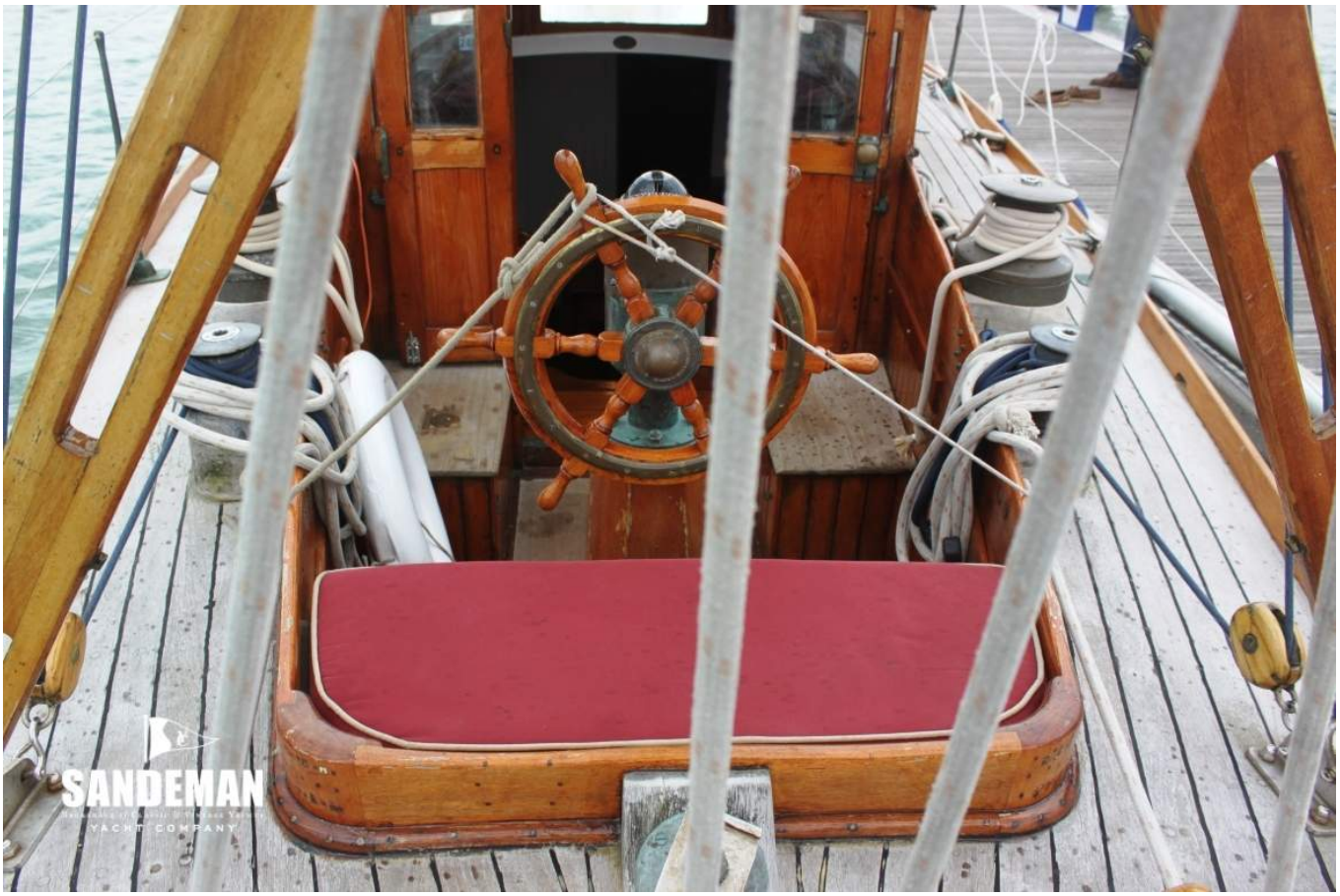

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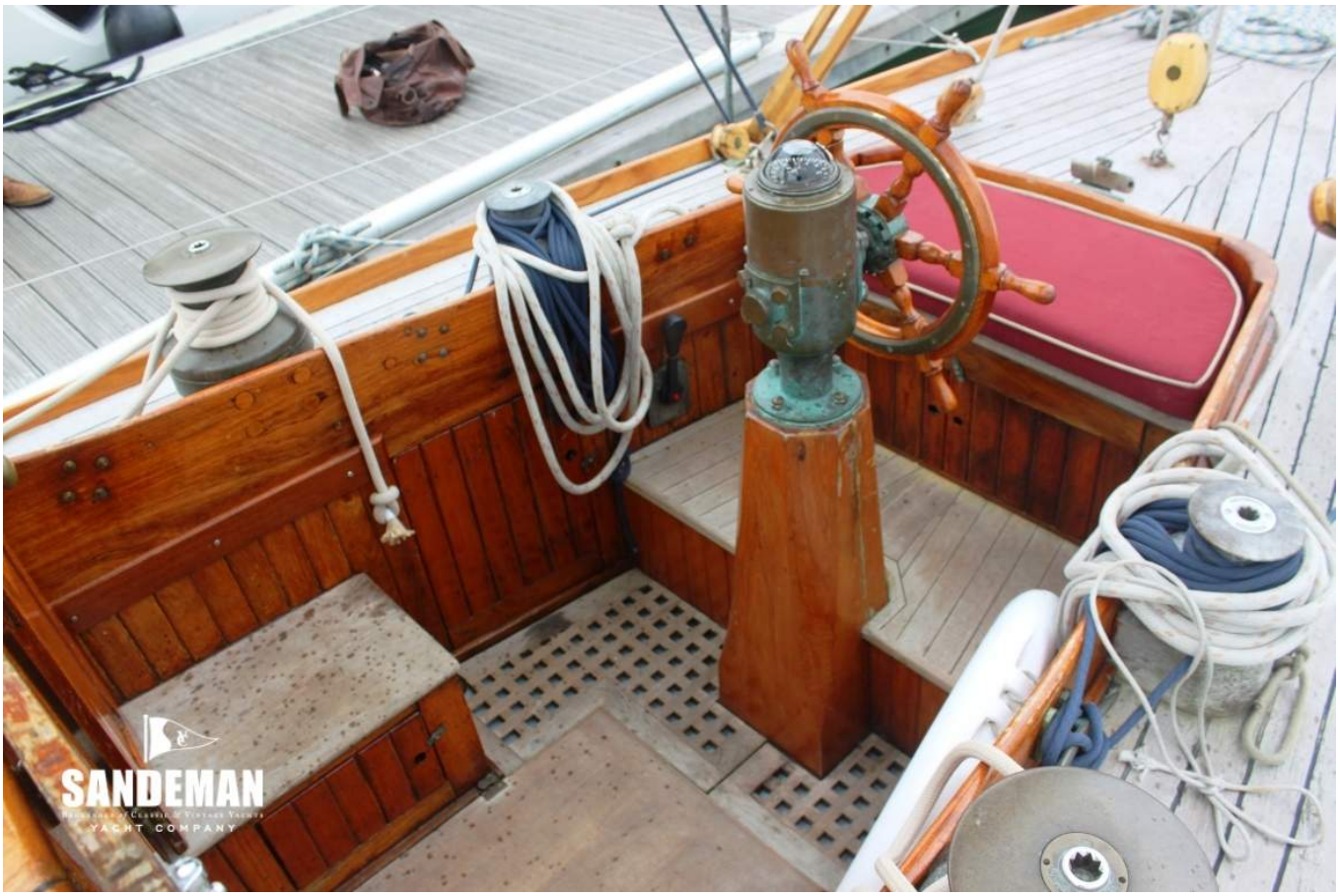

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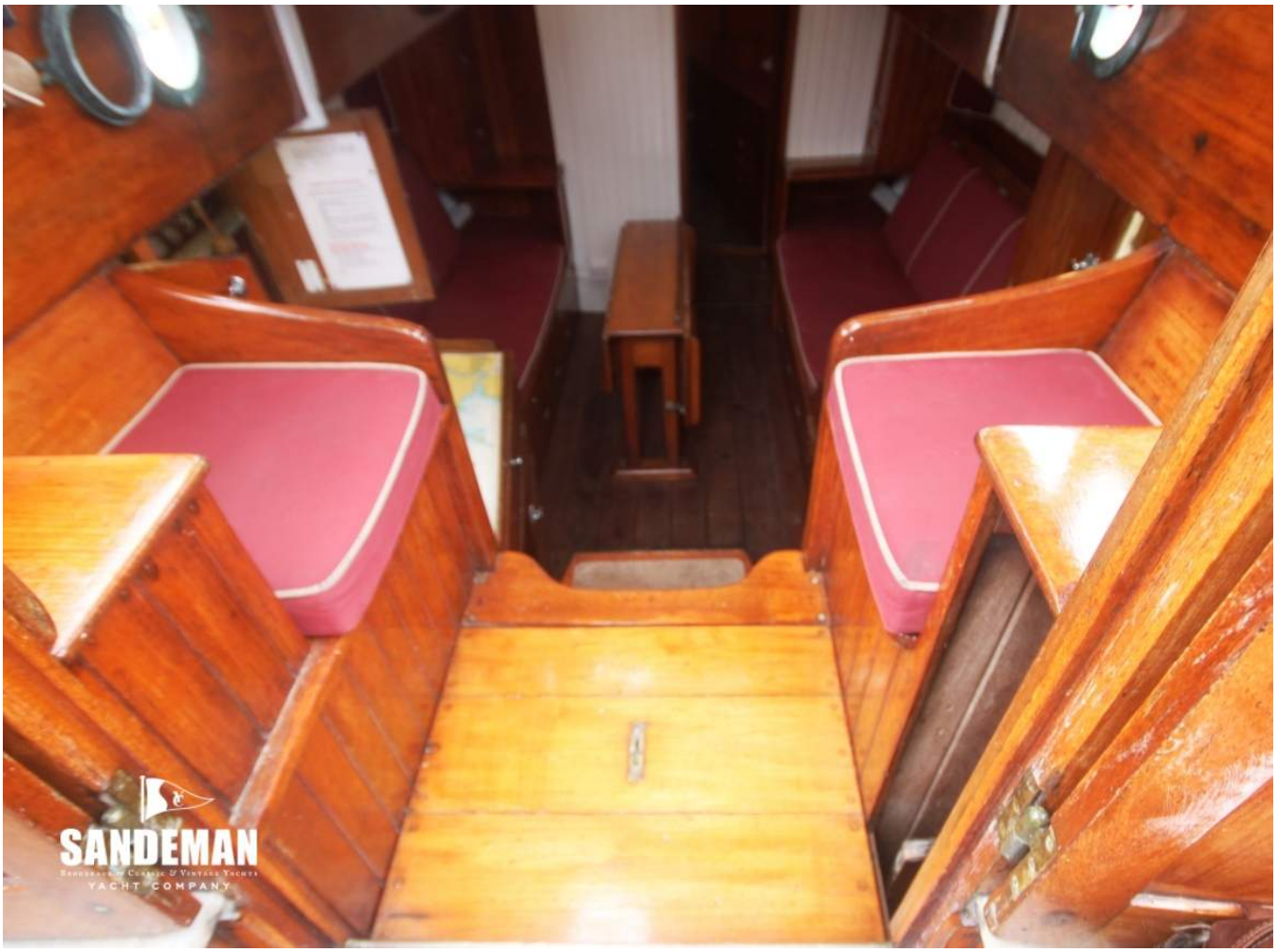

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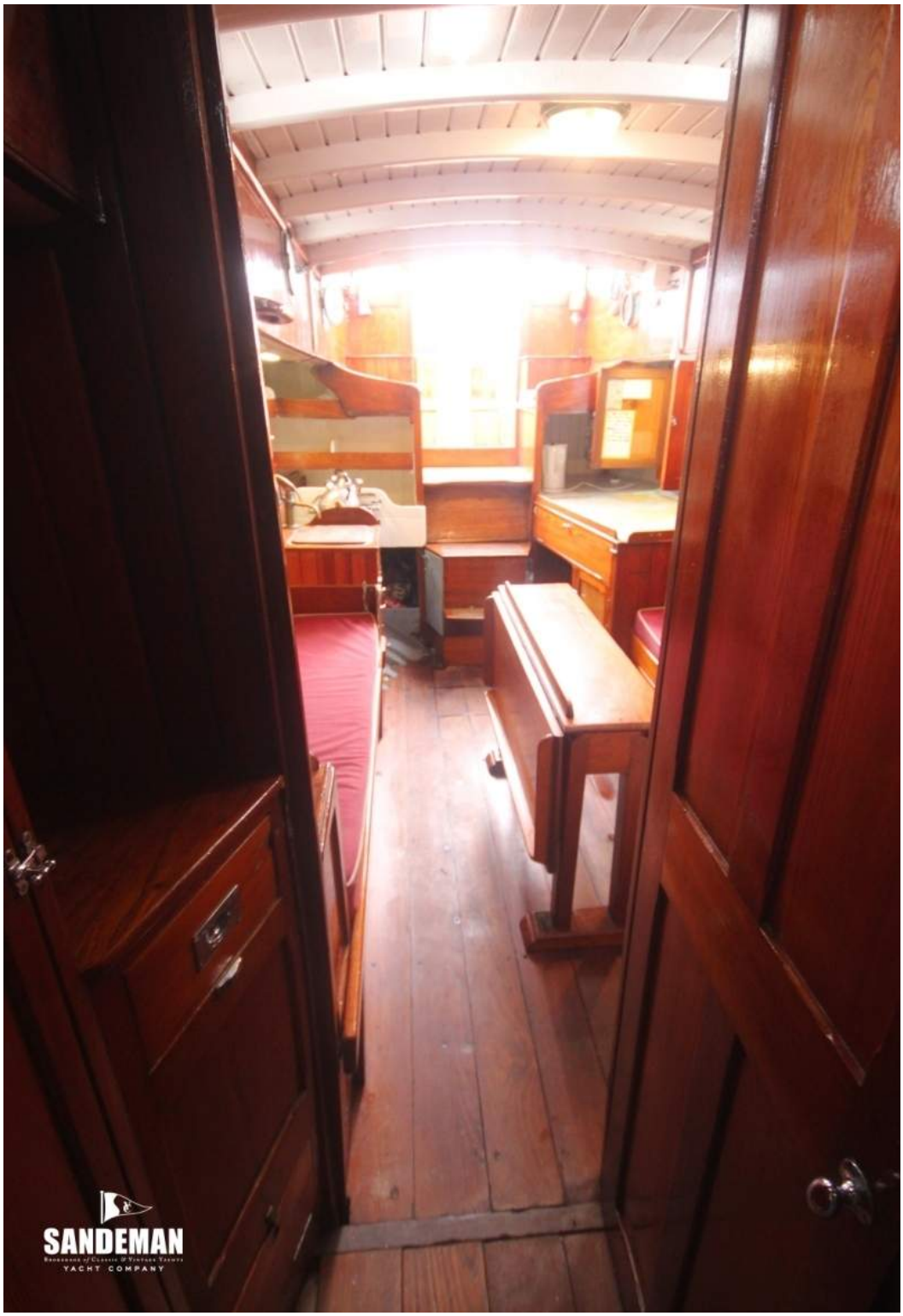



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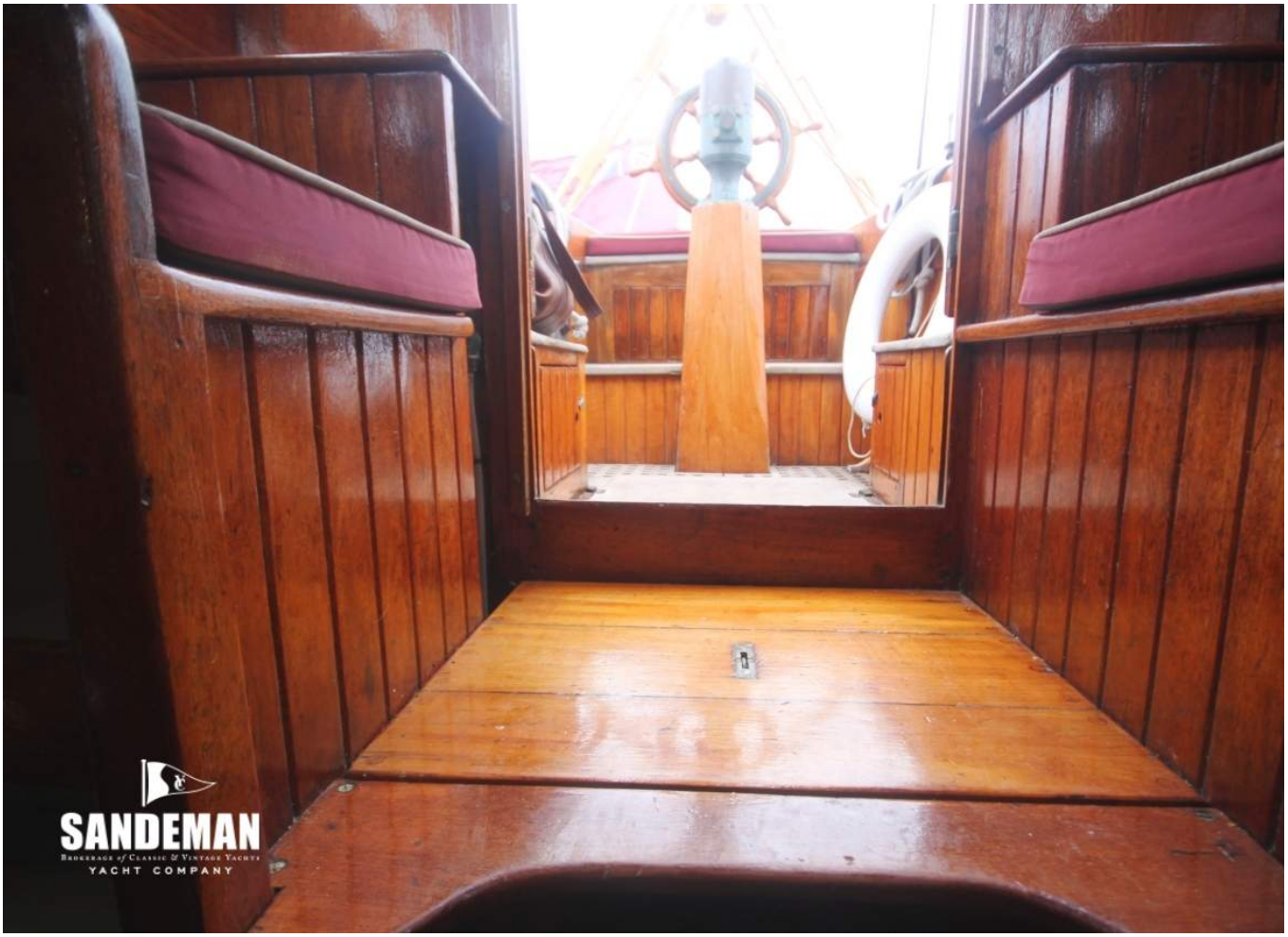

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