



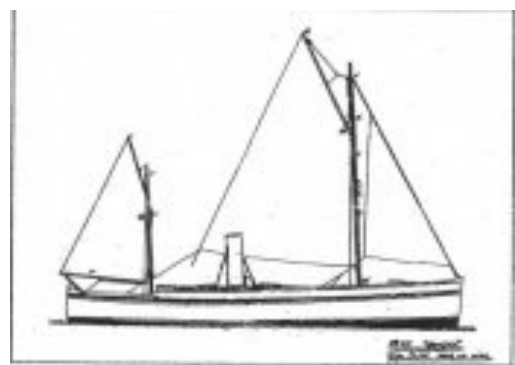
FOR SALE 50 foot YACHT - £1 to a Charity for community benefit
or For Sale to a private buyer



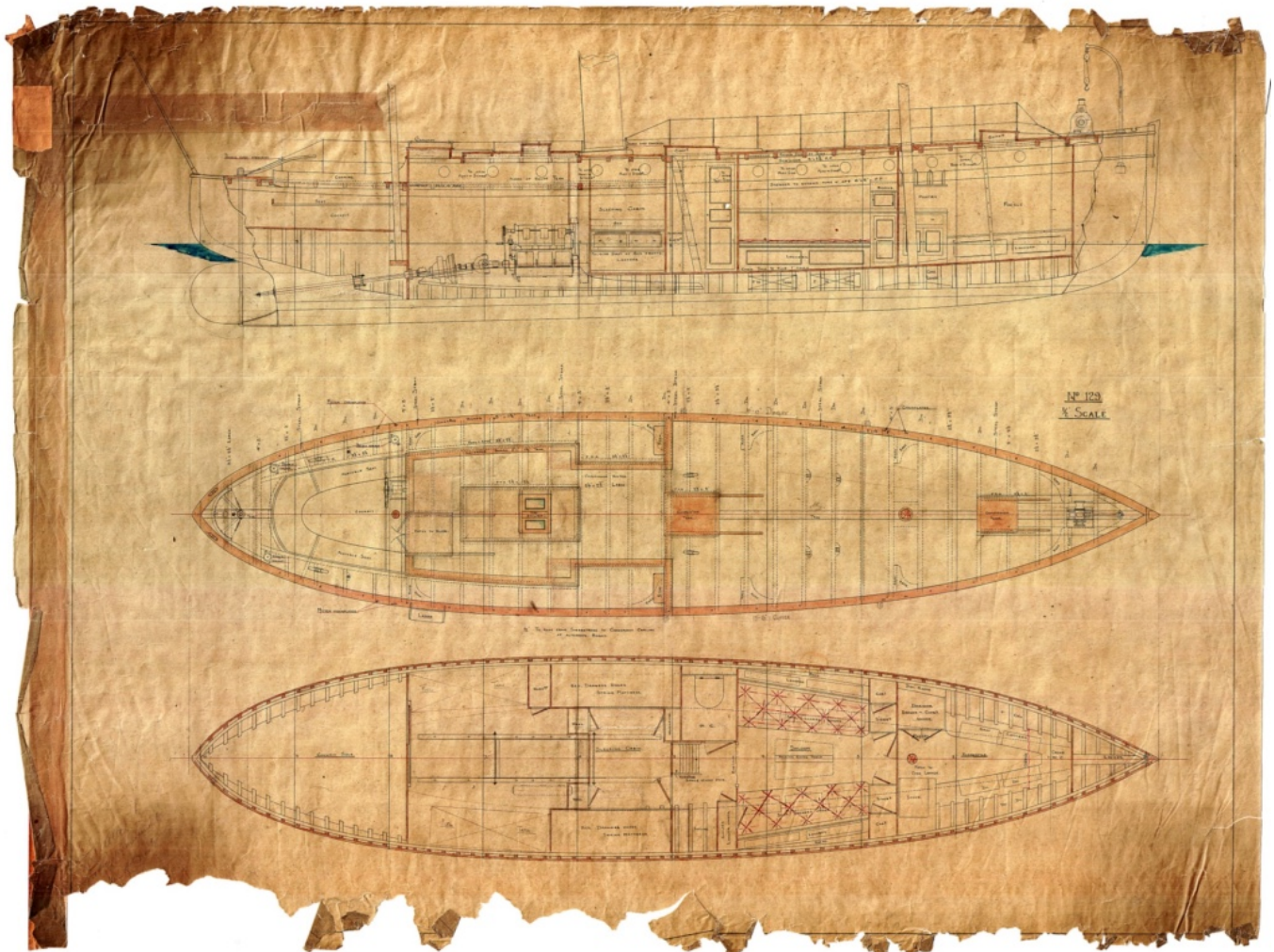
The Senora is a 48' motor ketch, from the drawing board of Alfred Mylne (1872 - 1951). Designed in 1907 and built in 1908 on the Isle of Bute by Archibald Malcolm and Co., she is available for sale, price negotiable, or transfer of ownership to a charity who will complete her restoration for community benefit. In the later case the transfer fee will be £1.

She is a rare motor yacht by the celebrated Scots Yacht designer, whose beautiful yacht designs can be admired by visiting www.mylne.com. Senora is vessel 129 in the Mylne catalogue. She is vessel 2012 on the National Historic Ships Register. She is elegantly built to the highest standards of material and craftsmanship, larch planking copper fastened on oak frames, canoe stern, built for speed with a beam of only 10 1/2 feet.

She is ashore undercover in the Pallion Shipyard Sunderland. Her current owners, the Senora Trust Charity, has decided to close, and is seeking a new owner to complete her restoration. Her hull and spars are in good condition, her decks and coachwork need replacement as does her standing rigging. Her interior joinery was dismantled by her previous owners and the parts have been retained for reassembly. She needs a new engine.



"Senora" 1908. (Based on photograph of small model in my collection)





Name	SENORA
Design No	129
Builder	A Malcolm
Year	1908
Length Overall	48 ft / 14.6 m
Length on Deck	48 ft / 14.6 m
Length Waterline	49 ft / 14.9 m
Beam	10.6 ft / 3.2 m
Draft	5.8 ft / 1.8 m
Construction	Pitch Pine on Oak
Engine	needs new engine
Home Port	Pallion Sunderland
Price	£1 to a charity for community benefit, price negotiable to a private buyer
Broker	
Contact	
Telephone	07951 544852
Email	senoratrust@gmail.com

find out more at <https://www.facebook.com/senoratrust/>

Vintage Mylne motor sailer yacht with aux. rig.

Designed by the great Alfred Mylne.

Built by Archibald Malcolm of Port Bannatyne, Scotland in 1908.

A rare survivor of her type from the Edwardian period, complete, remarkably sound and ready for a major refit. While we have many sailing yachts from this period and a few motor yachts it is unusual to find a motor sailor which has survived in commission and in regular use up until ten years ago.

This is a great project and once back on the water will be an eye-catching and rare vessel.

An original drawing shows that she was built with a low coach-roof, deep aft cock-pit and a midships steam engine with a funnel which could be lowered to accommodate the boom when sailing.

The steam plant was apparently replaced by a Gardner in 1938, the funnel removed and she was given a teak wheel-house.

Her ownership history is quite fully documented with many known names on the register. She had 5 owners up to 1939 and was requisitioned for war work in both 1914 and 1939. She was eighteen years in the previous ownership but one then lying in Brighton Marina and in commission.

Both the previous owner for 28 years and Ray Goodey before him back to 1960 kept her in sea-worthy condition confirmed by a detailed survey in 2003.

However there was understandably some deterioration over the years and it is only remarkable that she was found to be still in such good structural condition after nearly a century afloat.

The main stringer which extends aft to form the beam shelf aft of the break has recently been replaced both sides and the port side deck has been relaid in yellow pine with new half deck beams, new carlins, several frame-heads and lodging knees, several shifts of topside planking replaced in pitch-pine.

Sold by Wooden Ships in 2003 on the death of the owner and moved ashore for a refit. A program of timber renewal was started on purchase in June 03 and yard bills from that time show work to the deck, replacement of some frame-heads and some planking.

Sold again to the previous owner and moved to Kent where she has been laid up ashore for further work. Inspection in the summer of 2012 show that the wheel-house had been removed, much to the interior joinery dismantled to access the basic structure and the engine removed. Poor health put a stop to the work and the vessel was purchased by the Senora Trust in 2015.

She has remained under cover at Pallion shipyard since 2016 and restoration has continued. Her forefoot and part of her has been replaced, her hull has been cleaned and her interior fittings removed ready for reinstallation. Her hull and keel are thoroughly dried and are in sound condition.

A very elegant yacht with long keel, straight stem and canoe stern. A step in the deck forward of midships allows a spacious, flush, raised fore deck for extra volume below with 6 port holes each side in the raised length. The fore deck is extended aft to form a coach-roof leaving narrow side decks. Teak fore hatch, midships sky-light and entrance hatch in front of the wheel-house.

Separate entrance hatch to the engine room aft.

Wheel steering on cables to the rudder stock. Steel plate balanced rudder. Original bronze deck fittings

Planked in 1 ½" pitch-pine all copper fastened to close-spaced steamed oak timbers on an oak back-bone.

Spruce beam shelf, high level stringer and beam stringer. Timber hanging knees.

The topside planking needs replacement.

Iron strap floors.

External iron ballast keel.

24 new keel and centre-line

bolts replaced in s/s in 2003.

The decks need replacing

Original cast steel galvanised stanchions posts.

The teak wheel-house formerly on the coaming against the break of the deck has been removed.

The gaff rig as shown in the original drawings was replaced some years ago with solid, varnished keel stepped masts carrying 530 sq' sail.

Galvanised rigging wire to internal iron chain plates (retained , may be re-usable)

The engine has been removed. Long heavy timber engine beds.

The steel fuel tanks and water tanks need to be replaced.

The earlier interior accommodation provided for 8 berths including an aft cabin aft of the midships engine room.

Examination showed that not much of it was original and there has obviously been some major changes over the years although some original joinery was seen including panelled mahogany doors, companionways and the mahogany galley structure.

6'2" head-room all through.

Some original fittings.

Details of Senora above provided courtesy of Mr David Grey of Mylne Yacht Co.

Please contact Kim Simpson, David Thompson, or Mark Humphrey via senoratrust@gmail.com or call 07951544852