BJARNE AAS INTERNATIONAL ONE DESIGN GBR 17 1958 - SOLD



Specification

MITZI

BJARNE AAS INTERNATIONAL ONE DESIGN GBR 17 1958

Designer	Bjarne Aas	Length waterline	22 ft 0 in / 6.71 m	Engine	None
Builder	Bjarne Aas, Frederikstad, Norway	Beam	6 ft 9 in / 2.06 m	Location	United Kingdom
Date	1958	Draft	5 ft 4 in / 1.63 m	Price	Sold
Length overall	33 ft 4 in / 10.16 m	Displacement	3.7 Tonnes		
Length deck	33 ft 4 in / 10.16 m	Construction	Carvel Douglas fir on oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Described by Classic Boat magazine as “the waterborne equivalent of a vintage Bentley”, by any standard the International One Design class - conceived in 1935 by Cornelius “Corny” Shields and brought to life by Norwegian yacht designer and master boat builder Bjarne Aas - has been a huge and international success. By the class’s 75th anniversary in 2012, at least 235 of these beautiful thoroughbreds had been built with fleets in Norway, Sweden, UK, Bermuda, USA and Canada. The British fleet has circulated anticlockwise since 1939, at Burnham-on Crouch, then Cowes, then on the Forth and on the Clyde in Scotland, and more recently in Cornwall where MITZI has been based since 2005 and received arguably the best professional care of any UK IOD in recent years. MITZI is ready to go: in fleet, as an incredibly economic, well-proven handicap racer, and as a delightful family weekender – always with the IOD’s renowned speed and incredible seaworthiness.

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RESTORATION/ REFIT

OVERVIEW
- Professionally maintained throughout present ownership
- at Mylor Yacht Harbour and Falmouth Boat Construction
- Stored inside or under cover out of season
- Regular annual scheduled maintenance programme
- Regularly surveyed under present ownership by surveyor David Cox
- All refit work done in accordance with his advice and recommendations
- Copy of July 2019 survey available on request

2016-2020 FALMOUTH BOAT CONSTRUCTION, CORNWALL
- Varnish, topsides paint and anti-fouling done spring 2020
- All external varnish wooded and re-finished with Awlwood system
- Featured in Classic Boat magazine – 'Around The Yards' (2016)
- Shown at Jersey Boat Show (2017)

2008 MYLOR YACHT HARBOUR, CORNWALL
Restoration and refit including:
- Replaced timbers in laminated
- Replaced floors where necessary
- Refastened frames to floors
- Replaced the stern post
- New deadwood bolts
- Replaced aft knee
- Replaced lower planking to a line meeting top of the stern post
- Ballast keel removed and skimmed and new keel bolts fitted
- New internal angle polished stainless chain plates and stays to spread loads

2003 SILVERS MARINE, ROSNEATH, SCOTLAND
Restoration and refit including:
- Replaced timbers with new steamed timbers
- Replaced frames with new laminated frames
- Replaced short mast step with new longer mast step to distribute compression
- New main bulkhead
- New deck beams
- New composite deck: 9mm plywood subdeck; laid teak overlay
- New full depth covering boards and king planks
- Re-fitted floors with new fastenings
- Renewed plank fastenings

Specification

CLASS NOTES

Designed by Bjarne Aas in 1935 at the request of “Corny” Shields Jr. - the legendary American yachtsman - as a slightly smaller, lighter displacement and more comfortable one-design version of the successful Bjarne Aas-designed and built 6-Meter, SAGA.

The result is a beautiful reminder of yachting’s “golden age” with traditional metre-boat long overhangs, graceful sheer, deep, narrow hull, and lofty rig. Described by Classic Boat Magazine in 1990 as “the waterborne equivalent of a vintage Bentley”, the IODs were the first class to be awarded International Classic Yacht status by the International Sailing Federation (ISAF).

Many of the great America's Cup skippers of previous years chose to race IODs, including Ted Hood, and Bus Mosbacher, Long Island’s IOD champion eight years in a row. IODs are used for the King Edward VII Gold Cup event in Bermuda, the oldest match racing event in the world; past winners include Russell Coutts, Chris Dickson, Ben Ainslie and James Spithill.

IODs are actively raced in twelve local fleets in North America and Europe, representatives of which compete annually in a World Championship, the venue of which rotates around the fleets. IODs are also sailed in classic regattas, including Cannes Regates Royales and Les Voiles de Saint-Tropez Classic Regatta, and in the British Classic Yacht Club regatta at Cowes.

While IODs can be raced competitively, they are also wonderful day-sailors even in less sheltered waters, and it is this, together with their graceful classic lines, which makes them so attractive to many owners who enjoy just sailing.

Specification

HISTORY

The UK IOD fleet began on England's east coast just before the Second World War at the Royal Corinthian Yacht Club, Burnham-on-Crouch, and when the RCYC opened a "southern" clubhouse at Cowes in 1948 the class regrouped and flourished there through the 1950s and 60s.

MITZI was one of the last boats commissioned from Bjarne Aas for the by then c.20-strong Cowes fleet in 1958 by Air Vice Marshall John Grandy, and

The Clyde fleet declined from the 1990 Worlds with many of the remaining active IODs gradually returning south, to St. Mawes in Cornwall where a small fleet of these gorgeous yachts - including MITZI from 2005 - has been active through the early years of the 21st Century.

- Scottish Fleet Champion 1997 and 1999

owned by him until 1961, probably during a period when he was more UK based than in the 1950s, and would be through the 1960s en route to becoming Marshall of the Royal Air Force, Sir John Grandy, one or the leaders in the management of the Cold War. In 1961 her ownership at Cowes passed to UK-based Dane, Hans Heyman.

Under the ownership of Harry Holmes, in 1969 MITZI became the second boat to move north to the Royal Forth Yacht Club at Granton near Edinburgh where the UK fleet became established through the 1970s and into the early 1980s, afterwards splitting between the Firth of Forth and the Firth of Clyde and eventually strongest on the Clyde, culminating in the World Championships at Royal Northern & Clyde YC in 1990 and 1998. MITZI participated in all six Scottish-based IOD Worlds between 1975 and 1998. She was a west coast boat from 1987, still owned by Harry Holmes with Charles Connor and K. Maclintosh, followed by Campbell McAuley from 1994.

- Participated in Worlds at Royal Forth YC: 1975, 1979, 1984
- Participated in Worlds Royal Northern & Clyde YC: 1990 & 1998

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Specification

CONSTRUCTION

- Carvel Douglas fir on oak frames and timbers
- Raw teak laid deck on marine ply sub deck
- Mahogany covering boards, king planks and cockpit coaming
- Mahogany and ply/ laid teak coachroof

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

GENERAL
- Composite ply/ laid teak deck
- Varnished Mahogany covering boards and king planks

AFT DECK
- Harken spinnaker blocks port and starboard aft
- Harken mainsheet traveller

COCKPIT
- Raised mahogany coaming
- Same plank also forms house sides
- 2 x Small oval portlights port and starboard
- 1 x Large oval portlights fwd
- Varnished mahogany benches port and starboard
- Raw teak cockpit sole
- Tiller
- Swiss Oxen block for mainsheet (2018)
- Blocks, cam cleats and control lines (various replaced 2018)
- 4 x Harken jammers port and starboard inside coaming
- 2 x Harken jammers port and starboard under coaming
- 1 x Harken backstay jammer
- 4 x Spinlock jammers
- Dynema Barbour-haulers (2018)
- Raymarine Tridata display
- 2 x Anderson 28ST self-tailing stainless steel deck winches (2018)

SIDE AND FORWARD DECK
- Harken jib tracks and cars port and starboard
- Bow roller
- Ground anchor

Specification

BELOW

- Varnished mahogany cabin seats; slatted backs and foam cushions
- Stowage under
- Stowage bags port and starboard
- Harken winch on mast step for main and jib halyards

Specification

RIG, SAILS AND CANVASWORK

RIG
- Proctor silver anodised mast and boom
- Carbon spinnaker pole (2018)

RUNNING RIGGING
- Halyards, main and jib sheets etc (2018)

SAILS
- Doyle Main (2012)
- Doyle Jib (2012)
- Spinnaker

CANVASWORK
- Cockpit cover

- Mainsail cover
- Mesh screen for companionway

Specification

NAVIGATION/ ELECTRONICS

- Raymarine Echo Sounder and Log
- Removable mast-fitting gimballed compass
- Hawk wind indicator

Specification

SAFETY

- Automatic self-bailing system; dedicated battery; portable solar panel
- Henderson manual pump
- 2 Harness fixing points in cockpit and safety tethers (if needed for young children on board)
- 5 x Lifejackets

Specification

OTHER EQUIPMENT

- Fenders
- Mooring warps
- 2 x Liros Anchorplait 20mm soft mooring strops
- 3 x Mounted & framed b&w Beken photos off Cowes 1958 & 1963

Available by separate arrangement

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

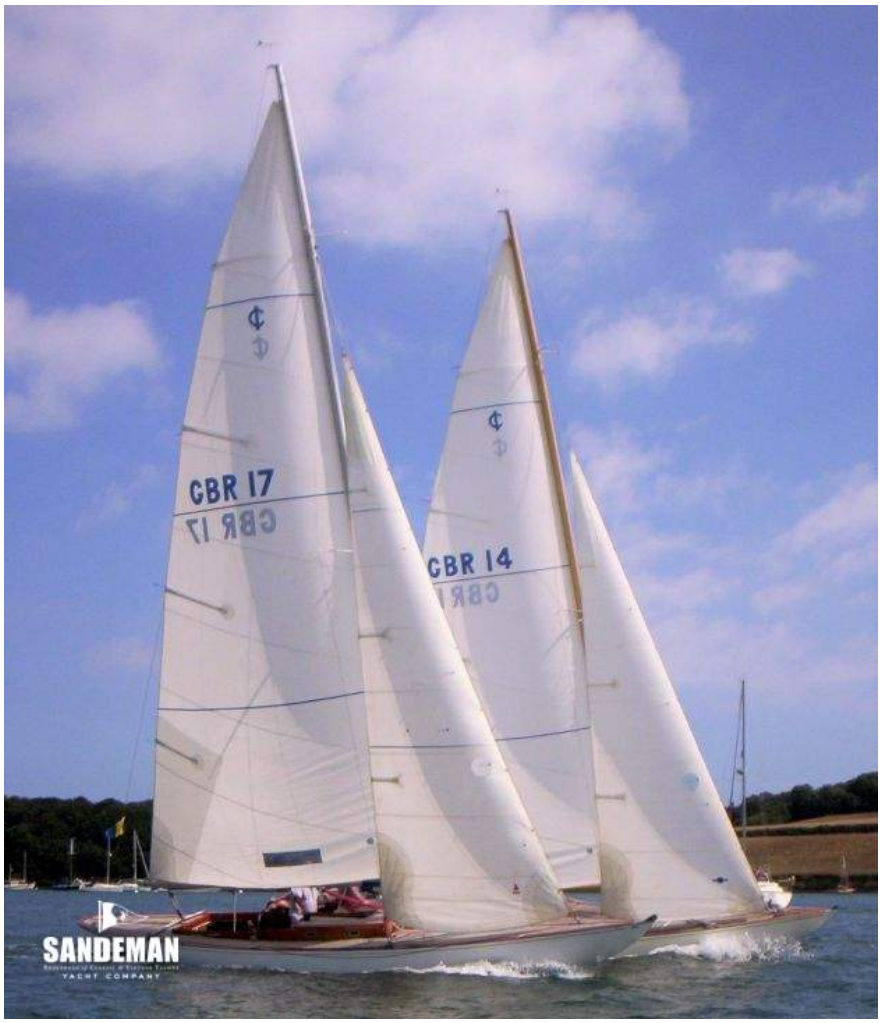



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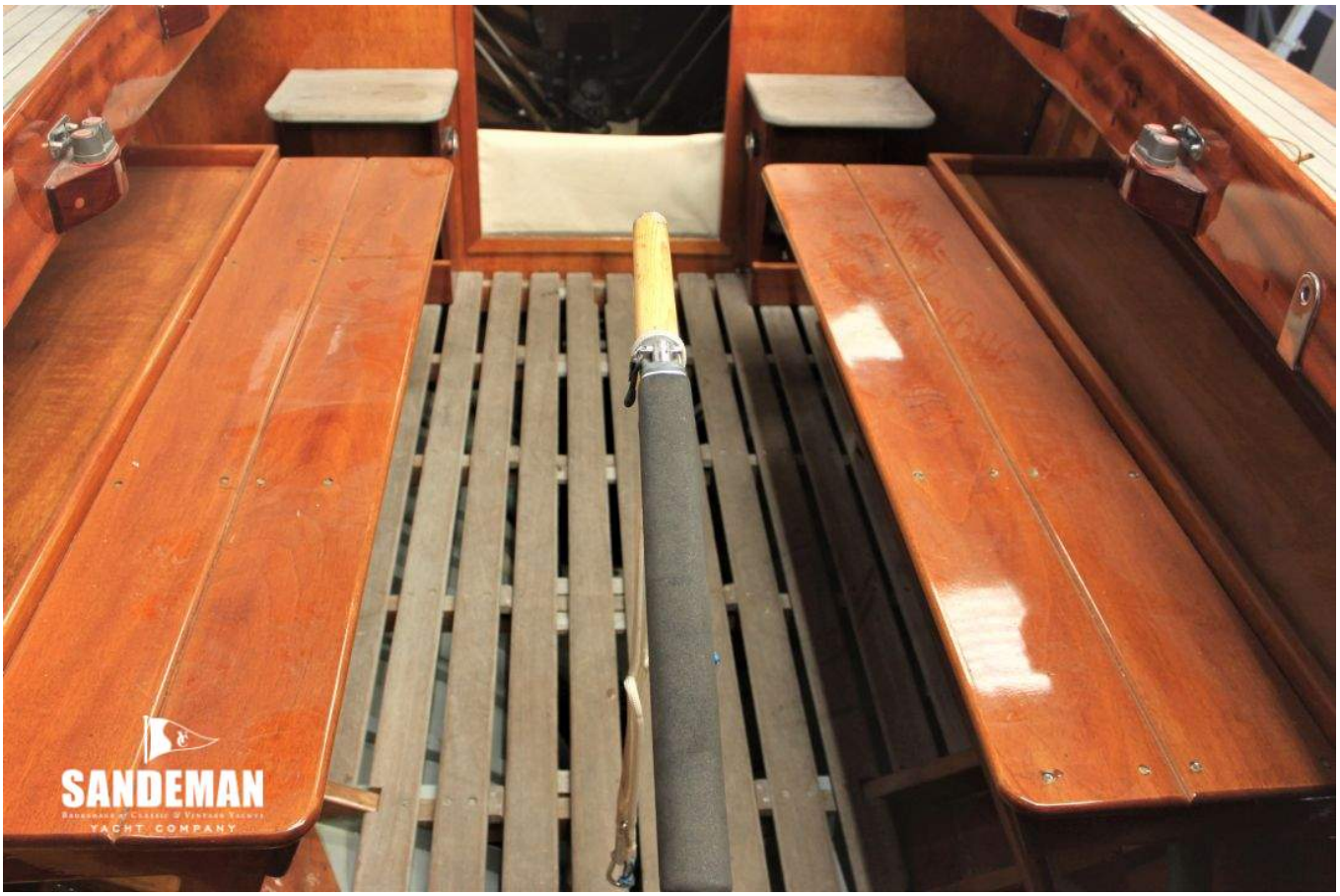

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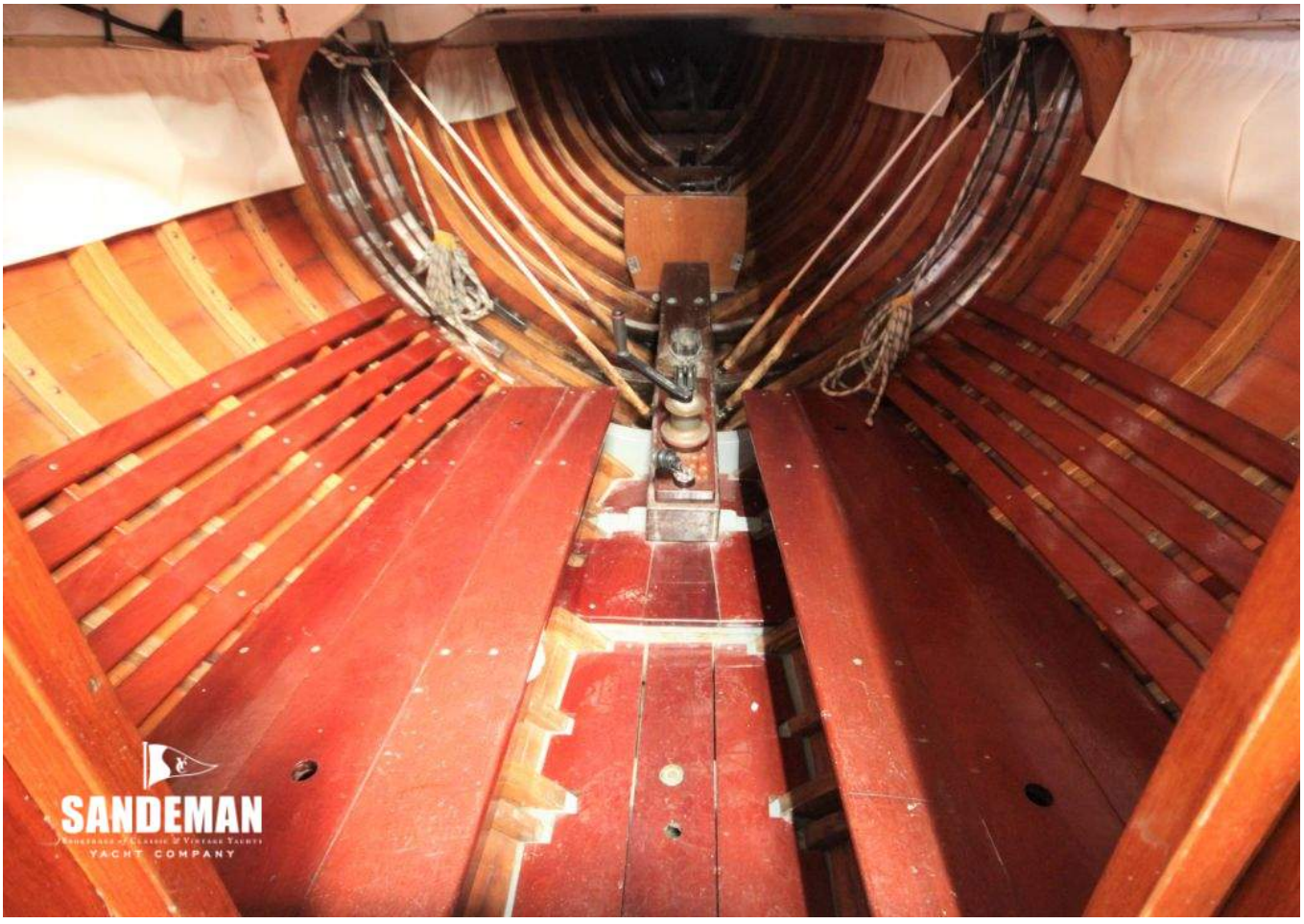

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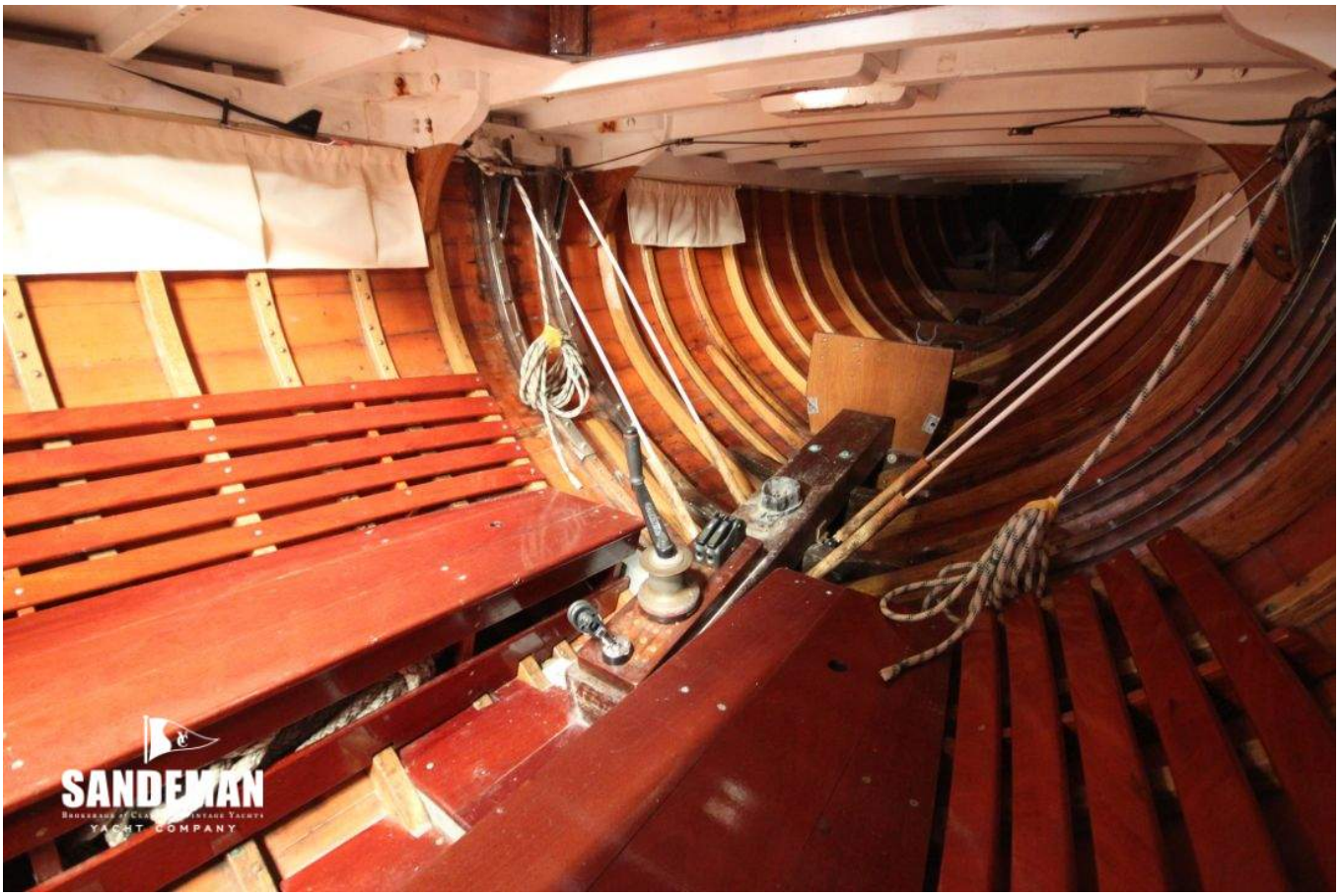

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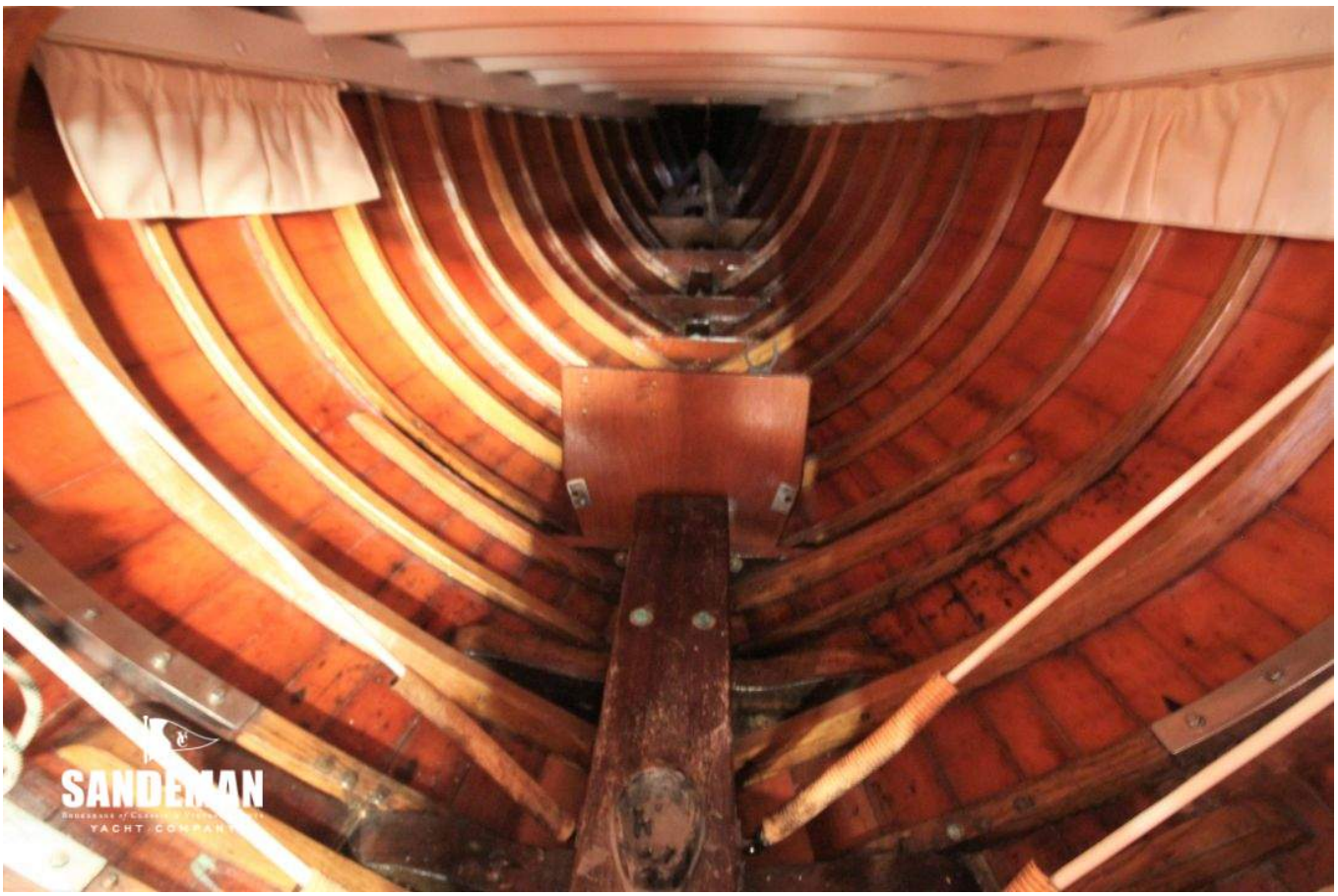

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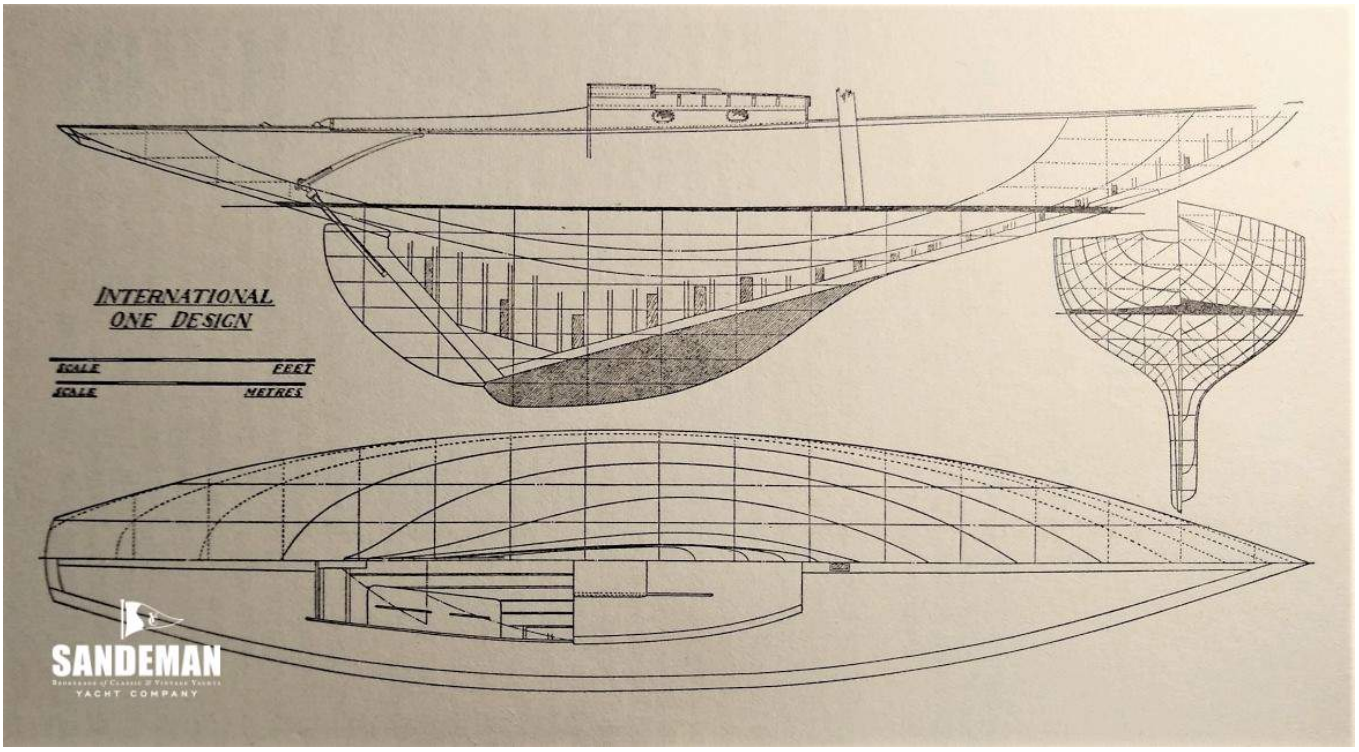

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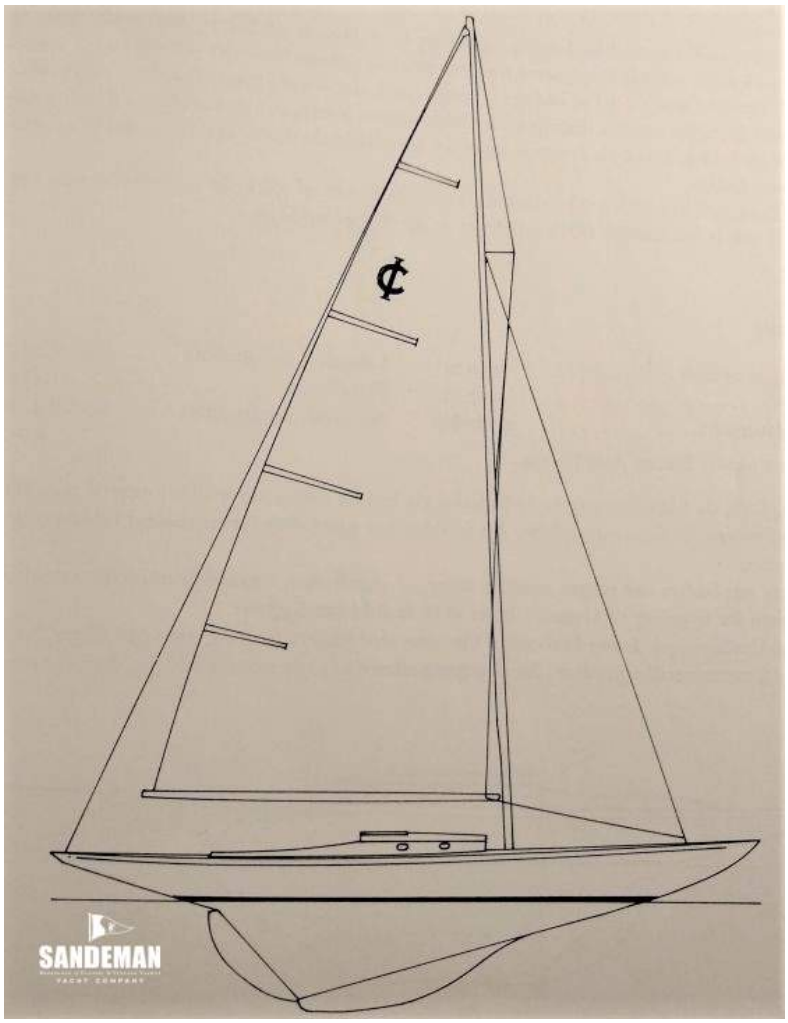

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