

A & R 50-SQUARE-METRE Windfall in Holland

Windfall yachts – the German seefahrtkreuzer built for the military and seized by the British at the end of the Second World War (CB217/8) – continue to turn up. In Dordrecht, the Netherlands, boatbuilders Rexwinkel are coming to the end of the restoration of the 50sqm *Pinta*, originally *Brunhilde* when built in 1937 by Abeking & Rasmussen (A & R) for the German Navy. She was sailed over to the UK in 1946 and assigned to the Royal Artillery, before returning to the British Kiel Yacht Club in 1965.



• *Pinta*, on arrival at the Rexwinkel yard



Pinta's new yellow cedar deck



Another Abeking & Rasmussen design – the 1950-built *Keikop*

Now in private ownership, the 12.6m (41ft) cruiser-racer has undergone an extensive restoration, with almost all her frames repaired or

renewed, new floors and ironwork and a new deck of plywood and yellow cedar. She should be ready for relaunch in April.

Rexwinkel also has another A & R restoration, the 1950-built 9.5m (31ft) tourenkreuzer, *Keikop*, which will be reverting to her original name, *Hamburg*.



Shaping up – fairing battens on eel barge

EEL BARGE Well ahead

A year after the keel was laid for the replica Dutch eel barge being built at Heeg, Friesland (CB219), floor and floor timbers were in place, with framing nearing completion, reports Martin van Mesdag.

The huge barges were designed to transport 10 tons of live eels in 40 tons of water.

The €1.2 million replica, being built by Pier Piersma, uses lines taken from the last

working barge, broken up in 1953. The original had three wet wells; the replica will have two, with the aftermost replaced by housing for a large diesel engine.

Frames are grown oak, as are the knees between them – these are doubled up to reinforce the covers of the wet wells, which need to resist water pressure in all directions. Fairing battens help indicate the shape of the completed barge, due to be launched in November.

BOOTHBAY HARBOR

Plank-on-frame in Maine

Two years ago, on 1 December 2004, Boothbay Harbor Shipyard in Maine, USA, began a new life under new ownership and management. At that time, recalls general manager David Stimson, “the yard had four employees, and almost nothing to do”.

Since then the yard – which dates back to 1869 – has grown in both output and reputation.

Projects have ranged from the award-winning restoration of the Herreshoff-designed New York 30 *Alera*, built 1905, to the design (by David Stimson) and build of the 36ft (11m) schooner *Valora*, as well as two catboats and a 12ft (3.7m) rowing wherry.

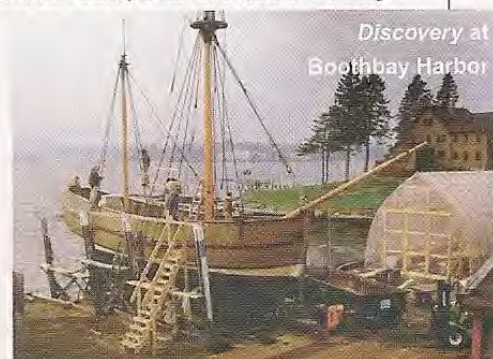
Historic replicas are meat and drink to the yard. A replica of the 50ft (15.3m) *Discovery* (one of the boats that brought the original settlers in 1607), built for

the Jamestown-Yorktown Foundation – was launched in December.

Still in progress is a major restoration of the replica HMS *Bounty*, built for the 1960 film *Mutiny on the Bounty*. At 120ft (36.6m), it's the yard's largest project – it will virtually be a new boat.

“Amazingly, this is all traditional plank-on-frame work,” comments David. “We are now booked with work seven months in advance.”

The yard is actively pursuing work from Europe and the UK, and the planned marine railway will increase capacity from 50 to 100 tons.



Discovery at Boothbay Harbor