

Super Yacht

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Twizzle

ARRESTING DISPLAY

Refit & Repair

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Italy

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Surviving the Storm

INTERVIEWS & OUTLOOKS



Alinda V

Pedigree Classic



ALINDA V

REFIT SHIPYARD
ORIGINAL BUILDER
ORIGINAL DESIGNER

Southampton Yacht Services
Alexander Stephen and Son
Alfred Mylne

Alinda V is a beautiful 24m classic ketch, designed by Alfred Mylne and first launched in 1934 by Alexander Stephen and Son in Glasgow. She has since spent long periods in Eastern Mediterranean waters. In 2009 her owners decided it was high time for her to have a major refit, including extensive work on her interior, machinery systems, hull structure, deck fittings and rig. Photos courtesy of Southampton Yacht Services and Grama Blend.



Southampton Yacht Services have carried out major refits of a whole range of large classic sailing yachts over the last 30 years and were delighted to be entrusted with the work on Alinda V. The interior had deteriorated and in addition, the engineering had suffered over the years. In addition, the rig – which had been altered to a Bermudan ketch in the 1960s – was badly in need of replacement. The project team’s planning of such an extensive refit is extremely important, so that a careful balance can be made between retaining the classic features of the yacht, and simultaneously incorporating modern comfort. The shipyard successfully completed the challenge; re-launched August 2010, her classic lines now hide a multitude of modern and practical engineering solutions. Together with her new fixtures and fittings, these ensure she is perfectly equipped for life in the twenty-first century.

Complete Strip

Once the yacht had been placed undercover and was stripped-out, it was clear that her hull structure, beautifully built of galvanised iron frames and teak planking, had stood the test of time extremely well. The fully stripped hull was carefully prepared and re-painted prior to installation of tanks. Having stripped and cleared everything, the inside of the hull was scanned and fully engineered in CATIA CAD software. This produced a complete and accurate 3D model of the inside of the boat, enabling the careful planning of system installations, according to the very best use of space.

Careful space-allocation was especially crucial in the rebuilding of the engine room. On Alinda V, the engine room stretches to the full height of the deck, originally with a skylight above. Her sistership, Eileen II, still has this arrangement, but on Alinda V the engine room skylight was changed into a ventilation box with seating above. This hugely improved the use of deck space and also enabled much better sound-insulation of the engine room. Furthermore, the original engine room

arrangement included a bulkhead, dividing it from the owner’s accommodation which had a step in it. The new general arrangement was worked out so, that this bulkhead could be flat - also making the job of sound-insulation and pipe runs much easier.

Space Saving

The new engine room is slightly smaller than the original, but houses much more equipment. Additional equipment includes chilled water air-conditioning, two generating sets, two watermakers as well as all ancillary equipment. To fit all necessary equipment, the batteries were moved forward, out of the heat and correcting the longitudinal centre of gravity (LCG). The engine room is quite short and fitting the engine while maintaining good access for maintenance took careful planning.

Ventilation to engine rooms in classic yachts is always a challenge. With the new configuration, air is drawn into the room via dorades and deck mounted cowls, and through a snorkel on the aft

“...space-allocation was especially crucial...”

engine bulkhead. Warm air from the engines is extracted through the base of the seating area constructed over the original skylight position. As a result, the noise emanating from the engine room decreased significantly, even though it now incorporates a much larger amount of equipment.

Traditional Deckhouse

The deck had been altered over the years and water-leaks through the decking had caused serious degradation of much of the deck steelwork. The team decided to rebuild the deckhouse following the original design closely, but with slight changes to the dimensions. The new deckhouse was reconstructed according to the original style, using traditional







techniques. It now is however mounted on a new stainless steel supporting-structure that is securely fitted into the deck beams. The deckhouse was built from one log of teak to ensure good colour consistency, and features traditional mortice and dove tail joints in the corners. In addition, all the original moulding features were carefully copied.

“...original moulding features were carefully copied...”

The windows are made of bevelled, toughened glass and the structure is covered by a teak-laid deck on top. The pair of entrance doors and the sliding hatch are constructed using the best traditional methods, but also feature modern-day seals to avoid water ingress. The deckhouse is slightly wider than the original, which has allowed a generous and comfortable seating area on either side of the companionway stairs.

Down Below

Down below, the accommodation was slightly modified to incorporate en suite heads for all three guest cabins. The salon was extensively updated and now includes a chart table and improved stowage, while the galley and crew cabins are completely re-modelled too. When the yacht came into the

yard, the joinery had suffered from many years of heavy varnishing and painting but it was agreed to follow the original style, which resulted in the use of new oak panelling and mouldings similar to the original. The oak for the panelling was selected to have distinctive figuring, and was complemented by solid sections of European oak. Lightweight granite and marble surfaces were fitted to the heads and galley and traditional taps and fittings were chosen to complete the time-honouring atmosphere.

Fabulous Sailing

The simple brief for the deck and sailing equipment was that it is essential for the crew to be able to handle the full sail area with relative ease. The owner decided to retain the Bermudan format of the 1960s. The new spars feature in-mast furling and furlers on the headsails. This allowed the sail plan to be extended, resulting in a total of 280 m² sail area. A whole set of new Lewmar hydraulic winches with bronze drums was fitted and four original Gibb winches were re-fitted for the running backstays. The hydraulic power for the winches is supplied by a custom-made Lewmar hydraulic power pack. The original Thomas Reid 48VDC windlass was converted to a hydraulically powered windlass. In order to maintain the desired aesthetics of the windlass, a mould was taken off the original electric motor and was used as a cowling, to hide the much smaller hydraulic motor, and also a deck wash outlet. All deck equipment, whether new or



original, was returned to cast bronze, providing a 1930s feel.

Easy Anchoring

A subject of much discussion was anchoring. The expected use of the yacht requires frequent anchoring. Before the refit however, anchoring required a number of people, because she carried a traditional fisherman's anchor on a catting davit. Sistership Eileen II was successfully fitted with

"...planning of such an extensive refit is extremely important..."

anchors in hawse pipes to overcome this, and the same was decided for Alinda V. The result does not weaken the aesthetics of the yacht and greatly improves the ease of anchoring.

A common challenge during refits of classic yachts, is how to deal with navigation equipment. Modern electronic equipment is often difficult to fit on a classic yacht. The refit team decided to fit the

Grama Blend

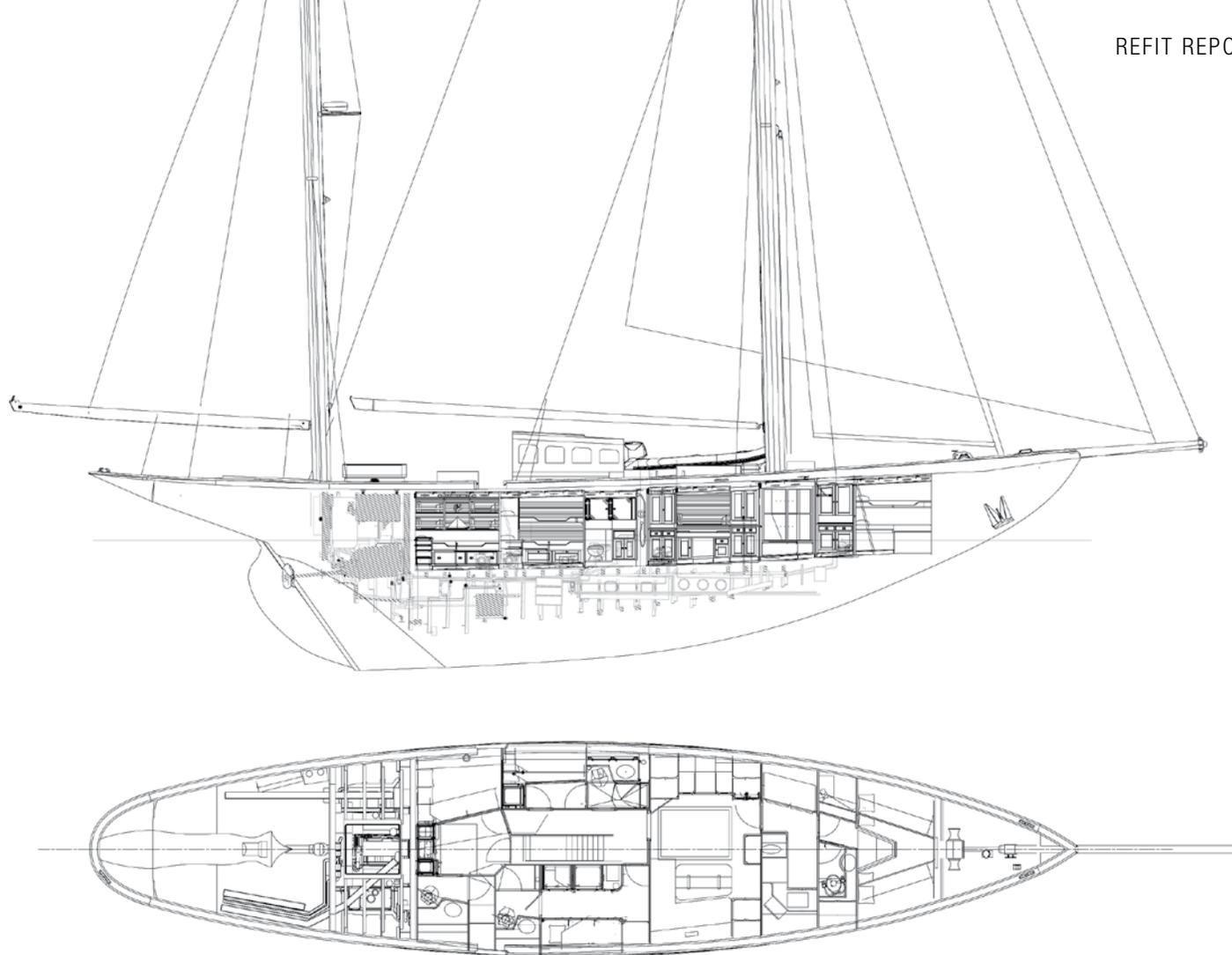
The yacht features wonderful natural stone, to add a touch of real natural beauty and magnificence to the interior. New lightweight and conventional granite was installed to the galley top, for its unrivalled durability. In the cabins lightweight marble was used for the vanity tops, bathroom floors, shower walls and shower soles. Grama Blend lightweight stone was specified for its incredible lightness, thinness, strength and ease of installation. Installation was carried out by Southampton Yacht Services own joiners, with the backup of Grama Blend's technical support and on-site guidance.

i. www.gramablend.co.uk



main communication and navigation equipment at the forward-end of the deckhouse, covered by a tambour door. The repeaters and chart plotter were mounted on both sides of the helm position, in discrete consoles. This arrangement enables the helmsman to have access to all crucial information, without leaving the helm position.





Facts & Figures

Principal Particulars

Length o.a.	23.8 m
Beam	5.2 m
Draught	3.2 m
Displacement	72 t
Rig	Bermudan Ketch
Sail area	280 m ²

Propulsion & Power

Engine	Cummins Mercruiser 6BT5.9
Propeller	CJR - 3BRH 32 x 20.65 DAR
Speed	9 knots
Generators	Cummins, Onan 19kW MDKBV, Onan 11 kW MDKBM

Tank Capacity

Fuel	2x 805 l
Fresh water	2x 375 l
Watermaker	2x Seafresh H2O



Main Suppliers & Subcontractors

CJR Propulsion Propeller | **Cruisair** Air conditioning | **Cummins Mercruiser** Main engine | **Cummins Onan** Generators | **FM 200** Fire control / suppression system | **Halls Spars** Spars | **Hamann** Grey/black water sewage system | **Reckmann** Furlers | **Twin Disc** Gearbox | **White Sails** Sails

i. www.southamptonyachtservices.co.uk