WILKINS 42 FT STEAM SCHOONER 1893 - SOLD



Specification

MYRA

WILKINS 42 FT STEAM SCHOONER 1893

Designer	J E Wilkins	Length waterline	38 ft 1 in / 11.6 m	Engine	Triple expansion steam installed 1977
Builder	J A Houston, Rowhedge Essex	Beam	9 ft 3 in / 2.82 m	Location	United Kingdom
Date	1893	Draft	4 ft 2 in / 1.26 m	Price	Sold
Length overall	50 ft 0 in / 15.25 m	Displacement	12.7 Tonnes		
Length deck	42 ft 0 in / 12.8 m	Construction	Teak planking on oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

MYRA is about as elegant as any yacht can be; built of teak bronze and iron in 1893. She is an extremely exciting project with many of her original fittings and details intact but this should not be undertaken lightly because of the extent of the work needed. We believe MYRA to be totally unique and therefore her next owner will be rewarded by a vessel that surely defines the oft over used term “Gentleman’s Motor Yacht”.

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RESTORATION PROJECT

This vessel is offered for sale as a restoration project and some of the pictures used are historical and do not necessarily show the vessel as she is today.

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HISTORY

Built in 1893 for wealthy young man and serial steam yacht owner Willie Mackenzie of Colchester by J A Houston of Rowhedge; MYRA is a steam schooner, carvel built of teak and gaff rigged. The original steam compound engine was built by Mumford of Colchester, one of the world\'s largest steam engine builders of the late 19th Century. This remarkable vessel was used by Mr Mackenzie in a variety of roles both as a vessel for day trips out with friends and admirers such pleasures much enjoyed in those days as well with accommodation for 4 and a sea going capability; more extended voyages.

Her second owner, one WJP Peacock used her from 1896 to the outbreak of war in 1914 for watching yacht racing and again for day sailing and longer trips - functions she could perform again in great style. Another story has it that she went over to Paris – to win 1st prize in the maritime section of the Great Exhibition of 1903, later plying the Seine on day trips but this is uncorroborated.

Her subsequent owners from 1920 were: R S Heard of Swansea and J Hughes Rice of Newton, Glamorgan, who owned her until at least 1932. Details of her history thereafter are scant.

Between the wars Myra had been fitted with a petrol engine but kept her schooner rig. After WWII she declined through neglect – left it seems for many years in Ipswich dock sans engine. It was there, by then in the 1970s that Peter Darby owner of Everson's boatyard at Woodbridge found and after long negotiation, bought her. Once agreed he had her moved quickly by road to his own yard, where close inspection revealed that in spite of long immersion in brackish waters the hull condition was exceptionally good, requiring only limited re planking but total re caulking.

Substantial refitting included removal of the petrol engine and concrete ballast as well as treating and replacement thereof. The deck caulking was completely stripped out and finding the timbers good, they were treated and re caulked. The interior was scraped back to bare wood, re varnished and deck houses re glazed.

The original steam engine long gone, all sorts of options for an engine were considered, given Peter Darby her owner was a builder of steam engines himself. Looking for something suitable he found an awesome triple expansion engine, commercially built to deep sea standards; possibly a college training engine, which fine engine he bought and fitted – with remarkable ease as it happens. To power it initially he created a new oil fired 3 drum water tube boiler but replaced this later with a return tube boiler of Scotch design. It is worth noting that the combined size of this boiler and engine required some repositioning of the propulsion system further forward in the vessel, with some consequent re positioning of cabin spaces.

MYRA made her second “maiden” voyage – the first time she'd steamed since 1920 on 18th December 1979. She was subsequently refitted with her schooner rig and is believed to have steamed regularly up to around 2005. pictures exist of her sailing hard pressed - and her surprising performance confirmed by her previous owner.

More recently she was acquired by the Schiffs und Yachtwerft Dresden where further work was carried out and then acquired by her current owners in 2012.

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CONSTRUCTION AND CONDITION

The teak carvel topside teak planking is considered to be 95% excellent and two large sections have been stripped to show the beautiful colour and patina of the 120 year old teak.

Below the waterline again the teak planking is mostly good, but the garboards – believed to be of elm need attention.

Fastenings are copper and bronze.

The deck is not so good and the 1½ inch pine, swept deck planking - possibly the original, will need to be replaced.

Both deck houses are complete and sound but require full cosmetic refurbishment. Cabin tops are teak (laid fore/aft) doubled with diagonal teak beneath.

The grown oak frames and steam bent oak timbers do need significant work with about half needing repair, doubling or replacement.

The keel is straight and well supported on a 40 ft flatbed trailer.

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RIG SPARS AND SAILS

- Schooner rig with loose footed sails and furling by brailing
- The masts need work or replacing but have all the fittings.
- The gaffs are varnished and look good
- Galvanized rigging and all blocks are present but need attention
- Main sail sheet track well aft on the counter
- Foresail tacks with a Lazy sheet
- Wickham Martin type Jib furling
- The sails are scruffy but will provide good patterns

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DECK FITTINGS

- All deck fittings for sailing except ship\'s wheel are present
- Additional fittings include the bronze coaling hatches, period anchor winch and capstan
- Forged iron tiller enabling steering from the counter
- Bronze chain plates
- Ship\'s bell is in Rostock NE Germany and attempts are being made to repatriate

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ENGINE, MECHANICAL AND ELECTRICAL

- Triple expansion steam main engine - no maker's plate apparent but probably by Sissons
- Cylinders of 4.5 inch + 7 inch + 10 inch x 6 inch stroke
- Engine is complete and has crosshead driven air pump for the condenser
- Eccentric driven boiler feed pump and chain drive to a 12 volt generator
- Remote control Stephenson reverse gear and regulator enables deck or engine room control
- Engine complete but now not free so needs stripping cleaning and reassembly
- Dry backed Scotch type Boiler, currently oil fired
- Domestic type burner converted to 12 V
- Steam donkey engine with own condenser and salt water pump powers a second generator
- Generator for battery charging or lighting when main engine is stopped
- 2 x Modern fuel tanks for paraffin or 28 sec heating oil are currently removed for access
- 2 x Top up water tanks and the hot well water tank for boiler feed water
- Water can also be fed by injector
- Boiler certificate expired and the boiler will require attention or replacement
- All fittings, gauges etc are available

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INTERIOR FROM FORWARD

- Chain locker, with some storage, very pretty teak oval hatch

- Head with period Downton pattern WC and bronze pumps currently discharging over side
- J Stone fold away self draining basin with nickel plated taps, pump and all parts

- Ladies fore cabin panelled in dark oak; 2 x berths, needs a full cosmetic restoration
- Table with drop sides, fiddles and bottle storage

- Engine room containing the propulsion and generating etc equipment
- This space was originally just the boiler room
- Aft cabin; 2 x berth and galley mostly teak interior of 1970 s vintage currently stripped out for access
- All parts labelled for replacement if wanted
- This cabin was originally the engine space plus crew quarters
- Also in store; an early Simpson Lawrence stove and a classic pattern Patay galley pump
- The Windermere kettle is in Rostock NE Germany - attempts are being made to repatriate
- Lazarette mostly dedicated to the large diameter steering quadrant but with some storage

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OWNERS NOTES AND COMMENTS

MYRA is complete but needs new decks and a substantial restoration

The original Mumford compound engine - or one identical from near MYRA's home port is currently for sale at Preston Steam Services Ltd near Canterbury in the UK.

If a potential purchaser would wish to fit a different steam or maybe diesel engine the owners would be willing to sell her without the existing machinery, which could be removed with ease having been installed only to facilitate the move from Dresden back to the UK.

MYRA is currently on a 40 ft York artic trailer with air suspension, which is

MYRA is listed as a project boat in need of restoration but once completed she would be a unique vessel and the belle of the ball at any regatta or gathering.

also available for sale by negotiation. She could very easily be delivered anywhere with road access; including USA as there are RoRo services to most parts of the world. Height with funnel etc removed is under 4 m. Assistance could be given to the new owner with moving if required.

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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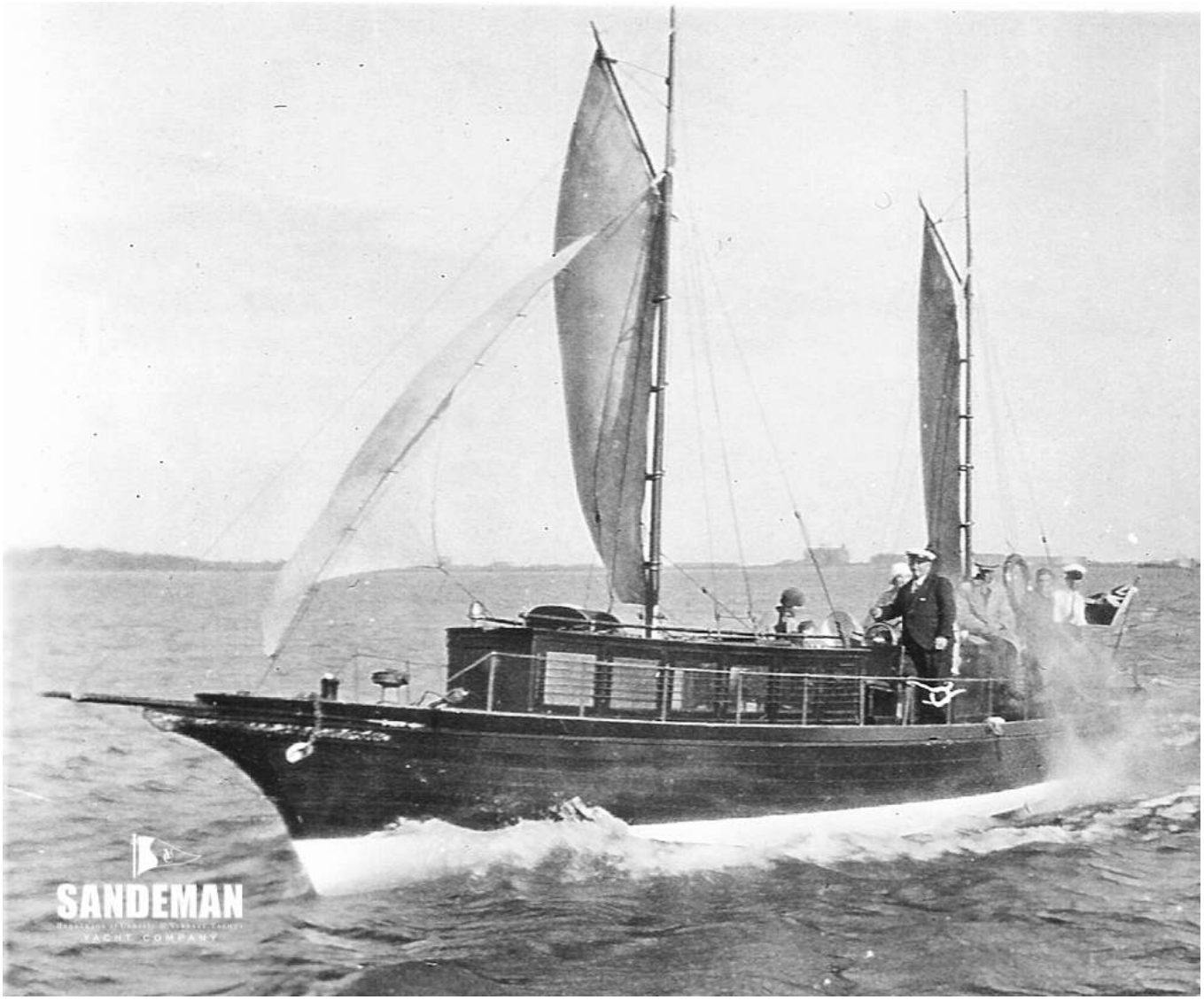
GALLERY




MYRA
SANDEMAN
Brokerage of Classic & Vintage Yachts
YACHT COMPANY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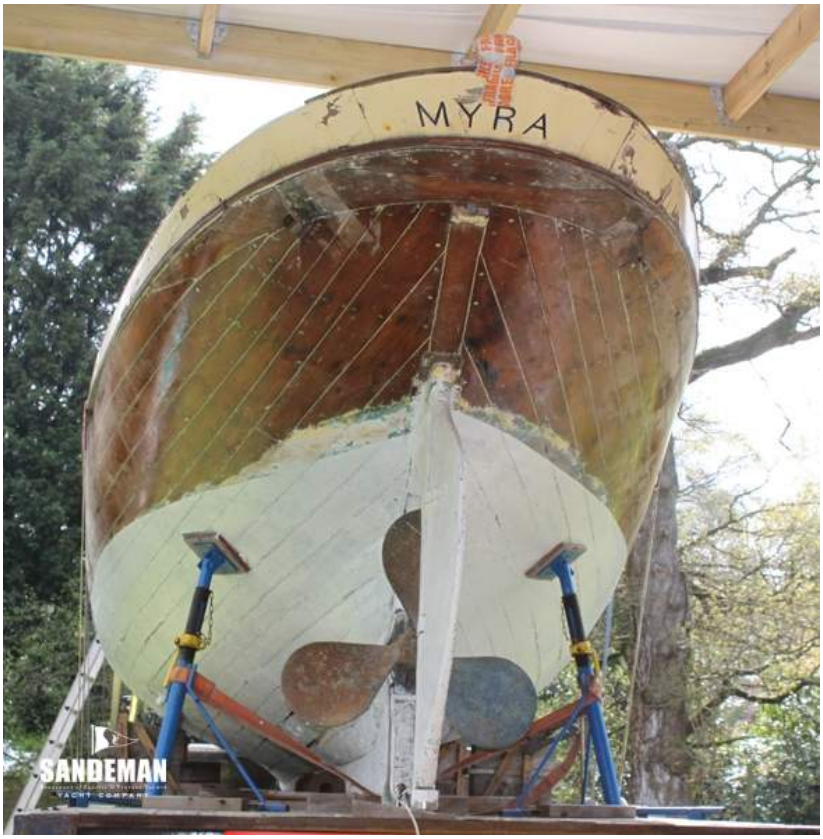
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