



AMPHITRITE



S/Y AMPHITRITE

The Amphitrite was built by Camber Nicholsons in 1887 to Lloyd's 100 A1 specifications. Teak planking on grown oak frames, bronze fastened and copper sheathed. Interior panelling in selected Cuban mahogany finished with silver plating. Cut glass in cabinets etc. Some cabinets and desks in teak.

The ship was designed by the late Charles Nicholson, and has been owned by such people as the Earl of Harwood, the Earl of Arran, the Wills family and the Guinness family.

Throughout her life she has been well cared for, and she is irreplaceable in that the materials of which she was built are now unobtainable as also the workmanship which went into her. She is the last of the old racing schooners. Originally designed with all inside ballast a keel of lead was later added to counteract the enormous spread of canvas which was in vogue about the turn of the century. This keel was later reduced in weight and about 1914 her first engine was installed when she was used as a cruiser. The keel was finally removed as being unnecessary, and inside ballast was restored. She was thus as she was originally designed.

From the beginning as two master a third mast fitted in 1956 to split up the 65 feet main boom and to give a sail design easily handled by a smaller crew. During the fitting of this mast, the ship was surveyed by Messrs Mashford Bros., Cremyl, Plymouth, who found the planks and frames to be in the words of the carpenters who worked on her, "as hard as brass". The bronze keel bolts, seven feet long, and as thick as a man's wrist were found to be in perfect condition and of such material as is not obtainable today.

In 1956 she sailed from Falmouth and accompanied the sail training ship race from Torbay to Lisbon. Although not entered in the race, she sailed for three days in company with Mercator, Flying Cloud, Christian Radich, George Stage and Flying Clipper, and throughout this time she put up a fine performance.

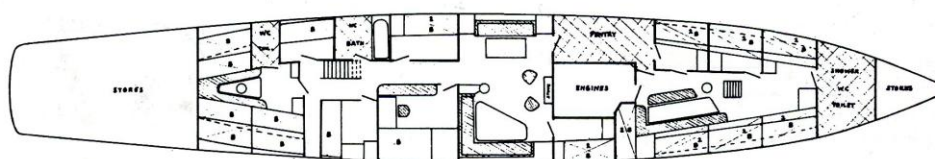
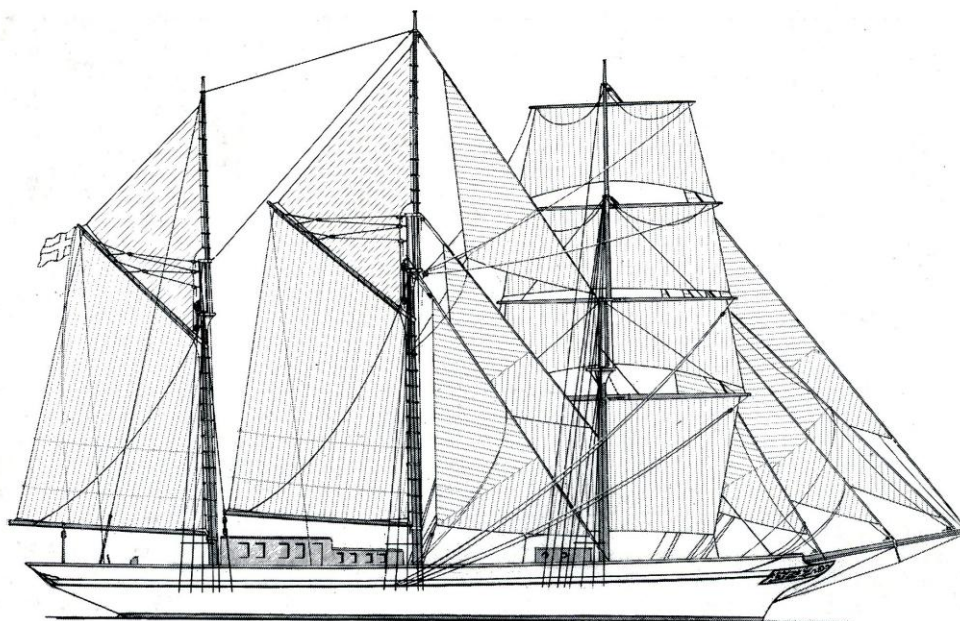
During the war had been a balloon barge vessel in Plymouth harbour and was in the care of Messrs Mashford Bros. In this way she was not allowed to deteriorate, as were so many other fine vessels, which were laid up and not used.

After the war she was purchased by a Colonel Charter, who lived on board and maintained her well, and from whom she was bought by the English artist and teacher Mr Clive P B Stevenson in 1956. 1963 she was taken over by Mr Bertil Harding, owner of one of the bigger travelbureaus in Sweden.

The ship has now been completely overhauled during the past summer by Karstensens Skibsverft in Skagen, Denmark. Among the work that has been done to her now, we want to mention installation of two new engines, Volvo Penta diesel 95 hprs each, installation of hydraulic steering system, heating and fresh air system, direction finder and radio telephone. She has also been refitted regarding the rig, now designed as a barquentine with new masts and sails.

In the beginning of 1965 she was re-classed by Lloyds to 100 A1 and approved by the Royal Sea Board of Sweden to operate as an Ocean-cruising passenger vessel.

She is the beauty she was built to be in 1887, absolute unique in the world and still going very strong.



SPECIFICATIONS

S/Y Amphitrite is a three-mast-topsail-schooner.

Sail-area: 520 sq.m.
Length (loa): 37.30 m.
Beam: 5.77 m.
Displacement: 107,25 gross register ton
 62,73 net register ton
Engine: 2 Volvo Penta, diesel-engines 75 h.p. each, connected to 2 propellers
Bunks: 28 divided into forecastles and singel- and doublecabins.
Pantry etc.: spacious pantry on port side with freeze box, amidships there is a saloon with 2 tables.

Owing to the risk of smell of cooking the stove is placed in a deck-house above the pantry.

Sanitary fittings: shower and wc next to forecastles, bathroom with bath tub and wc abaft the saloon.

Shipyard: B. Nicholson, Gosport, England.

Built: 1887

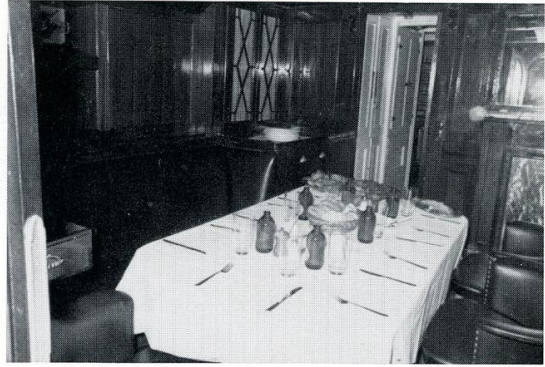
Material: teak.

Classified in Lloyd's highest class (+100 AL).

1964 equipped with new masts, new rig, new sails, engines etc,



Drawing-room



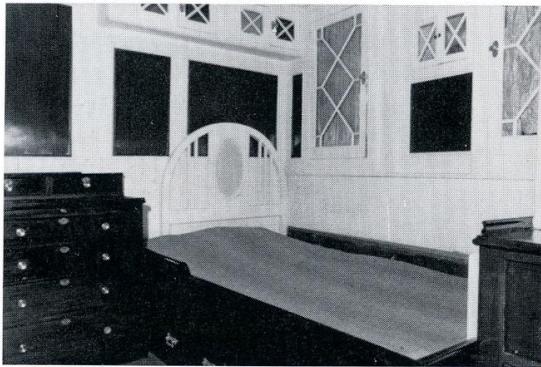
Dining room



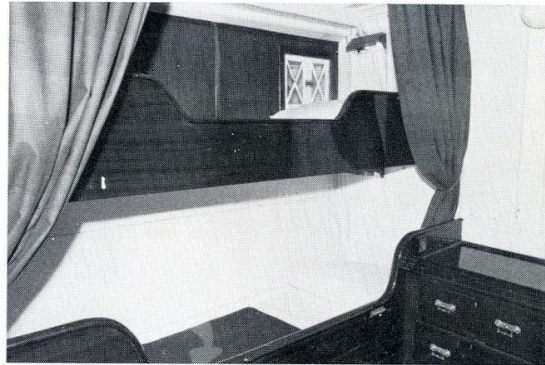
Captain cabin



Sailor cabin



Single passenger cabin



Double passenger cabin