

# STIRLING & SON

Traditional Yachtbuilding & Wooden Boat Repair



**March 2012**

## **Specification of *Pilgrim***

Mylne and Co design #236.

*Pilgrim* is a 20 ton ketch of Alfred Mylne design.

## **The Hull**

Centreline:

Keel sided 7" and moulded as draught; Stem and Sternpost sided and moulded as draught of *Afromosia* (a West African teak substitute). Deadwoods fastened with 5/8" Bronze bolts

Frames:

The framing is English Oak. The sawn frames are cut from selected Oak limbs so that the grain runs true. The 2 3/4" sided single frames are spaced at 2' 3" centres and moulded as the draught. There are two steamed ribs of 1" 3/4 x 2 1/8" in between. In way of the mast the frames are 3" sided with 2' centres. The counter framing is all sawn at a 2 1/4" siding.

The floors on the sawn frames are 3/8" Bronze web floors with a 1/2" flange. The floors on alternate steamed frames are Bronze strap floors 2 1/4" x 3/4" across the keel tapering to 1 1/4" x 1/4" at the extremities of the arms.

The lead ballast keel is fastened with a 1 1/8" Bronze bolt through each web floor and two 7/8" Bronze lateral bolts through each strap floor.

Planking:

The hull planking is of *Afromosia*. The strakes are sided 1 3/8", bollowed to fit the hull framing. All butts are fitted with a Bronze butt plate through bolted as Lloyds A1 specifications require.

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## Topsides:

The covering board is of varnished Teak, pierced as the draught by Oak stanchions. The topsides have a tapered teak bulwark. The bulwark is surmounted with a domed Teak capping.

## Deck:

The deck beams, beam shelf, clamp and stringer are of Aframosia through riveted with copper rod. The lodging knees are of Aframosia and the hanging knees of bronze.

The deck is of quarter sawn Oregon Pine, fastened with Bronze gripfast nails and payed with Jeffries No.2 marine glue or Sikaflex as required. The planking is swept and follows the covering board and is joggled into a Teak king plank.

The manual Windlass is built to a traditional pattern with two speeds, a warping drum and a foot break.

The Skylight, Deckhouse Companion, Cockpit coaming, Sailhatch and Forehatch are made of Teak with particular attention paid to contemporary detail.

The vessel is steered with a Teak and Brass wheel and the bronze morse engine controls are within reach.

A traditional pattern binnacle is fitted with an electrical compass light.

Deck fittings are cast in bronze, including main and mizzen horses, chain plates, fairleads and eye bolts. The stem band is Bronze and terminates at the stem head in the Gammon Iron.

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## **The Rig**

### Spars:

The masts and spars are made from Sitka Spruce laminated in long lengths with resorcinol adhesive. The spars are variously hollow and solid as specified in the draught. The mast and spar metal work is made of galvanized steel, treated with mordant solution and painted with hammerite. This gives strength, longevity and a period look to the rig metal work.

### Rigging:

The galvanised wire standing rigging is as specified in the sail plan, traditionally spliced and served. The running rigging is of three strand buff polyester rove through ash pulley blocks with galvanized bindings.

The standing rigging and running rigging will be made by classic yacht riggers TS Rigging.

The sails are made of cream clipper canvas (a synthetic flax) with tanned stitching as befits a yacht of this period. The bolt ropes are hand sewn with brass eyes and leather work. All sail work to a very high standard with particular attention paid to contemporary detail by Steve Hall of North Sea Sails. The rig comprises mainsail, mizzen, staysail, jib, topsail, jib topsail. Additional light weather sails are an optional extra.

### Ground Tackle:

100m of 7/16" short link calibrated chain and a fisherman's bower anchor of approximately 75lbs.

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## **The Interior**

The interior is fitted out in accordance with the plan in Khaya Mohogany paneling with contemporary Edwardian detail. The period interior fittings in bronze and brass are selected in order to aesthetically enhance the yacht below deck.

The inside of the hull itself is oiled and then varnished to given an antique feel to the hull and to allow the quality of the craftsmanship to be evident. Deck lights are fitted, two dorade vents and a bronze mushroom vent forward and aft.

### **Plumbing:**

335 litres of fresh water is held in a rigid tank. A hot and cold water system heated by the engine gives ample hot water to the galley. The galley is fitted with a copper sink with suitable brass taps. The galley is also fitted with a sea water tap. Bronze Blakes sea cocks are used for all skin fittings. A Baby Blakes sea toilet is fitted and a period wash basin in the heads. A black water tank is fitted. Bronze fillers are fitted for the water and diesel on deck. An electric bilge pump is fitted with an automatic float switch. The galley is fitted with either a Blakes Taylors 030 paraffin cooker or a comparable gas model with gas bottles stowed on deck.

### **Electrical System:**

A complete but simple electrical system is installed which includes period brass berth lights, a brass galley light and a chart table light. In addition the forepeak has one, the fo'csle one, the saloon two and the staterooms one brass light. The light switches are brass. There is a comprehensive fuse panel with a splitter. There are two heavy duty deep cycle batteries, one for domestic use and the other for engine start.

### **Engine:**

The engine is a Beta Marine Diesel of 50hp with a 19" featherstream folding propellor with rope cutters on the shaft. The gear box is a PRM 260 2:1 reduction and R&D coupling. Fuel capacity held in a rigid tank is 215 litres in total. The diesel tank is fitted with an ultra sonic sender unit for the fuel gauge. The engine compartment is insulated. The engine start panel is Beta's deluxe model. The engine control is in bronze and mounted in the cockpit.

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## Upholstery:

The berth cushions are 4" foam with a synthetic canvas covering and piped. The saloon settees are finished in buttonholed leather.

## Heating:

The saloon is fitted with a Blakes paraffin heater or other comparable heater.

## Finish:

All timber will receive a minimum of seven coats of Blakes varnish or five coats of paint as appropriate. The deck will be oiled.

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## **Contract:**

This vessel is built under the 'Agreement for the Construction of a New Boat' drawn up by the British Marine Federation and approved by the Royal Yachting Association.

### Terms and Conditions of Purchase:

The vessel is paid for in four stage payments, each reflecting the value of the vessel at that stage of construction and broken down into the following percentages:

- 30% on signing the contract
- 30% on completion of hull planking
- 20% on installation of the engine
- 20% on completion of sea trials

### Items which are not included in the sale:

- Navigation and communication electronics
- Fenders
- Warps
- Safety equipment

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