The History of the Colvic Watson Motor Sailer

Michael Newby

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Acknowledgements

To thank all the kind people who have helped me to compile this paper on the *History of the Colvic Watson Motor Sailer* would take at least another 4 pages just to name some of them, many are already proud owners of Colvic Watsons and group members, many gave just ‘little snippets’ of information at times without ever realising they had just provided another ‘missing link’ in the history of the Colvic Watson and I thank them all dearly for their help.

During my research I have travelled the length and breadth of the UK to meet and talk to past workers of Companies, boat owners, librarians, Naval Architects, lock keepers, boatyard/ dockyard workers, museum curators and visited countless reference librarians and their assistance has been invaluable.

However over time there was some people I just had to go back and see as ’ ‘time after time’ new information came to light and I must first thank *Jack Gifford* of **G .L .Watson & Co. Ltd.** for his time and patience whom I must have drove mad asking question after question as he provided valuable historic company data and documentation on the Colvic Watson designs and history.

Another great thank you has to go to *Alistair Honeyman* of **Marine Design Ltd** up in Glasgow, who again provided me access to some of the original G L Watson drawings of some of the Colvic Watsons but maybe he never realised at the time he also provided many clues of where to look for more information.

Alec Howie the **Harbour Master of the Crinan Canal** was another goldmine of information and was a great help in researching the loss of the Jura Class ***Maid of Jura*** and his knowledge of boats was like an encyclopaedia, what a helpful gentleman and great character he is.

My thanks also goes to *Paul Fisher* who was Sales Director of **D M Russell Marine Ltd** in Rosneath Scotland at the time in the 70’s who provided countless valuable information on the manufacture, sales, history and design of the *Jura and Veracity class* Colvic Watsons much of it from ‘hands on’ experience.

However I will forever be indebted to *Mark Aikman* the Managing Director of **Silvers Marine Ltd** Rosneath Scotland, who during my visits just give me an office and free access to mountains of original ‘Jura and Veracity class’ drawing and left me to study them for hours and hours, then only to spend many more hours on question after question followed up later by my countless e-mails, as you will read the **History of the Colvic Watson** goes a long way back and many times I wished I could have met and talked to those who are no longer with us.

Section 1-The Author

My father and great grandfather were both *master mariners* and according to the family tree my great great grandfather Joseph Newby was the Captain of a brig , so I guess sailing is somewhere in my genes.

Being born on the banks of the river Tyne in South Shields during my adolescent years I spent most of my spare time aboard my father's tug and the local pilot boat and consequently wanted to go to sea as a career.

However fate changed all my plans after taking ill at a sea training school in Sharpness with Meningitis and after a year's hospitalisation and recovery my parents talked me into a land based 5 years apprenticeship as a *constructional engineer* where studying left little time for boats.

However all was not lost as during my late teens and early twenties I went Scuba diving as a hobby after joining a local sub aqua club and eventually in time gained my '*Professional Association of Diving Instructors* (PADI) qualification and following completion of my five year engineering apprenticeship my diving qualifications helped me to my next profession and after further training I became a *commercial diver* for the next 6 years working all over the world.

Fate again dealt another hand and I had to returned to life ashore following a bad encounter of the 'bends' and went back into heavy engineering for the next 26 years ending up as European sales manager with an American Engineering Corporation, but after a company take over I walked out to set up my own consultancy Company.

My first real boat was back in 1965 and was actually an abandoned wreck '*sunk up to her decks'* due to riverside flooding on the river Seven at Stourport Worcestershire, after not being able to find her owner I contacted *British waterways and asked* if I could get the boat raised can I have it for £25, done said the local council park maintenance department **'it's an eye saw'**, but you have only one month to do it or 'we' dispose of the wreck, three hard weekends later I not only had her raised but up and out ashore.

It was many years later I spotted a Colvic Watson called **Radiance** in the Marina where I berthed my last twin engine motor boat called '**Byrona Star'** and became good friends with the owner (who was by coincidence skipper of the local Tyne Lifeboat) and I went out sailing with him on a number of occasions and what hooked me was when he' *turned the engine off'* and the boat just quietly 'carried on sailing' and from that day I was determined to find my own Colvic Watson!

In 2005 I decided to find out more and to research t*he History of the Colvic Watson Motor Sailor* and stupidly thought it would only take a few months.

At the same time during my search for my own Colvic Watson and meeting owners I often had the opportunity to crew for them in their Colvic Watsons of various sizes and it was not until 2011 that I finally achieved one of my ambitions to actually sail *all the size range* of Colvic Watsons which gave me some hands on experience as to how they sail and more important how they performed and behave at sea especially under sail only.

I finally finished my first edition of the ***History of the Colvic Watson Motor Sailer*** in 2009 and the response was a bit overwhelming to say the least and up to 2012 almost weekly I had someone say something that added to a past 'missing link', or many people e-mail me with new information and this got to the point that much needed either updating or correcting for an even more updated edition of my first edition.

'**Byrona Star** 'my last twin engine motor boat offshore Northumberland in 2004

As a keen amateur historian of the Colvic Watson where ever possible I have always gone to considerable lengths to obtain proof or documented evidence of new facts, but as in all history there are some grey areas and I stand to be corrected.

My engineering and seafaring background I found has been a great asset during my research in particular the skills for reading/studying old design engineering drawings of Colvic Watsons, but now after almost 10 years of research travelling to dozens of boatyards, archives, interviews, museums, offices, marinas and studying many original design drawing / specifications for hours and hours I am finally beginning to understand what a fine motor sailer they are and truly they have a '***Pedigree second to none'.***

Section 2

Introduction:

"There is nothing-absolutely nothing half so much fun doing as simply messing about in boats".

(Kenneth Graham:- "The Wind and the Willows")

There are many Motor Sailers around the world of various makes and sizes but few *if any* will match the pedigree design of the Colvic Watson.

I often wonder just how many owners and perhaps prospective buyers *have little or any knowledge* of the fascinating history behind these sturdy boats.

I spent considerable time researching the early history of G L Watson & Co as I felt it is important to fully understand the real historic background of the company who designed our motor sailers and how their past experience influenced the Colvic Watson design many years later.

Many people think the name ***Colvic Watson*** are '*one the same'*, but as will be seen they were two completely different companies, not only miles apart but in two different countries as one was an established well known boat builder in Essex England and the other were world class Naval Architects in Glasgow Scotland.

During my early research I was given a lot of very misleading information which initially wasted valuable time and expense and therefore I tried to re-focus only on the designs of the *Colvic Watson Motor-Sailer*.

I found information from so called experts many times just did not add up or did not ring a bell with what I had extensively researched as little of their information was based on real facts, the most popular one and still used today by Yacht brokers is the Colvic Watson is *based on Scottish fishing boats, but* the reality is this is not exactly correct.

The forerunners to the Colvic Watson Motor Sailer design were the earlier well proven designs by G L *Watson of the Spey and* ***Norseman*** class motors sailers which had *a number of similarities* in their designs and Watsons took the best features and seaworthiness of both of these designs into account for the Colvic Watson designs as we will see in later sections.

The so called Fishing boat connection only derives from the fact that parts of the Colvic Watson design incorporated the best features from both the **Spey** and **Norseman** motor sailers which were built by the famous Scottish fishing boat builder ***Jones of Buckie.***

Many times we see a boat for sale described as a ***Colvic*** designed by *G L Watson*, however '**only'** the Colvic Watson motor sailer was designed for Colvic Craft and a number of people will find *they do not actually own a 'Colvic Watson design'* but in most cases a '*Colvic design' by others architects such as Alan Bennett, John Scott and David Feltham to name a few.*

Sadly the *Colvic Watson* name is also sometimes used by yacht brokers for sales promotion purposes or perhaps to enhance the price or the boats build quality, however this is not only false representation under the 1968 *Trades Description Act* but sadly the prospective buyer is not getting the boat he thinks he is buying!

Old original drawings show that all the CW moulds 23'-6", 25'-6", 28'-6", 31'-6" and 34'-6" were all designed as Motor Sailers with only the *Colvic Watson* 19'-6" originally designed as a small fishing boat but Colvic quickly realized that the design was also ideal as a small motor sailer but few were built.

The ***Narvik 32*** and ***35*** were both based on the CW 31'-6" and CW 34'-6" design hulls respectively and built by Jay Jay Marine Ltd but to their own layout.

Again the ***Jura 35*** and the ***Veracity 35*** class are both based on the CW 34'-6" hull and both of the boats layouts were changed so much by the yards own draughtsmen they had to be approved G L Watson & Co Ltd.

G L Watson approval stamp for rigging changes on a Jura 35 on a D M Russell drawing in September 1977

Finally during my research I invariably learnt and collected lots of other interesting and useful information which I have also included in this latest edition which I hope will be a help to both new and existing owners and future buyers.

Section 3:

Design

The man who started it all:

George Lennox Watson 1851-1904

George Lennox Watson was the son of a doctor and was born in Glasgow in 1851 in the middle of Clyde sides industry and as a boy he would holiday at his family's house at Inverkip on the Clyde, and it was here that he developed his passion for yachts.

In 1867 he was an indentured draughtsman to both the ***Napier Shipbuilding Co*** and later to ***A.J. Inglis*** in Glasgow on the river Clyde.

At the age of 16 Watson became an apprentice draughtsman in the Cunard lines shipyard of *Robert Napier & Son* in Glasgow which offered him unrivalled hands-on training at the forefront of naval architecture of his day. He went on to study wave dynamics with the leading theorist William Froude and he sucked in boat design like a hover.

During his training at the Napier's yard Watson was at the early stages of using theories of hydrodynamics as influences in yacht design.

Following his apprenticeship he joined *J&A Inglis,* Shipbuilders but in 1873 (at the age of 22) Watson was raring to go and set out to **found *the world's first yacht design office* dedicated to small craft.**

He had great enthusiasm to learn everything possible about shipbuilding as well as showing a keen interest even at this early age of his career in ship design.

Watson was an enormously gifted designer and worked at the cutting edge of technology of the day and was to become one of the greatest yacht designers and marine architects of all time.

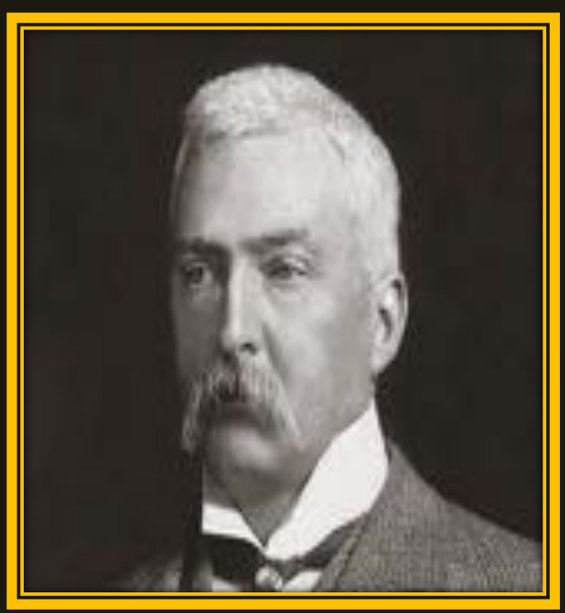
Initially specialising in sailing yachts his first design ***Peg Woffington*** featured an unorthodox reverse bow which undoubtedly drew attention to the young designer.

Successes followed with yachts such as ***Vril a***nd ***Verve*** which were built for a growing client base of wealthy Clyde industrialists. Notable examples include the Coats family of Paisley and the Allan Brothers of the famous Scotch-Canadian shipping line.

Watson's designs did not go unnoticed around the Clyde and soon attracted larger commissions from more high profile clients such as the Vanderbilt family, Earl of Dunraven, Sir Thomas Lipton, the Rothschild family, Charles Lindsay Orr-Ewing, Whitaker Wright and Wilhelm II the German Emperor and he commissioning amongst others, four America's Cup challengers and the largest sailing schooner of its time, ***Rainbow*.**

In 1887 Watson became chief consulting Naval Architect to the RNLI, a position which G.L. Watson & Co. Directors would fulfil through to the late 1960s, with boats becoming renowned for their seaworthiness and durable qualities.

It may also come as a surprise to learn that George Lennox Watson in 1877 also invented the '*Turn buckle bottle screw* ', the same bottle screw we and all other yachtsmen worldwide still use today on our rigging and he was the first to adopt the lead keel.



LONDON, ENGLAND - William II, German Emperor and King of Prussia described George Lennox Watson as "one of the most prominent yacht designers in the world".

He earned himself the reputation of a thorough and innovative naval architect whose scientific approach progressed the developing art for small craft naval architecture not only through his designs of yachts, but also through his extensive work and it give him great satisfaction when he was appointed Consulting Naval Architect to the **RNLI** after which his designs contributed to saving thousands of men women and children's lives.

In 1887 Watson became chief consulting Naval Architect to the **RNLI,** a position which G.L. Watson & Co. Directors would fulfil through to the late 1960s, with boats becoming renowned for their seaworthiness and durable qualities.

His personal mission from 1887 until his death in 1904 G L Watson worked unpaid as a designer for the RNLI. This is **Dunleary**, the Kingstown (Dun Laoghaire) No 2 Watson Sailing Lifeboat, built by Hollwey of Dublin in 1898. She was in service until 1914, and saved 24 lives

George in his bowler hat at the Aisla Dry dock in the early 1900's

The house where George Lennox Watson was born

Now in private ownership a typical 46' 'Watson Class' lifeboat now the 'Sarah'

Design Council Award
1982

This certificate is presented to
The Royal National Lifeboat Institution
to mark the selection of the
Arun class lifeboat
for its excellence in design
and in recognition of
an outstanding product from British industry
designed by

RNLI staff
Led by Lt Cdr W. L. Dutton OBE RD RNR MNI
Lines by J. A. McLachlan FRINA
of G. L. Watson & Co, Glasgow

Sir William Barlow, Chairman
Keith Grant, Director
The Design Council, 28 Haymarket, London SW1Y 4SU

Watson's legacy is a portfolio of over 430 designs including some of the most important and iconic yachts in History.

The America's Cup:

Thistle (1887) ***Valkyrie II (***1893) ***Valkyrie III*** (1895) ***Shamrock II*** (1901) were some of Watson's long running involvement in the America's Cup and manifested itself in four cup challengers; the ***Thistle*** for the Scottish syndicate headed by Sir James Bell, two yachts named ***Valkyrie*** for Lord Dunraven, and ***Shamrock II*** for Sir Thomas Lipton.

Alfred Mylne was first apprenticed to the famous Scottish shipbuilders Napier Shanks and Bell, and later worked as a draftsman ***to G.L. Watson***, where he drew the plans of the Royal yacht '***Britannia'*** the racing cutter first owned by the Prince of Wales (later King Edward VII) which passed to his son, King George V. However Mylne set up his own office in 1896.

As sole partner at the time of his death, Watson entrusted the company to the hands of his Chief Draughtsman *James Rennie Barnett*, who went on to design the firm's largest and most famous luxury steam yachts for the social elite.

Barnett also furthered Watson's lifeboat work successfully developing the world's first self righting lifeboat. Subsequently the firm passed through the hands of three further managing directors, before a brief hiatus in the early 1990s.

By the outbreak of war and decline of yachting in the UK. Barnett worked for the Admiralty in Glasgow, Barnett and his head Naval Architect William Smart would spend the war years serving their country. Work for which Barnett was awarded the Order of the British Empire in 1918.

G L Watson & Co still holds the original design archive which was temporarily housed in the *Mitchell Library i*n Glasgow which almost became my second home during my research.

George Watson designed 432 yachts, lifeboats and other vessels during his 32-year career, an output which averages one new build launched every 3.5 weeks, of those he designed the following which are particularly noteworthy.

Some Notable designs by G L Watson & Co

Steam Yachts	Sailing Yachts	Sailing Yachts
Zara (1891)	*Peg Woffington* (1873)	*Valkyrie II* (1893)
Foros (1891)	*Vril* (1876)	*Valkyrie III* (1895)
Vanduara (1895)	*Madge* (1879)	*Meteor II* (1896)
Maria (1896)	*Vanduara* (1880)	*Rainbow* (1898)
Mayflower (1896)	*Doris (1885)*	*Gleniffer* (1899)
Nahma (1896)	*Thistle* (1887)	*Cariad* (1900)
Margarita (1899)	*Dora* (1891)	*Sybarita* (1900)
Lysistrata (1900)	*Queen Mab* (1892)	*Shamrock II* (1901)
Triton (1902)	Rona (1892)	
Warrior (1904)	*Britannia* (1893)	

Watson's most famous design ***HMY Britannia*** was commissioned by Edward Prince of Wales, subsequently King Edward VII, and had a long and successful career passing to his son King George V.

HMY Britannia remains the most successful racing yacht of all time, with a racing career spanning 43 years.

The 200 ton 135' **HMY Britannia**

The Cutter ' **Valkyrie II**'

Shamrock **II**

The 1904 built 1.266 ton **'Warrior'**

The **91.4m** 1929 built **'Naylin'** Panama Canal

In the period from the mid 1890s to WWI, the firm designed some of the largest and most elegant steam yachts of all time for an international clientele which included most of the crowned heads of Europe and prominent families such as the Vanderbilt's and Rothschild's.

Naylin in 2010 totally renovated and owned by
Industrial tycoon Sir Roger Dyson

Launched in 1930 and designed by G L Watson & Co **Nahlin** is a luxury yacht and one of the last three steam yachts built in the UK.

She was built for Lady Annie Hennrietta Yule heiress of Sir David Yule, Sir James Dyson purchased her from Sir Anthony Bamford Chairman of JCB and then had her totally refitted at an estimated cost of £30m in 2010 with G L Watson as consultants for the whole refit.

The 22m Motor Yacht ‘**Chico**’

Canoe Stern view of ‘**Chico**’

The Canoe stern featured in many of G L Watsons designs and the motor yacht **Chico** was a fine example from the early 30’s.

One such motor yacht was built in 1932 at Miller’s yard in St Monans Fife Scotland for Frank Robinson Bevan of Newcastle on Tyne who named her ‘**Frebelle III’,** she was quickly sold in 1933 to the then land and sea record holder *Sir Malcolm Campbell*, the third of four yachts he had owned each in turn named ‘**Blue Bird’.**

Blue Bird was requisitioned by the Navy in December 1939 and fitted with Lewis Guns and echo sounding gear and commissioned as **Chico** in March 1940 and was based at Dover on minesweeping duties.

At the end of 1940 she was ordered to Dunkirk to assist in the evacuation ferrying troops off the beaches to ships waiting offshore and then returning twice to bring exhausted men back to Dover, she saw further action with enemy aircraft in the channel and was finally paid off back into civilian ownership in 1946 after a distinguished war service.

Chico’s condition even today is excellent but now leads a much quitter life as a beautiful charter yacht on the West coast of Scotland.

G L Watson are now engaged in the new designs, restoration and replica builds of former large yachts.

The re-dedicated grave at Glasgow Necropolis

In 2009 I was kindly invited by the Directors of G L Watson & Co Ltd (now in Liverpool) to attended a Memorial Service on Saturday the 5th December for the Re-dedication of *George Lennox Watsons* grave at the Necropolis in Glasgow.

Like many great men regretfully his death was attributed to overwork and he died at the prime of his life on Saturday 12th November 1904 aged only 53.

He was indeed a great man!

Section 4

G.L Watson & Company Ltd

Initially specialising in sailing yachts G L Watson achieved international acclaim with his design for the America's Cup challengers ***Thistle, Valkyrie II, Valkyrie III*** **and** ***Shamrock II*** *and h*is legendary ***Britannia*** remains one of the most successful racing yachts of all time.

By the end of the 19th century, over 300 great yachts were designed by Watson and they also designed the first yacht with an integrated lead keel in 1875, two of which took part in the America's Cup.

He built the yacht ***Britannia*** for the Prince of Wales which carried 10,000 square feet of canvas and won 350 of the 635 races in which she took part.

It was in Watson's Glasgow office that *Alfred Mylne* (1872-1951) and *J. R. Barnett* also trained. Eager to establish his own reputation, Mylne left to set up his own office in 1897 and he also went on to designed many fine yachts, but it was Barnett who had worked closely with Watson and it was in the latter 1890's he perfected the design of some of the most elegant steam yachts and more lifeboats, following Watson's death in 1904 Barnett took over the business.

The original lifeboats were driven by sail and oar but after Watson's death in 1904 petrol engines were added. Watson-type lifeboats, famously called the '*Watson Class'* of which over 200 were built and were still on station in the late 1960s together with the '*Arun Class'* '*Barnett Class*' and '*MacLachlan class*' of lifeboats, designed in the late 60's by Messrs Barnett and MacLachlan, each being the proprietors of the company at the time.

G.L. Watson & Co moved to new offices in Erskine Harbour in Glasgow in the late 60's/ early 70's and also established themselves as *Yacht Brokers,* additionally, they even had a demonstration Colvic Watson motor sailer for sales demonstrations thought to have been one of the early Colvic Watson '*Jura'* class, most likely the **Pride of Jura** .

When the G L Watson company closed in the late 80's, Greg Copley, an Australian entrepreneur, bought G.L. Watson together with partner Jim McCaig, but after trying to resurrect the company they fell out in 1993 with Greg Copley retaining the company.

The **'Pride of Jura'** in Holland for the Dutch Boat show thought to be winter 1979

G L WATSON & CO LTD ERSKINE OFFICE
Note: below the name the sign says *Naval Architects & Yacht Brokers*

However Greg Copley also had the Ailsa-Perth Shipyard Ltd based in Troon which he also owned at that time and went bankrupt in 1996, he then went back to Australia and resold his ownership of Watsons.

In 1995 McCaig Watson Ltd was also established in Brand Street Glasgow and Jim McCaig went on again to design many fine boats with his design experience and back ground from G.L. Watson.

In 2000 G.L. Watson & Co was again re-established and moved to Water Street in Liverpool where they continue today to trade with their vast experience in both the renovation of famous yachts and of course the new designs of the modern yachts of today.

The company of **G.L. Watson & Co Ltd** continues today and will remain in history for many years to come for not only for their innovative design of our beloved Colvic Watson Motor Sailers but for many much larger elegant yachts, mail steamers, lifeboats, motor cruisers and trawlers.

The present GL WATSON & Co Ltd Liverpool office where they occupy the top floor

Adapting to the nature of the market place the company's post war years saw diversification in the type of craft being designed.

Directors Allen McLachlan and later Jim McCaig developed the firm's portfolio with commercial and fast motor vessels as well as yachts while still evoking the well known house style and qualities of the pre war years and the firm still remains as chief consultants to the RNLI making huge developments in lifeboat.

Over its 135 year long history the company has only had six Managing Directors with current directors taking over in 2003 set on to bringing the company forward into the 21st century and continuing the firm's tradition of excellence in yachting.

Section 5

Colvic Craft PLC

We have now seen in the early sections the pedigree of *G L Watson & Co* but perhaps equally although with not such a historic pedigree *Colvic Craft* were not newcomers in building fibre glass moulds.

The founders of the original company in 1964 were two gentlemen called *Colin Charles Burns* and *Victor James Pascoe* and they started business in the Blackwater estuary under the name of ***Ardleigh Laminated Plastics Co Ltd*** which later became, hence their names Col & Vic ***Colvic Craft Ltd.***

Ardleigh Laminated Plastics Co Ltd originally based in Witham Essex and later moved to larger premises in Colne Essex and **Colvic Craft PLC (UK)** was incorporated on 18th February 1964.

They fast became both a British and International boat builder of high repute and for 36 years had a reputation for quality in fibreglass boat construction, building both completed boats or supplying GRP hulls for other professional boat yards and for private individual completion.

They fast became a truly International company with many famous design house names both in yachts and inshore/offshore powerboats and cruisers like the ***Colvic Atlanta, Colvic Sunquest, Colvic Seaworker and Searider, Colvic Traveller, The Countess 33*** and the famous ***Clipper 60 yachts*** for the *Clipper Round the World Yacht Race* just to name a few.

Colvic Trawler Yacht 38

Colvic Craft in the late 60s had great success with their **Colvic 23** motor sailer designed for them by *John A. Scott* and many were home fitted out by both semi skilled and professional boat builders.

Colvic 23 Motor Sailer

Early 70's Colvic 23 brochure

Demand and market research however showed owners wanted a more offshore motor sailer and in the early 70's Colvic Craft placed an order/contract with G.L.Watson & Co for the design of a range of *both small fishing boats and motor sailers* which were designed over a period from 1970 to 1978.

Report of Colvic Watson - Archives Material

Note:
The information below has been extracted direct from the G. L. Watson & Co Ltd design list
Project names and types are given exactly as entered in their list.

The below yachts were extracted from the list with direct relation to "Colvic Watson" or by relation to yacht type, length or builder.

No other yachts relating to these searches were found in the Companies list or archives

DESIGN NUMBER	PROJECT NAME	TYPE	OVERALL LENGTH	YEAR	BUILDER
801	(Standard Hull)		36'-0"	1970	Tyler Boat Co
839	Colvic 28	MS GRP Lobster	28'-6"	1973	Ardleigh Laminated Plastics
860	Colvic Watson	MFV MS	25'-6"	1974	Ardleigh Laminated Plastics
877	(Standard Hull)	Displ. General GRP	34'-6"	1974	Colvic Watson
881	(GRP MFV)	MFV GRP G.P.	19'- 6"	1975	Colvic Watson
884	(GRP MFV)	G.P. GRP MS	31'-6"	1975	Colvic Watson
900	MS Veracity Colvic 35		34'-6"	1975	Aberdour Marine
907	Colvic Watson Standard Hull	MVS MS	23'-6"	1976	Ardleigh Laminated Plastics
914	Colvic Watson 'Jura'	Pride of Jura	34'-6"	1976	Colvic Watson
937	Jura		34'-6"	1978	Russell Marine D.M.

Notes:

MS: Motor Sailer, **Disp.** Displacement, **GRP:** Glass Reinforced Plastic,

MFV: Motor Fishing Vessel (Type)

Design no 801 never was adopted by Colvic craft as a motor sailer and only a few moulds were ever produced which were used as fishing boats.

The fleet of eight Clipper 60's yachts were built by Colvic Craft using the design of the proven Camper & Nicholson *Bluewater 58,* a prestigious cruising yacht designed by the American designer David Pedrick. Modifications were made to the cruising version with a new deck layout which was better suited for Ocean Racing.

The '***Aurora*** ' a 60 foot sloop built by Colvic Craft in 1996 designed by David Pedrick for the Clipper Round the World Yacht Race

Colvic 60' Clipper Class Yachts

Colvic Craft even built a 35 knot 16m high speed craft for testing by the US Navy and in September 1996 they received one order worth £5 Million for 10 off 18m Clipper racing yachts, they also built many Blue Water Sailing Boats and power boats from 20' to 65'.

Colvic Sunquest 53

Colvic 55

Colvic Craft engaged other well known designers for other yachts in their range *such as John A Bennett, Kenneth Evans, John Scott, Ian Anderson David Pedrick and David Feltham to name a few*.

However in the 90's Colvic Craft also got involved with a very long and costly legal battle over a 38' Sunquest design which they finally lost on appeal in the High Court in London on the 12th May 1998 and after more than 36 years like many other great boat builders this was probably the beginning of their financial problems and the company finally went into liquidation on the 8th November 2000 with a job loss of over 50 people.

On the 7th November 2000 the Colchester based Lancer Laminating Ltd acquired the Colvic company business, but again they closed in 2004.

Section 6:
The Colvic Watson Owners Group

The first web site dedicated to the *Colvic Watson Motor Sailer* was originally formed by **Colin Jones**, who at the time owned a 28'-6" Colvic Watson named ***Abemama,*** the site was more of an basic owners group with almost no historic background, *however* due to the sites early success Colin found the site needed *a* lot of time dedicating to it due to the initial interest shown by Colvic Watson owners even in those early days.

Colin also had other interests and wrote many an article for yacht magazines such as ***Practical Boat Owner*** and was well known for his testing of new equipment and yachting gadgets of which we spoke at length many times.

Then in 2006 due to his other commitments and with Colins agreement the site was taken over and re launched by new founder **Jerry Hawkins** on the 7th April 2006 and became the ***Colvic Watson Owners Group,*** it is not a club, as it does not hold club meetings or have a load of unnecessary club rules, *everyone to their own*!

'We are just a Group of Colvic Watson Motor Sailer enthusiasts said Jerry Hawkins our group founder'!

The new site has always been free to all owners of Colvic Watson's to join both from the UK and Overseas, however the interest from none owners of Colvic Watson motor-sailers has made the sites 'post/ forum' always lively and constructive with additional inputs from many other boat owners with years of good solid experience.

The aim of the site is to be informative and social, to help and to advise, as well as a reference base for existing and prospective new owners of Colvic Watsons and there will always be new questions to answer!

Early in 2014 group member *Norman Campbell* proposed a new CW group '*house flag'* which was enthusiastically accepted by the group and it now proudly flies from many members masts and I wish I had a pound for every time someone asks *'what's that flag'*.

Flying the Colvic Watson owners group flag

Membership since 2006 has grown steady and currently stands well over 650 members from many countries and it is now recognised as one of the UK's leading active boat owner groups and is also used as an information reference point for new buyers and existing owners wishing to learn more about Colvic Watsons.

Section 7:

CW Technical Data:

All the Colvic Watson Motor Sailer range was designed by G L Watson & Co when they were in Glasgow between 1973 to 1978 for *Ardleigh Laminated Plastics Co Ltd* /Colvic Craft Ltd and they were in design order date of:

The CW 28'-6" was designed in 1973 (Mk I) *

The CW 25'-6" was " 1974**

The CW 19'-6" was " 1975

The CW 31'-6" was " 1975

The CW 34'-6" was " 1975***

The CW 34'-6" was " 1975 (Veracity Class)

The CW 23'-6" was " 1976

The CW 34'-6" was " 1976 (also Jura Class Mk I)

The CW 34'-6" was " 1978 (Jura Class Mk II) ****

* The 28'-6" was later modified in 1975 with some minor deck and moulding changes and became the Mk II.

** The 25'-6" was later modified in 1978 with some minor deck and moulding changes.

*** The 34'-6" hull was also used to market the Jura 35', Narvik 35, Mariner 35 Including the Veracity 35 Class ****

It should also be remembered that many of the boatyards at that time also had their own 'in house' draughtsmen who changed the fit out layouts for their own individual designs like Jay Jay marine, Blue Water Catalacs, Paragon Yachts and especially the Jura 35, Veracity 35 and Narvik models.

Another point to note is that when the CW Jura 35 and CW Veracity 35 were built **D M Russell Marine** and **Aberdour Marine** both worked with G L Watson on their own proposed *individual boat design* and layout based on the original 34'-6" hull moulds with the final drawings sent for approval to G L Watson.

D M Russell Marine drawing approval by
G L Watson on a Jura Class in September 1977

A typical CW 25’-6” build plate this one from Blue Water Catalacs Ltd

During my research I also found out that some Colvic Watsons were ‘fitted out’ in both Holland and Germany boatyards and I have added a section on these later, as will be seen these boatyards added their own ‘build number’ to the boats usually on a wooden or brass plate.

Typical build number plates by the Kunya Werf boatyard in Germany

What is the HIN- Hull/Mould number

Some of the most popular e-mails and messages I receive are from owners trying to trace the history of their own boat or from prospective new buyers wanting to know more about when the boat was built and particularly about the **'Hin'** (Hull Identification Number) or the '*Hull Number'.*

Many owners do not even know they have a hull number and one of the most common questions asked is *where is the hull number?*

The 'hot stamped' hull number can be found on 'most' Colvic Watson's Port side aft, next to the canoe stern, approximately 12" (300mm) down from the top of the bulwarks, however it can also be found on the Starboard side on some of the larger Colvic Watsons sometimes on the starboard side.

Examples of Hull Numbers on a CW 23'-6" on the port side

Four digit hot stamped Hull Numbers on a CW 23'-6"

HIN numbers or Hull numbers were started in 1st November 1972 in the UK, the 'hull number' is *the date that the hull mould was manufactured* by Colvic Craft. It should be remembered however *that ' the hull number is not the launch date'* which in many cases can be a number of years later, due to the size of the boat and the individual fit out time required.

Hull Number on CW 34'-6" (stb side) Hull Number on CW 25'-6" (portside)

Note: During my research I have come across two genuine CW's which do not '*appear*' to have a Hull number, however after examination and discussions it is concluded that some CW's may have the number *under the side wood or rubber side running buffer strips* and the builder possibly did not know there was a hull number and covered it.

In more recent years again I have again been contacted about another HIN number found on CW 's and I learnt on August 1st 1984 due to new EEC regulations Colvic Craft changed the hull numbers which became longer but more informative, a typical number may look like this:

Typical HIN **number on a CW 28'-6"**

This number is **CCLGB2285511595** and translates as:-

- **CCL**= Colvic Craft Limited
- **GB** Great Britain
- **22851** (2 = Mk 2 model , **2851**= HIN hull number
- **595** = 5th month 1995 (mould manufacture date)

NOTE: This particular number is on the CW 28'-6" **'Rhoda Rose'** and is '*thought to be'* one of the last CW28'-6" moulds to be manufactured by Colvic Craft Ltd.

There is however, another clue to a genuine Colvic Watson and that is the *Colvic Watson House flag logo*, usually found each side of the wheelhouse just above the deck which again was hot stamped and moulded into the original Colvic GRP wheelhouse mould.

Typical ‘Colvic Watson ‘Logo stamped on the wheelhouse sides.
Left UK boats have **‘Colvic Watson’** Right Dutch have ‘**Coaster Kutter’**

However some of the Mk I Colvic Watsons do not have a logo as the wheelhouse is wood, as will be seen later some of the other Colvic Watsons that were completed overseas built both in Holland and Germany who also preferred to have a wooden wheelhouse and even some boats have no wheelhouse.

The Dutch cutter rigged CW 34’-6” ‘Sea Camel’

Basic Data for all Colvic Watsons

Model	CW 19' 6"	CW 23'-6	CW 25' 6"	CW 28' 6"	CW 31' 6"	CW 34' 6"
Imperial Dim:						
Length OA	19' 6"	23' 6"	25' 6"	28' 6"	31' 6"	34' 6"
Length WL	16' 9"	21' 0"	22' 9"	25' 9"	28' 3"	30' 9"
Beam	8' 6"	8' 9"	9' 0"	10' 0"	11' 0"	13' 0"
Draft	3' 0"	3' 6"	3' 5"	4' 0"	4' 4"	4' 6"
Displacement	5,600 lb	8,500 lb	9,000 lb	13,440 lb	18,200 lb	26,880 lb
ditto	3 tons	4 tons	4 tons	6 tons	8 tons	12 tons**
Ballast	2,240 lb	3,100 lb	4,460 lb	4,480 lb	6,600 lb	11,200 lb
ditto	1 tons	1 tons	2 tons	2 tons	3 tons	5 tons
Ballast ratio	40.0%	36.5%	49.6%	33.3%	36.3%	41.7%
Sail area	218 sq ft*	197 sq ft	290 sq ft	400 sq ft*	374 sq ft*	500 sq ft
Metric Dim:						
Length OA	5.94 m	7.16 m	7.77 m	8.69 m	9.60 m	10.52 m
Length WL	5.11 m	6.40 m	6.93 m	7.85 m	8.61 m	9.37 m
Beam	2.59 m	2.67 m	2.74 m	3.05 m	3.35 m	3.96 m
Draft	0.91 m	1.07 m	1.04 m	1.22 m	1.31 m	1.37 m
Displacement	2,540 kg	3,856 kg	4,082 kg	6,096 kg	8,255 kg	12,193 kg**
Ballast	1,016 kg	1,406 kg	2,023 kg	2,032 kg	2,994 kg	5,080 kg
Sail area	20.25 sq m	18.30 sq m	26.94 sq m	37.16 sq m	34.75 sq m	46.45 sq m

Data taken from PBO 'British Sailing Cruising Guide 1981)

*It should be noted the 'Sail area' appears to be based on a general jib sail area **and not** a Genoa which most of our boats these days have fitted.

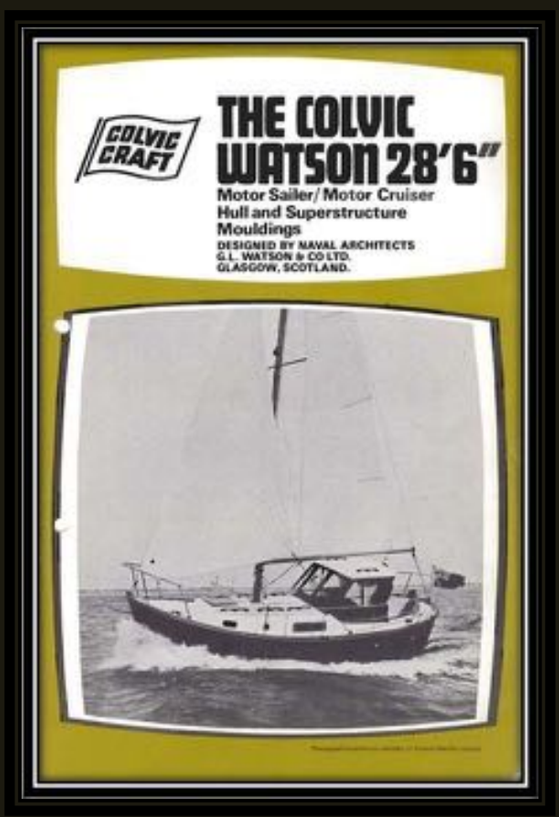
**The final displacement on most CW Jura & Veracity Class is 13-14 tons

Section 8:
The Colvic Watson Sales Brochures

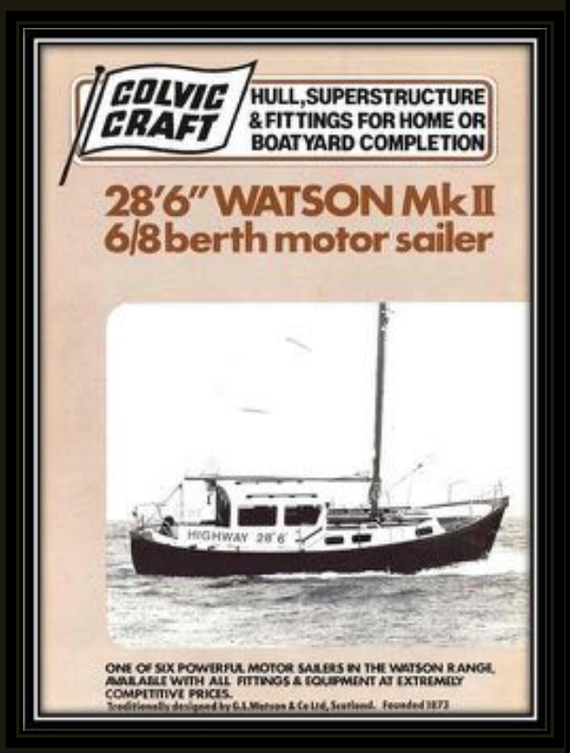
Colvic Watson 19’-6”

Colvic Watson 23’-6”

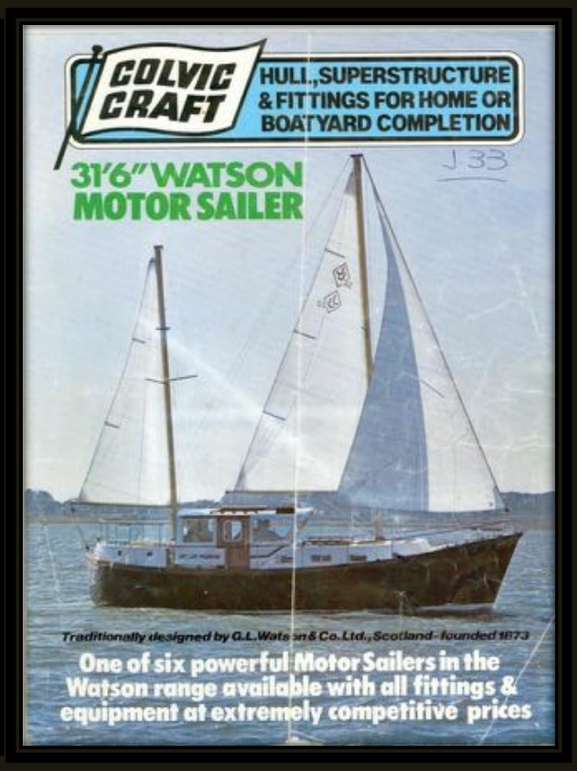
Colvic Watson 25’-6”



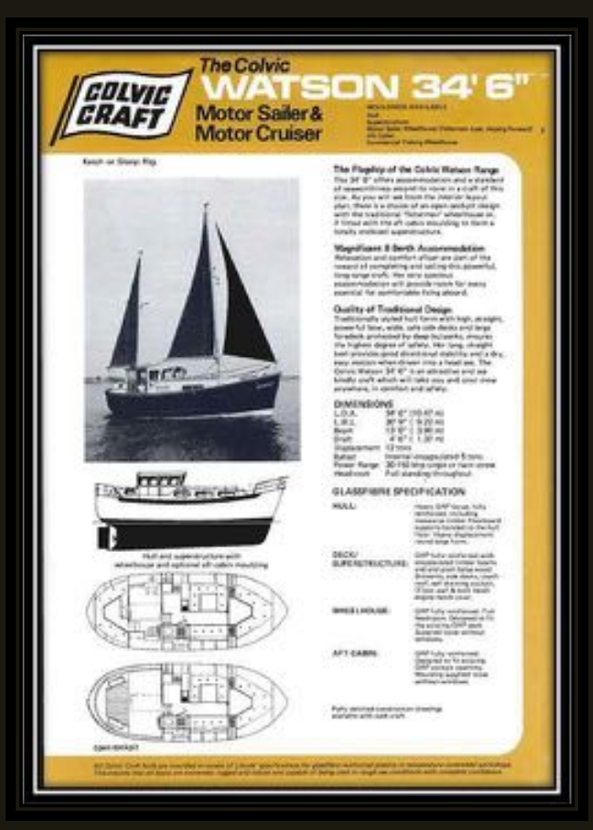
Colvic Watson 28’-6” (Mk 1)



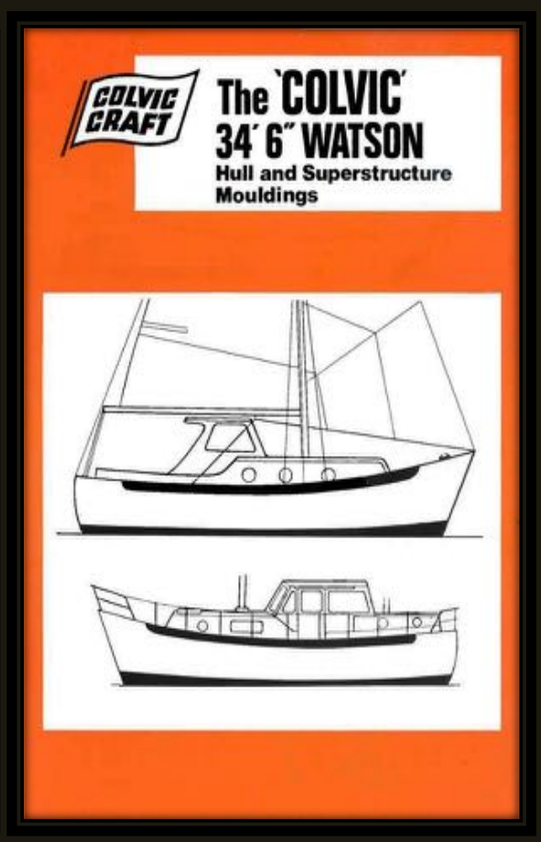
Colvic Watson 28'-6" (Mk II)



Colvic Watson 31'-6"

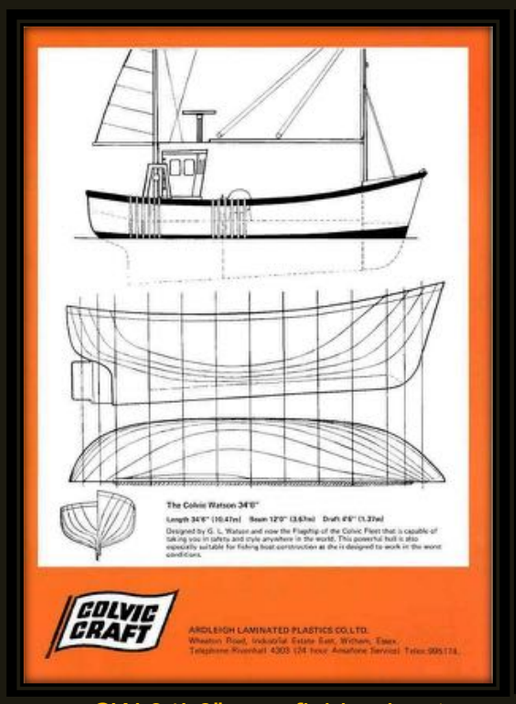


Colvic Watson 34'-6"

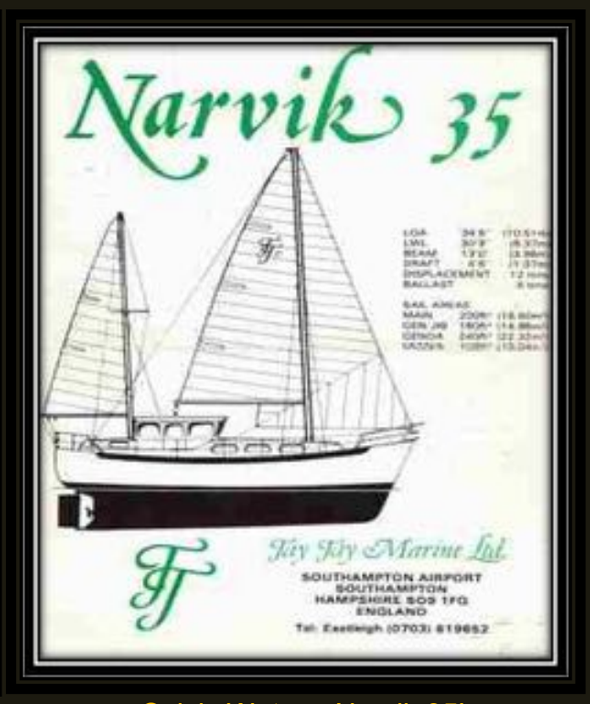


Early Colvic Watson 34'-6"

Depending on your budget at that time many boatyards that would either part or completely fit out a Colvic Watsons such as Paragon Yachts, Jay Jay Marine, Aberdour Marine, D M Russell Marine, Hartley Marine, Tower Marine Services , Lytham Marine Etc.

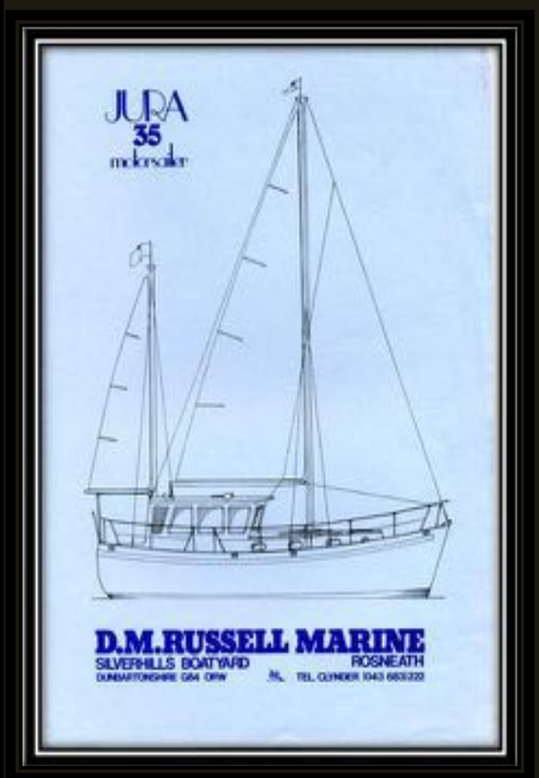


CW 34'-6" as a fishing boat



Colvic Watson Narvik 35'

Colvic Watson Veracity Class 35'

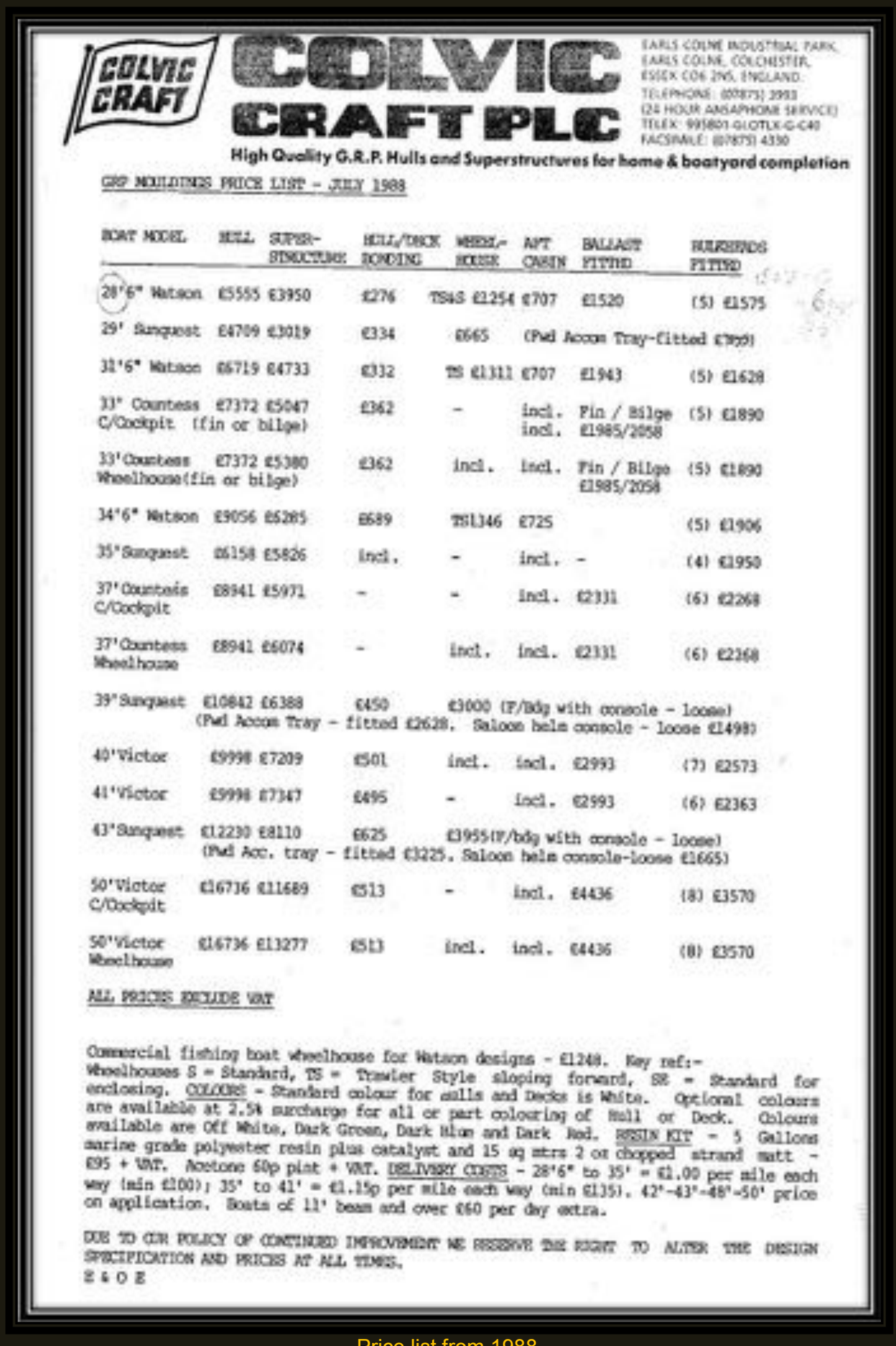


Colvic Watson Jura Class 35'"

Note:

Should any members require a new complete brochure most of the above can be purchased from Mike Davies Yacht Brochures at:
http://www.yachtbrochures.co.uk/

In addition to the sales brochures Colvic Craft would also supply a list of fit out items from ballast to sails including prices, plans and lined drawings were also available.



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BOAT MODEL	HULL	SUPER-STRUCTURE	HULL/DECK BONDING	WHEEL-HOUSE	AFT CABIN	BALLAST FITTED	BULKHEADS FITTED
28'6" Watson	£5555	£3950	£276	TS&S £1254	£707	£1520	(5) £1575
29' Sunquest	£4709	£3019	£334	£665	(Pwd Accom Tray-fitted £799)		
31'6" Watson	£6719	£4733	£332	TS £1311	£707	£1943	(5) £1628
33' Countess C/Cockpit (fin or bilge)	£7372	£5047	£362	-	incl. Fin / Bilge incl.	Fin / Bilge £1985/2058	(5) £1890
33'Countess Wheelhouse(fin or bilge)	£7372	£5380	£362	incl.	incl.	Fin / Bilge £1985/2058	(5) £1890
34'6" Watson	£9056	£6285	£689	TS1346	£725		(5) £1906
35'Sunquest	£6158	£5826	incl.	-	incl.	-	(4) £1950
37'Countess C/Cockpit	£8941	£5971	-	-	incl.	£2331	(6) £2268
37'Countess Wheelhouse	£8941	£6074	-	incl.	incl.	£2331	(6) £2268
39'Sunquest	£10842	£6388	£450	£3000 (F/Bdg with console - loose) (Pwd Accom Tray - fitted £2628. Saloon helm console - loose £1498)			
40'Victor	£9998	£7209	£501	incl.	incl.	£2993	(7) £2573
41'Victor	£9998	£7347	£495	-	incl.	£2993	(6) £2363
43'Sunquest	£12230	£8110	£625	£3955(F/bdg with console - loose) (Pwd Acc. tray - fitted £3225. Saloon helm console-loose £1665)			
50'Victor C/Cockpit	£16716	£11689	£513	-	incl.	£4436	(8) £3570
50'Victor Wheelhouse	£16736	£13277	£513	incl.	incl.	£4436	(8) £3570

ALL PRICES EXCLUDE VAT

Commercial fishing boat wheelhouse for Watson designs - £1248. Key ref:- Wheelhouses S = Standard, TS = Trawler Style sloping forward, SS = Standard for enclosing. COLOURS - Standard colour for Hulls and Decks is White. Optional colours are available at 2.5% surcharge for all or part colouring of Hull or Deck. Colours available are Off White, Dark Green, Dark Blue and Dark Red. RESIN KIT - 5 Gallons marine grade polyester resin plus catalyst and 15 sq mtrs 2 oz chopped strand matt - £95 + VAT. Acetone 60p pint + VAT. DELIVERY COSTS - 28'6" to 35' = £1.00 per mile each way (min £100); 35' to 41' = £1.15p per mile each way (min £135). 42'-43'-48'-50' price on application. Boats of 11' beam and over £60 per day extra.

DUE TO OUR POLICY OF CONTINUED IMPROVEMENT WE RESERVE THE RIGHT TO ALTER THE DESIGN SPECIFICATION AND PRICES AT ALL TIMES.

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Price list from 1988

ENGINE & STERNGEAR PACKAGES FOR CELTIC HELLS - JULY 1988 (PRICES INCLUDE FITTING.)

THORNYCROFT - DIESEL

THORNYCROFT 98 - 36 b.h.p. continuous - 50 b.h.p. intermittent 1.6. litre four cylinder marine diesel engine with PRM or Borg Warner 2:1 reduction gearbox complete with sterngear and propeller all fitted. Suitable for 28' 6" Watson, 33' and 37' Countess.
Prices with various Gearbox Options - PRM Delta £4893

THORNYCROFT 150 - 55 b.h.p. continuous - 66 b.h.p. intermittent 2.5 litre four cylinder marine diesel engine with specifications as above. Suitable for 28'6", 31'6" and 34'6" Watson, 37' Countess, 40', 41' and 50' Victor.
Prices with various Gearbox Options - PRM Delta £5439

THORNYCROFT 251 - 77 b.h.p. continuous - 85 b.h.p. intermittent 4.16 litre four cylinder marine diesel engine with specifications as above. Suitable for 31'6" and 34'6" Watson, 37' Countess, 40', 41' and 50' Victor.
Prices with various Gearbox Options - PRM 160 £6290

PERKINS - DIESEL

PERKINS 4.108M - 51 b.h.p. (49 s.h.p.) at 4000 r.p.m. 1.76 litres 4 in-line vertical cylinders available with PRM delta 2:1 reduction gearbox, complete with sterngear and propeller all fitted. Suitable for 28'6" Watson and 33' and 37' Countess.
Prices with Gearbox - PRM Delta £4699

PERKINS PRIMA M50 - 50 b.h.p. 4 cylinder, 2 litre lightweight diesel engine with PRM 2:1 gearbox. Suitable up to Victor 40'.
Price with Gearbox - from £4841

PERKINS PRIMA M60 - 60 b.h.p. 4 cylinder, 2 litre lightweight marine diesel with PRM 2:1 gearbox. Suitable up to Victor 40'.
Price with Gearbox - from £6080

PERKINS 4.236M - 80 b.h.p. (72 s.h.p.) at 2500 r.p.m. 3.86 litres 4 cylinders available with specifications as above. Suitable for 31'6" & 34'6" Watson, 37' Countess and 40', 41' and 50' Victor.
Prices with Gearbox - PRM 160 £6783

PERKINS 6.354M - 104 to 120 b.h.p. 5.8 litres 6 cylinders available with specifications as above. Suitable for 31'6" and 34'6" Watson and 50' Victor.
Prices with Gearbox - PRM 301 £8169

VOLVO PENTA - DIESEL - INBOARD / SHAFT DRIVE

VOLVO 2003R 28 s.h.p. three cylinder marine diesel engine with specifications as above. Suitable for 33' Countess.
Price - £3174

VOLVO MD31A - 62 s.h.p. four cylinder marine diesel engine with specifications as above. Suitable for 28'6" and 31'6" Watson, 37' Countess and 41' Victor.
Price - £5198

VOLVO TMD31A - 100 s.h.p. six cylinder marine diesel engine with MC3C 1.93:1 reduction gearbox with specifications as above. Suitable for 31'6" and 34'6" Watson and 50' Victor.
Price - £6515

contd.

Price list from 1988

Mike Mc

ENGINE & STERNGEAR PACKAGES FOR COLVIC HULLS - JULY 1988 PAGE 4

VOLVO - DIESEL - INBOARD / SHAFT DRIVE

TAMD 41A/M64A - 200 h.p. 6 cylinder marine diesel engine and gearbox with suitable sterngear - £10300. Suitable for 35', 36' and 42' Sunquest, and 38' Trawler Yacht.

TAMD 61A/506A - 306 h.p. 6 cylinder marine diesel complete with gearbox and suitable sterngear - £14995. Suitable for 42',43', 48' and 38' Trawler Yacht.

TAMD 71A/507 - 350 h.p.marine diesel complete with gearbox and suitable sterngear - £18000. Suitable for 48' Sunquest.

VOLVO - PETROL - STERN DRIVE

VOLVO AQ 131A/275F - 120 h.p. four cylinder marine petrol engine complete with 275F outdrive and propeller all fitted. Suitable for 26', 29' and 35' Sunquest.
Price - £4569

VOLVO AQ 151B/290A - 146 h.p. four cylinder marine petrol engine complete with power trim outdrive. Suitable for 26' 29' and 35' Sunquest.
Price - £5306

VOLVO AQ 171A/290A - 167 h.p. four cylinder marine petrol engine complete with power trim outdrive. Suitable for 26', 29' and 35' Sunquest.
Price - £5839

VOLVO - DIESEL - STERN DRIVE

VOLVO AQAD31A/290A - 130 h.p. four cylinder marine diesel engine complete with power trim outdrive. Suitable for 26' 29' and 35' Sunquest.
Price - £8472

VOLVO AQD41A/DP290A - 150 h.p. six cylinder marine diesel engine complete with power trim outdrive. Suitable for 26', 29' and 35' Sunquest.
Price - £10385
AQAD 41A/290A - 200 h.p. 6 cylinder marine diesel engine with power trim and tilt.Suitable for 35' Sunquest.
Price - £10332
Price - £12385 (as above but Duo Prop)

Other Volvo Petrol and Diesel Aquamatics (single or twin installations) are available allowing various performance options.

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