

LOUGH ERNE CLASSIC YACHT ASSOCIATION

Association Mission Statement:

The Lough Erne Classic Yacht Association is dedicated to promoting the heritage, ownership, restoration and rebuilding of wooden sailing yachts and steam launches; reflecting the significant role that boat design and building on the Upper and Lower Loughs has contributed to the history and development of sailing.

Linton Hope Fairy Class Yacht Designer



Linton Chorley Hope (1863-1920) photographed in 1908 wearing the uniform cap of the Royal Canoe Club

Linton Hope, designer of the Fairy Class yacht, was not only an accomplished and prolific naval architect, but also a highly competitive and successful yachtsman.

He was a member of the Institute of Naval Architects and a Consulting Naval Architect to HM The King of the Belgians from 1913. He was a member of the Royal Yacht Club de Belgique and the Royal Canoe Club, of which he was captain for several years. He was also a member of the permanent technical committee of the Boat Racing Association, of which he was a founder member. He was also a founder member of the Royal Motor Yacht Club and the Marine Motor Association.

His most successful creations were the racing canoes *Kismet* and *Haze*. In 1907 he won the Royal Canoe Club's International Trophy for Great Britain in *Kismet*. This was the first international race of its kind and up to the war the only single-handed sailing race held under international rules, the challengers coming from Belgium, Italy, France, Germany and the US.

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At his London design office in the Strand, Hope devoted much of his time to the study of hull shape and structure, whether in canoes, yachts or motor launches; his object was always the same, to produce lightweight hulls with great strength. In 1908 *Haze* was the first of the Hope canoes to show a modern shape with a flattened stern to promote planing and on a reach the whole of her fore-body, back to the mast, would plane out of the water.

The Admiralty recognized his talents and during the First World War he was made the inspector of seaplane hulls and floats on the staff of the Royal Naval Air Service with the rank of Lieutenant, RNVR. His designs, built by Pemberton-Billing Ltd (later Supermarine Aviation) became commonly known in flying boat circles as 'Linton Hope Hulls.' Two years after Linton Hope's death, his circular hull section design was still in use, employed this time by R. J. Mitchell in Supermarine's high-speed flying boat entry for the 1922 Schneider Trophy air races.

A list of the surviving Linton Hope One-Design fleets will be featured in the next LECYA Newsletter.



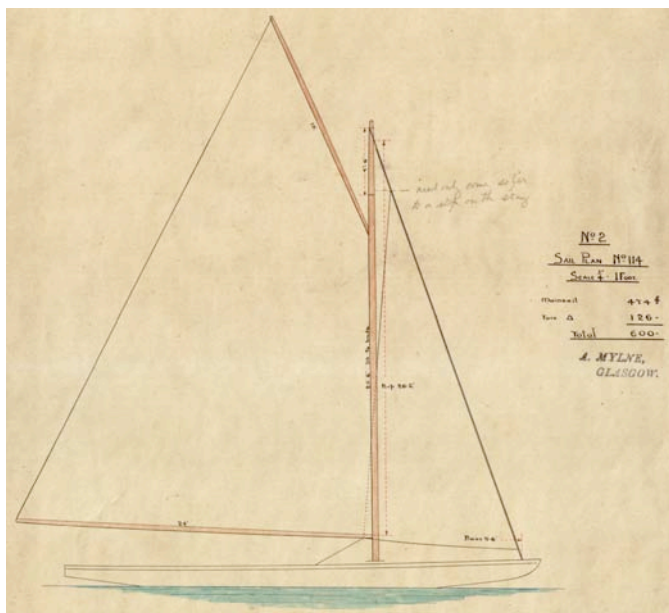
25th anniversary medal struck to celebrate the founding, in 1889, of the Royal Yacht Club de Belgique. The yacht featured is the 8-Metre Class *Antwepia*, designed by Linton Hope and built by Borwick & Sons of Bowness, Windermere in 1911

Lough Erne Yachting Heritage Your Help Requested

Paul Louden-Brown would like to hear from any member with pictures, ephemera or any other items connected with the history and development of yacht building and racing on Lough Erne pre-1939. *Contact details overleaf.*

2-Rater Breeze

Original Working Drawings and Sail Plans Discovered



Breeze 'Queen of the Upper Lough' designed by Alfred Mylne, Glasgow for Viscount Crichton - *Courtesy A. Mylne & Co.*

An exciting development, following initial research into the history and development of yacht design on Lough Erne, has been the discovery of a near complete collection of drawings and plans for *Breeze*. She was the largest and last 2-Rater built to race on the Upper Lough. In 1904 Alfred Mylne (1872-1951), famous for a number of race winning designs and for establishing the International Metre Rule, was chosen to design a new yacht for Capt. Viscount Crichton at Crom.

The yacht was built by R. McAlister at Dumbarton and delivered, via ferry and rail, to Enniskillen in June 1905 with two other historically important yachts, *Vanessa*, designed by W. Fife & Son, and *Foam* designed by A. E. Payne (both 2-Raters). The trio of yachts were launched from Lemon's Yard in East Bridge Street and towed to the Upper Lough by steam launch. The discovery of these drawings represents an opportunity for the Association to investigate the feasibility of rebuilding this important centreboard racing yacht - a true Lough Erne classic.

Length overall: 32ft

Length waterline: 20ft 3in.

Breadth: 7ft 7in

Draught: 4 ft (with centerboard deployed) 7ft

Tonnage: 6 tons

Sail Area: 592 sq. ft.

Breeze Record - Between 1905 and 1907 she made 37 starts, gaining 7 first and 17 second places.

Lakeland WoodCraft

**Building, Restoration and Repair of
Fine Wooden Craft**

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Fairy Class Restoration Update

STORM - Sail No. 1

Storm is currently stored for the winter in the LEYC's hanger ready for next season's racing.

ZEPHYR - Sail No. 2

The majority of work has now been completed on *Zephyr* and it only remains for her rigging to be completed and she will be ready to re-enter class racing next season.

PASTIME - Sail No. 4

Saturday, 22 November saw the hanger cleared and *Pastime's* mast stepped and her being moved into position for the start of restoration. The plan is to build a workshop unit around the hull and workbench along the back wall. The unit will be secure and hopefully with the addition of a temporary roof this will retain some heat over the winter! Clive has made a start removing her original metal deck fittings, which will be restored and re-galvanized along with *Petrel's*.

MAEVE - Sail No. 5

Maeve has been trailed back to Michael's home for storage over the winter and some minor cosmetic repairs before she re-enters class racing next season.

DOREEN - Sail No. 6

Doreen was also moved into position alongside *Pastime* in order for work to begin of her restoration.

IRIS - Sail No. 7

As with Sails 4 and 6, *Iris* was also repositioned in readiness for work to begin.

PAXIE - Sail No. 8

Paxie will require a considerable amount of work; the first task has been completed as she was wheeled out of position and reposition alongside the other Fairy Class boats at the rear of the hanger

CYGNET - Sail No. 10

Planking is at an advanced stage, with the final four to be fitted on her port and starboard sides.

SNIPE - Sail No. 11

Snipe's mast was also stepped on Saturday.

PETREL - Sail No. 12

Following removal of her decking and metal fittings (all of which are under restoration), the hull is now completely stripped of paint above and below the waterline. Fifty per cent of the seams have been raked out and about the same percentage of paint removed from the inner hull. Fifteen frames require replacement. The templates have been made and lamination of the new ones will begin during the first week of December. American White Oak and West System Epoxy are being used. Her stern frame and horn timbers are in poor condition and have significant rot in several places. New timbers will be made, again in American White Oak, using the old wood as templates. Work on the stern has already begun with the releasing of the plank fastenings. Despite rotten structural timbers, the planking and overall hull shape is very good. As the anti-fouling was being removed, some over 2mm thick, it became clear from the copper staining that *Petrel* has been in seawater. Perhaps this is further evidence that she was originally the RNIYC's *Oberon*?

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