

35 FT WEST SOLENT ONE DESIGN W-29 1930/1995



Specification

MISCHIEF

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Designer	H. Jacobs & H.G. May	Length waterline	24 ft 0 in / 7.32 m	Engine	None
Builder	Berthon Boat Company Ltd	Beam	7 ft 6 in / 2.29 m	Location	United Kingdom
Date	1930	Draft	5 ft 3 in / 1.6 m	Price	GBP 55,000
Length overall	34 ft 6 in / 10.51 m	Displacement	4.5 Tonnes		
Length deck	34 ft 6 in / 10.51 m	Construction	Carvel pine on oak and laminated iroko frames and elm timbers		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

MISCHIEF is one of the fortunate survivors of the beautiful West Solent One Design Class included in a 1990s wave of restoration and revival. The West Solent was the sports boat of its day; probably the first in the UK to be series built. Perhaps the most successful and elegant inshore waters racer/ cruiser ever to grace UK waters, they look equally as good at rest as at play. 31 boats were built by Berthon Boat Company for UK clients between 1923 and 1933, with fleets developing at Lymington, Torbay, and on the east coast. MISCHIEF has sailed there, and much further afield including cruising Europe's western seaboard to the Mediterranean in the 1980s. She has undoubtedly benefited from having just one loving owner since 1991; very well set up for short handed cruising and occasional racing. There is something very romantic about a boat that looks like this and a long ownership; he sails her often, and normally on his own.



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REFITS

MISCHIEF was the first of the West Solents to receive the Peter Brookes treatment at Maldon on her return to England in 1991 with work ongoing through 1995. Since then MISCHIEF has remained in the same careful ownership: regularly used and aired.

- Hull stripped, splined and epoxy sealed in and out
  - Lead ballast keel removed re-bedded; re-fastened
  - New laminated frames and hanging knees in way of mast
  - New wood floors
  - New bronze chainplates
  - New teak deck on plywood substrate
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Specification

HISTORY

BERTHON YARD No. 360

WEST SOLENT CLASS SAIL No. W29

UK NATIONAL HISTORIC SHIPS REGISTER No 2215

1930-1932

Dent and Holder

MISCHIEF's joint first owners were intriguing New Forest neighbours: semi-retired real railways administrator Sir Francis H. Dent, C.V.O., and retired Birmingham brewer Captain Jack Holder, a dedicated and rather well funded miniature railway enthusiast. Both had moved south during the 1920s.

1933-1934

Just Dent

Holyhead-born Dent had followed his retired Admiral father (Admiral Charles B.C. Dent, Marine Superintendent of the London & North Western Railway after distinguished naval service) into a career running railways: General Manager of the South Eastern & Chatham Railway 1911-1920; First World War service in organising railways at home and abroad, for which he was knighted; subsequently a director of the Southern Railway and governor of London School of Economics.

1935-1938

Harold Cecil Christopherson (1889-1959), a London Stock Exchange broker of Brockenhurst and Chelsea, London. In c1937 Christopherson became the 4th owner of the beautiful 46 ft bermudan cutter ETAIN, Laurent Giles design no. 2, built by R.A. Newman of Poole in 1930.

Until his second marriage in 1923 to Bournemouth-born Winifred Freemantle, despite presumably spending much of his working life in the south of England, Dent's yachting base seems to have remained his home waters of the Menai Strait and the Mersey for racing in local classes and cruising a Crossfields of Arnside 'Nobby', THELMA. His first known south coastal address from the late 1920s was Dock House, Buckler's Hard, on the Beaulieu River, Hampshire, where, as you did, he satisfied his small boat desires by, in partnership with Holder, commissioning MISCHIEF from the nearby Berthon yard at Lymington.

1938-1947

Owner(s) not known

1947-1950

H.F. Barge

Hamble, Hampshire

1951-1953

Jack Holman (brother of yacht designer Kim Holman): owner of the J.W. & A. Upham Boatyard, Brixham, Devon; later founder of Darthaven Marina.

1953-1957

L. Woollcott

Salcombe, Devon

Jack Holder had comfortably retired in his 40s after the sale of the family brewing business. A very competent engineer, pioneer motorist (his beautiful 1903 De Dion Bouton is part of the Beaulieu National Motor Museum collection), and a balloonist, when he moved south he brought his vast miniature railway with him, creating a layout around his house, 'Keeping', Beaulieu. Miniature is relative: one of the steam locomotives weighed 1.5 tons, about a 3rd of MISCHIEF's weight.

1957-1960

New name: FIDE

H.M. Blewitt

Plymouth, Devon, later Portsmouth, Hampshire

1960-c1963

George C. Dear

Wellington, Shropshire

Home Port: Lymington

c1963-1966

J.D. Dennis & R.J. Strong

London/ Gloucestershire/ Bedfordshire

1967-1972

R.J. Strong, A.D. Hignett & The Hon. Lawson-Johnston (Bovril Ltd)  
Bedfordshire/ Leicestershire/ Bedfordshire

1972-c1974

Charles D. Pledger  
Heybridge Basin, Essex

c1974-

Chris R.H. & Dr. Nick O.T. Temple  
Harwich/ Cowes

c1979-1988

Paul Denk (US Citizen)  
Based Yarmouth Isle of Wight, then cruised in nicely slow stages to the Algarve, Portugal.

Name returned to MISCHIEF

1988 - 1991

Claude Schmidt & Claude Niek  
Yacht brokers, Cannes, France

1991 - Present

Present ownership  
Purchased in Cannes, France  
Trucked to Calais then sailed to the Blackwater Estuary with WSOD friends.

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### Specification

## CONSTRUCTION

- Pine planking
- Splined and epoxy sealed inside and out
- Sawn oak and laminated iroko frames
- Steamed Canadian rock elm timbers
- Some steamed oak replacement timbers
- Iroko wood floors at frames
- Long, substantial iroko mast step
- Bilge stringers
- 39 cwt / 1.98 kg lead ballast keel
- Cast bronze internal chainplates
- Substantial wood hanging knees in way of mast
- Teak laid deck on plywood substrate

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### Specification

## DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

### SUMMARY

- Teak laid deck
- Varnished teak toerails, coamings, and superstructures
- All bronze hardware

### FROM AFT

### AFT DECK

- Mooring fairleads port & starboard
- Associated central wood mooring cleat
- Mainsheet horse
- Bronze Herreshoff pattern mainsheet tackle blocks
- Mainsail cam cleats port and starboard inside aft coaming
- Bronze rudderhead and Berthon makers nameplate around stock
- Laminated ash tiller
- Running backstay bronze tackle fittings and jammers port & starboard
- Spinnaker sheet bronze sheaves port & starboard

- 2 x Bronze Lewmar 20 self tailing sheet/ halyard winches
- 2 x Bronze Lewmar 6 line winches
- Companionway hatch forward

### SIDE DECKS

- Bronze headsail tracks and cars at toerails
- Line clutches port & starboard

### MID DECK

- Companionway teak hatch and saloon skylight elegantly combined

### MAST POSITION

- Halyards and lines led to clutches fwd of fwd cockpit winches

### FOREDECK

- Raised forehatch with bronze portlight
- Chocks port and starboard for spinnaker pole
- Padeye for spinnaker pole downhaul

## COCKPIT

- Teak grating sole
- Hatch access to lazarette
- Fore and aft teak slatted benches port and starboard
- Open stowage bins under
- Teak coamings faired to Companionway hatch
- 'Toothed' hinge down tilted rack at aft coaming

- Oak samson post
- Chain pipe
- Mooring fairleads port and starboard
- Bronze bow roller fitting to starboard of stemhead

## GROUND TACKLE

- 35 lb / 16 kg CQR Bower anchor
- 72 ft / 22 m  $\frac{3}{8}$  in / 9 mm galvanised chain
- Fortress kedge anchor

### Specification

## ACCOMMODATION

### STEP DOWN FROM COCKPIT SOLE

- Step is also battery box (charged ashore)

### Galley to port

- Scrubbed pine sole
- 2 x Burner gimballed Optimus 55/155 paraffin/ spirit hob
- Stowage under and outboard
- Bulkhead light
- Lockers and bench to Starboard

### Saloon area

- Scrubbed pine sole
- Butterfly skylight in deckhead
- Staggered settee berths

- Gimballed oil lamp starboard aft
- Table over foot end of port settee/ berth
- Slatted hull sides at settee berths
- Teak lining boards bulkhead forward
- Reading light
- Deckhead light
- Clock / barometer (2024)

### Passage forward to starboard of mast

### Forepeak

- Berth to port
- Stowage to starboard

### Specification

## RIG, SAILS, AND CANVASWORK

### RIG

- Pear-shaped Douglas fir mast; bronze sail-track
- 2 x Spreaders, 1 x Jumpers
- Douglas fir boom with bronze gooseneck and end cap
- Lines led aft to clutches and winches at deck fwd of cockpit
- Hollow Douglas fir spinnaker pole

- 1 x Genoa (1992)
- 1 x Working jib (c.2002)
- 1 x Storm jib (c.2000)
- 2 x Spinnakers (c.2010 & c. 1995)
- Older sails for earlier shorter rig

### SAILS

- 2 x Tereylene loose-footed mainsails with 3 x slab reefing (2018 & 2013)
- 1 x Genoa (new-unused)

### CANVASWORK

- Cockpit cover
- Skylight cover
- Forehatch cover
- Mainsail boom cover
- Dry boat cover (not waterproof)
- Settee/ berth cushions
- Cockpit cushions

### Specification

## NAVIGATION

- Souwester Bosun compass

fixes to aft cockpit

### Specification

## SAFETY

- Lifebuoy
- Whale Gusher 30 double action

manual bilge pump; two way valve

### Specification

## OTHER EQUIPMENT

- Mariner 3.3 2-stroke outboard motor
- Stainless steel outboard motor bracket

- fits on port or starboard headsail track
- Warps

- Fenders
  - Ensign staff
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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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GALLERY





  
**SANDEMAN**  
BOARDSHIP OF CLASSIC & VINTAGE YACHTS  
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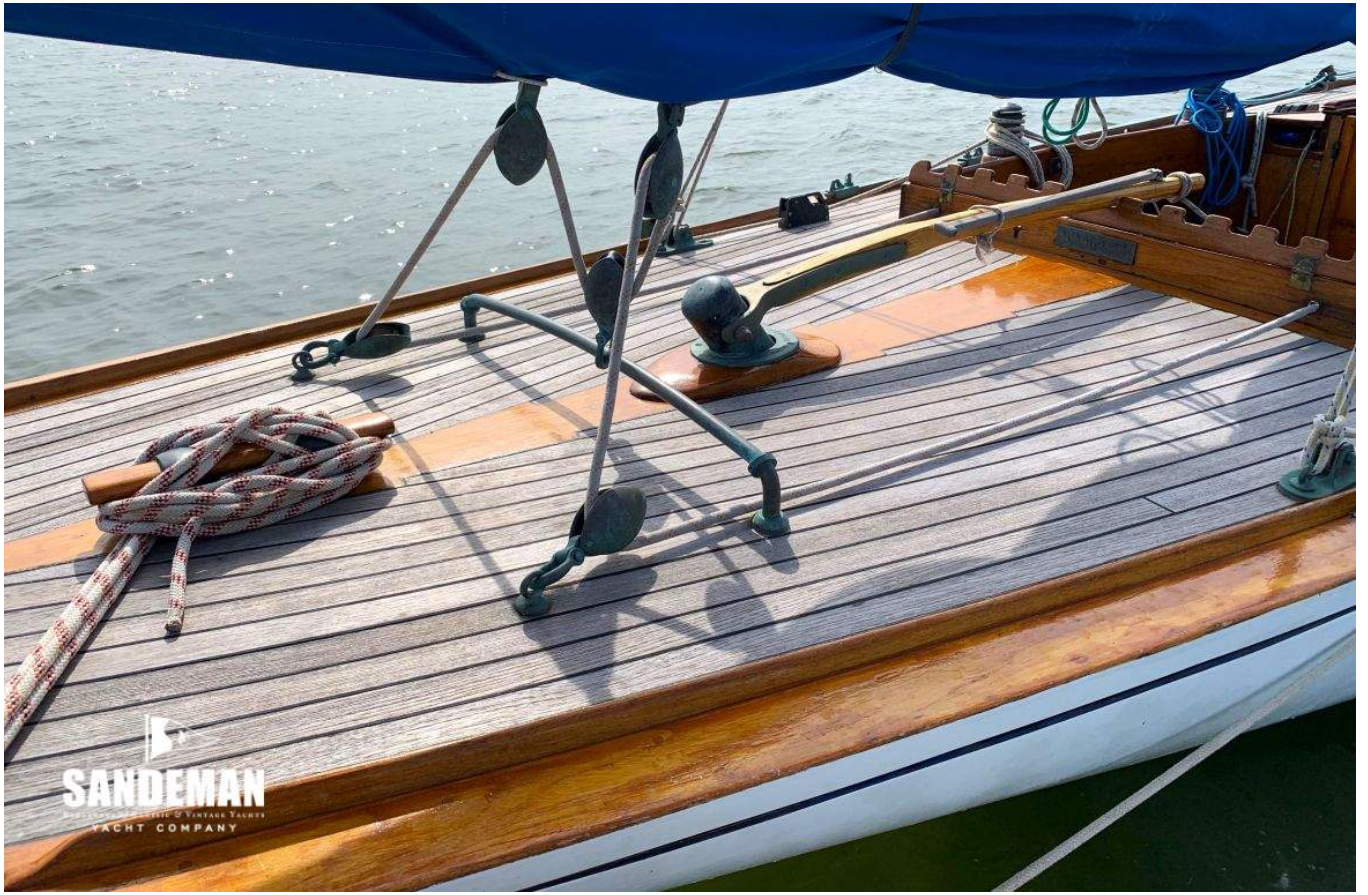
  
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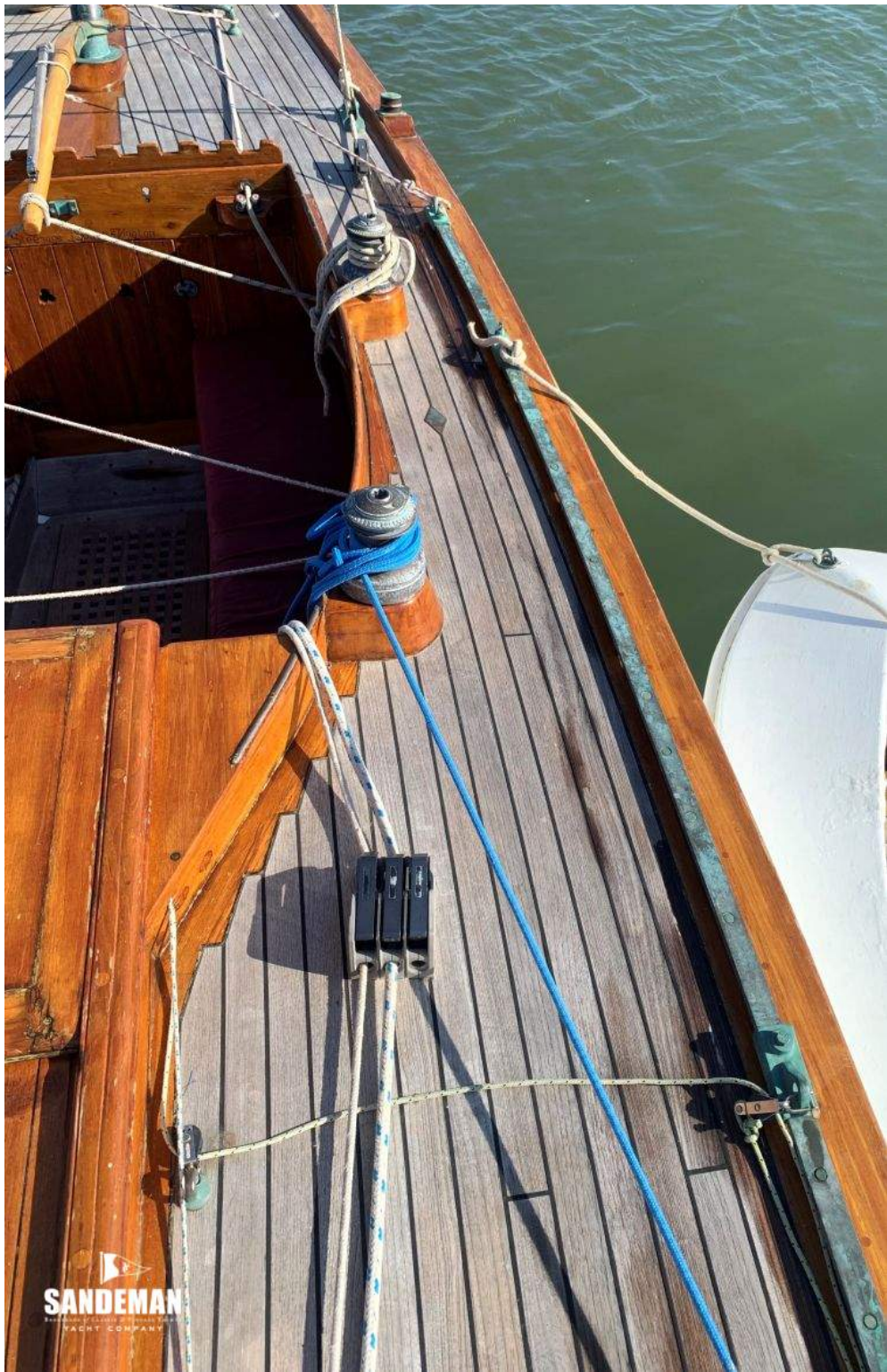


  
**SANDEMAN**  
HANDMADE IN CANADA • FINISHED IN ITALY  
YACHT COMPANY





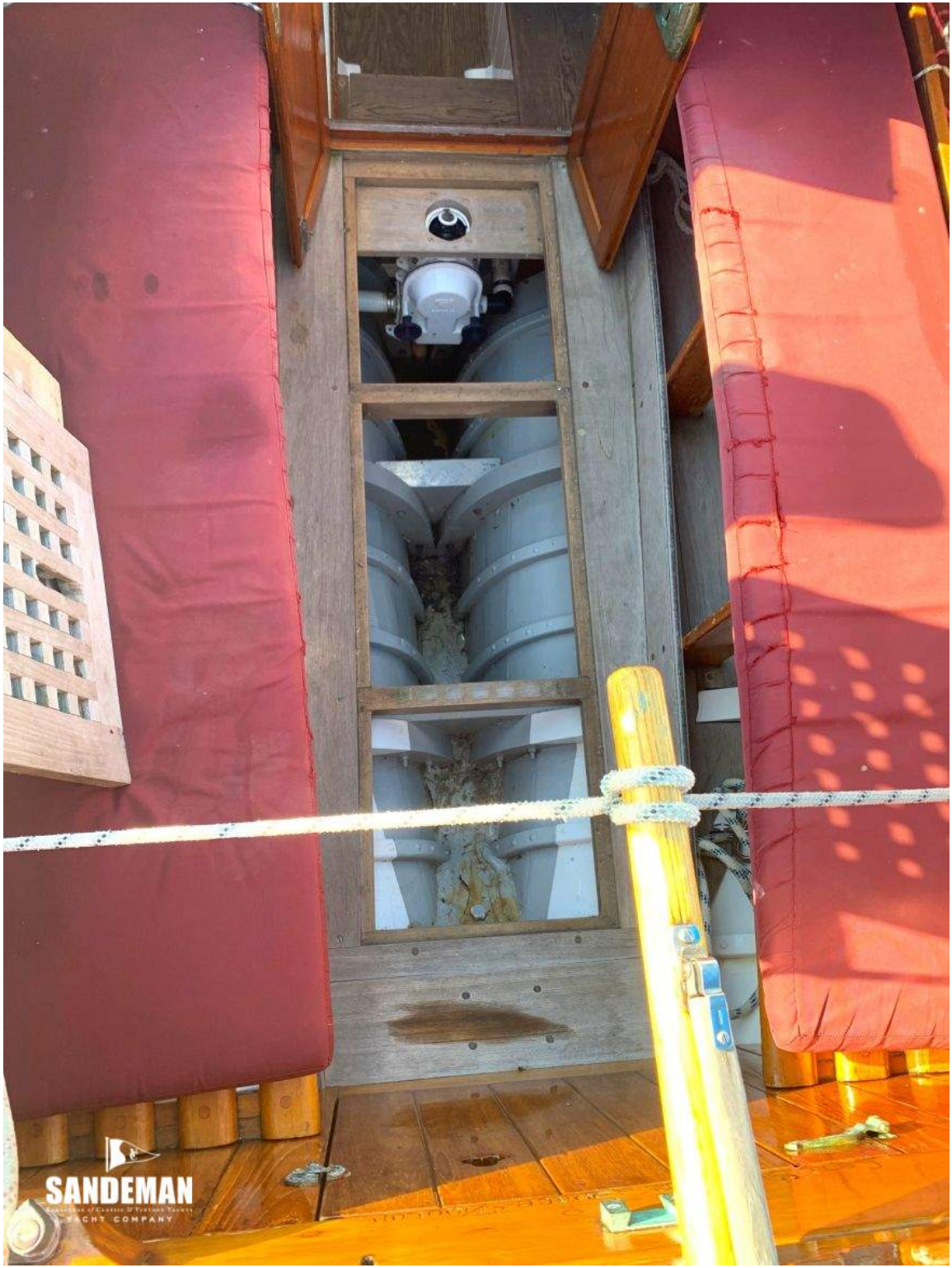
  
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**SANDEMAN**  
ESTABLISHED 1954  
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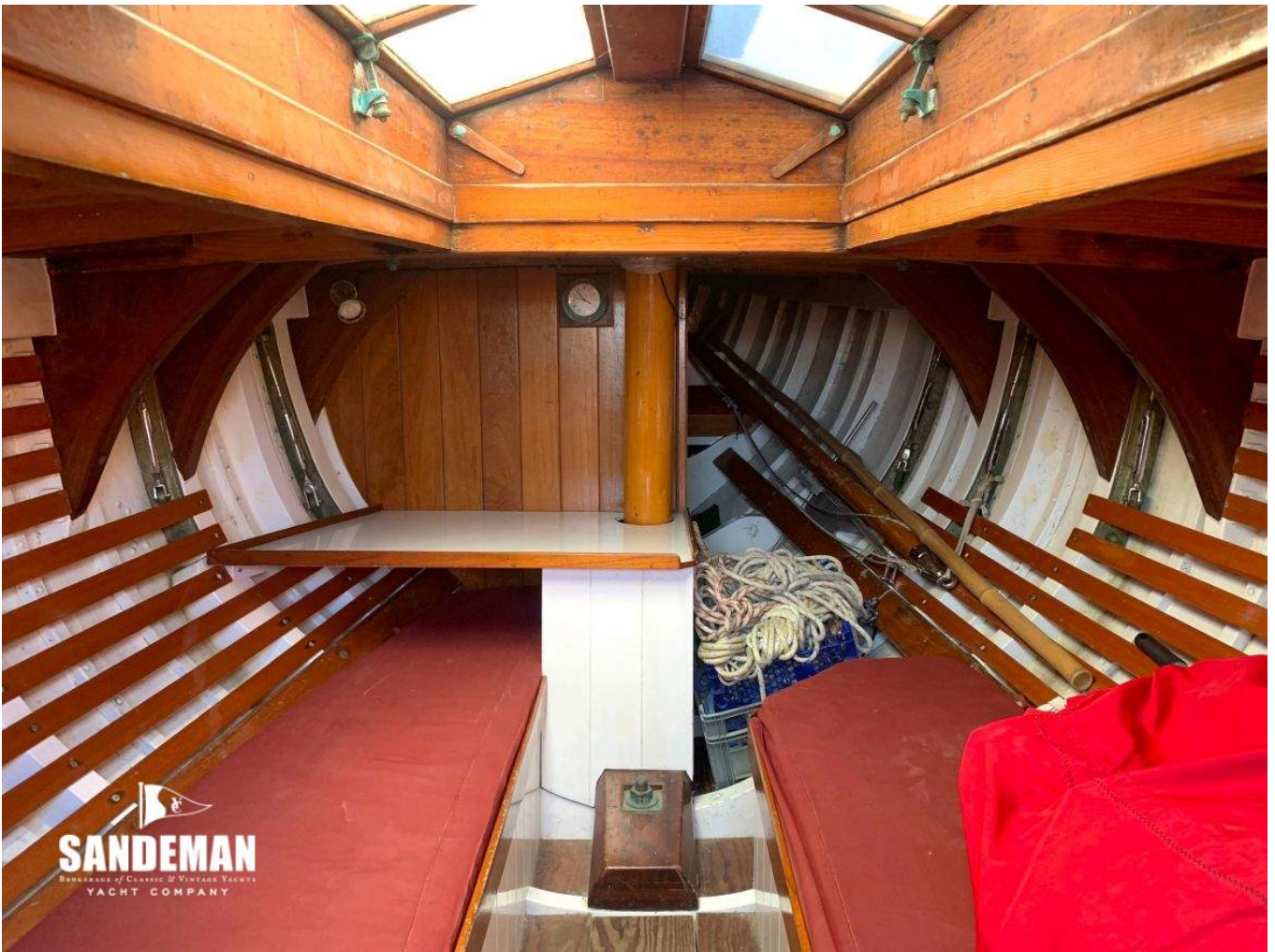


  
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BROKERAGE OF CANOE & VINTAGE YACHTS  
YACHT COMPANY





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BANKERS OF CLASSIC & VINTAGE YACHTS  
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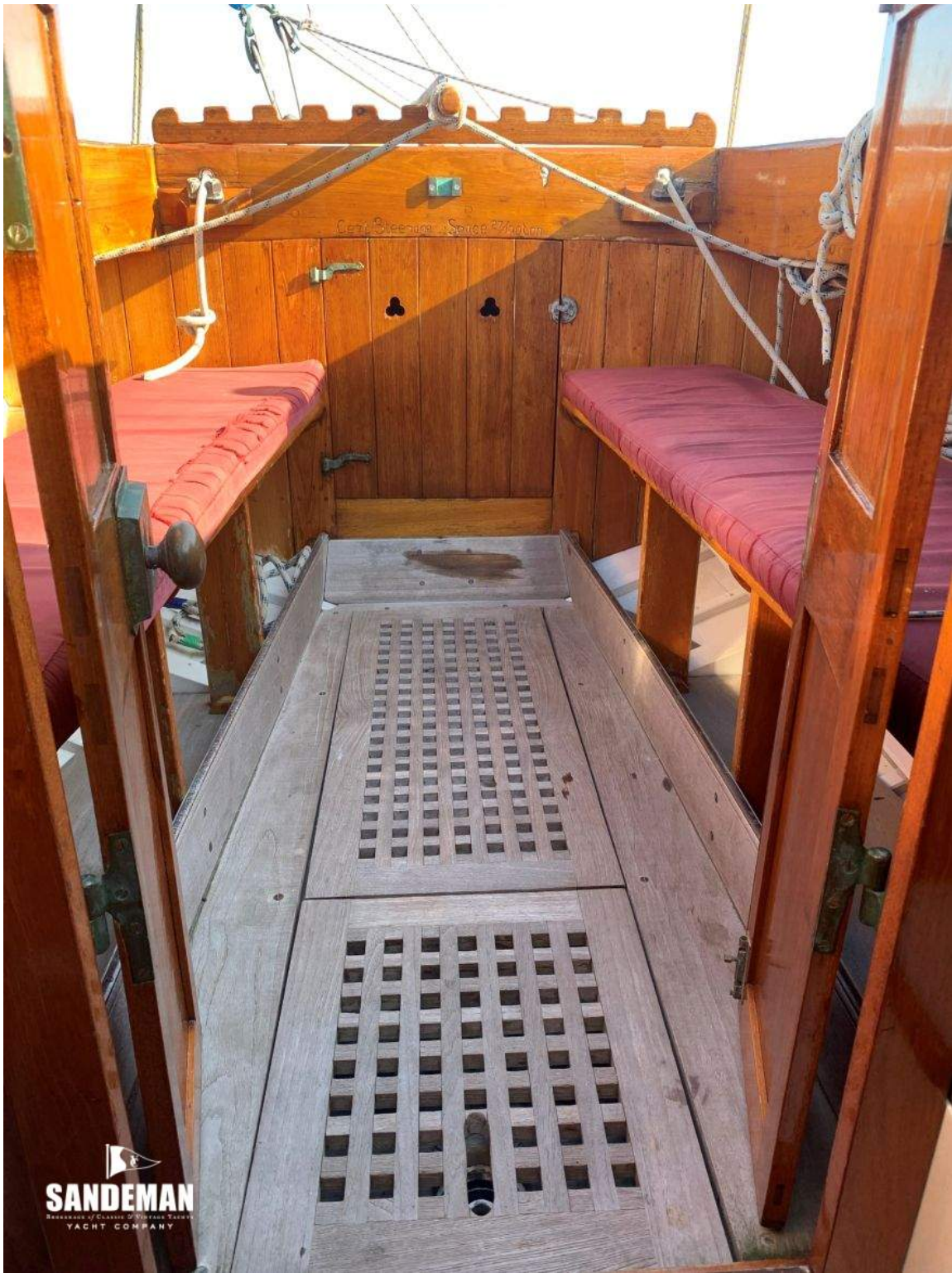




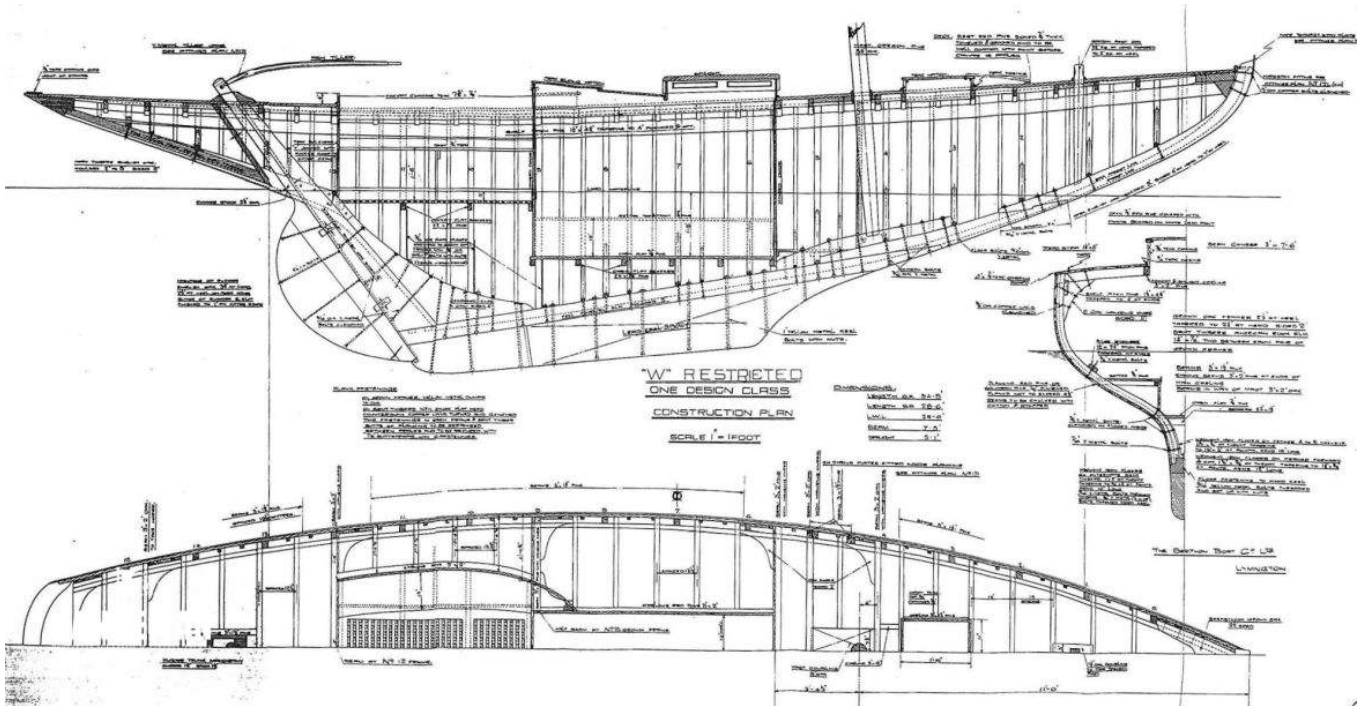
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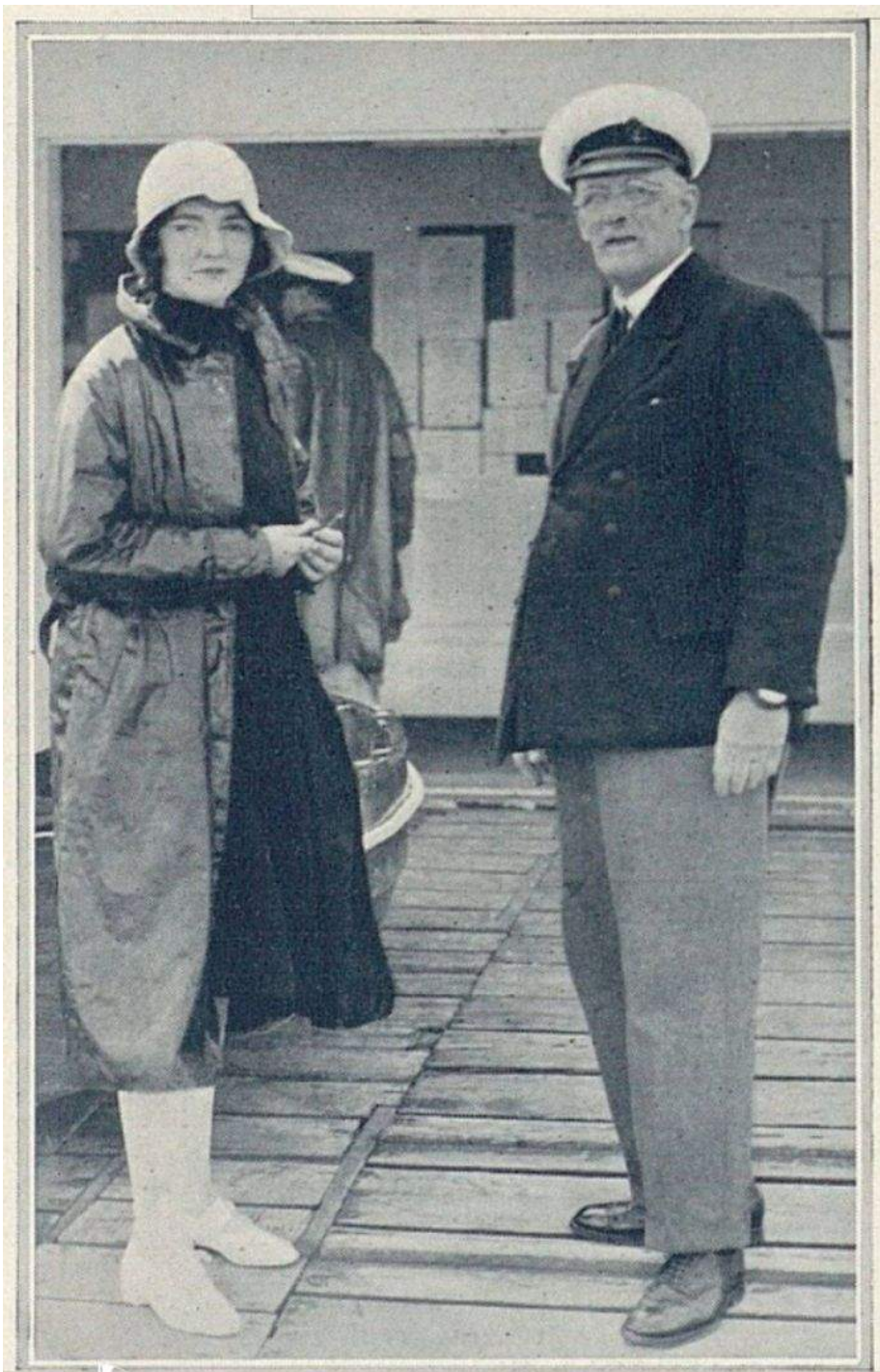
  
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HERITAGE OF CLASSIC & VINTAGE YACHTS  
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SANTERON

MRS. BROWN WITH SIR FRANCIS  
DENT, WHO OWNS " MISCHIEF "



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