

CHARLES SIBBICK 46 FT BERMUDAN CUTTER 1901 - SOLD



Specification

NEDDA

CHARLES SIBBICK 46 FT BERMUDAN CUTTER 1901

Designer	Charles Sibbick	Length waterline	34 ft 1 in / 10.4 m	Engine	Yanmar 4JH4AE 40hp Diesel
Builder	Charles Sibbick & Co., Albert Yard, Cowes	Beam	11 ft 6 in / 3.5 m	Location	France
Date	1901	Draft	7 ft 7 in / 2.3 m	Price	Sold
Length overall	54 ft 2 in / 16.5 m	Displacement	17 Tonnes		
Length deck	45 ft 11 in / 14 m	Construction	Teak planking on oak and elm frame		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

NEDDA is a magnificent reminder that Cowes designer-builder Charles Sibbick produced a line of elegant and fast cruiser racers alongside his famous fin and bulb keel race-winners like BONA FIDE, 1900 Olympic Gold Medal winner and recent scourge of Mediterranean classic regattas. Along with her alive-and-well cousins SAUNTERER and THALASSA, NEDDA was stoutly built from the finest of materials. Restored and maintained (most recently at La Rochelle by Bruno Barbara) over the past 30 years by two loving owners, NEDDA is a truly authentic, easy to sail Victorian family cruiser-racer with spacious decks, authentic and comfortable accommodation, nicely simple systems - and superb provenance.



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CONSTRUCTION

- Long length 4.5cm Burma teak planking on oak sawn frames
 - Minimal butts
 - Copper rivet and bronze screw fastenings
 - Iroko capped teak bulwarks (2014)
 - Elm wood keel
 - Forged galvanised steel floors (10-20 years old)
 - Tar cloth barrier between floors and frames
 - Floors bronze bolted across frames
 - Lead ballast keel (refastened 2015)
 - Stainless steel keelbolts (2014)
 - Oak rudder (new by Candela 2014)
 - Raw teak laid deck on plywood substrate
 - Teak deck carpentry
-

Specification

REFIT/ RESTORATION 2014-2018

Since arrival at La Rochelle in 2014 NEDDA has benefited from annual winter restoration and refit work in the skilled hands of Bruno Barbara's Chantier Candela, while continuing to sail each summer.

2018 - Spring

- New chart table - prizewinning graduation project by an apprentice cabinetmaker
- Chart table area works
- New electrical panel and associated systems

2017 - Winter

- Diesel tank removal; improvements; reinstatement
- Saloon table restoration
- Various interior improvements
- New bimini
- New centrifuge bilge pump
- New manual sump pump

2017 - Spring

- Rig out; varnish repair and refinishing

2016 - Spring

- Windlass restoration

2014-2015 - Winter

- Engine removal and refitting; replacement stainless steel engine bed and other local reinforcement
- Improving water runs in bilge
- Replacement of prop shaft tube and stuffing gland
- Dropping ballast keel
- Repairs to wood keel
- Re-bedding of ballast keel
- New stainless steel keelbolts
- Cleaning and repainting of galvanised steel floors

- Backstay chainplate refastened with reinforced backing plates
- New cockpit sole slatting
- Copper protection at rudder tube
- New bilge pump
- Electrical system improvements
- New batteries
- New navigation and communications electronics
- New boom and windlass covers

2014 - Spring

- Rig out; removal of all fittings; wooding; re-varnishing; re-bedding fittings
 - Replacement of bowsprit and some fittings in stainless steel
 - Copper sealing of the stemhead area to prevent water ingress
 - Removal and eventual re-fastening and re-bedding of all deck fittings
 - Laid teak and plywood substrate deck repairs; sanding deck
 - Restoration of all superstructures
 - Replacement of bulwarks in iroko
 - Making a new rudder to original pattern but with improved structural elements
 - Stripping, priming and repainting of steel floors
 - Accommodation restoration, refinishing and improvements
 - New mattresses and upholstery
 - Engine overhaul and fuel tank cleaning
-

Specification

HISTORY

"In his twenty four years of operation at Cowes, Sibbick had designed and built over three hundred craft, ranging from small Half Raters to the 60-ton yawl RUTH, all of them outstanding of their type and each of them a fitting

1922-1925

Insurance underwriter R.G. Wrightson, of Colchester, later South Devon who

memorial to a most accomplished designer"

David Ryder-Turner (The Encyclopedia of Yacht Designers, Norton, New York, 2006)

Charles Sibbick & Co. Ltd. Yard No. 265

NEDDA was commissioned as a gaff yawl in 1900 by Edmund Nordheim, from a wealthy Hamburg family of hide and fur merchants. Nordheim may have known of Sibbick's work from his interest in smaller racing yachts; indeed, she was probably mother ship to his Max Oertz-designed centreboarder SANTUZZA, launched at Oertz's Hamburg yard also in the spring of 1901. NEDDA was built at Sibbick's Albert Yard, Cowes between November 1900 and March 1901 and she set sail for Kiel on April 25, 1901. But Nordheim - a member of major German, Belgian and English yacht clubs who would later become a regular client of Scottish yacht designer Alfred Mylne - seems to have sold NEDDA after only one season's use.

1902 - Name changed to GLORIA

NEDDA was purchased at Hamburg in the spring of 1902 by joint owners A.M. Simpson of Kent and Oscar M. Clark of Paisley (one of the eminent threadmaking and serial yacht owning family there) and London; they changed her name to GLORIA.

Her 3rd owner very briefly from 1906 to 1907 was Kent building contractor and sometime sailing barge owner Thomas Tuff Denne, also owner of the Sibbick 24 Linear Rater TARTAR VII. Denne converted her to gaff cutter rig, but by 1907 she reverted to a yawl when ownership transferred to William Turton of Roundhay, Leeds, possibly a member of a prominent cereals merchant family there, and a member of the Royal Yorkshire Yacht Club, but this too was a brief affair.

1908 - Name changed to WINIFRED

By 1908 she was given the name WINIFRED by new owner Lieut. Michael Barne, R.N. of Ipswich, a 31-year-old veteran and key member of Captain Scott's first 'Discovery' Antarctic Expedition of 1901-1904. Interestingly, a year earlier in 1907, posthumously famous hero of Scott's ill-fated 2nd 'Terra Nova' Antarctic Expedition of 1910-1913, Captain Oates, had become the owner of one of WINIFRED's sisters, the 48ft Sibbick yawl SAUNTERER.

In 1910 WINIFRED's home port moved from the English east coast to the West Country on transfer of ownership to Teignmouth, Devon grocer Henry C. Young who had her first auxiliary motor fitted, a 2 cylinder Parsons paraffin model. With Young came a first period of stable ownership which continued after the First World War.

re-engined her in 1925 with a 4 cylinder Ailsa Craig petrol-paraffin motor.

1927-1928

Arthur H Relf, Swanage, Dorset.

1928-1930

Douglas D. Capper of Larne, County Antrim, Northern Ireland, but a member of Hamble River Sailing Club.

1930-1932

John M. Stewart, a Jersey, Channel Islands, hotelier.

1932-1935

Bournemouth builder and shopfitter Horace D. Drake, a member of Parkstone Yacht Club (later a flag officer), Poole and Island Sailing Club, Cowes. In 1934, Drake converted her to bermudan cutter rig with the new 'marconi' mast possibly made by R.A. Newman of Poole - and he re-engined her with a 4-cylinder Morris petrol engine in 1932.

1936-1938

Captain Donald I.M. Kennard, London, a First and Second World Wars aviator and member of the Clyde Corinthian and Poole Yacht Clubs. It is probable that WINIFRED remained in Poole during his ownership.

1938-1947

C.C. Walker of Lyme Regis, Dorset, a member of Weymouth, and Hamworthy & Bournemouth Sailing Clubs.

1947-1951

Frank P. Scott of Slough, Buckinghamshire, a member of the Royal Corinthian YC, Burnham-on-Crouch and Poole Harbour YC. Scott also owned the G.U. Laws-designed East Coast One Design WIDGEON.

1951 - Name changed to POPINJAY

1951-1972

Captain The Lord Teynham of Kent and Hampshire, a Royal Yacht Squadron member and Commodore of the House of Lords Yacht Club. Under Teynham's ownership POPINJAY probably raced more than in the past, under a re-designed bermudan cutter rig by Jack Laurent Giles, and she participated in the 1965 Fastnet Race.

1972-1987

Thomas Wyer, Sutton Coldfield. Moored Exeter.

1987-1993

Dr Martin Brooke, Fowey, a member of Royal Fowey Yacht Club.

1993 - Name returned to WINIFRED

1993-2013

Edmund and Britta Beck, Flensburg, Germany who undertook at Christian's Baadebyggeri, Egersund (on the Danish side of Flensburg Fjord) structural, on-deck, and a significant interior restoration, all close to the original general arrangement. WINIFRED became well known in the Baltic Sea, and at the increasing number of Western Baltic classic regattas.

2013 - Name restored to NEDDA

2013

Under present ownership, NEDDA's continuing maintenance and restoration has been by Bruno Barbara at her home port, Le Musée maritime de La

Rochelle. Enjoyed as a family cruiser/ racer, NEDDA has become well known at the many classic yacht events held on France's western seaboard, and in 2019 cruised south to Vigo, Spain.

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Specification

REGATTA RESULTS

2019

- Semaine du Golfe
- Galicia Rally to Vigo

2016

- Voiles de Légend la Baule - Jury 1st Prize
- Challenge Classique Manche Atlantique: Grand Pavois - 3rd

2015

- Défi des Midships - Winner

- Voiles de la Saint Jean - Winner
- Coupe du Patrimoine - Winner, Best Restoration
- Défi des Partenaires - 2nd
- Coupe des 2 Phares - 5th
- Semaine du Golfe

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

GENERAL

- Teak laid deck over plywood
- Teak bulwarks
- Raw iroko capping rail (2014)
- Open, stanchioned taffrail
- Stainless steel stanchions and guardwires ending a deck padeyes

AFTER DECK

- Stern light and ensign staff socket at taffrail
- Bronze mooring fairleads port and starboard
- Associated bronze and teak bar mooring cleats port and starboard
- Bronze mainsheet horse
- Mainsheet bronze padeyes and wood blocks port and starboard
- Large bronze mushroom vent
- Stainless steel and bronze engraved rudder head
- Believed original galvanised, pitch pine ended tiller
- Well steering cockpit with low level teak coaming
- Bronze binnacle mounted period steering compass
- Bronze highfield running backstay levers port and starboard
- Associated bronze runner cable lead blocks port and starboard
- Raised teak butterfly skylight hatch over aft cabin
- Bronze self-tailing headsail winches port and starboard
- Teak cleats port and starboard

MID DECK

- Raised teak companionway house

- 2 x large lights port and starboard
- Spring line mooring fairleads port and starboard
- Associated bronze and teak bar mooring cleats port and starboard
- Cleats also used for headsail sheeting
- Lifteraft stowage chocks fwd of companionway house
- Large raised teak butterfly skylight hatch over saloon
- Teak 'meat safe' gas bottle/ stowage locker between skylight and mast

MAST POSITION

FOREDECK

- Bronze staysail boom sheet track and car
- Wood blocks for staysail boom sheet
- Teak forehatch with portlight over fwd cabin
- CQR anchor stowage chocks to starboard
- 1 x 45 lb / 20 kg
- 1 x 35 lb / 16 kg
- 60 m + of 12 mm galvanised anchor chain
- Simpson-Lawrence manual 'Oil Bath' windlass
- Substantial Sampson post, bronze capped
- Warping drum and chain gipsy
- Mooring fairleads port and starboard
- Associated bronze and teak bar mooring cleats port and starboard
- Anchor chain roller offset to starboard of stemhead

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Down 7 x steps over engine box from companionway to Galley and

Navigation area

- 1 x Double berth
- 5 x Single berths (including saloon settees)
- In-period interior carpentry
- Original doors and cabin sole

GALLEY TO PORT

- 3 x Burner inset stainless steel hob

- Seat between
- Sideboard over part engine box
- Butterfly skylight over
- Bulkhead clock
- 2 x Davey glass shade reading lights
- Bulkhead access hatch to lazarette and steering flat

FORWARD TO SALOON

- Settees port and starboard

- Stainless steel inset sink bowl
- Brass hand freshwater pump
- Brass sink bowl pump-out pump
- Electric refrigerator under
- Lockers under and over outboard
- Bulkhead light
- Deckhead light
- Bronze grab handle
- Semi-bulkhead fwd

NAVIGATION AREA TO STARBOARD

- Graduation piece forward-facing inlaid and fiddled chart table (2019)
- Laptop and chart stowage under
- Button upholstered folding bench swept up to starboard
- Stowage under
- Shelves and small drawers outboard
- Ship's electrical isolator panel outboard (2019)
- Large systems locker aft to starboard
- Deckhead light
- Bronze grab handle
- Semi-bulkhead fwd

- ACCESS TO AFT CABIN OFFSET TO STARBOARD

- Double berths port
- Single berth to starboard
- Stowage under

- Stowage under, and outboard of backrests; shelves outboard
- 2 x Lockers and bookshelves outboard port and starboard
- Drop leaf gimballed saloon table in vintage wood
- Large butterfly skylight over
- Clinometer
- 2 x Bronze grab handles
- Flush bulkheads port and starboard
- Period bulkhead lights

PASSAGE FORWARD

- Stowage lockers to port
- WC Compartment to starboard
- Hot and cold taps
- Period sink unit fwd
- Stowage under
- Athwartships Baby Blake wc
- Mirror, shelves

FORWARD CABIN

- V-berths port and starboard
- Stowage under
- Semi-slatting port and starboard
- Forward bulkhead brass ventilated access panel to chain locker
- 2 x Danish style reading lights
- Clock
- Small shelves
- Forehatch in deckhead with port light

Specification

RIG, SAILS AND CANVASWORK

RIG

- Spruce mast
- 2 x Sets of spreaders; top set diamonds
- 2 x Bronze Gibb type halyard winches
- Douglas fir boom
- Douglas fir staysail boom
- Spruce spinnaker boom
- Douglas fir bowsprit (2014)

SAILS

By Segel Raap, Hamburg

- Mainsail
- Boomed staysail
- Genoa
- Spinnaker

CANVASWORK

- Boom cover
- Staysail boom cover
- Liferaft cover
- Covers for deck structures and cockpit coamings
- Bimini (2018)

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- Yanmar 4JH4AE 40hp Diesel (serviced annually)

ELECTRICAL

- 12 V System (2019)
- Ship's isolator panel; labels in English (2019)
- 2 x 12 V 105 Ah (each) Service batteries

- 1 x 12 V 105 Ah Engine start battery
- 220 V Shore power socket on deck
- 30 A Victron 220 V charger

TANKAGE

- 80 L Water tank; removable
- 100 L Diesel tank (new)

Specification

NAVIGATION, ELECTRONICS AND COMMUNICATIONS

NAVIGATION/ ELECTRONICS (2015)

- At companionway fold down panel
- B&G Zeus² 7-inch plotter, Triton screen, WiFi
- B&G Log and depth

- AIS transmit / receive transponder
- Antenna coupler,

COMMUNICATIONS (2015)

- GPS antenna with integrated compass

- VHF Radio
- Handheld VHF
- WiFi module

Specification

SAFETY

- Conforms French law (Division 240)
- 6-Person liferaft (2014, 6 persons service valid to Feb 2022)
- Electric navigation lights
- Diaphragm bilge pump (2015)
- Centrifuge bilge pump (2017)
- Manual bilge pump (2017)

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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[Specification](#)
GALLERY







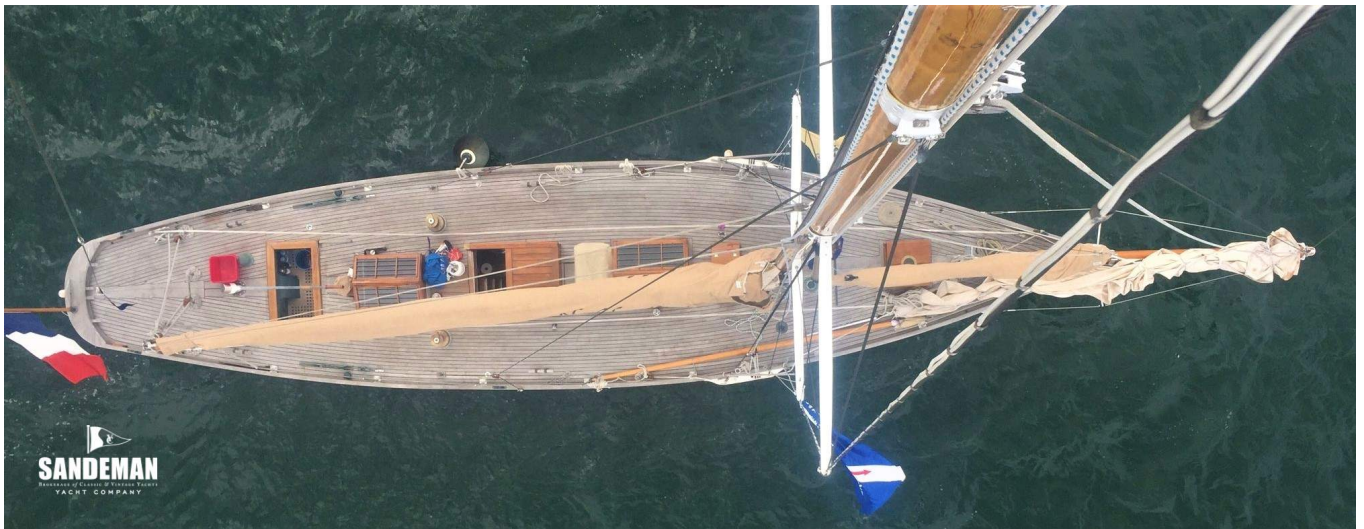




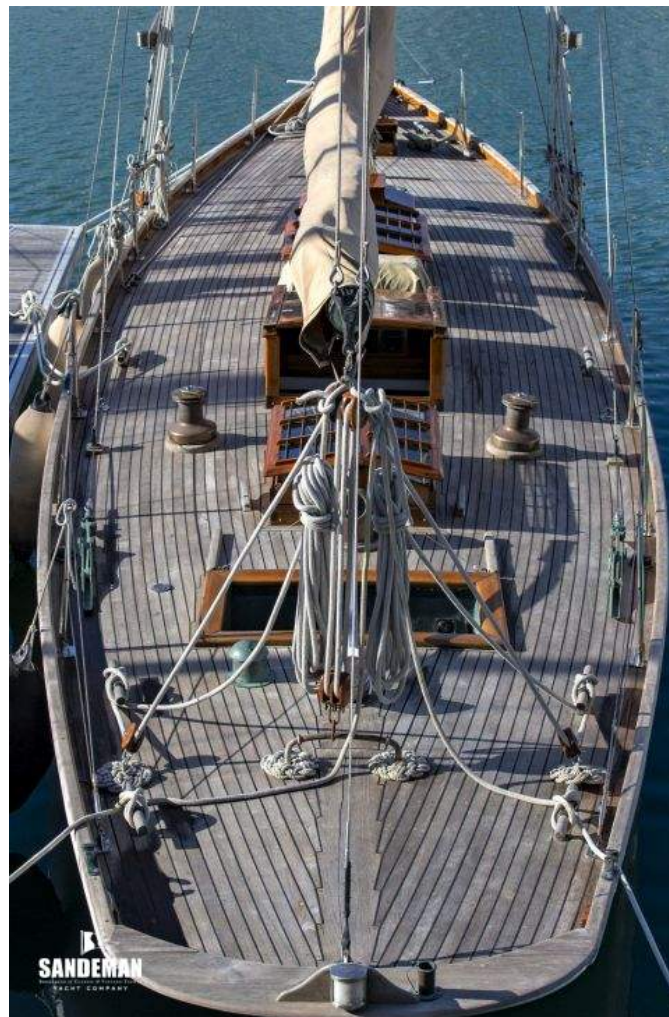








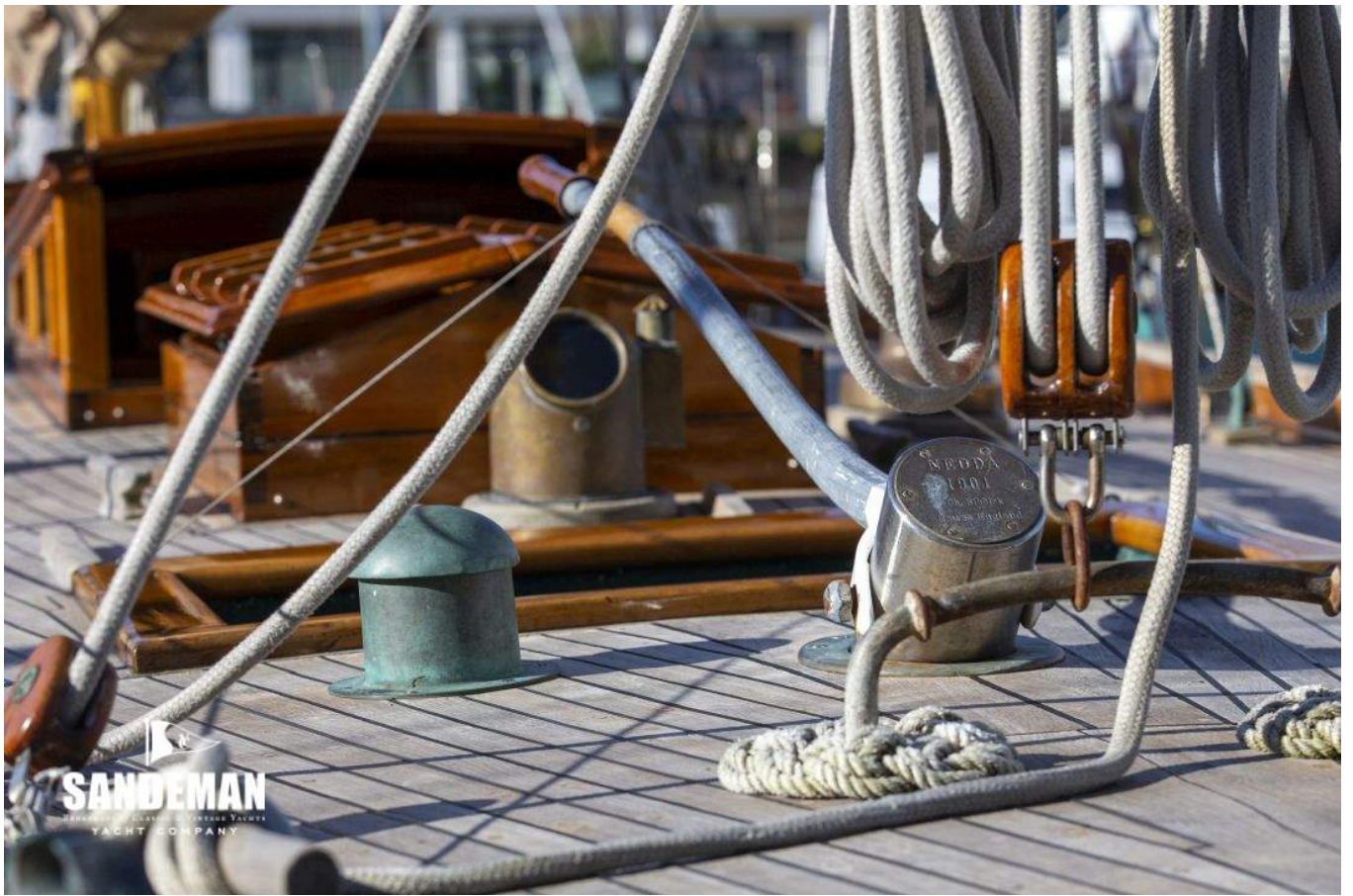


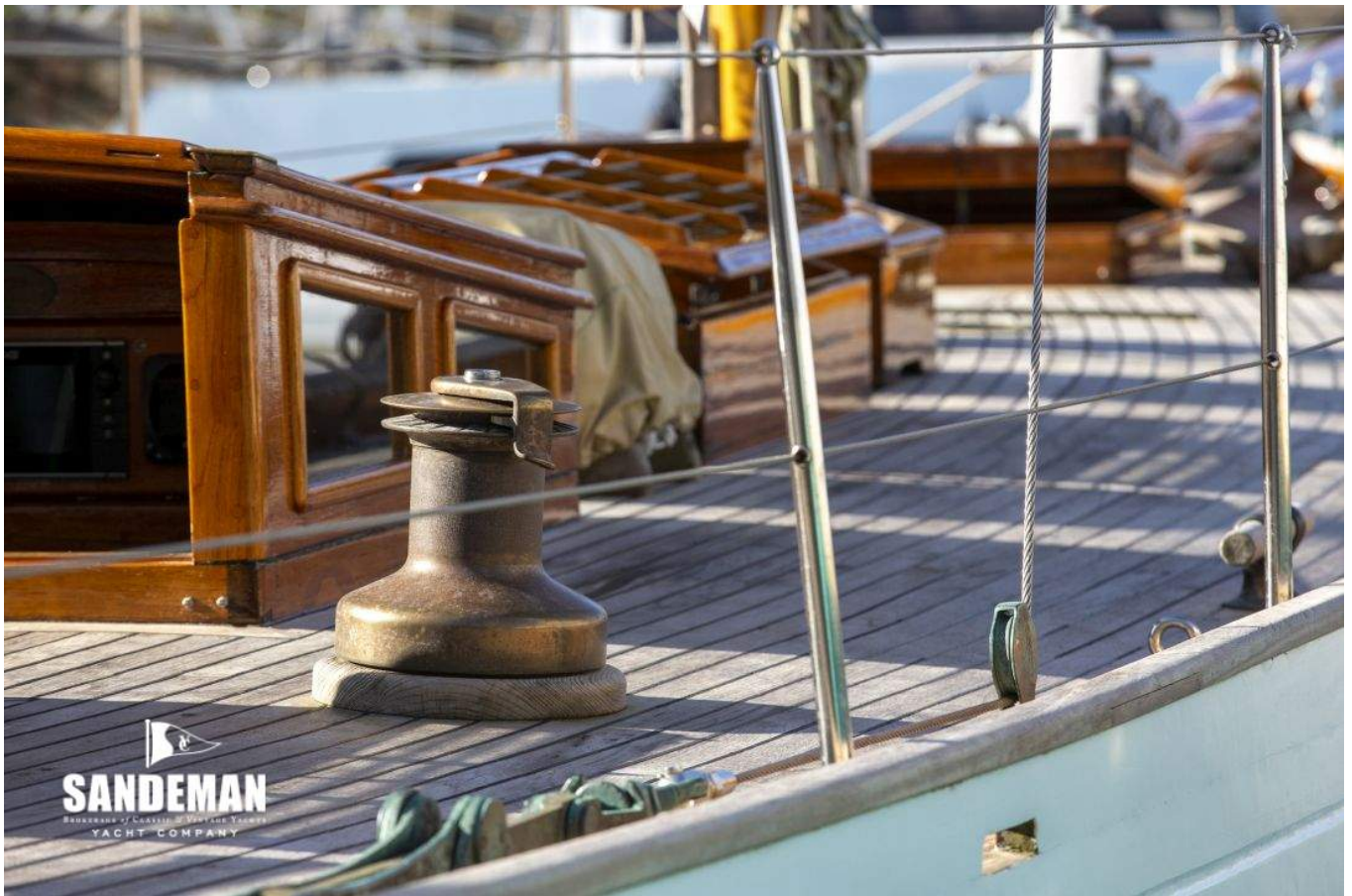




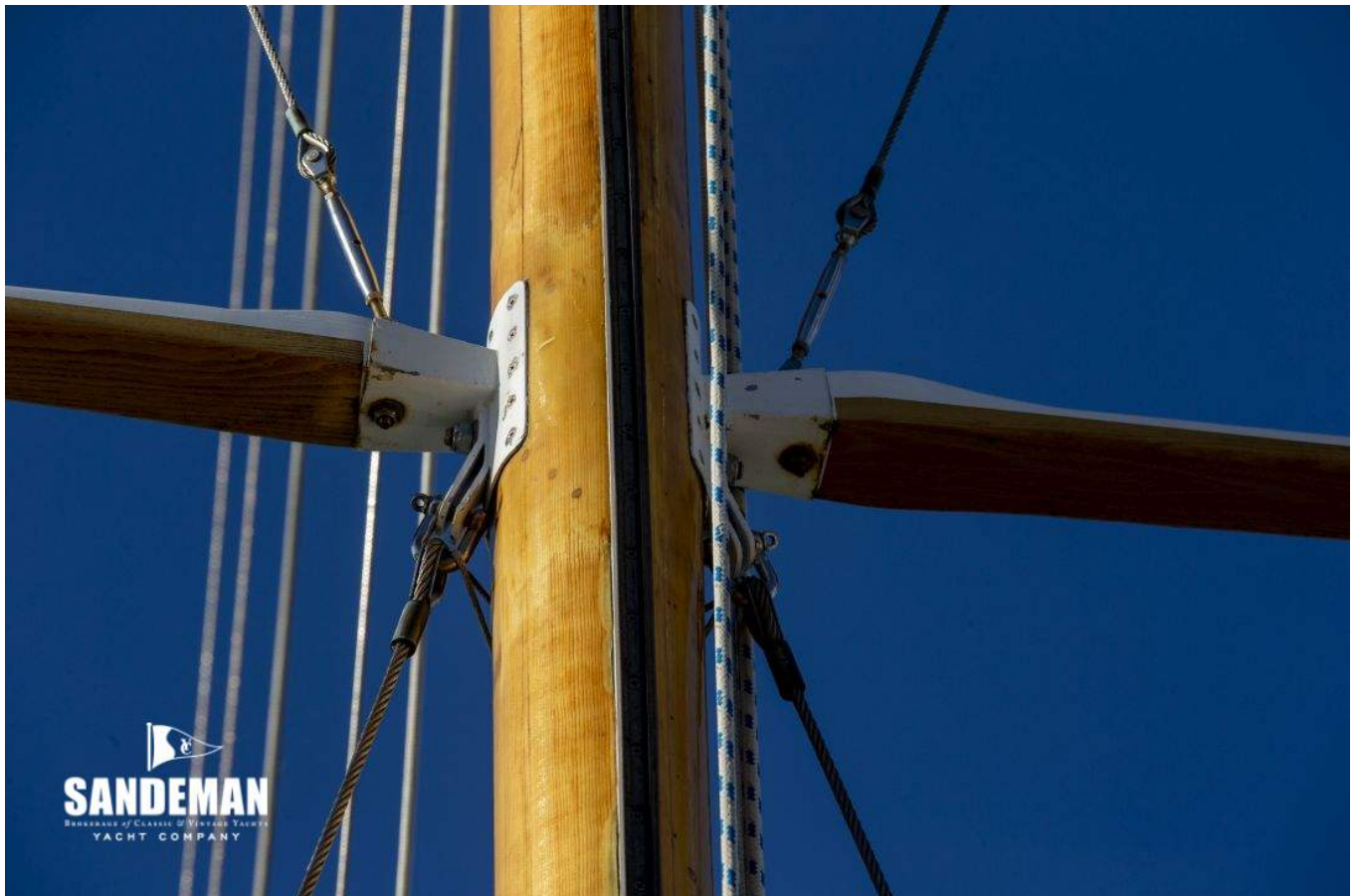








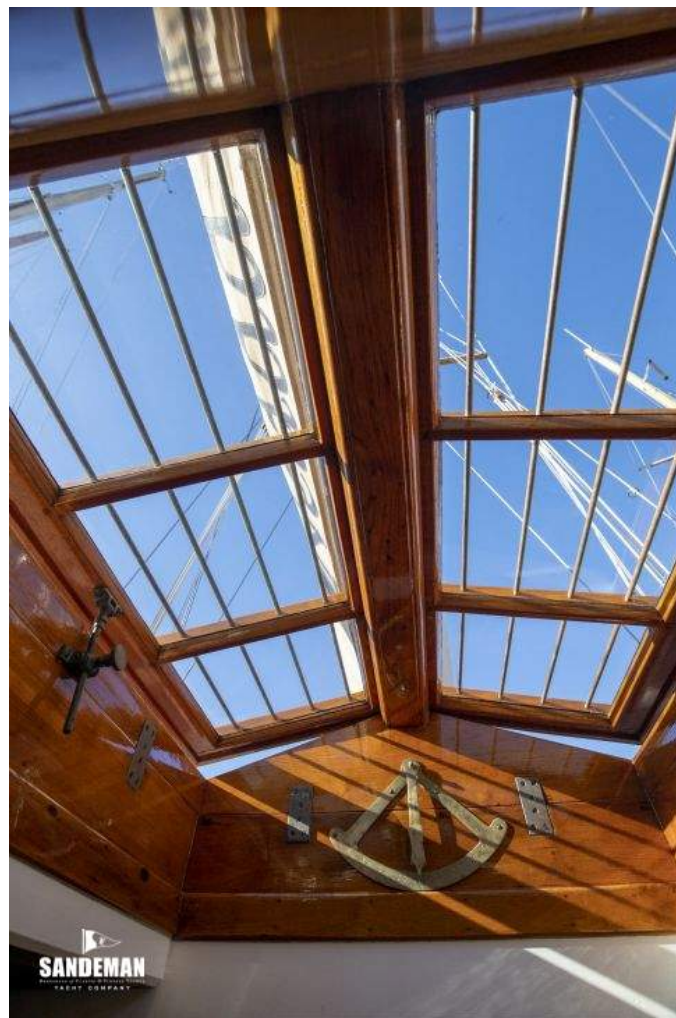




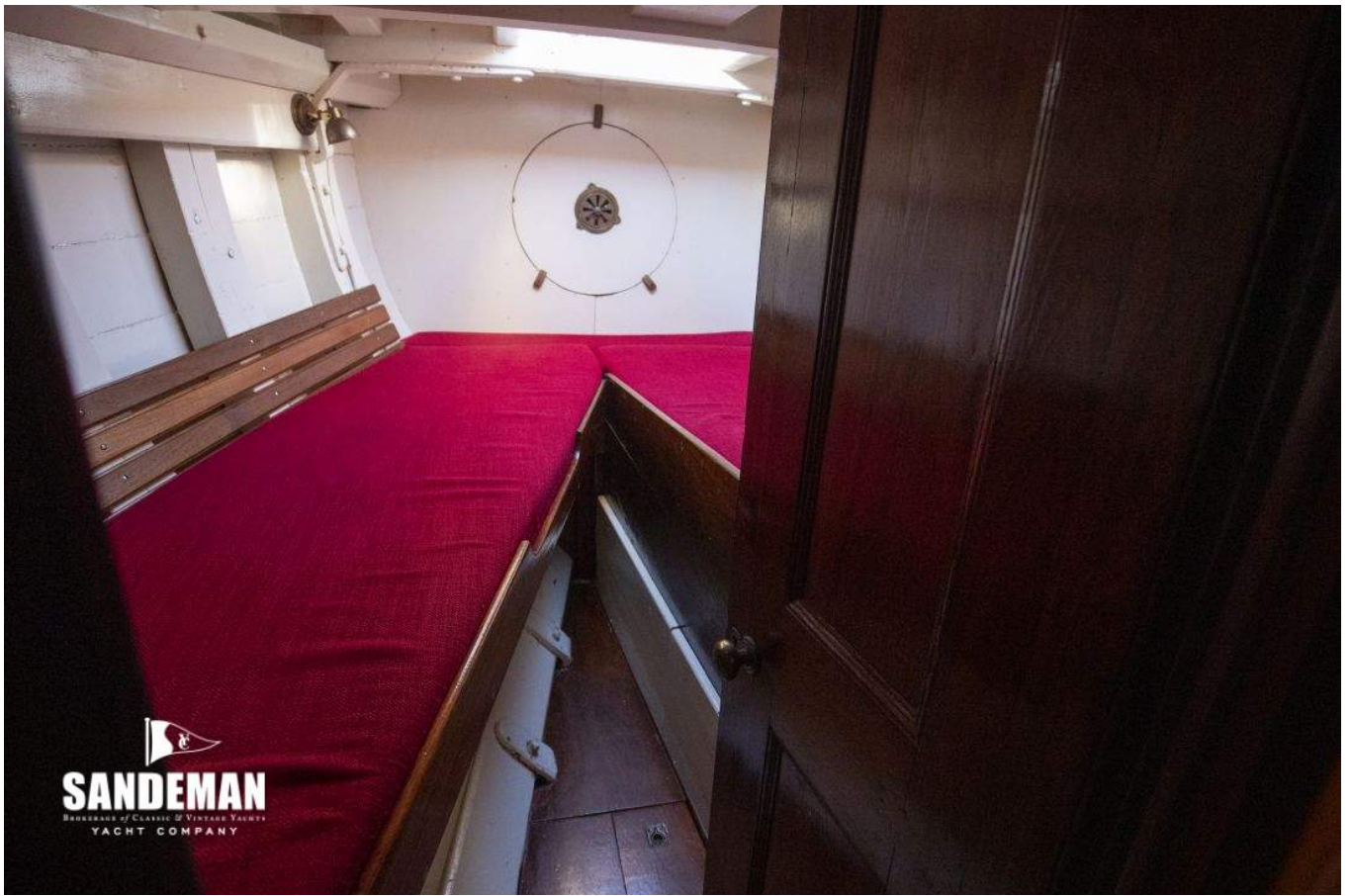








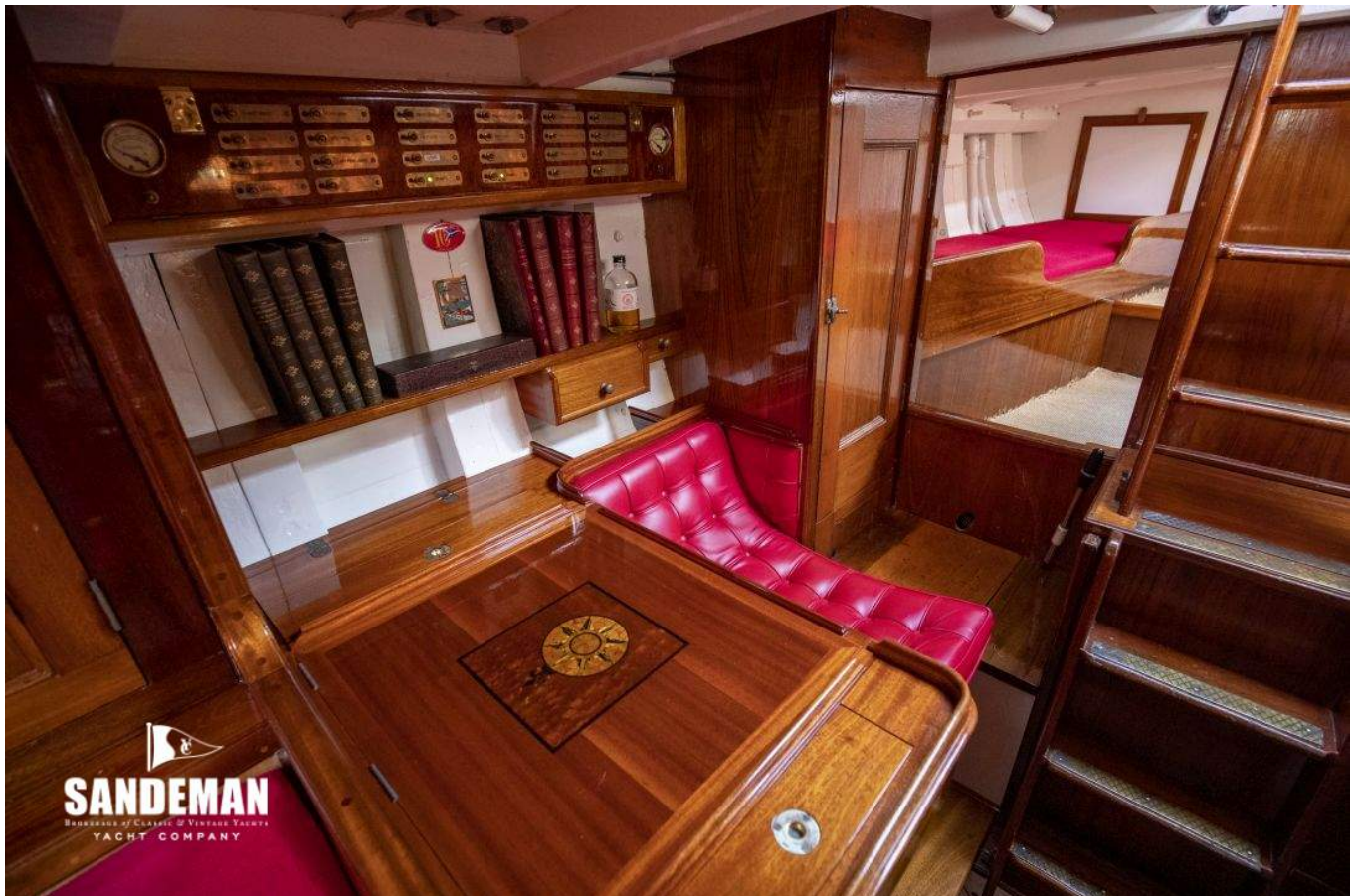




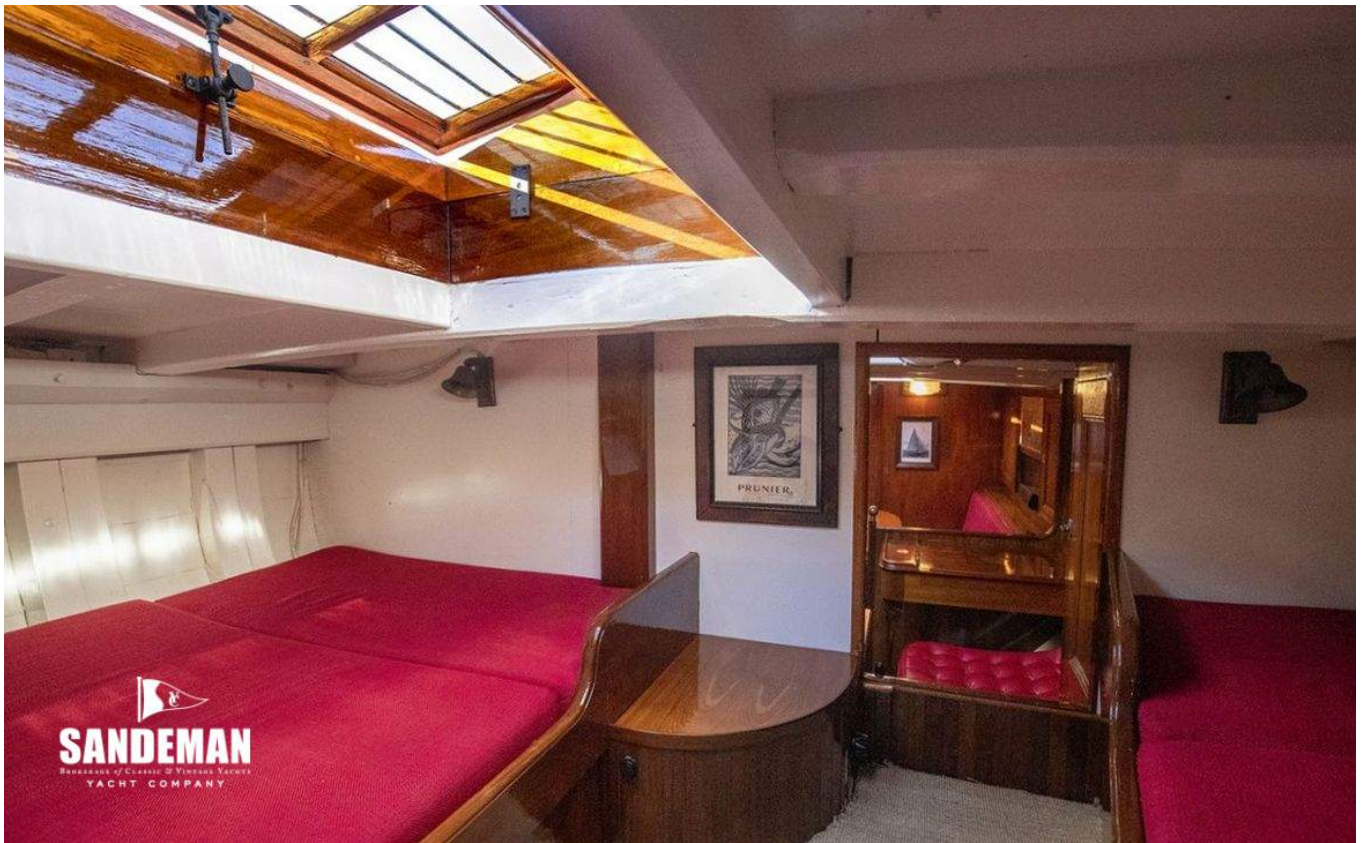


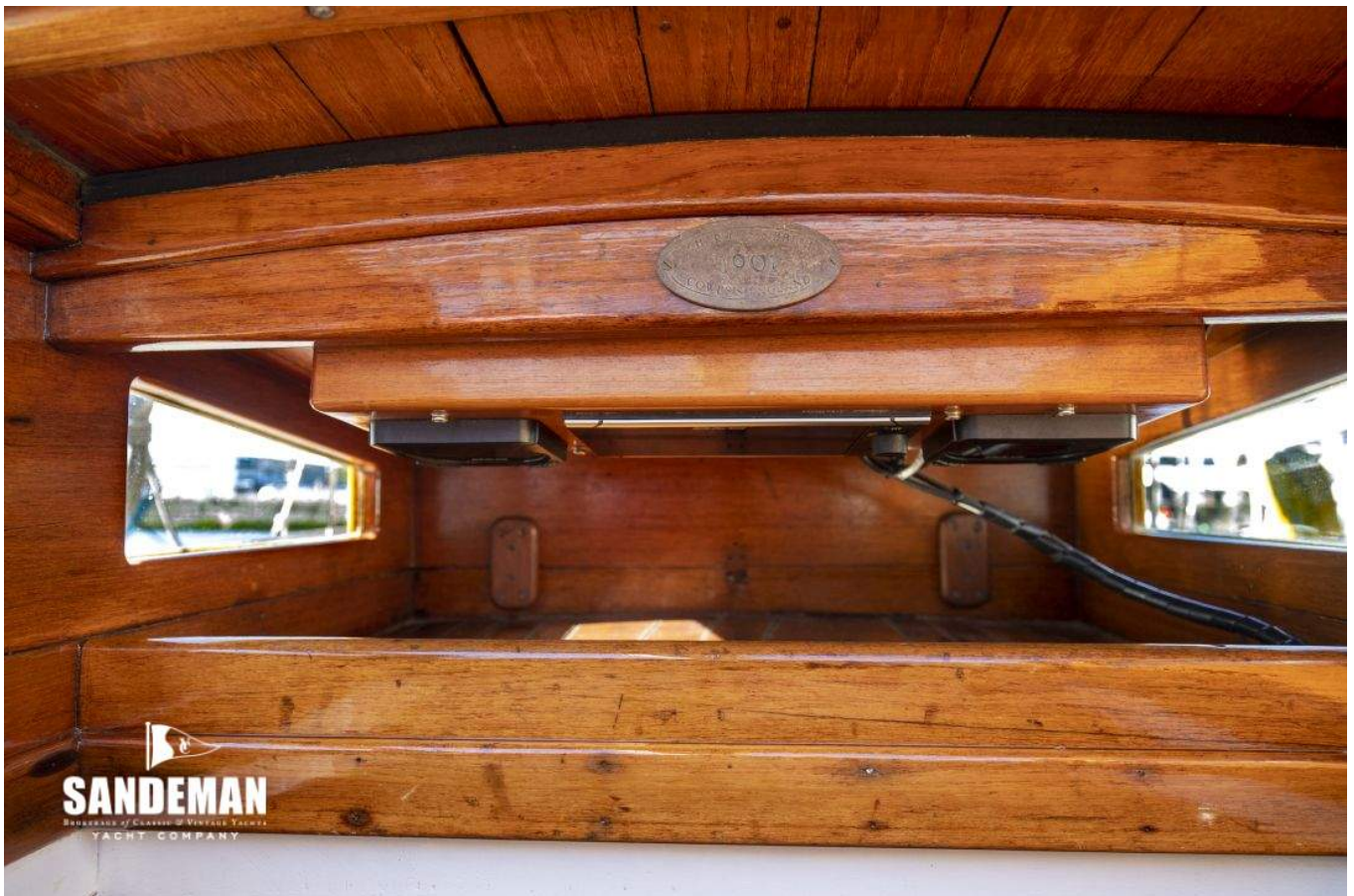




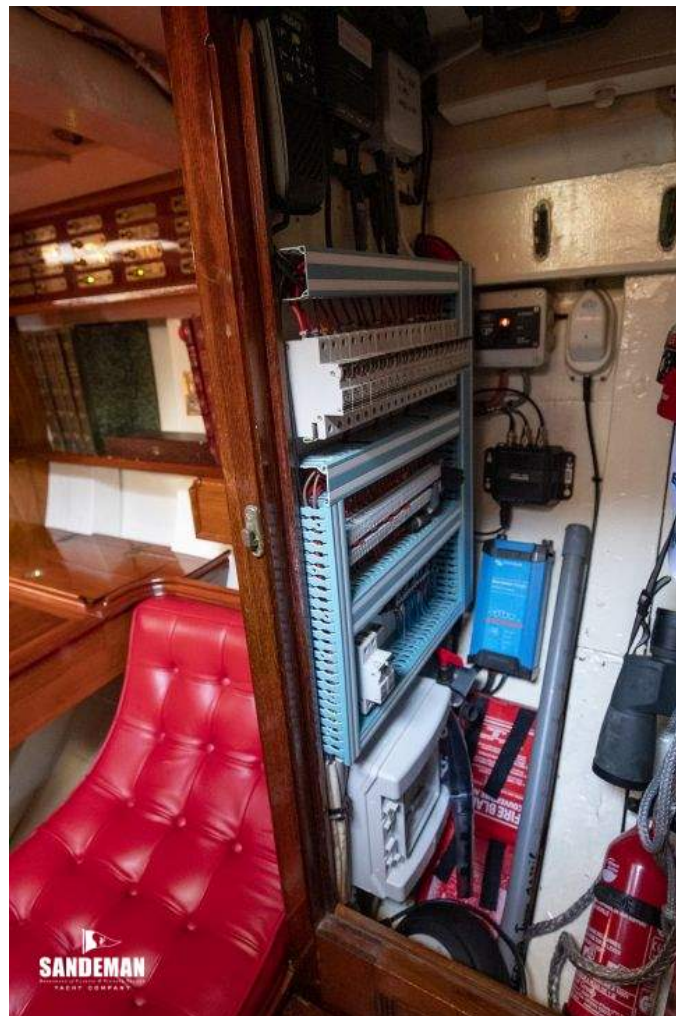


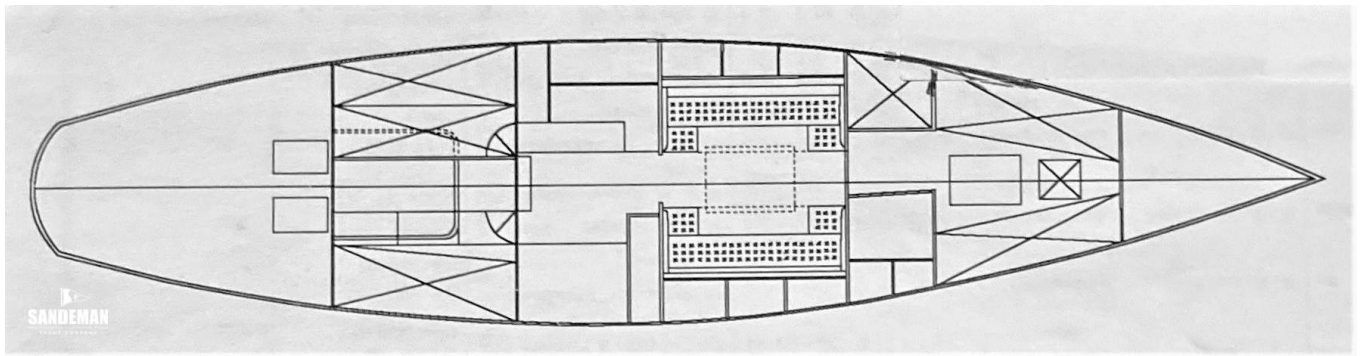


















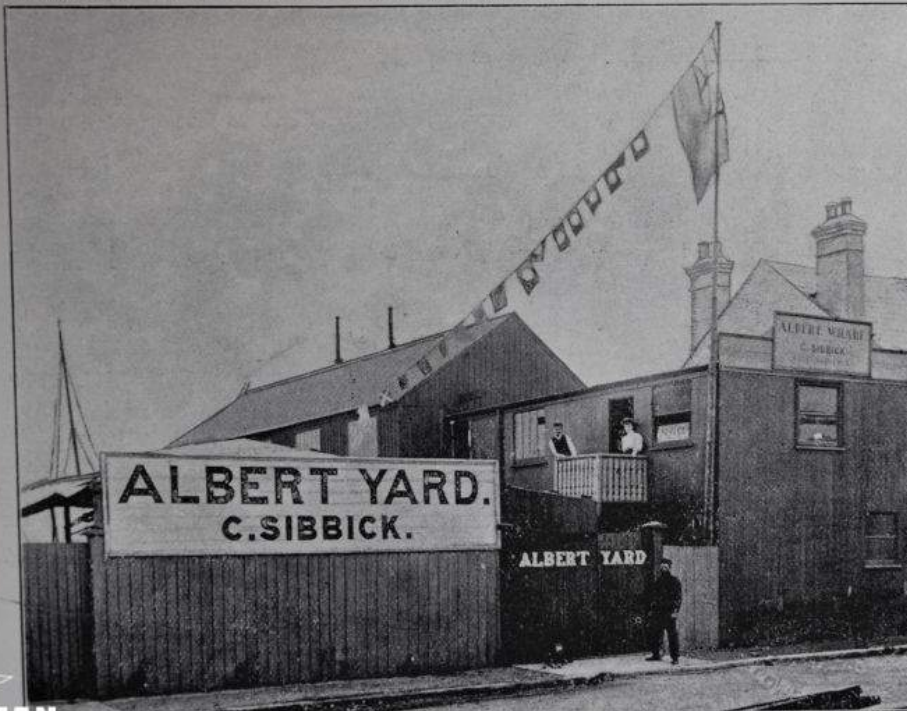


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