

PEMBROKESHIRE

18 FOOT

One Design



Racing at Dale circa 1950



CLASS ASSOCIATION

There was no formal class association but Pembroke Yacht Club had a fleet of 9 and at least 3 others are known. They raced in the Dale regatta and as a class in the club events. Unusually for a one design class we have a list of all the known boats, all built by the same boat builder. They were all slightly different and would not meet the type of strict dimension control that later one class designs had to meet. Pembroke Yacht Club had the following list of boats and owners in the 1950's;

Falcon George Morris, Mr Laboa, Dr Bowen, T Marvelly.

Penguin Tom Brown, Ken Brown

Teal Jim Ward, Walter Whitfield, Raymond Sims.

Curlew Major Alford, Roy Johnstone, Albert Tucker.

Gamecock Ken Llewellyn, Peter Llewellyn.

Seamew Captain Beer, John Llewellyn.

Gannet Vaughan Davies, T Marvelly, Billy Hughes

Petrel Dr Bunny Evans.

Fulmar Col. Higgins, Lt. Col. Bruton, Brian Hodges, Mr Pullin

The picture shows the club fleet under tow at the Dale regatta

Widgeon was Aberystwyth owned

Undine was owned by David Paton at Burry Port and was the first boat built. She is now owned and maintained by WWMHS

Tern is owned by WWMHS and was restored in 2018 by Jem Baylis and Russel Evans



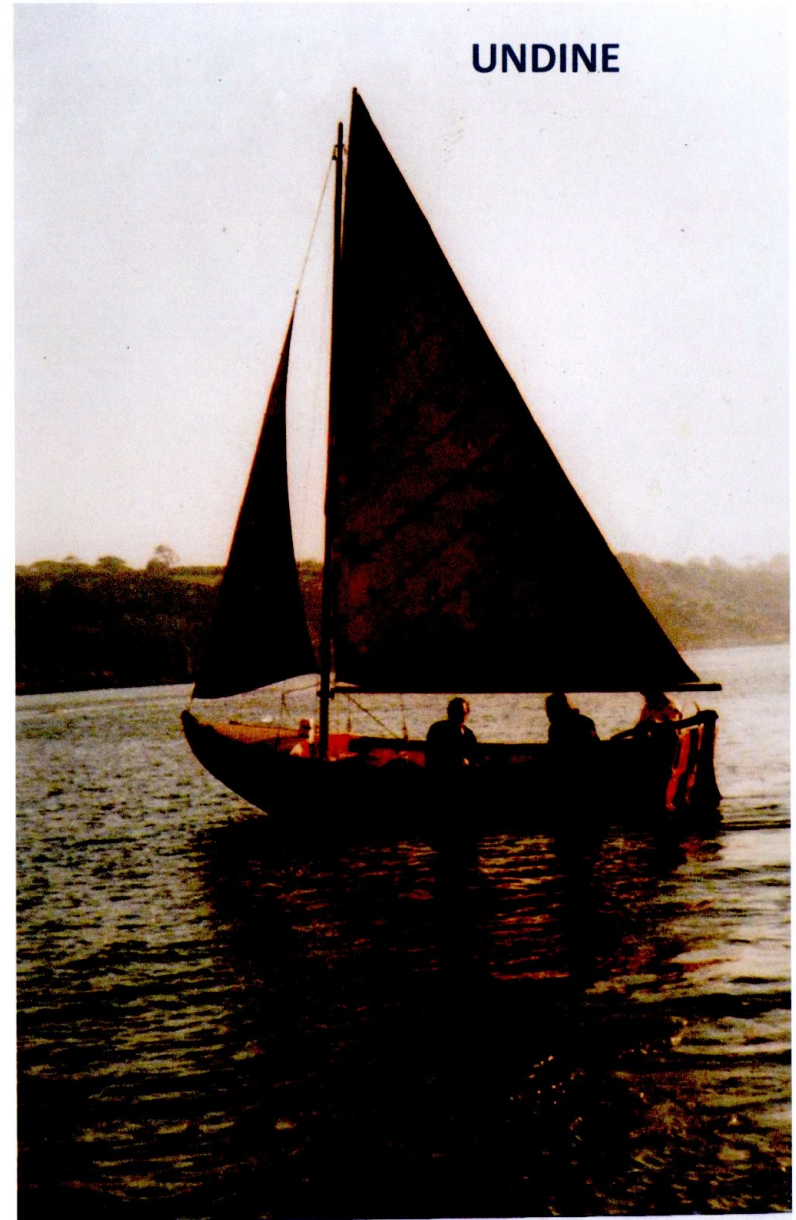
INFORMATION ABOUT OWNERS

Undine was built in 1938 by the Aberystwyth boatyard of David Williams and Son. She originally had a gunter rig and Tan Sails, her younger sisters had a sloop rig.

The first owner was Llanelli business man David Paton. The name 'Undine' comes from the water nymph who married a human to gain a soul. When built the boat cost £31 and 10 shillings for an 18foot clinker boat complete with sails and oars. She had and oversize keel and hog to allow for an engine shaft to be bored later. She was fitted with and Austin Seven car engine in the late 1950's. She was donated to the Society in November 1985 by Pembroke business man Ron Campbell. She was the Societies very first boat, she was nicknamed the 'banana boat' because of her unusual hull shape. She had the distinction of being one of the very few leisure boats to be permitted to sail in the 2nd world war at Burry Port. Society member Barry Burgess sailed on her when he was a boy. He recalls the story; "One fine summers evening as the sun was setting on her red sails, when a squadron of fighters aircraft returning to RAF PEMBREY flew overhead. Several Polish Pilots who had a reputation for daredevil escapades, found the temptation too much and swooped in for the 'kill'. David Paton was enjoying a quiet sail, he raised a languid eyebrow over the cockpit to see 3 Hawker Hurricanes coming straight at him, screaming overhead, it is said they cleared the mast by a couple of feet.

Pembrokeshire one design dayboat

UNDINE



PEMBROKE ONE - DESIGN

In 1989 Undine was hired as a 'prop' in the BBC film "Prince Caspian and the Voyage of the Dawn Treader". Her starring role lasted one second. The boat was taken by road to Porthclais where the scenes were shot, with one of the society members playing a part as an extra. The harbour was called 'narrow Haven' in the film and the BBC fee paid for a new sail for Undine.

In 1996 Undine was reported as having been well used by the members during the summer. She is that autumn reported as being in need of a complete re-build if she is ever to sail again.

Spring 1997 Undine is reported as having her centreboard case re-built. Autumn 1998 she is reported as having lost her rudder whilst making her way up the Pembroke river for the River Rally.

In 1999 she is reported to have sunk down to her gunwhales after spending the night on a mooring after attending the Pembroke River Rally. She was fitted with a Stuart Turner twin cylinder engine that was not a great success. Her active days were drawing to a close.



Pembrokeshire one design dayboat

Anecdotes from the Pembrokeshire Yacht Club (P.Y.C.) at Hakin

In 1938 a coffin-maker by the name of Williams of Aberystwyth built, at the cost of £65 each, what was to become the P.Y.C's best-loved-boat, the 18ft. One Design class, for a number of local owners. Because of their almost unlimited crew capacity, these yachts proved very popular especially with young sailing enthusiasts who had not aspired to a boat of their own.

These 18-footers were never reefed. When the wind freshened another body or even two or three were shipped on for extra weight. It was not unusual in those days to see youngsters lined up along Hakin Point praying for a good strong breeze. They all knew that these yachts could be, and were, manned by anything up to a dozen in rough weather. They were also used for ferrying everything but the kitchen sink to beach picnics and bottles of beer were kept cool and passed from yacht to yacht on a line in the sea. These fine boats finally disappeared when the club decided to adopt the G.P. 14 as the standard racing dinghy.

[A number of replica Pembrokeshire One Design boats are now being built and sailed by various clubs around the country.]