FRED SHEPHERD 46 FT BERMUDAN CUTTER 1936/2020



Specification

HERON II

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Designer	Fred Shepherd	Length waterline	36 ft 0 in / 10.97 m	Engine	Beta Marine 60 hp diesel engine (2026)
Builder	Woodnutt & Co., St Helens, I.O.W.	Beam	11 ft 4 in / 3.45 m	Location	France
Date	1936	Draft	6 ft 6 in / 1.98 m	Price	GBP 395,000
Length overall	52 ft 0 in / 15.85 m	Displacement	20 Tonnes		
Length deck	46 ft 3 in / 14.1 m	Construction	Teak on oak and rock elm		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Winner of Classic Boat magazine's Restoration of the Year Over 40 ft Award 2020, the registered UK National Historic Vessel HERON II is a beautiful 1936 Fred Shepherd design, now revived with a modern touch to meet the desires and capability of current times. She slices through the swell with "... a good turn of speed", as reported by Uffa Fox in 'Racing, Cruising and Design', and is roomy and bright inside, with a stylish and practical living space. Inside and out she is a thoughtfully evolved classic, finished to a high standard in keeping with her original build. HERON II offers more sleeping accommodation than most vintage yachts of this size, lending herself to comfortable cruising and day charter opportunities.

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MCA CODING

MCA Coded Category	3 for 10 persons

Specification

RESTORATION/ REFIT 2016-2026

WINNER RESTORATION OF THE YEAR >40ft, Classic Boat Magazine Awards 2020

The family-led restoration of HERON II took place over four years at Mill Creek, Dartmouth, UK. It included a full restoration of the original teak deck to make her water tight once again, some minor structural work to the hull to restore the damage caused by the previously open deck, a complete strip back and freshly painted and varnished (inside and out), plus a full interior overhaul. She was also converted from a ketch rig back to the original bermudan cutter configuration – as she was originally shown in Uffa Fox's 'Racing, Cruising and Design'.

Structural work
- Forward king plank and capping rail replaced in teak
- Breasthook replaced
- 2 x Oak frame tops replaced at bow
- 2 x Oak frame bottoms replaced aft
- Deck seams splined to set correct caulking seam width

Keel
- Naval brass keel bolts removed and polished
- Some washers replaced where necessary
- Garboards re-caulked

Hull
- Topsides stripped and painted
- Finished in International Mediterranean White

Skin fittings
- All removed and restored or replaced where necessary

Deck
- Refastened, splined to create a clean seam
- Re-caulked with cotton and TDS sealant
- New teak cockpit sole
- New winch bases
- Re-bedded all deck prisms.
- Toerail refastened
- New teak capping rail and king plank
- New laminated breasthook
- Pull and push pit and stanchions removed
- polished and re-bedded on new deck plates

Cleats and fair-leads
- Reorganised and replaced with stainless steel

Chrome work
- All re-chromed

Deck house
- New toughened glass windows
- New gas locker
- in-line valve, pressure tester, and pilot alarm
- under table with drain leading to open deck
- Bronze mast track refastened
- New stainless steel mast head and mast band/gooseneck
- New bowsprit cranse-iron and heel
- incorporating staysail fitting and 2 x large mooring cleats
- New boom (acquired from mast of David Dimbleby's yacht ROCKET)
- fitted with 3 x reef points, new bronze track
- Original engraved 'HERON II' boom end cap retained

Rig
- Mizzen mast removed and rig returned to original layout
- All new stainless steel 1×19 standing rigging
- New Sta-Lok bottle screws and fittings throughout
- New chain plates
- All new classic look running rigging and new blocks

Interior
- Every square inch of interior taken back to bare wood, including bilge
- Then painted/varnished in best quality product
- Bilge re-pitched
- Interior varnish satin finish
- Changed interior layout by opening up the space
- providing better maneuverability and light
- and moving the galley aft for better stability under sail
- New galley with full size Isotherm fridge
- New island unit/ kitchen work top encasing engine and house batteries
- also used as a seat for the drop down chart table housed above berth
- New heads, but maintaining original Blake head
- New double bow cabin construction, can be adapted to V berth
- All original oak interior panel boards, berths, under drawers
- Oak gimballed table restored
- New mattresses and upholstery
- All sole boards, excluding saloon, replaced

Electrics
- All wiring stripped out
- replaced with modern marine tinned cable and all new equipment
- (See electrics section for specification)

REFIT SPRING 2026
- Mast stripped and refinished with 16 coats of varnish
- New engine installed: Beta Marine 60
- Beta 5-Year warranty
- New PRM 150 Gearbox
- Propeller and prop shaft removed, cleaned and refitted
- 6.5 knots cruising speed
- New 175-amp alternator
- New Victron 200 A split charger
- Costs for engine works just over €30,000

- Engine ignition and control panel moved to deck house.

Helm

- Restored steering system

Windlass and anchor system

- New Windlass, anchor chain, chain locker and CQR anchor.

Spars

- Mast stripped

Specification

HISTORY

UK NATIONAL HISTORIC SHIPS REGISTER No. 2968

HERON II was built in 1936 to Lloyd's then highest classification for wooden yachts, ✠18 A1 (later ✠100A1), for Cruising Association member Stanley W. Cooper of Bournemouth, an electrical engineer who had carved out a lucrative career as an entrepreneur in the early 20th Century electrification of municipal south west England. Upon launch, Uffa Fox dedicated a full chapter to her in his 1937 book 'Racing, Cruising and Design'.

A summary of HERON II's ownership history follows:

1936 - c.1939
Stanley W Cooper, Bournemouth
- (see above)
- Member of the Cruising Association
- Probably moored in Poole Harbour

c. 1939 - 1947
Dr Edward CW Maxwell, Robertsbridge, Sussex
- Also a Cruising Association member
- A Queens College Cambridge educated doctor of medicine
- Specialised in tropical diseases; former RNVR Surgeon Lieutenant

1947 - 1950
Victor 'Vic' E Horsman, Deganwy, N. Wales
- Member of many N. Wales/ N.W. England yacht clubs
- Commodore of Conway YC 1955-1963
- Liverpool - particularly 'Triumph' - motorcycle dealer/ engineer
- Prominent and successful motorcycle and car racer/tuner 1920s and 1930s
- Raced Brooklands
- Possibly moored Deganwy/ Conway/ Bangor

1950 - c1953
Frederick NG Taylor, St. John's Wood, London
- Clyde Corinthian, Royal Clyde & Royal Thames Yacht Clubs
- A Glasgow born, later London-based civil engineer
- Spent majority of his working life with prominent consultants Charles Brand
- From 1936 as a director
- Major works, including extensions of the London Underground system
- Possibly moored at Lymington

c1953 (maybe earlier) - 1964
James Seton Fairhurst, Newbury, Berkshire
- Member of Royal London YC and Island SC
- A Berkshire landowner
- Links by family with Ansells Brewing and Wills cigarettes
- Perhaps moored Lymington

1964 - 1972
V. John 'Jack' Morris, Farley Green, Surrey
- Member of Royal London YC and Itchenor SC
- Altered to ketch rig in his ownership
- Home Port: Lymington, but possibly later Itchenor

1972 - early 1980s
CM Smith, London/ Norwich
Member of Bristol Corinthian SC & Cruising Association
1973
Home Port: Yarmouth, Isle of Wight

HERON II's present owner was first introduced to classic sailing yachts at the age of seven on-board this very vessel, then lying on the Isle of Wight owned by a family friend, Michael Clark, a radio engineer. Michael and HERON II featured in Yachting Monthly in 1984.

Her modern history is of the epic, life-saving, and award-winning restoration described above, followed by time sailing in Devon. During this period, HERON II was used in a photo-shoot/ video for an Adidas and Palace clothing commercial. HERON II then moved from British waters to Southern France where she day charters.

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Specification

CONSTRUCTION

"The Construction plan shows that Heron is well and truly built, and a hundred years from now she may easily be sailing and giving pleasure to some owner."
[Uffa Fox. Racing, Cruising and Design 1937]

- Built to Lloyd's ✠18A1 (later known as ✠100A1)
- In class until 1968
- Sternpost: Burma teak
- Stem: English oak
- Beam shelf and bilge stringers: pitch pine
- Keel: English elm
- Ballast keel: 7¼ tons lead
- Keelbolts: 1¼ in naval brass
- Internal ballast: 1 ton of lead pigs

- Burma Teak 1¼ in / 32 mm planking, copper fastened
- Grown English oak; 1 x steamed American elm timber between
- Rudder: Burma teak with bronze fittings
- Deck: Laid Burma teak
- Bright work: Burma teak

Specification

DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

SUMMARY
- Teak laid deck
- Raw teak covering boards and king planks
- Varnished teak bulwark internals and capping rail
- Stainless steel pushpit and pulpit
- Stainless steel stanchions; chromed bronze bases
- Varnished teak deck structures

FROM AFT
- Stainless steel mooring fairleads port and starboard
- Associated stainless steel mooring cleats
- Chromed ensign staff socket
- Hatch to lazarette
- Deck shower
- Tufnol mainsheet blocks

COCKPIT
- B&G Plotter at helm
- B&G Repeaters
- Ship's wheel
- 2 x Lewmar 40 winches for genoa and jib
- 2 x Lewmar 44 winches for staysail
- Steering compass
- Cockpit lights (LED)

DECK HOUSE
- Handrails port and starboard
- Main comnpanionway

TRUNK CABIN
- Raised hatch
- Life raft stowage
- Lemon squeezer prism light
- Chromed mushroom vent

SIDE DECKS
- Tufnol runner tackles port and starboard
- 6 x Deck prisms

MAIN MAST POSITION

FOREDECK

FORWARD TRUNK CABIN AND RAISED HATCH
- Lemon squeezer prism light
- Chromed mushroom vent

BOWSPRIT
- Stainless steel heel fitting incorporating mooring cleats
- Bow rollers port and starboard of stemhead

GROUND TACKLE
- Lofrans stainless steel X3.5 horizontal windlass
- Chain gipsy and warping drum
- 60 m of 12 mm anchor chain
- 22kg CQR anchor stowed in bow roller

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

"Fred Shepherd always manages to put a quart into a pint pot, and almost all of his craft are big little ships."
[Uffa Fox. Racing, Cruising and Design 1937]

FROM AFT

DECK HOUSE
- Settee berths port and starboard
- Fold out table

DOWN 8 x STEPS TO RAW HARDWOOD SOLE
AFT ACCOMMODATION
- Door to stowage s are under cockpit
- Traditional berths port and starboard
- Drawers and lockers under
- 2 x Bulkhead lights

AFT MID ACCOMMODATION
Galley to Starboard
- Fully equipped
- Sink and a half with mixer tap
- Raised hatch in deckhead

Traditional berth to port
- Drawers and lockers under
- Fold down chart table
- Chart reading light
- Opening ports in trunk sides

SALOON
- Settees port and starboard
- Shelves outboard
- Drawers under
- Seat backs drop down to give 2 s single berths
- Original gimballed oak table
- Sideboards forward port and starboard
- Drawers and lockers under
- Glass fronted cabinets over, outboard
- 2 x Deckhead lights
- 4 x Bulkhead lights
- Opening ports in trunk sides

WC/ SHOWER COMPARTMENT

- 130 L Isotherm fridge with 6 L freezer compartment
- (Webasto Cruise Elegance CR130)
- Dometic Moonlight 3 x burner gimballed cooker
- Oven and grill with electric spark
- Shelves outboard
- Plate and crockery stowage
- Hatch in deckhead
- 6 x Deck prisms in deckhead
- Opening ports in trunk sides
- Manual Blakes toilet
- Shower grate in sole
- Ceramic basin with mixer tap/ shower head
- Lockers
- 2 x Deckhead lights

- Opening ports in trunk sides

FO'C'SLE CABIN
- Double berth (can also be v-berths)
- Anchor remote control
- Raised hatch in deck head
- 3 x Bulkhead lights

Specification

RIG, SAILS, AND CANVASWORK

RIG
- Silver spruce mast; 2 x pairs of spreaders
- 2 x Merriman original bronze halyard winches
- Silver spruce boom
- Standing rigging: 1×19 stainless wire with Sta-Lok fittings (2020)
- Running rigging: Marlow classic look (2020)
- Running back stays in Dyneema
- Blocks of good quality and appropriate sizes
- Chain plates: stainless steel (2020)
- Mast head: stainless steel (2020)
- Gooseneck and mast band: stainless steel (2020)
- Bowsprit cranse-iron and heel (2020)

SAILS
- Mainsail: Dacron, white (Crusader Sails, 2020)
- Staysail: Dacron, white (Crusader Sails, 2020)
- Jib: Dacron, white (Crusader Sails, 2020)
- Jib Top: Dacron, white (Crusader Sails, 2020)
- All with leather detailing.
- Masthead asymmetric w.snuffer, blue (North Sails, 2016)
- Balloon foresail, green (Ratsey &Lapthorn, year unknown)
- All with appropriate sail bags

CANVASWORK
- Boom / mainail cover, hemp colour (Crusader Sails, 2020)
- Full lengthen bow to stern sun awning, beige
- split into 2 x sections, forward and aft of mast
- Forehatch cover, beige
- Midships hatch cover, beige
- Liferaft cover, beige

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL
- Beta Marine 60 hp diesel engine (2026)
- 2 x fuel filters: Racor primary; micro secondary
- Vetus 330 water strainer
- Gearbox: Newage PRM 150 (2026)
- 316 Stainless steel propeller shaft
- 3-bladed fixed propeller, centreline in aperture
- Blake sea-cocks throughout
- Edson patent oscillating steering gear

ELECTRICAL
- Fully rewired with tinned marine cable.
- 5 x 95 Ah Exide AGM house batteries in galley island unit (2020)
- 1 x 95 Ah Exide AGM engine battery under sole boards (2020)
- BEP battery distribution cluster
- 175 Ah alternator (2026)
- Victron 200 A split charger (2026)
- Victron MultiPlus inverter/ charger 1600 VA
- Victron BMV-700 battery monitor / display
- 3 x Double plug points with integrated USB points
- Marinco stainless 230 V 16 A shore power inlet socket (in cockpit)

TANKAGE AND ASSOCIATED
- All pipe work new and of best quality
- Calorifier: Surecal 40 L with 1 kW immersion heater
- 2 x 5 L expansion tanks
- Whale WaterMaster auto freshwater pump + Strainer
- Whale IC grey water pump, fully automatic, no holding tank required

Fresh water tanks: total 400 L
- 2 x Vetus polyurethane under saloon sole
- 1 x Flexi tank in bow

Fuel tank: 100 L
- Stainless steel under cockpit sole
- All pipe work throughout Heron is new and of best quality

Gas
- 4 x 904 Camping Gaz bottles in gas locker

Specification

NAVIGATION AND COMMUNICATIONS

NAVIGATION
- Steering compass in cockpit
- Plotter: B&G Vulcan 9 at helm; European C-map chart

COMMUNICATIONS
- VHF: B&G V50 with DSC

- Instruments: B&G Triton2 display in cockpit
- Wind: B&G wireless masthead wind sensor WS320
- Transducer: TriData DST800
- AIS: Em-Trak B-100 with Splitter
- Hand held VH: ICOM M25

ENTERTAINMENT
- Stereo – Fusion BB100 Black Box (wireless and dual zone)
- 2 x Fusion speakers in cockpit and 2 x Fusion speakers in saloon.

Specification

SAFETY

- EPIRB Ocean Sig Rescue ME 406 Cat2 GPS
- Hero 10-persons liferaft (2025)
- Hammer hydrostatic release
- 9 x KRU sport 185 Auto Life-jackets
- with harnesses and Baltic elasticated safety lines
- Jonbuoy DanBuoy and Horseshoe
- Jonbuoy DanBuoy
- ICOM M25 handheld VHF
- Gas & Carbon monoxide alarms
- 1 kg Auto clean engine fire extinguisher
- 2 x Gloria 1 kg powder fire extinguisher
- Fire blanket
- Fog horn and canister set
- Kim safety ladder
- Emergency radar reflector
- Grab Bag – Solas B
- Ikaros flares (6), parachute rockets (4), buoyant smoke (2)
- Water and food rations
- Thermal protective aid x10
- First Aid kit – category C and manual
- Emergency VHF antenna
- Anchor ball and motoring cone
- Emergency Nav lights
- Softwood bungs
- 18 m floating line
- Jackstays and D ring in cockpit
- Signalling flags
- Working boat code training manual
- Emergency tiller
- Masthead TriColour – Lopolight
- Deck bow and stern – Lopolight
- Spreader lights – Lopolight
- Anchor light (LED)
- Steaming light / deck light on mast
- Bilge pump- Rule Mate 2000, automatic, with manual override
- Manual Whale Gusher Urchin bilge pump, operated from cockpit
- High water alarm: Rule
- Gas alarm: Pilot
- Smoke alarm
- CO2 alarm
- Custom switch panel

Specification

OTHER EQUIPMENT

- Stainless 5 rung swim ladder
- Teak boat hook (7 ft)
- 5 x Winch handles
- 6 x Fenders with blue socks
- Mooring lines

Specification

BRAND

HERON II Comes with a modern brand image ready for chartering, a website, t-shirt design, plates, a personalised flag, and a promotional postcard/flyer design.

Specification

IMAGE CREDIT

Sailing pics: Nic Compton

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

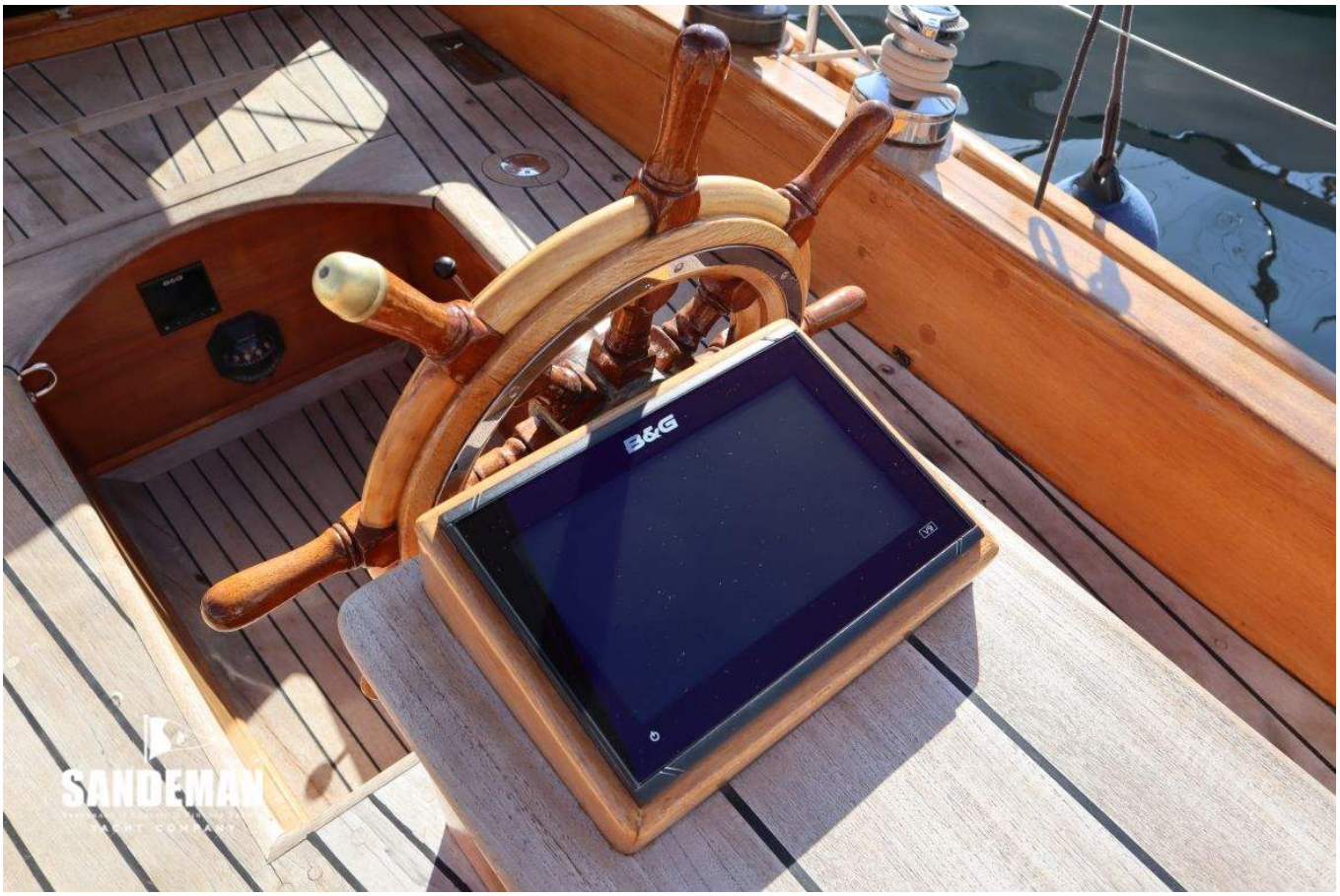



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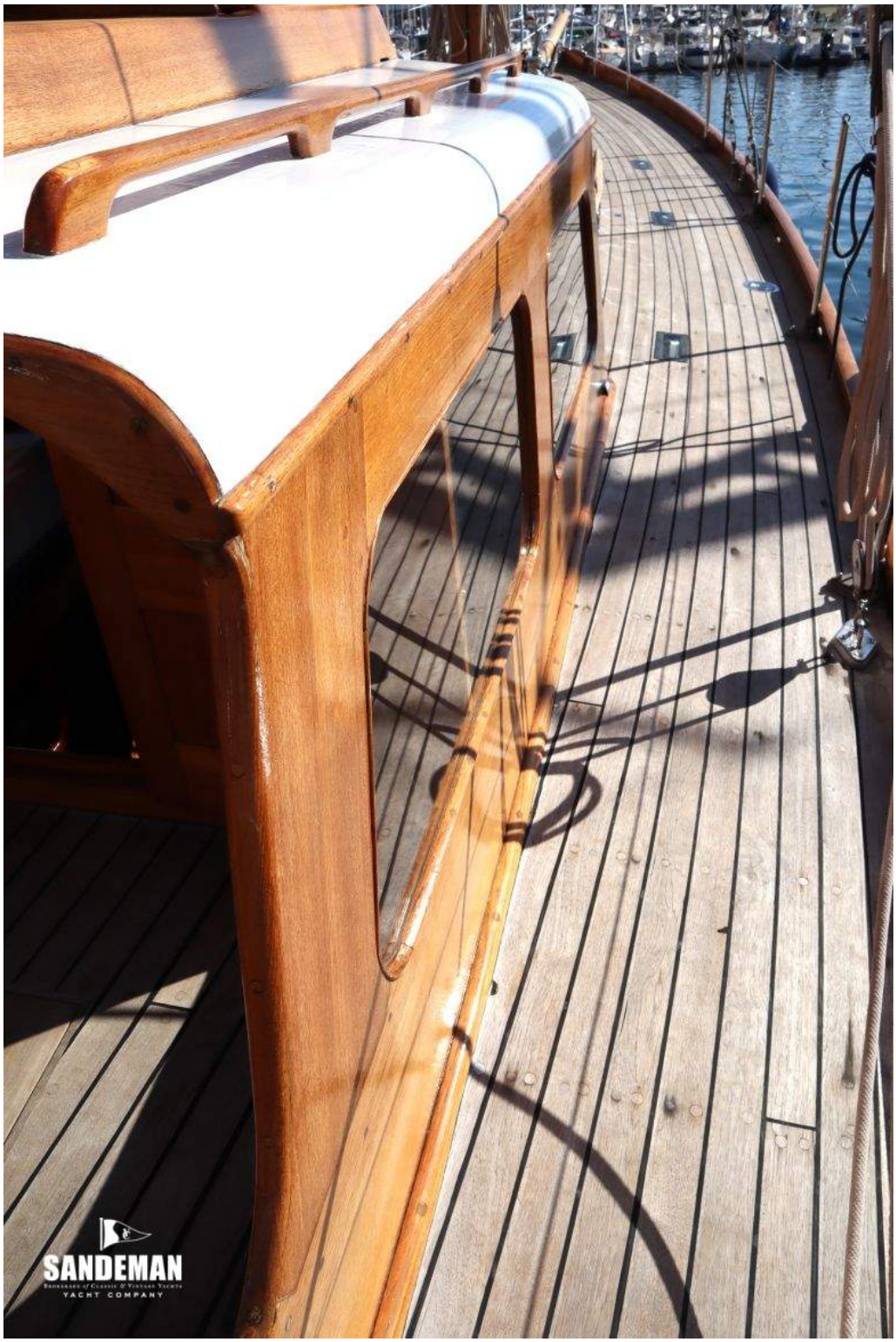

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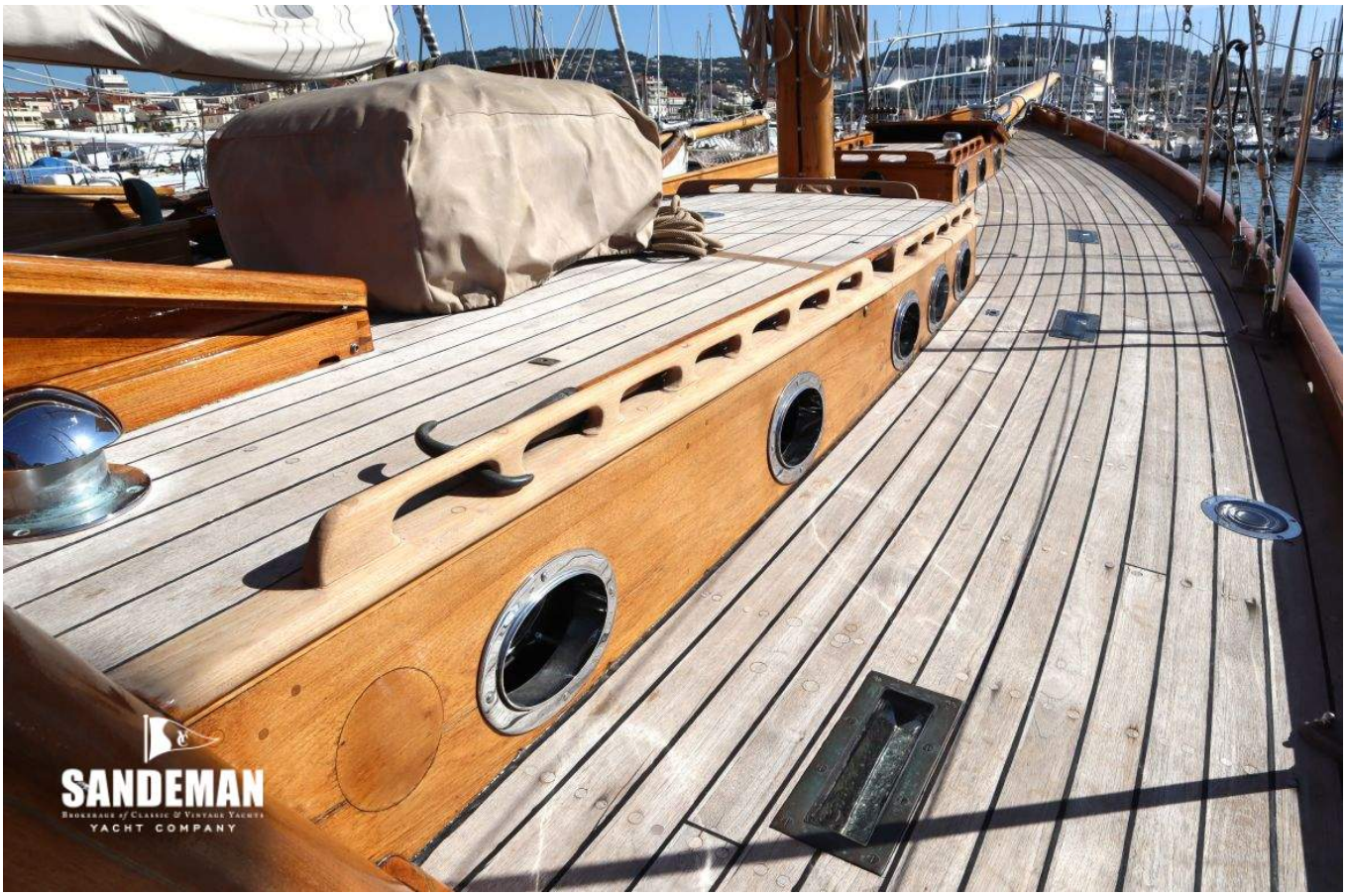

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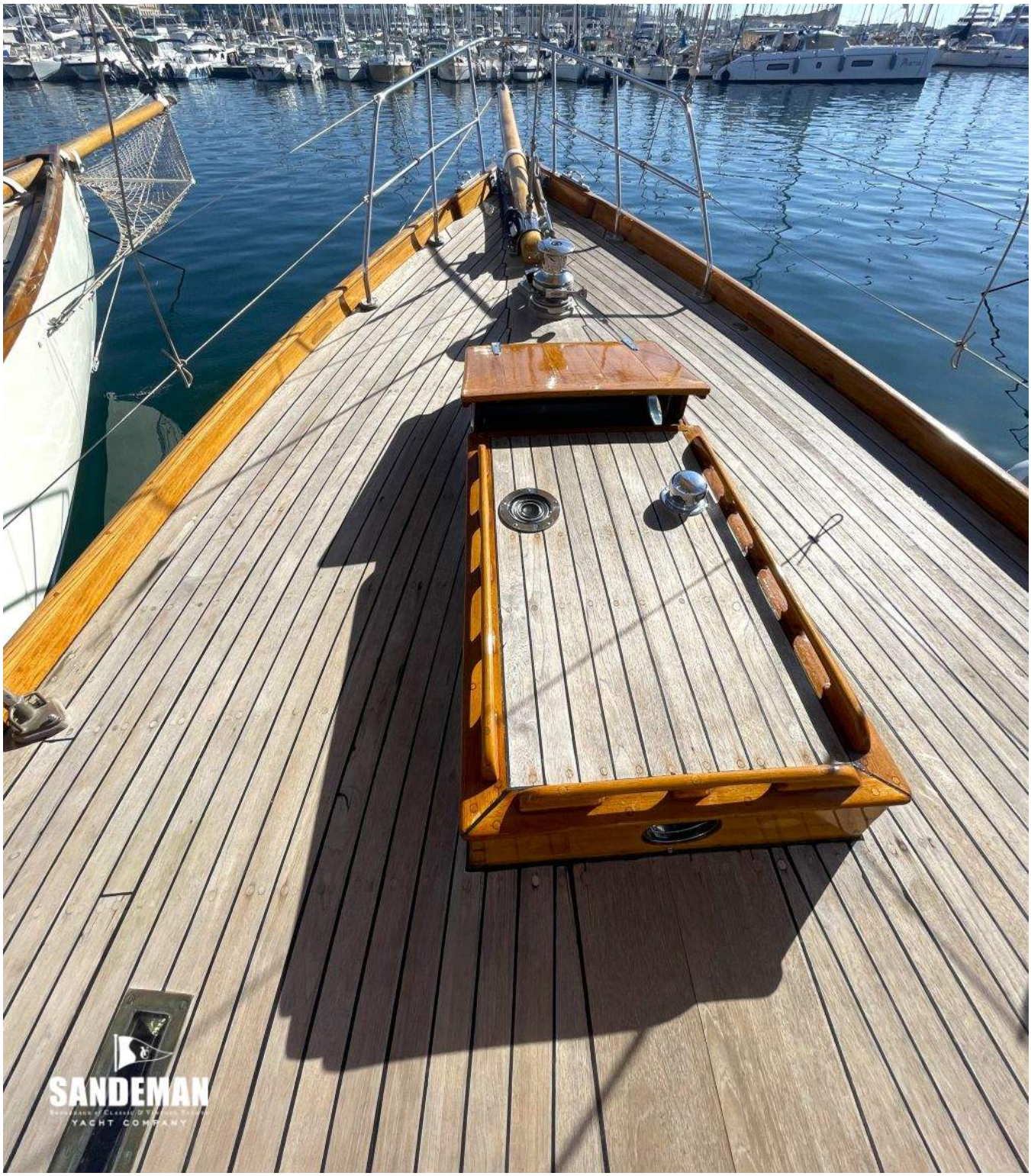


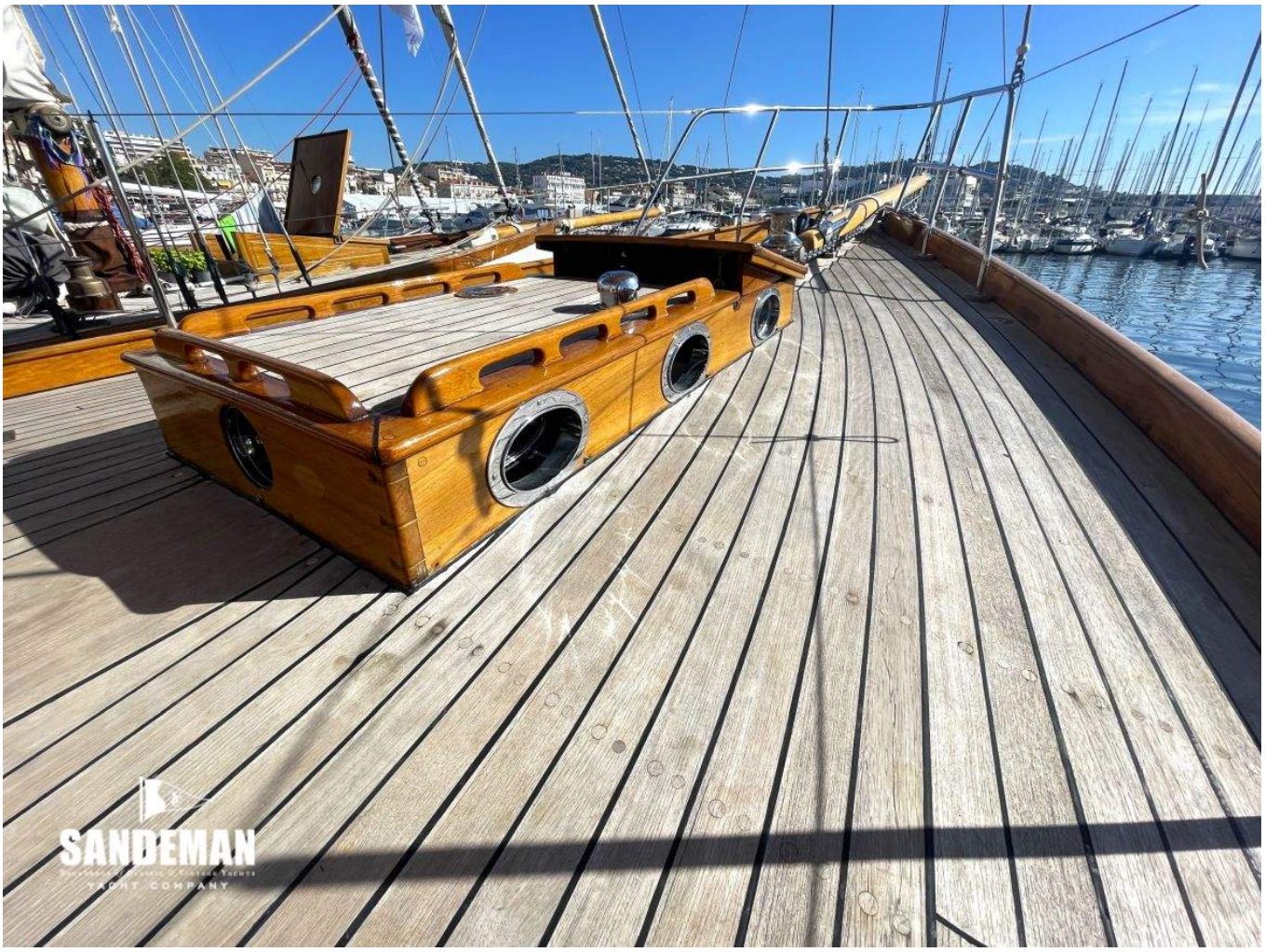

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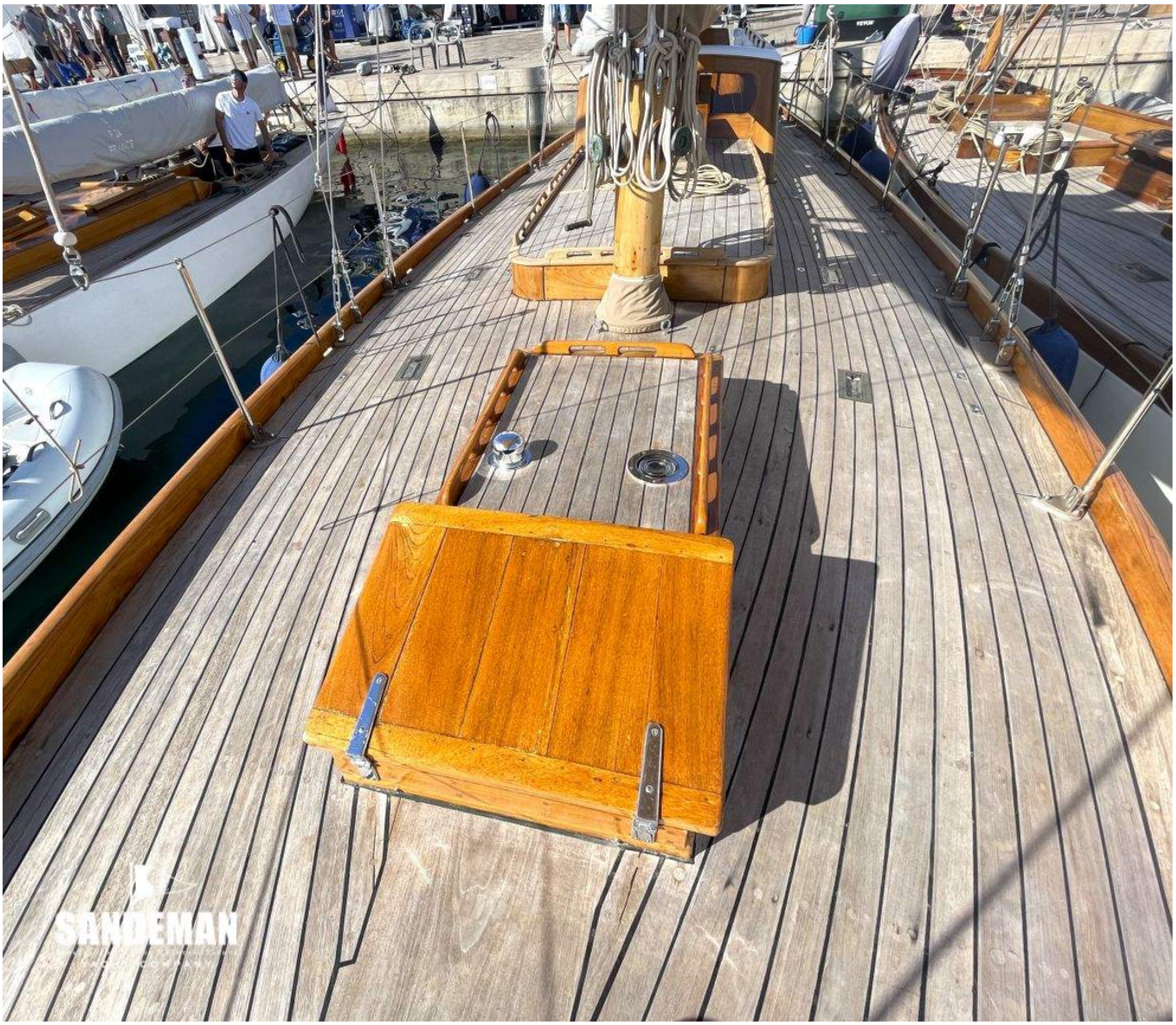

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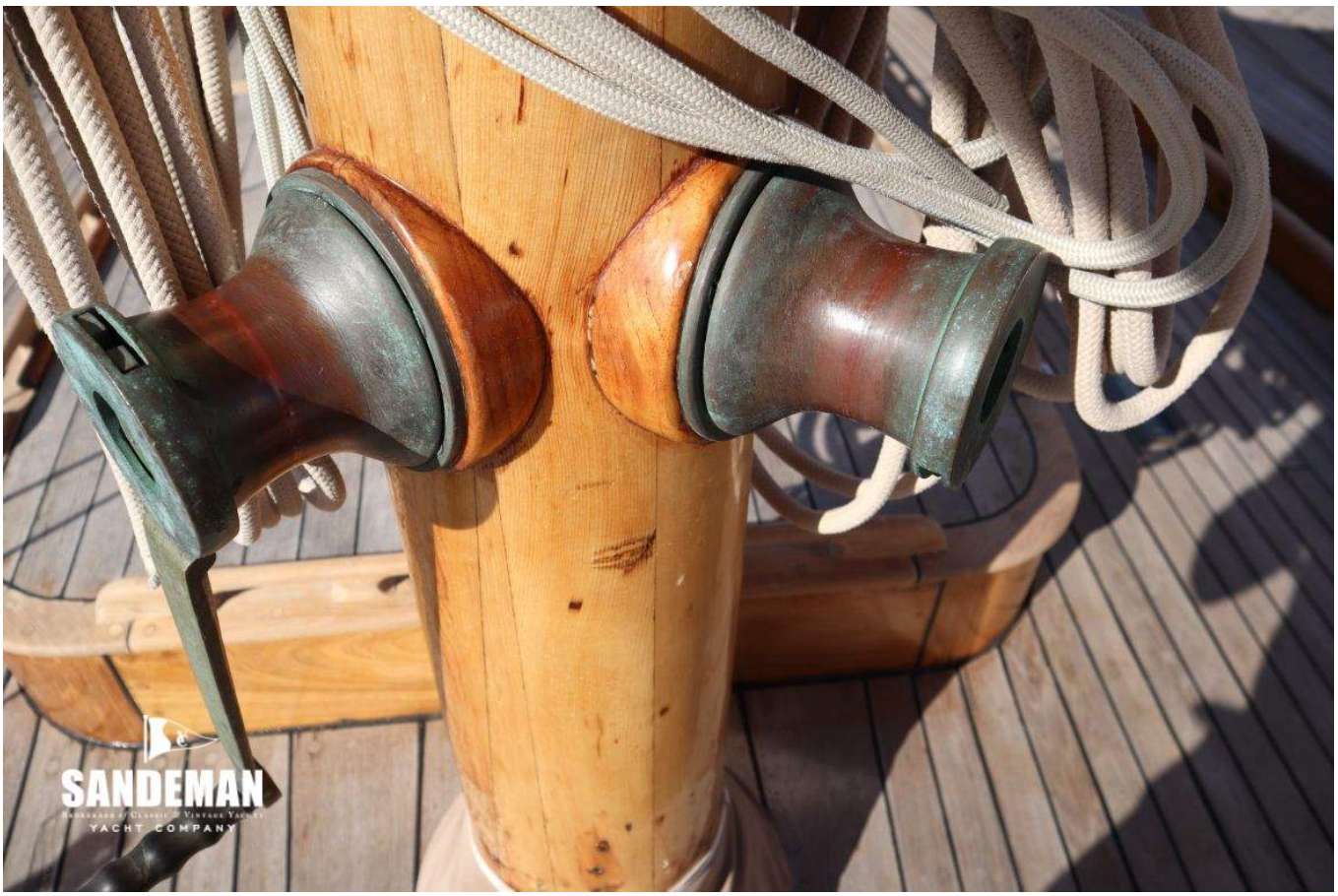

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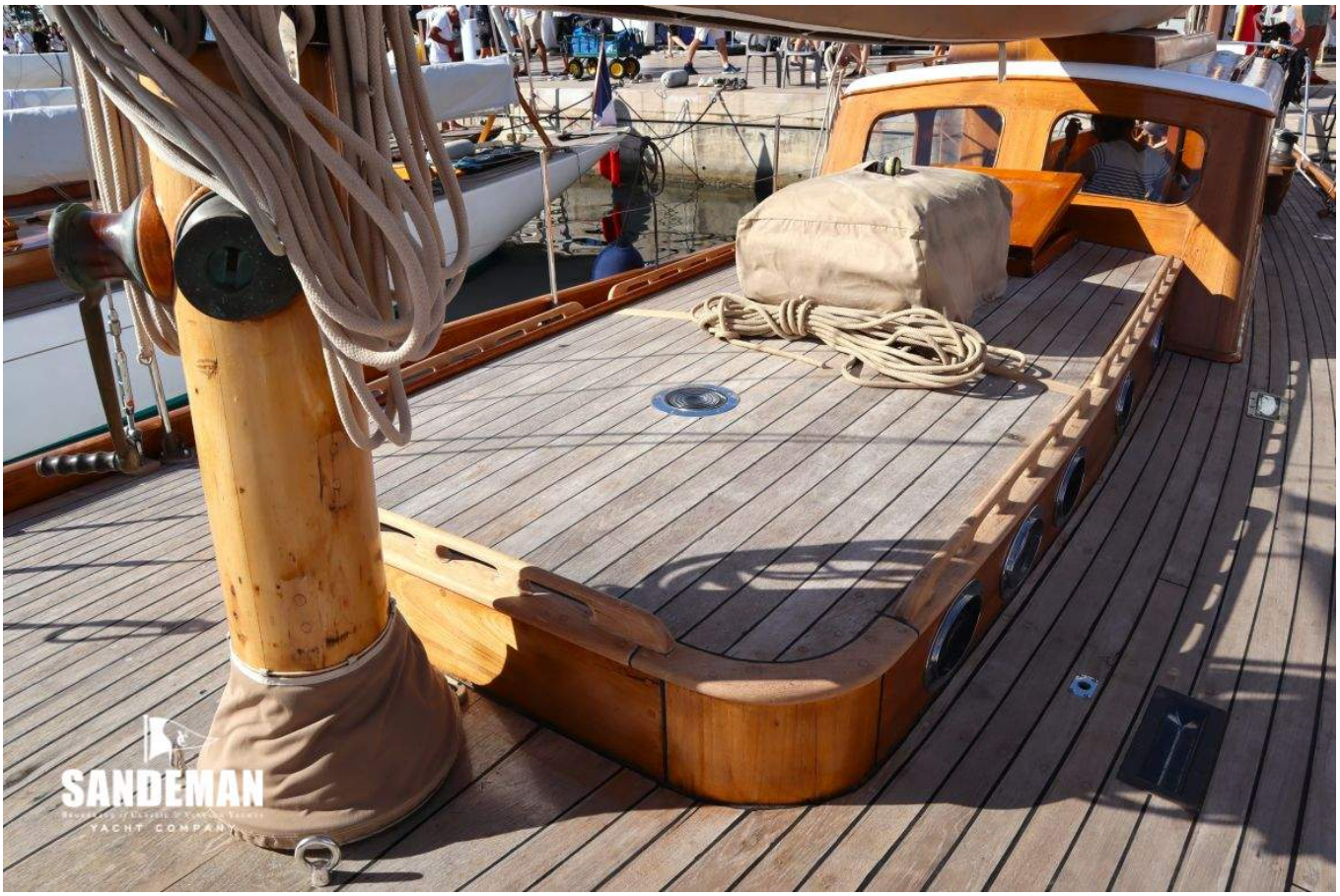

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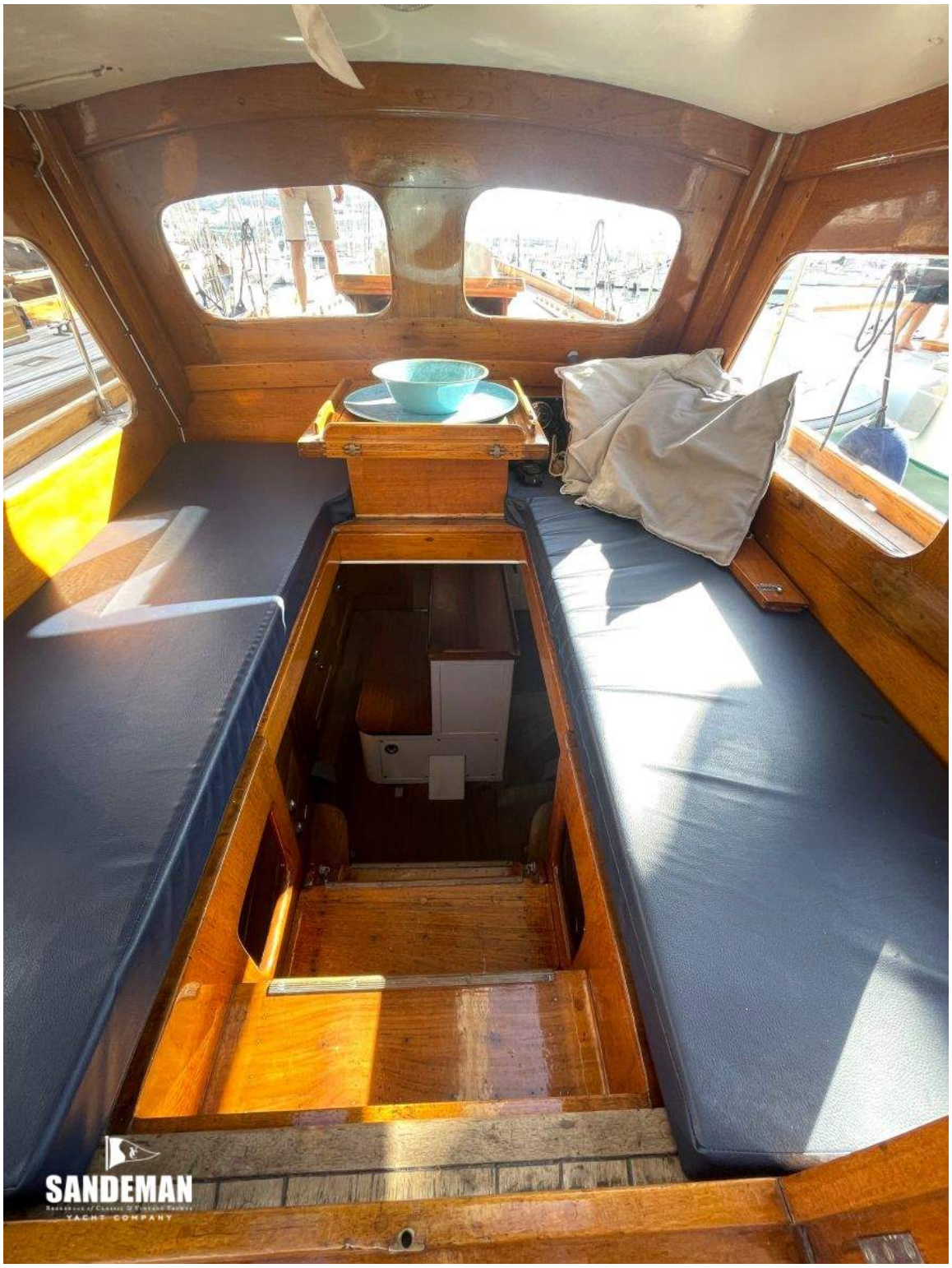

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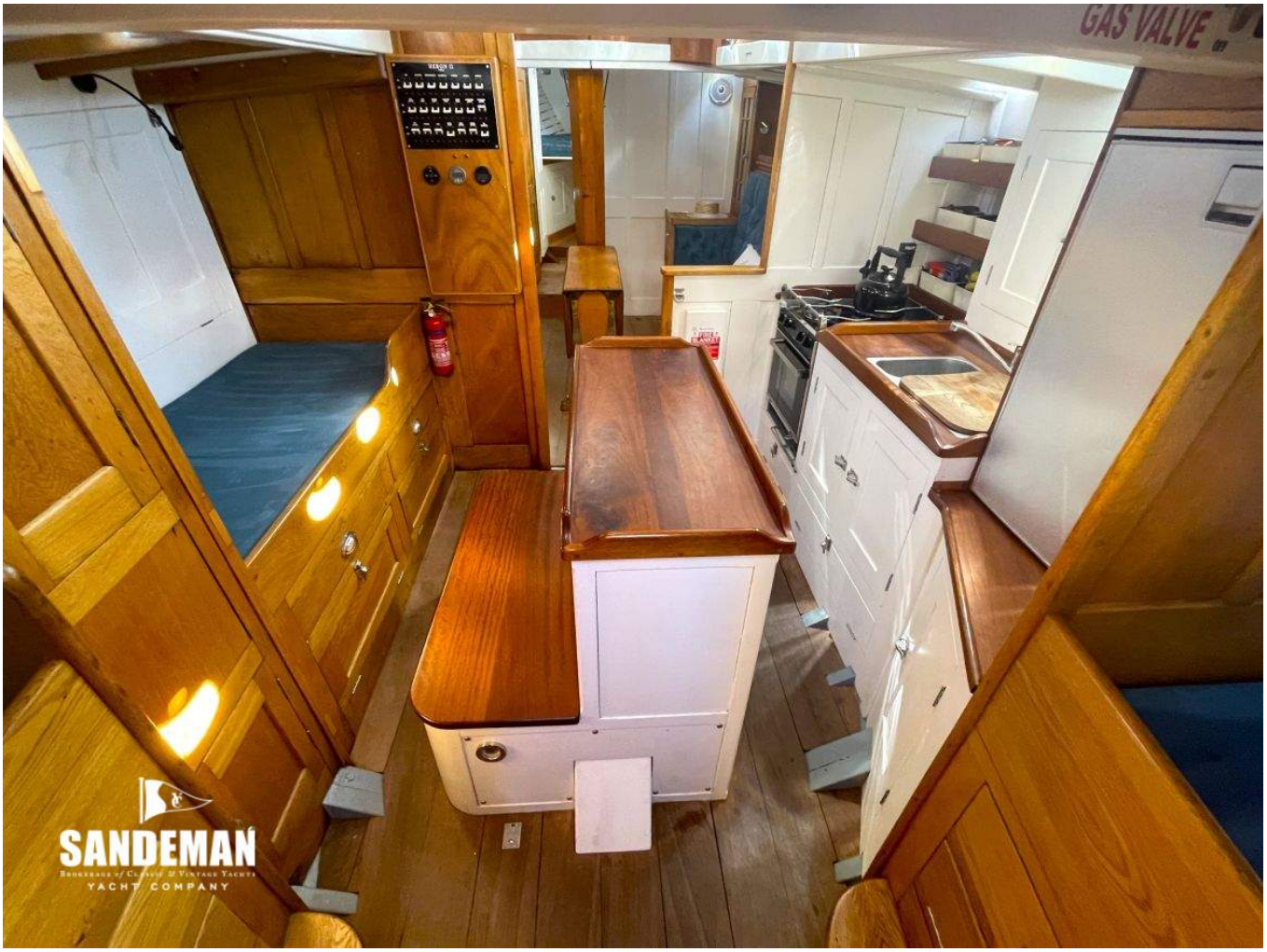

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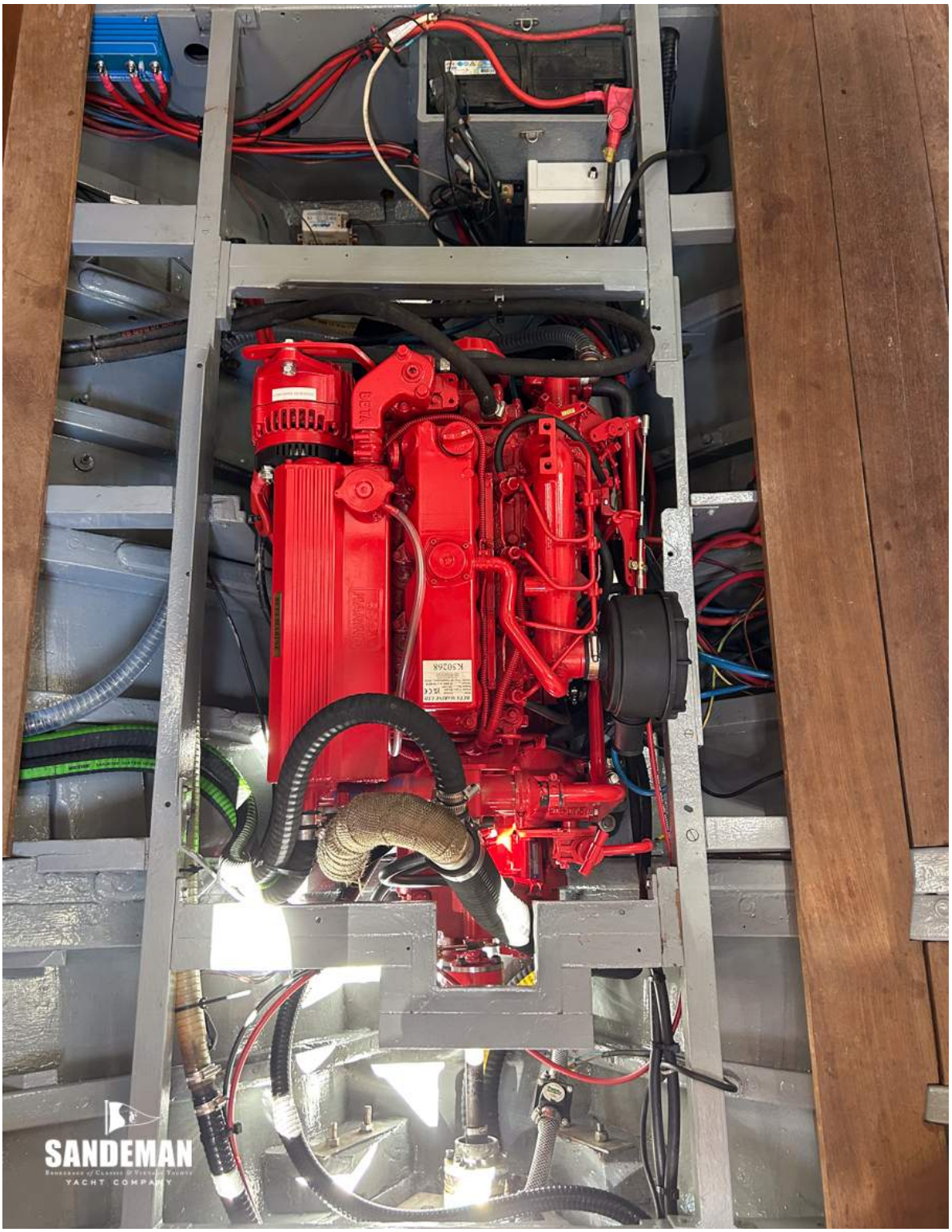


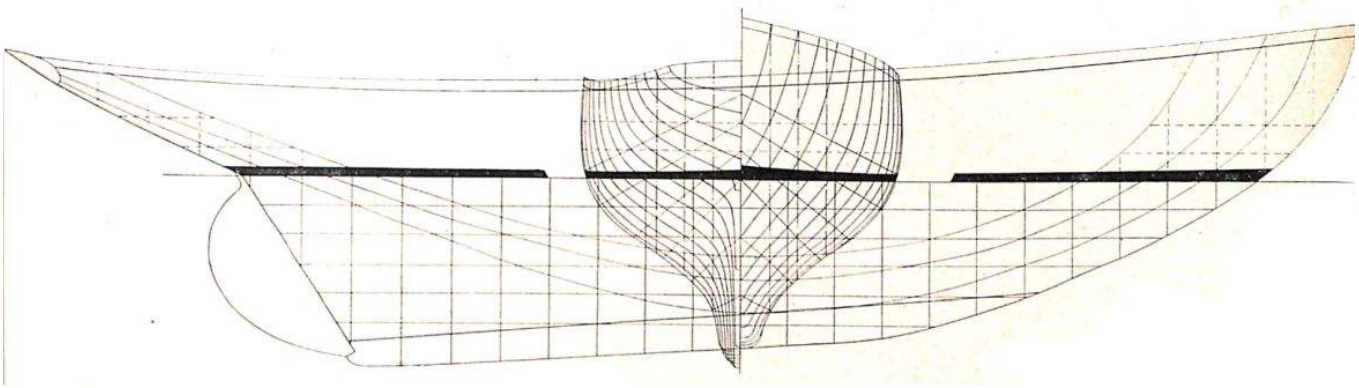

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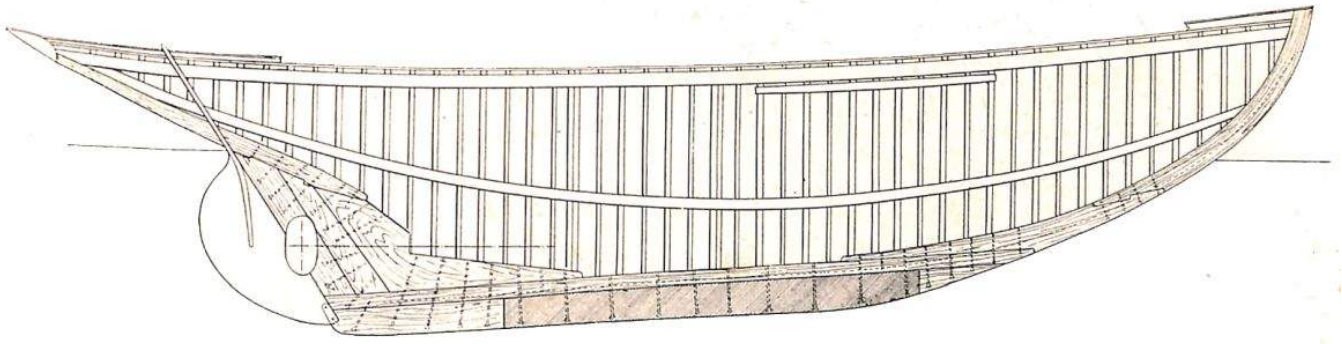

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