

BJARNE AAS 33 FT INTERNATIONAL ONE DESIGN GBR 17 1958/2008



Specification

MITZI

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Designer	Bjarne Aas	Length waterline	21 ft 5 in / 6.53 m	Engine	Long shaft Torquedo electric outboard motor
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	GBP 42,500
Length overall	33 ft 4 in / 10.16 m	Displacement	3.1 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

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 for fleets in Norway, Sweden, UK, Bermuda, USA and Canada. The British fleet has circulated mostly 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 was based 2005-2021. In current ownership MITZI completed the circumnavigation and is now based in Suffolk. Since 2003 she has arguably received the best professional care of any UK IOD in recent years, including major structural work in 2008, and now may be unique in having her own road-legal trailer. MITZI is ready to go: in fleet; as an incredibly economic, well-proven handicap racer; or as a delightful weekender easily sailed by two people - always with the IOD's renowned speed, seaworthiness, and of course beauty.



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RESTORATION/ REFIT

OVERVIEW

- Professionally maintained since 2003
- More recently at Fox's Boatyard, Suffolk
- Earlier by Silvers Marine, Mylor Yacht Harbour, and Falmouth Boat Construction
- Stored inside or under cover out of season
- Regular annual scheduled maintenance programme
- Regularly surveyed under previous ownership by surveyor David Cox
- All refit work done (2020 inclusive) in accordance with his advice and recommendations
- In current ownership inspected annually by a very experienced local shipwright
- Maintenance programme has followed his advice

2021- 2024 FALMOUTH BOAT CONSTRUCTION & FOX'S MARINA, IPSWICH

- Inside of the cockpit repainted and revarnished (2023)
- All varnish stripped back and redone above the hull in Awlwood (2023)
- Cabin roof/ sliding hatch and sides & all other external wood stripped and revarnished
- 2 Separate new bilge pumps, hoses and battery (2023)
- Area aft of the mast re-varnished and painted (2023)
- New teak grating inside (2023)
- New Andersen 28ST self-tailing stainless steel winch main and jib halyards (2022)
- Complete paint job by Fox's incl. complete removal of all antifoul and refinish (2022)
- Varnish, topside painting and antifouling (Spring 2021)
- Standing rigging replaced, incl. Ronstan calibrated bottlescrews (2021)
- Running rigging replaced with dyneema cordage and dyneema backstay

(2021)

- New sails - details below (2022)
- New covers - details below (2022)
- New road trailer - details below (2022)

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

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 Régates 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.

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.

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 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 of 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. MacIntosh, followed by Campbell McAuley from 1994.

The Clyde fleet declined after 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 has been active through the early years of the 21st Century.

- Scottish Fleet Champion 1997 and 1999
- Participated in the Worlds at Royal Forth YC: 1975, 1979, 1984
- Participated in the Worlds at Royal Northern & Clyde YC: 1990 & 1998

In present ownership, MITZI has placed in the top 3 in the Classics Class at all events attended with several line honours and first places on corrected time.

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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 and king planks

- Mahogany cockpit coamings/ coachroof uprights
- 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
- Harken 5-in-1 mainsheet (2023)

COCKPIT

- All sheets and control lines new Dyneema 2021
- Main and all main Harken blocks new 2023
- 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
- Unvarnished, slatted removable wooden cockpit sole
- Tiller

- 2 x Harken jammers port and starboard under coaming
- Harken cam cleats p&s on coaming (spinnaker sheeting (2022)
- 2 x 2 Spinlock jammers p&s (kicker, spi uphaul, spi downhaul, spi halyard)
- 1 x Harken backstay cam cleat (2022)
- 4 x Spinlock jammers
- Dynema Barbour-haulers (2021)
- 2 x Harken spinnaker fiddle line cam cleats
- 1 x Depth sounder (2022)
- 1 x LED Compass (2022)
- 2 x Andersen 28 ST jib / spi sheet winches (2018)
- 2 Winch Handle pockets (2022)

SIDE AND FORWARD DECK

- Harken jib tracks and cars port and starboard
- 2 x Padeyes for spinnaker sheet control
- 2 x Teak mast chocks port & starboard (2022)
- Bow roller

GROUND TACKLE

- Delta anchor and warp (2022)

- Blocks (Harken), cam cleats and control lines (various replaced 2018, 21, 22, 23)
 - 4 x Harken jammers port and starboard inside coaming
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Specification

BELOW

- Varnished mahogany cabin seats; slatted backs and foam cushions
 - Stowage under
 - Stowage bags port and starboard
 - 1 x Andersen 28 ST winch for jib halyard and Main halyard (2022)
 - 2 x Bunk cushions
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Specification

RIG, SAILS, AND CANVASWORK

- RIG**
 - Proctor silver anodised mast and boom
 - 1 x one Cascade for the outhaul
 - Ability to reef in a simple way
 - Carbon fibre spinnaker pole (2018)
- Standing rigging**
 - New 2021, incl. Ronstan calibrated bottlescrews
- Running rigging**
 - Dyneema (2021)
 - Dyneema backstay (2021)
 - Dyneema and Harken Vang (2022)
- CANVASWORK**
 - Cruising mainsail and jib (One Sails 2022)
 - New unused spinnaker (2022)
 - Class spinnaker
 - 2 x Boom cockpit cover (One Sails 2022)
 - All over summer/winter cover and boom cover (unused - Elite Covers 2023)
 - Mainsail boom cover (Elite Covers 2023)
 - Cover for boat when on road trailer (Penrose Sails 2021)
 - Mesh screen for companionway
 - Padded protection for bow (2023)

SAILS

- Racing mainsail and jib to class rules; lightly used (One Sails 2022)
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Specification

NAVIGATION

- Nasa Target 2 echo sounder (2022)
 - LED Electronic Compass (new 2023)
 - Removable mast-fitting gimballed compass (2022)
 - Hawk wind indicator(2023)
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Specification

PROPULSION

- 1 x Long shaft Torquedo electric out board motor (2021)
 - Spare battery
 - Engine bag Including spare battery with bag
 - Custom bracket for outboard engine
 - All lightly used for marina maneuvering
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Specification

SAFETY

- Henderson manual bilge pump (2023)
 - Electric automatic bilge pump (2023)
 - Battery for above (2023)
 - 2 Harness fixing points in cockpit
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Specification

ROAD TRAILER

- Custom aluminium braked trailer (2021)
 - Designed and made by Lizard Trailers, Helston, Cornwall
 - Designed to keep trailer plus boat under 3½ tonnes
 - For towing behind a Range Rover or similar
 - 3 x Axles
 - 2 x Spare wheels; security devices
 - Storage for the boom/spinnaker pole etc.
 - 4 x Custom padded wooden blocks to run the straps through
 - Various straps.
 - 2 x Custom padded trestles to support the mast on and off the trailer.
 - Lightly used and has never been in Sea Water
 - Ground clearance improved 2023
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Specification

OTHER EQUIPMENT

- 6 x Fenders with covers (2022)
 - Mooring warps (2022)
 - 1 x Liros Anchorplait 20 mm soft mooring strop
 - Varnished scissors
 - 2 wooden paddles (2022)
 - 3 x Harken winch handles (2022)
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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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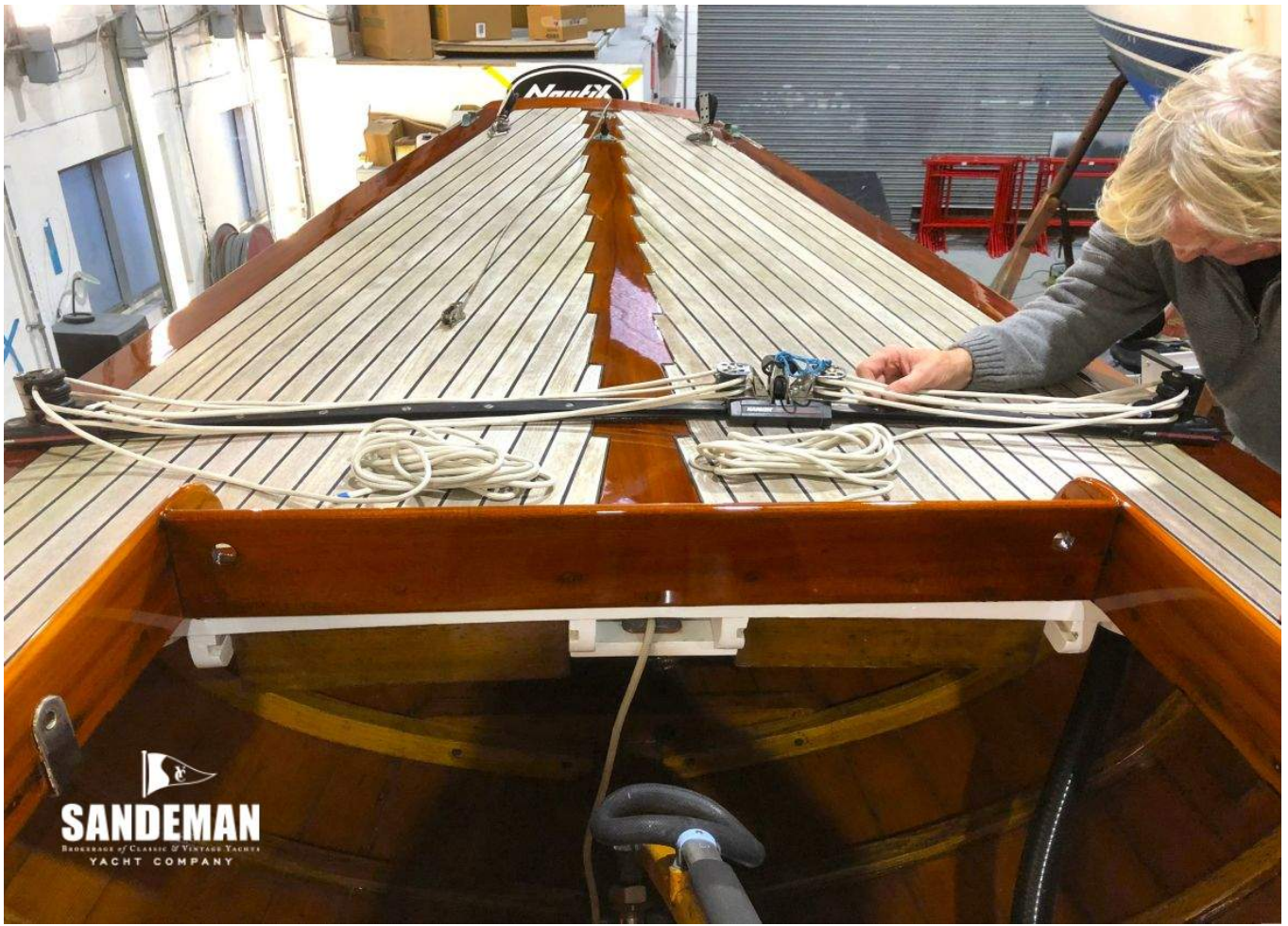
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GALLERY



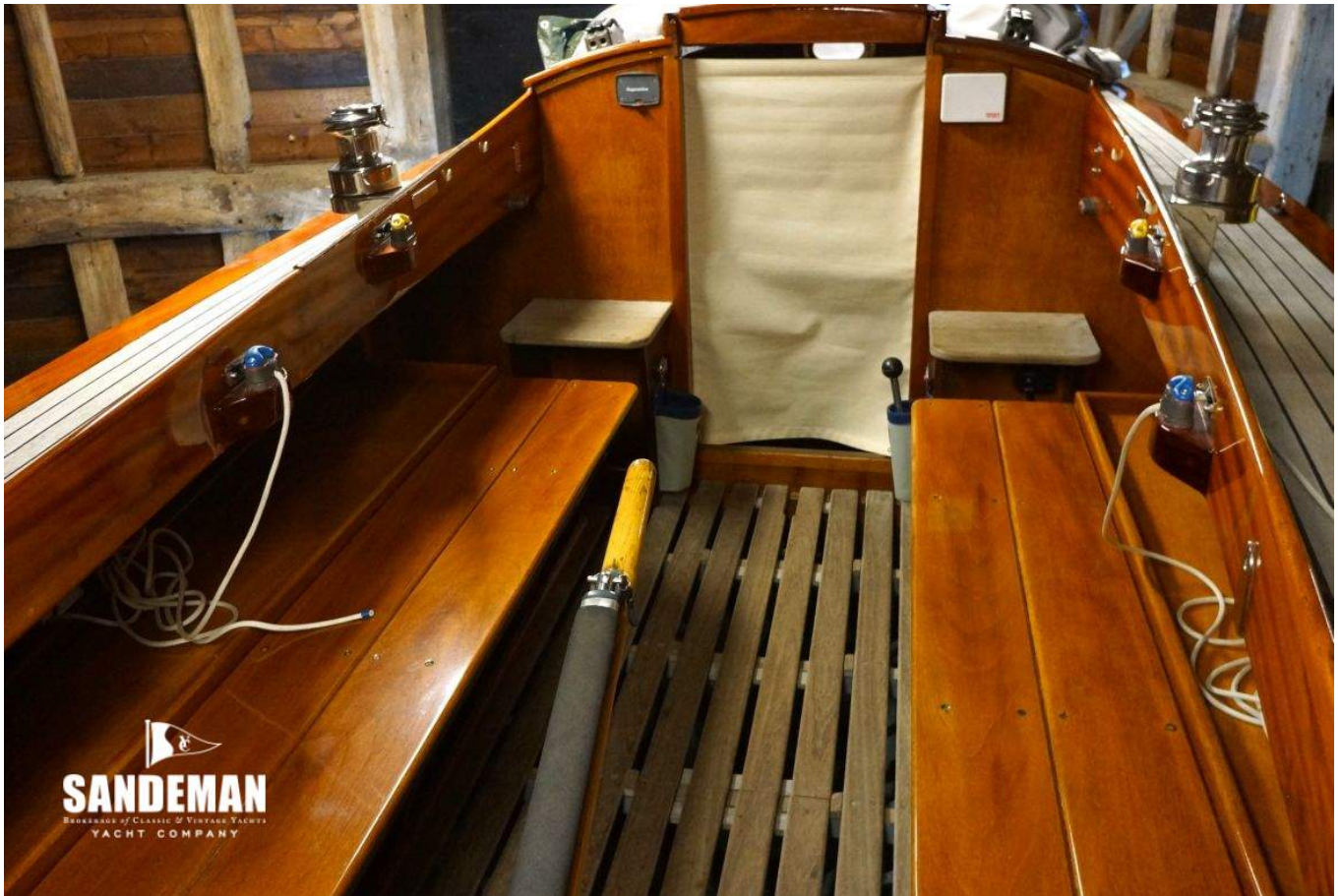




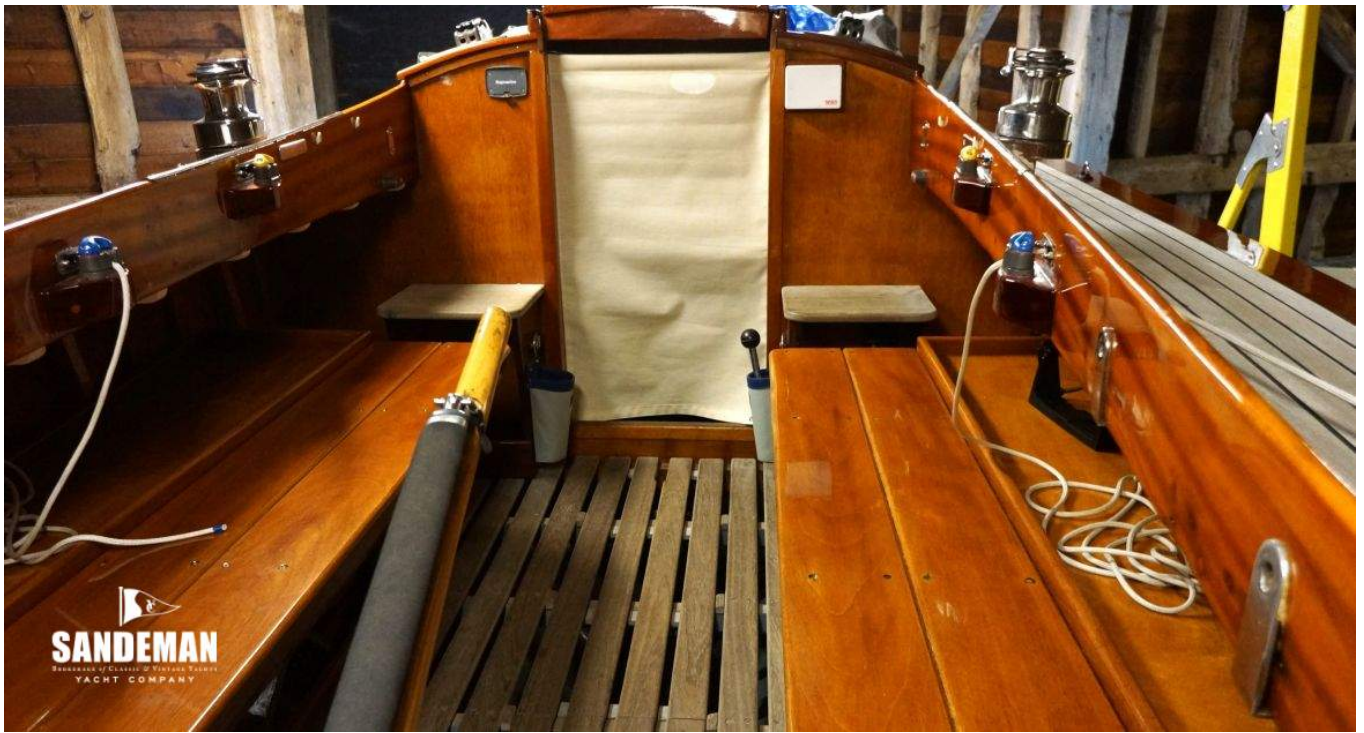





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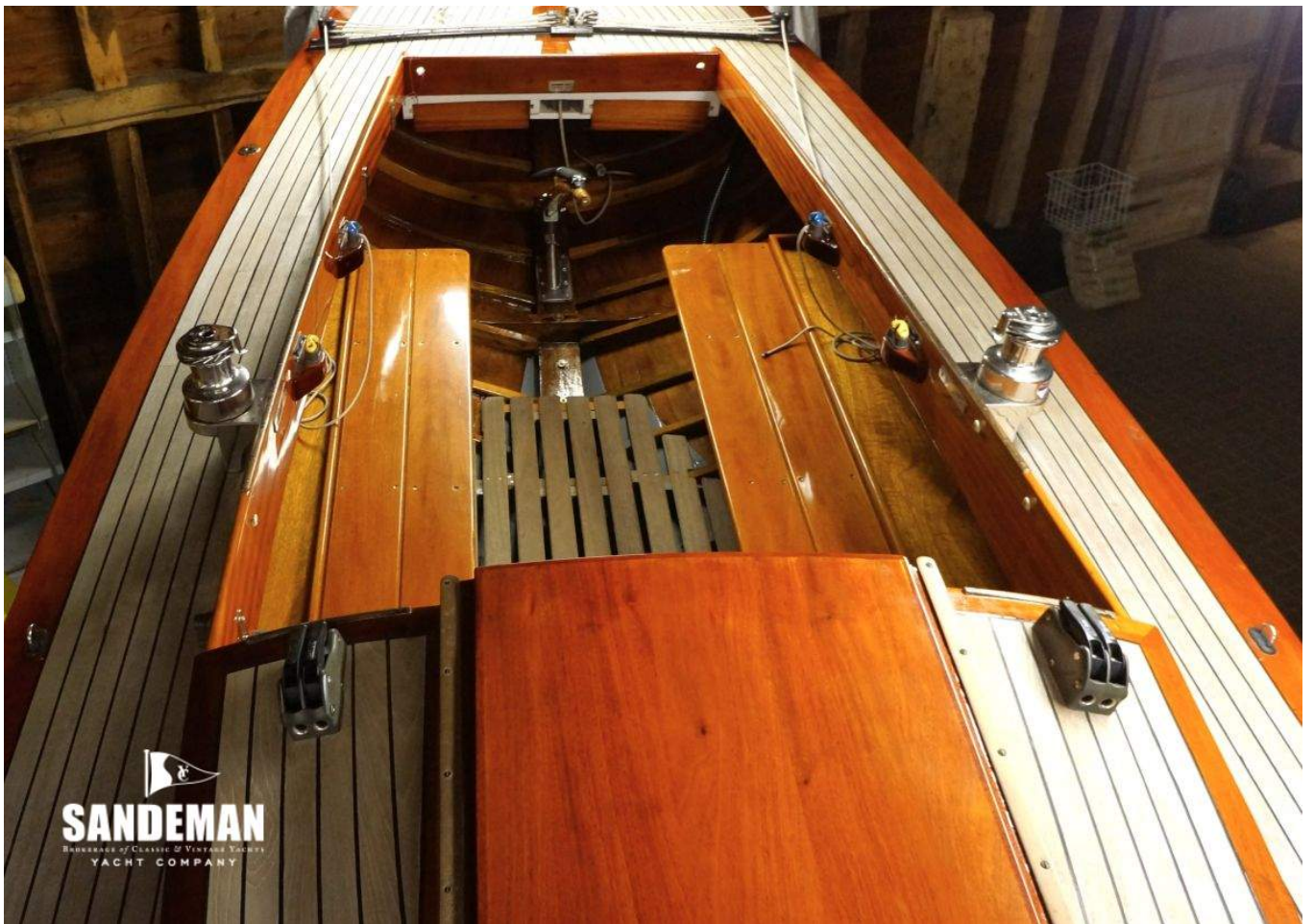


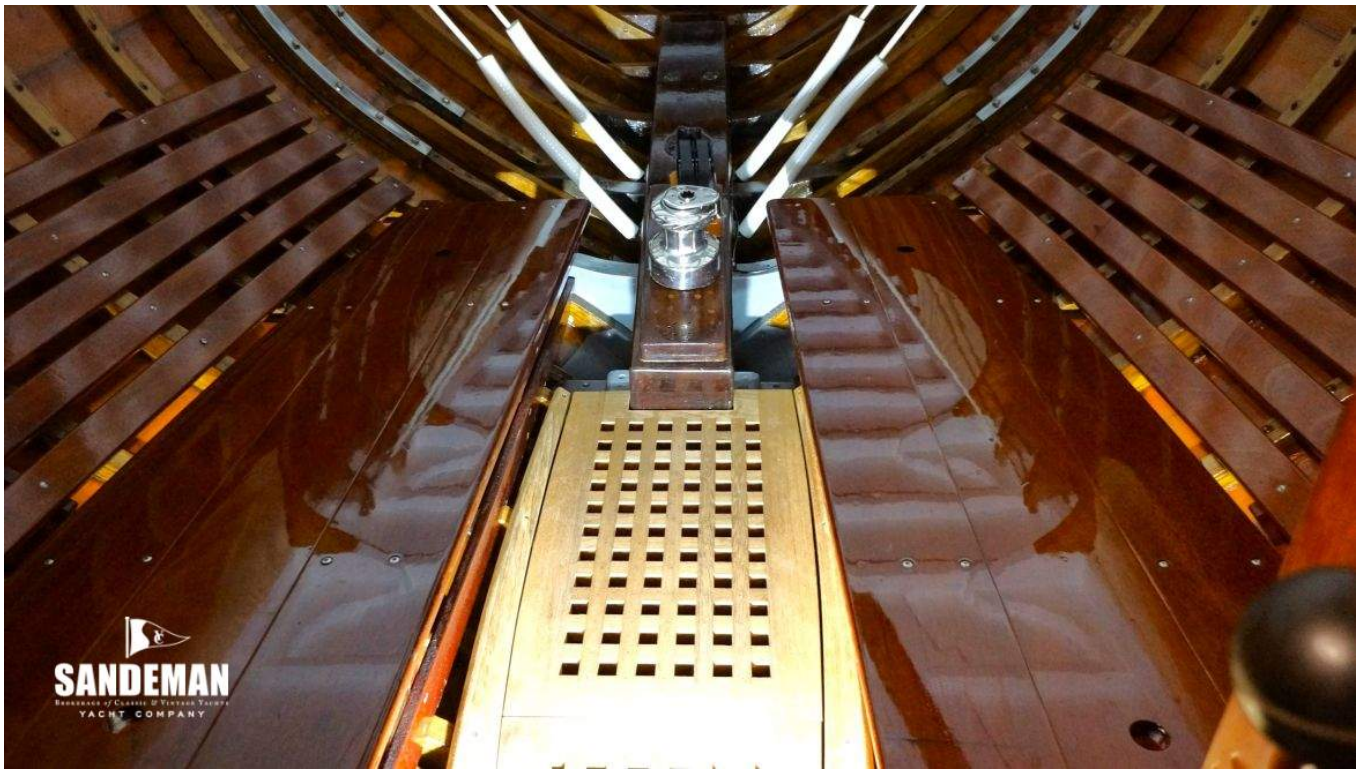

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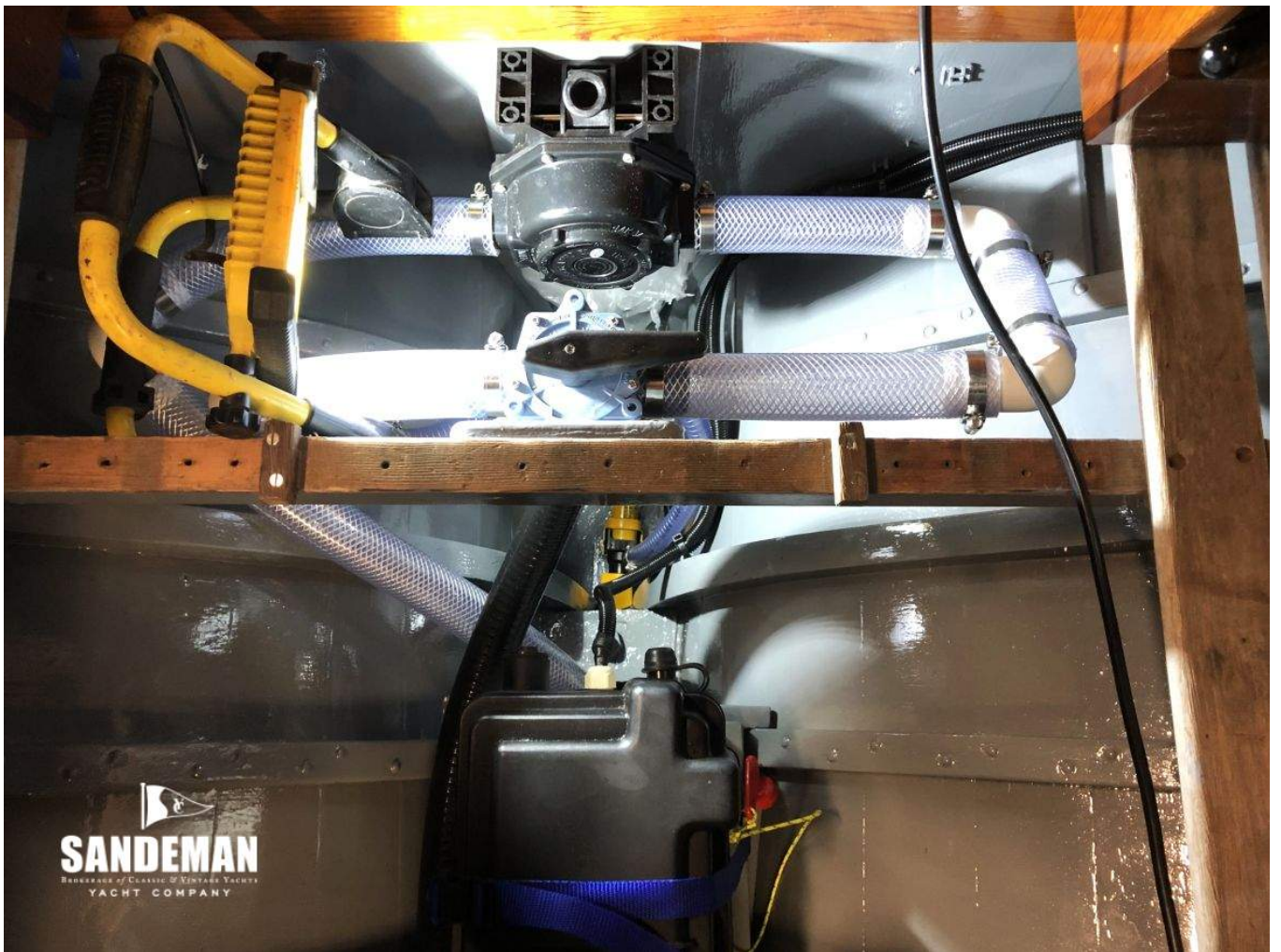



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