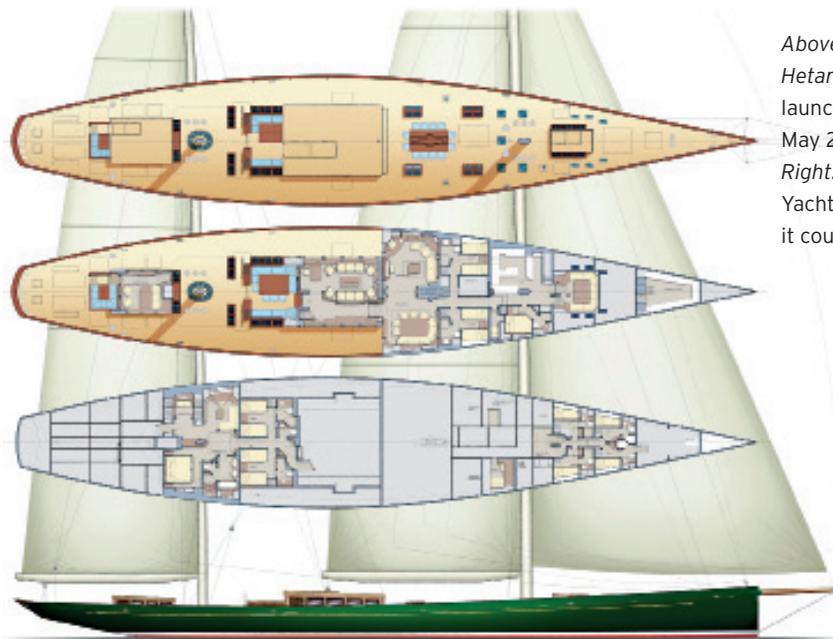




SPIRIT OF TRADITION

A shortage of Big Class yachts for restoration means a new breed of thoroughly modern classic is rising. *Peter Willis* reports





Above and left: *Hetarios* was launched in May 2011
 Right: Morris Yachts' M80 as it could look



Whoever came up with the 'spirit of tradition' tagline was a genius. It expresses perfectly the value placed on the classic lines of Fife, Mylne and their peers, and the aspiration to emulate their grace and elegance, without being constrained to follow their views on hull form. It provides naval architects with glorious role models and inspiration while leaving them free to bring to the party more modern thinking on the dynamics of sailing.

The movement is well placed to fill the gap in supply as the pool of restorable Big Class centenarians dries up. It also enables owners to specify their own requirements, and express their own tastes in terms of interior

furnishings, as well as providing space for all the accoutrements of modern living that the great designers had never heard of, much less considered incorporating.

DUTCH MASTERS

Interestingly though, even tradition is not immune to the vagaries of fashion, and there is currently a distinct move towards more of a workboat look at the bow, with a widespread trend for plumb stems. Both Gerard Dijkstra and Andre Hoek have designed recently-launched boats in this style.

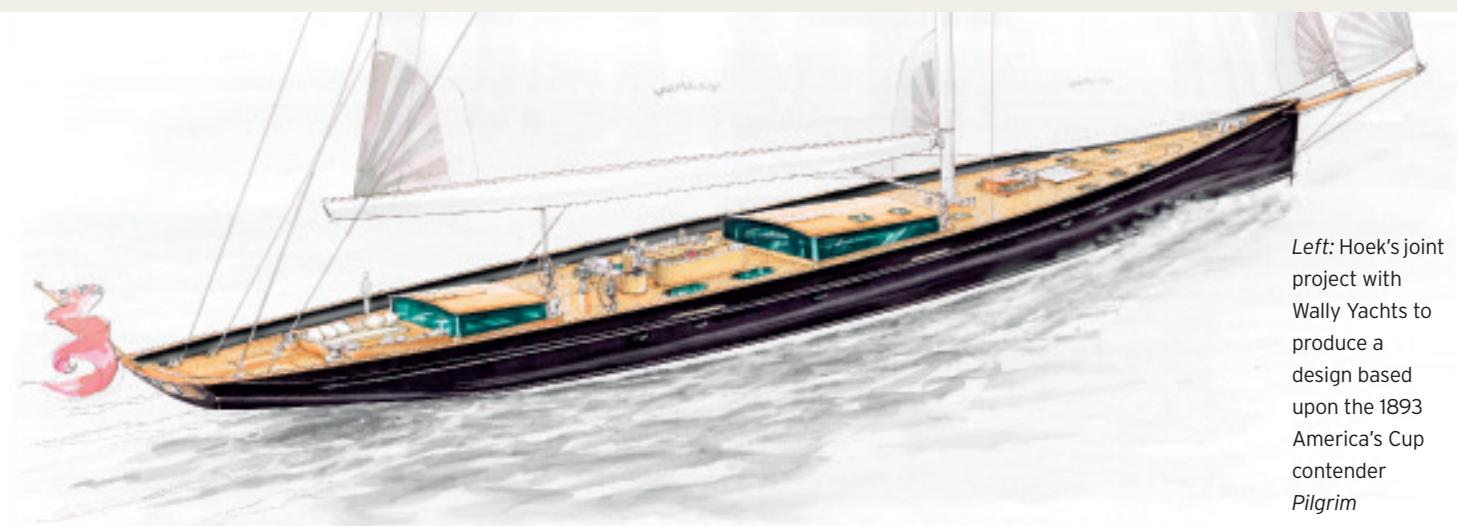
Hetarios, the 220ft (67.1m) Dykstra ketch (formerly known as *Panamax*) launched by Baltic Yachts last year, combines the plumb bow "of a Bristol Pilot Cutter" with a long bowsprit, a graceful sheerline and a



Above: Morris Yachts' luxury M42 under way

Modern Morris Yachts

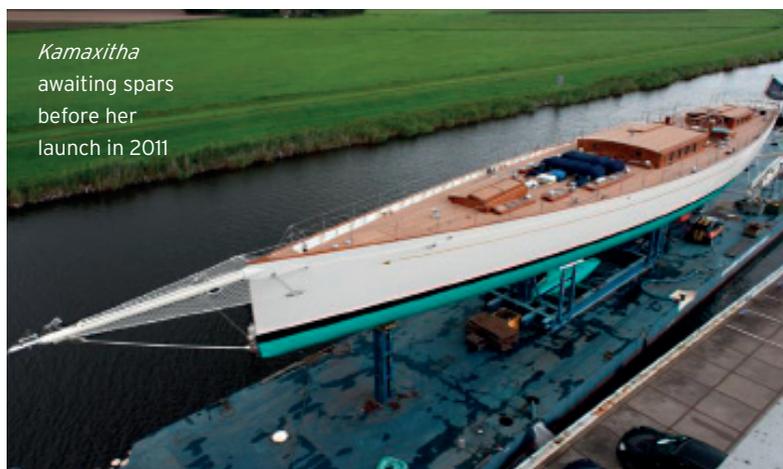
In Maine, USA, Morris Yachts reports it is currently building its second Sparkman & Stephens-designed M52. Described as a classically-styled cruising yacht it is currently the largest built vessel in the company's repertoire, having evolved from the daysailer M36, launched eight years ago and with numbers sold approaching 70, and the M42, a weekender with a large daysailing cockpit. Sales of the M42 are now in their mid-20s, with exports to Holland and Peru. Design drawings for an M65 and an M80, again by S&S, are already available for those seeking greater luxury or longer-distance cruising.



Left: Hoek's joint project with Wally Yachts to produce a design based upon the 1893 America's Cup contender *Pilgrim*

traditional long overhang. *Kamaxitha*, 160ft 8in (49m), is another Dykstra design from the Royal Huisman yard, which again references Pilot Cutters, as well as Brixham Trawlers. Andre Hoek has a 151ft (46m) 'Pilot Classic Ketch' in build, again with Royal Huisman, as well as a 192ft (58.5m) design on the drawing board.

Hoek has also entered into a joint project with Wally Yachts to produce a design based upon the 1893 America's Cup contender *Pilgrim*, which had a fin keel, spade rudder – and even a bow rudder. The project arose out of a discussion between Andre Hoek and Wally's Luca Bassani about what the likes of Fife and Herreshoff would have come up with if they had been designing yachts today. There are lines for 132ft (40m), 164ft (50m) and 197ft (60m) versions.



Kamaxitha awaiting spars before her launch in 2011



Left: The Mylne-designed PF36 will be capable of circumnavigation



Above: The new wooden J from Spirit Yachts is called *Cheveyo*

All of these designs tend to include deckhouses, a feature introduced last year by Spirit Yachts on the 50DH and 57DH. A 65ft (19.8m) version is in build, and there are lines for a 110ft (33.5m) model. “We designed them as an alternative to classic Spirit yachts for people who want to go further afield in slightly more inclement circumstances,” says MD Sean McMillan.

MYLNE DESIGNS

Another nascent trend among superyachts, again with a workboat slant, and aimed at the intrepid owner, is the ‘expedition’ boat. Mylne & Co is about to appoint a builder for its PF36 Path Finder, a rugged motoryacht capable of circumnavigation, with a retro feel and a pre-war hull shape designed for fuel economy. In fact,

though it draws on the Mylne tradition, the design is by David Gray, present owner of Mylne & Co, and Albert Montserrat, head of design.

J-CLASS RENAISSANCE

1930s J-Class design seems more real deal than ‘spirit’ but in spite of their long overhangs and their long deep raked keels, their carbon rigs and modern deck fittings keep them classed as SOT. Hoek’s *Atlantis* – based on an unbuilt Frank C Paine design with a maximum waterline – is due for launch by Holland Jachtbouw this year, while another unbuilt design, Tore Holm’s *Svea*, is about to be started at Bloemsma’s specialist aluminium yard. Meanwhile Spirit Yachts is gearing up to start its all-wood J, *Cheveyo*, in Ipswich.