



G. L. WATSON
YACHTS SINCE 1873

MERRYMAID

34.10m | Camper & Nicholsons | 1904 (2008)



GENERAL INFORMATION

Builder:	Camper & Nicholsons	Material:	Oak, Teak and Steel
Length:	34.10m (111' 11")	Engines:	1 Perkins 265 HP
Beam:	5.44m (17' 10")	Speed:	8/12 knots (approx)
Draft:	3.80m (12' 6")	Accommodation:	6 in 3 double cabins
Year:	1904 (2008)	Crew:	Captain + 5
Gross Tonnage:	87	Location:	Palma



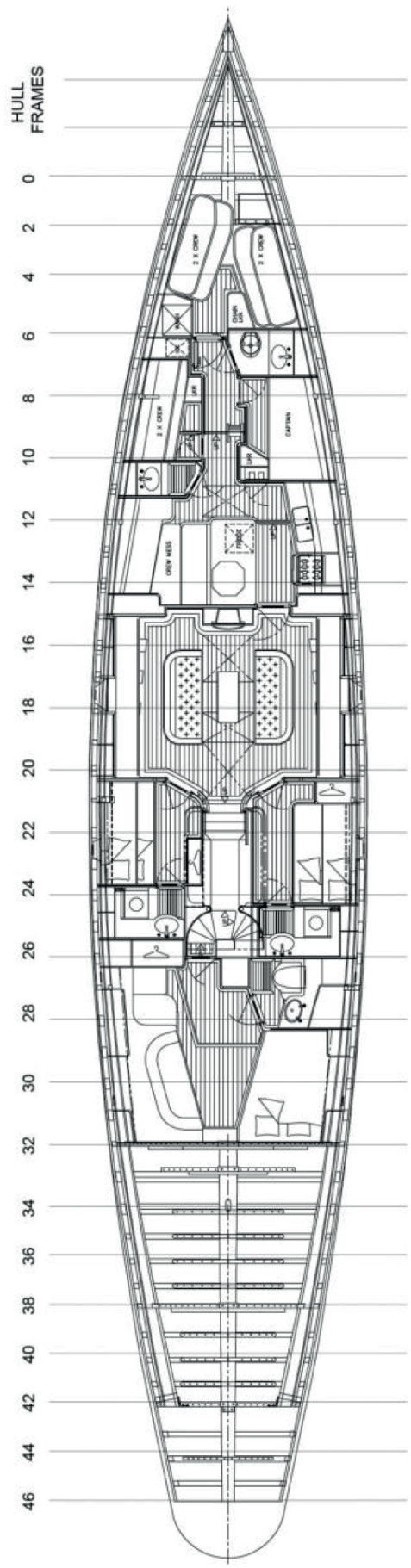
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1 CONSTRUCTION

Carvel planked teak on Oak and steel ring frames, teak decks and superstructure

2 MAIN CHARACTERISTICS

GENERAL

Built by: Camper & Nicholson's
Year: 1904
Length: 34.10m (111' 11")
Beam: 5.44m (17' 10")
Draft: 3.80m (12' 6")
Classification: Racing Class 19-20m rule
Flag: Jersey
Gross tonnage: 87 t
Naval Architect: Charles Ernest Nicholson

CAPACITIES

Speed: 8/12 knots (approx)
Range: 1120 nm
Fuel capacity: 1,400 Litres
(370 US Gallons)
Water capacity: 8000 Litres
(211 US Gallons)
Fuel consumption: 8 l/h @ 1200rpm

3 MACHINERY

Engines: 1 PERKINS 265 HP
Engine model: M265TI
Engine hours: 9012hrs (25-May-2023)
Fuel: Diesel
Propulsion: Prop Shaft
Gearboxes: PRM 1000 connected via Carden shafts to a Aqua Drive-CVB-32-30 thrust bearing Deep Sea seal on the inboard end of the stern tube

Steering:

Direct steering, no hydraulics, working with quadrants and a gear.

Original rudder angle indicator.

GENERATORS

Onan 17.5kVA - 80 amps max. Consumption 3.4L/h

Engine driven alternator 150 amp

ELECTRICITY

230v 50Hz AC / 24v DC

12# Dryfit A600 2v Gel cells with 1500ah/20 hr

Engine/Services separated and with parallel switch

24v separate DC bank for the NAV & COM with parallel switch

Mastervolt inverter 2.5kVA Galvanic isolator

3# Mastervolt 100 amp battery chargers

OTHER MACHINERY

Water: 2 x Sea Fresh water makers
AC unit 200 litres per hour
PTO Hydraulic 200 litres per hour)

Hot Water: 2 x C-Warm CWB78-VTC at 78 litres each with twin coils and double Heater elements

4. ACCOMMODATION

GUEST

Six in 3 cabins with en suite heads in each

CREW

Six in 3 cabins (bunks for eight)

Saloon

Large comfortable saloon with two sofas and skylight. Table can be lifted to dining table.

Fire place in the salon running with gas, so it can be switched off anytime.

Master Stateroom

Large master cabin aft with a medium-size double bed, a sofa, skylight and an en-suite bathroom.

Port and starboard guest Staterooms

Each stateroom is fitted with two bunks and en-suite bathroom.

Crew Quarters

- 1 single berth captain cabin.
- 1 twin bunk beds cabin.
- Fo'c'sle for 3 crew.

5. GALLEY & LAUNDRY EQUIPMENT

- 1x Frigoboat refrigerator
- 2x Deep freezer custom made,
2x Frigomatic compressors
- Oven
- 3 hob stove
- Bosch microwave Isotherm icemaker
- MIELE WT2780 washing machine/ dryer

6. COMMUNICATION EQUIPMENT

- McMurdo 406GHz EPIRB
- Sailor Fleet Broadband / Inmarsat C distress
- 2 x Intel NUC computers with Windows 7&8
- HP Hewlett Packard Printer
- 2 x S.A.R.T
- Simrad R35 VHF with DSC functionality
- ICOM M-421 VHF with DSC functionality
- 4 x Icom handheld VHF

7. NAVIGATION EQUIPMENT

General:

- B&G NAIS-400 Class B AIS
- B&G 4G Radar with ARPA
- McMurdo 406GHz EPIRB
- B&G ACI2 Autopilot Computer
- Full catalogue world charts
- 2 x S.A.R.T

Nav Station:

- 2 x B&G Zeus2 Glass Helm 16 inch chart plotters
- Simrad R35 VHF with DSC functionality
- B&G Triton Autopilot Controller
- Sailor Fleet Broadband / Inmarsat C distress
- 2 x Intel NUC computers with Windows 7&8
- Interphase forward looking sonar

Helm Station:

- 2 X B&G Zeus2 7 inch chart plotters
- B&G Triton multi-instrument display
- B&G Triton Autopilot Controller

Crew area:

- B&G Zeus2 7 inch chart plotter
- ICOM M-421 VHF with DSC functionality
- 2 x B&G Triton multi-instrument display

Owner's area:

- B&G H5000 multi-instrument

8. ENTERTAINMENT EQUIPMENT

- SAMSUNG TV with DVD player in the saloon
- SONOS sound system

9. TENDERS & TOYS

- 4.30m Zodiac Pro, Yamaha 60hp High Thrust
- Quicksilver Inflatable dinghy, 3.40m, 4 hp Mercury outboard
- Classic Sailing Dinghy, built by Butler and Co.
- 2 x Scuba Sets with Bauer Junior II Compressor and accessories

10. DECK EQUIPMENT

- Bronze Fisherman Anchor 140kg, CQR Anchor 108kg, 14mm stud link chain 140m and 60m
- Carbon fibre Passarelle
- 2x manual self-tailing winches
- 4x hydraulic non self-tailing winches
- Thomas Reid hydraulic windlass with double gypsy. DC 24V
- Starboard side, permanent boarding ladder
- 2x manual non self-tailing winches

11. RIGS & SAILS

RIG:

Gaff cutter rig

SAILS:

- Main sail 220.5m²
- Top jib 61m²
- Stay sail 57.3m²
- Working jib 48m²
- Top sail 39.5m²

12. SAFETY & SECURITY EQUIPMENT

FIRE FIGHTING

- Two 2" fire hydrants in the covering boards forward and aft
- Machinery space intake/exhaust ventilation with manual/automatic shut down
- Heat and smoke detectors in machinery space, lazarette and galley
- 2 kg Co² extinguisher in galley/crew area
- FE-227 manually operated extinguisher in the engine space
- Exhaust ventilation with automatic shutdown
- Gas alarms below galley, saloon, galley bilge and aft bilge
- 8 handheld extinguishers located throughout vessel

SAFETY

- 3 x Zodiac 8 man Liferaft with A Pack
- Ship's Medicine Chest w/ Rx 3.0
- Philips FRX Defibrillator
- MedLink WorldWide Service and MedLink MCA class A Kits
- First Responder Kit w/ Rx 3.0 x 2
- 12 x 'Kru' , self inflating life jackets with harnesses

13. COMMENTS

This stunning vessel originally designed and built by Camper & Nicholsons in 1904 has been restored to her former glory between the years of 2006 and 2008. The Sailing Gaff Cutter is constructed of 2.25 inch carvel planked teak on Oak and steel ring frames. With Martins Rigging and Contender Dacron sails spanning over 953 square meters She is built to handle the sea.

Located in Palma, she represents a unique opportunity to sail anywhere in unquestionable style. She was refitted for world cruising, her rig adapted for passage making, all without compromising her originality.

14. EXCLUSIONS

This stunning vessel originally designed and built by Camper & Nicholsons in 1904 has been restored to her former glory between the years of 2006 and 2008. The Sailing Gaff Cutter is constructed of 2.25 inch carvel planked teak on Oak an

15. HISTORY

Merrymaid enjoys a significant place in yachting history. She was built as Yard No. 167 at Camper & Nicholsons Gosport in 1904 for Mr. T.A. Hardcastle, and amazed contemporary yachtsmen with her combination of speed and comfort. In 1911, after a successful period of racing, she was re-rigged as a ketch, had an engine installed, and was then used principally for cruising. She was laid up in Norway for

the latter part of the First World War, and was subsequently acquired by Mrs. Elizabeth Workman, who restored her original rig, and campaigned her in the Big Class, racing her against such illustrious yachts as Britannia and Lulworth.

During this time, Mrs. Workman and Charles E. Nicholson continued to improve Merrymaid's already impressive performance. Following Mrs. Workman's acquisition of Nyria, Merrymaid had two further owners, before she was bought by Sir Thomas Royden, chairman of Cunard, in 1929, who raced and cruised her until the outbreak of the Second World War.

She was sold again in late 1943, her lead keel and rig were removed, and she was laid up for many years in Tollesbury, Essex.

In 1963, having changed hands twice more, she was acquired by a family who have kept her as a second home. In 1994, Merrymaid was towed from her mooring of some fifty years to Heybridge Basin, also in Essex, where she was afloat, and awaiting restoration.

The present owner of Merrymaid underwent a complete rebuild by the renowned shipyard Southampton Yacht Service keeping her original elements and interior style.

After the completion of the refit (2006-2008) she departed for a circumnavigation and upon her return from a 3-year voyage, she had a complete cosmetic and technical upgrade at SYS.

Located in Palma, she represents a unique opportunity to race in the classic regatta circuits or sail anywhere in unquestionable style.



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