35 FT WEST SOLENT ONE DESIGN 1924 - SOLD

Specification

SUVRETTA

35 FT WEST SOLENT ONE DESIGN 1924

Designer	H G May	Length waterline	23 ft 11 in / 7.3 m	Engine	2.5 HP - not fitted
Builder	Berthon Boat Co Ltd # 207	Beam	7 ft 7 in / 2.3 m	Location	United Kingdom
Date	1924	Draft	5 ft 3 in / 1.6 m	Price	Sold
Length overall	35 ft 1 in / 10.7 m	Displacement	4.25 Tonnes		
Length deck	35 ft 1 in / 10.7 m	Construction	Carvel planking on iroko frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Tough but elegant – and perhaps a boat for the purist with their sizeable rigs and normally without engine, the West Solent One is moreover an enchantingly beautiful design and capable of winning at both classic events or racing to IRC. SUVRETTA was rebuilt in 2008 and presents in near perfect condition. Stored inside in winter she comes with her own Mercedes transport lorry and with a comprehensive sail wardrobe she is totally ready for the season – where'er she may choose to go!

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HISTORY

Summary

SUVRETTA was built in 1924 and raced locally in the Solent. No detailed chronology is available for her early years but she is believed to have sailed in the Irish Sea extensively thereafter. Under one of her ownerships the cockpit was made self-draining and a doghouse was fitted. She is known to have sailed under her own keel to the Caribbean and in 1979 during the infamous storm hitting the Fastnet Race so critically, SUVRETTA found herself near the South coast of Ireland en route back from the Caribbean, where she pitch-poled. She nevertheless made it unaided into a safe harbour nearby and eventually she sailed up the coast to Strangford Lough where she was eventually abandoned. Discovered there she was taken to be completely rebuilt; the work completed in June 2008 by Adrian Riva of Maldon and Peter Brookes.

Notes to the current owner from a former owner

"SUVRETTA has a chequered history and came to Strangford Lough in I think in the late 1950s from Abersoch in Wales. The Smith brothers brought her over, both of whom were dentists and retired to the south of England many years ago, the last brother died a few years ago..... During their ownership she came adrift in bad weather in Whiterock Bay Strangford Lough and had her port side stove in. This was repaired by Billy Smyth (no relation) in his boatyard near Whiterock and subsequently sold to Stoup Corry who sailed her very successfully and won many races.

During his ownership;.....having her delivered from RUYC back round to Strangford, when offshore Bangor NI the crew on board managed to set her on fire.....They quickly abandoned her and watched from a distance while the fire extinguished itself, they reboarded and completed the delivery.....

About this time DINAH came to Northern Ireland and was sailed by Barry Bramwell.....an old friend and since passed away on his own yacht HORTA in 1997 on a return trip from the West Indies.....DINAH was mast head rig and drew much interest as she was being sailed well in all the local races, Stoup decided to convert SUVRETTA exactly the same.

When I found SUVRETTA in 1972 she was at the top of a hill and all work had been stopped for many years although the main part of the conversion had been completed. At this time my budget was very limited but the offer was good, so I bought her and completed a low cost finish to get her sailing. Being young - er and the troubles then at their height in Northern Ireland I decided on a sail..... so the Caribbean beckoned and SUVRETTA performed well. At Gib I made a copy of the Hasler vane gear which worked very well and after a 23 ½ day passage from Grand Canary to Barbados I cruised up and down the Islands for a couple of years before heading back to the UK. The best passage making was from Anagada BVI north to eastwards of Bermuda and the best run I had was 346 miles in two days.....This was noon to noon sights as we were on a due north course ....and other sights confirmed this. Winds were about 8 - 12 knots and 5 degree fwd of the beam and with full sail.

SUVRETTA always .....in those days attracted a lot of attention and she was able to sail around most of the cruising boats with her close winded ability. Sadly when I returned to Strangford Lough I needed to return to work and she was neglected.

Specification

CONSTRUCTION

- Carvel long hull planking without butts; pitch pine below and yellow pine above water line
- Laminated iroko frames with intermediate steamed timbers
- See Restoration section below
- 39 cwt lead keel.

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- 2 x Berths and a teak chart table on one side
- Identical teak table on the other side could be converted to a galley

Specification

RIG, SPARS AND SAILS

- Mast, boom and spinnaker pole made new in 2008
- Hollow spinnaker pole; very light with carbon fibre finials
- Standing rigging, chain plates etc all new 2008
- All running rigging in Dyneema with Vectran for the runners
- Spinnaker sheets fitted with Tylaska shackles
- All sails are from Parker and Kay East
- Main new in 2015 of Hydranet radial cut Dyneema
- Spare main from 2012
- Genoa new in 2014 of Hydranet radial cut Dyneema
- Spare Genoa from 2012
- Blade jib new in 2014 of Hydranet radial cut Dyneema
- Spare Jib from 2012

- Sails date from 2012, 2013 and 2014.
- 50 sq m radial spinnaker 2012
- 70 sq m spinnaker 2013
- #4 and storm jib 2008 but never used

Specification

DECK EQUIPMENT AND GROUND TACKLE

- Mast, boom and spinnaker pole made new in 2008
- Hollow spinnaker pole; very light with carbon fibre finials
- Standing rigging, chain plates etc all new 2008
- All running rigging in Dyneema with Vectran for the runners
- Spinnaker sheets fitted with Tylaska shackles
- All sails are from Parker and Kay East
- Sails date from 2012, 2013 and 2014.
- Main new in 2015 of Hydranet radial cut Dyneema
- Spare main from 2012
- Genoa new in 2014 of Hydranet radial cut Dyneema
- Spare Genoa from 2102
- Blade jib new in 2014 of Hydranet radial cut Dyneema
- Spare Jib from 2012
- 50 sq m radial spinnaker 2012
- 70 sq m spinnaker 2013
- #4 and storm jib 2008 but never used

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- 2 ½ HP Honda engine with removable bracket but is not fitted to the boat and used only once
- Gel battery which for the instruments and the LOPO mast head light

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- TakTik speed and depth
- 2 x Depth transponders can be manipulated by a B & G splitter manually or automatic
- Portable VHF

Specification

SAFETY

- 4 x Inflatable life jackets
- Container with flares and handhelds
- Cable cutter

Specification

RESTORATION / REFIT

A complete rebuilt was undertaken in 2007 through 2008. This included new planking from the keel upwards to the turn of the bilge – so pretty well 30% of the whole and replacement of the stem, stern post, all new framing and intermediate steamed timbers. Also made new all according the original drawing were:

- Deck beams
- Lodging and hanging knees
- King plank and covering boards
- Complete cockpit built in teak
- Mast, boom and spinnaker pole in spruce
- All fittings in either stainless or bronze as originals either missing or broken beyond recovery

Specification

OWN TRANSPORT

- She comes with her own 15 ton Mercedes Atigo lorry in good condition with a dedicated frame

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.

Specification

GALLERY

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SANDEMAN

SANDEMAN

W2
W5
SANDEMAN
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W5
W2
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Brokerage of Classic & Vintage Yachts
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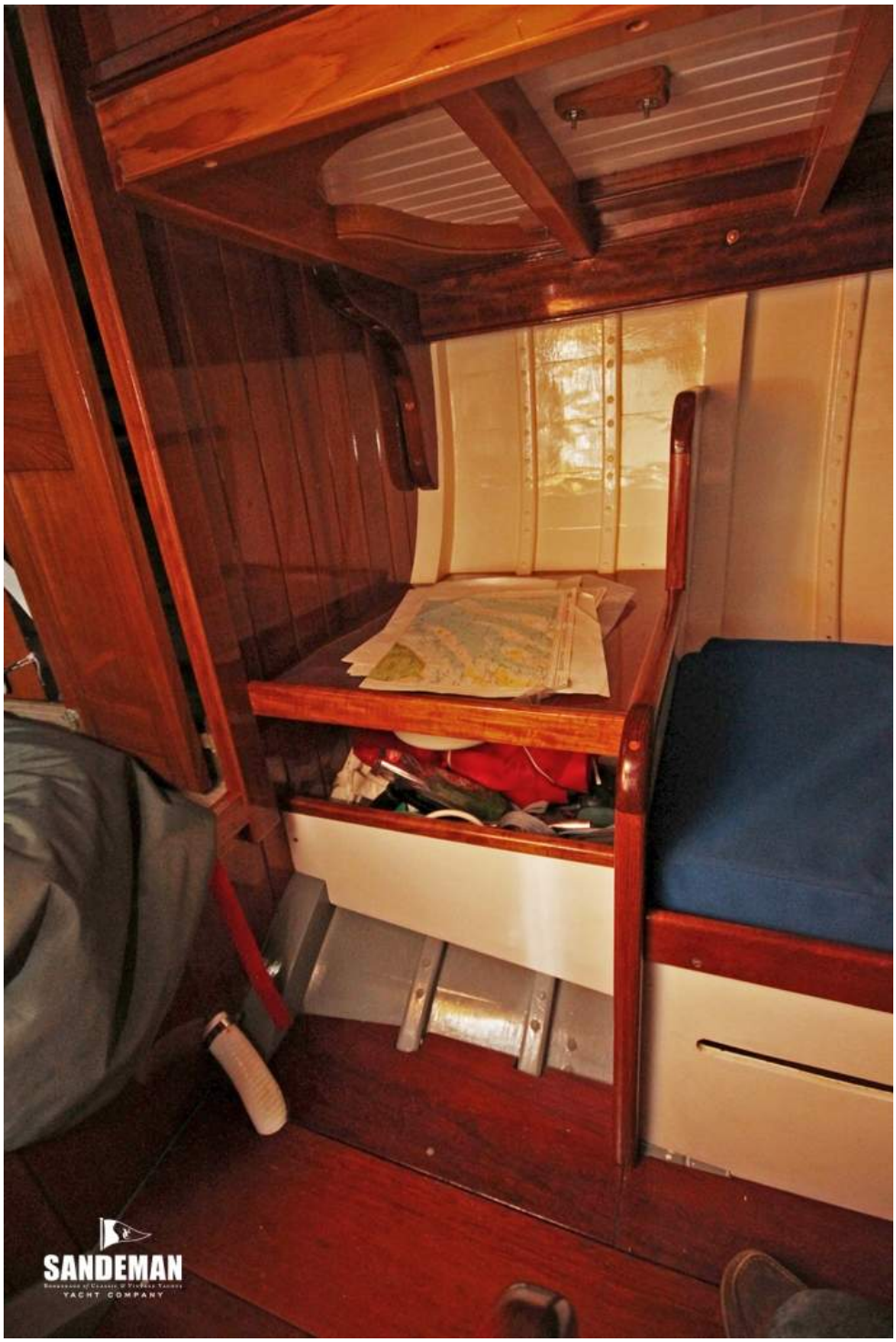
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YACHT COMPANY

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W
2
SUVRETTA
1924
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SUVRETTA
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CLYDE CRUISING CLUB
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