Another surprise during my research on the Dutch built Colvic Watsons was to find that the German boat yard **Kunya-Werft** Neustadt in Holstein Northern Germany had also built some Colvic Watsons in the late 70's.

*Kunya Werft* built both CW 23'-6", CW 25'-6" and also CW 28'-6" models known as the **Coaster 29**, importing all the hull moulds into Germany from Colvic Craft Ltd , almost all without the GRP wheelhouse mould and hence are again built in teak with the open cockpit version and rear access doors.

*Kunya Werft* had their own Builder plates showing the build number of that particular boat, below we see **Pingu** a CW 23'-6" with build number **28** and **Alfonso** (ex Elad) a CW 28'-6" which was build number **30.**


**Pingu'** CW 23'-6" Builders Plate no 28 Built by Kunya -Werft in 1978

CW 19'-6" '**Abovo'** (thought also to have been built by Kunya Werft)


‘ **Alfonso**’ CW 28’-6” Built by Kunya -Werft in 1978 Builders Plate No 30 (now Dutch owned)

All the Colvic Watsons built by Kunya Werft did not suffer from poor finish as they could match any other quality builder at that time.

Saloon of **Alfonso**

Wheelhouse of **Alfonso**

However Kunya did not just build motor sailers but also built motor cruisers based on the Colvic Watson hull, research to date shows all the Kunya Werft boats had green or dark blue hulls and were all well fitted out to a good finish.

As far as can been found production of Colvic Watsons stopped in the late 70's and like many other boat builders the Kunya Werft boatyard is now just a leisure marina facility.

1979 CW 25'-6" motor cruiser


1978 CW 28-6" (Coaster 29)

CW 28’-6” **‘Molly’** Built by Kunya -Werft in 1978

**’** CW 28’-6” Built by Kunya -Werft in 1978

# The fore runner to the Colvic Watson the '*Spey*' and '*Norseman*' class

The Colvic Watsons we all know today were not by any means the only offshore motor sailer to be designed by *G L Watson & Co*, however many of the design features from our two earlier cousins the **Spey** and **Norseman** Class motor sailer had a major influence in the Colvic Watson design.

The *Spey* and *Norseman* class share little in common with each other with the mighty *Spey class* being the much bigger and heavier boats and designed as a true motor sailer.

So what has the *Colvic Watson* design to do with the *Spey* and *Norsemen* class, If you ever wanted a boat built in the 60's then the ***Jones of Buckie*** boatyard in Scotland had to be up there with the best of them, Scottish fishing boats built there had a reputation second to none for quality of build and many still remain fishing even today.

In the late 50's however fewer fishing boats were built and the Jones yard needed to diversify and by starting to build yachts was as saviour for them in the early 60's.

When G L Watson received the commission from Colvic Craft in 1972 to design the first Colvic Watson which was to be the CW 28'- 6" Mk 1 they already had a formidable reference of motor sailer designs to start from.

The *Spey class* was first designed in 1959 and was the nearest in size to the proposed later Colvic Watson with a good offshore reputation, however they were built with a wood hull at that time in the early 60's, but Watsons took note of the bow rake, canoe stern and keel/ hull shape in general when planning for the GRP design required by Colvic.

The *Norseman class* give other design advantages as here was a GRP designed hull, very much strengthened for the duty required as a ships tender that would be in use almost every day.

G L Watson took all the advantages and disadvantages of the *Spey and Norseman class* into account for the planned new design of the GRP hull for the Colvic Watson, designing a very heavy layup where the hand layed polyester resin reinforced woven matting used would be from 24.5oz, 20.5oz, 16.5oz and 10oz per sq/ft used from the keel upwards to form a rigid bonded hull and coach roof.

The basic hull was then further strengthened to reduce weight by strengthening the sides and bottom transverse bearers which were also bonded into the hulls for extra strength to the hull mould design and the Colvic Watson 28'-6" Mk 1 was born which also became the basis for the other Colvic Watson sizes designed later.

# 'Spey' Class:

There was three sizes of the long keeled Spey class, 33', 35' and 40' , some 22 were built in all with the majority in the 60's & early 70's.

The first of the 40' Spey class was called **Spey 1 (**yard number **106 )** and was built in 1960 at the ***Jones of Buckie*** boatyard Scotland just in time for exhibiting at the London boat show where she was a big success and was sold together with further orders taken.

Spey 1 in 1960 was followed by Spey Lass in 1961 (yard no **108**) and the 33' Spey Mist in 1961 (yard number **110**), not all but many of the Spey class built also carried the name, such as Spey Royal 1963, Spey Breeze 1963, Spey Dream1963,Spey Beam1965 and Spey Mercia 1966 etc.

The last Spey class to be built was the Amy Rose (later renamed Spey Nomad) and was finished at the Lossiemouth yard in 1985 (yard number **171**)**,** sadly *Jones at Buckie* like many other famous Scottish boat yards was forced to appointing the receivers on the 28th July 1995.

The first eight (called the Mk 1 or originals) was because of their '*continuous deck line design'*, where as the others had a '*stepped deck'.*

The build was typical of a Watson design of the day all 'built like tanks' long keels with larch on oak hulls, teak decks and mahogany everywhere, none of your veneers here just typical Scottish craftsmanship at its best.

The 1965 Mk 1 built 40' **Spey Beam** last of the 'original' eight first built

The First ever sloop rigged Mk 1 40' built in 1960 was yard no 106 called **Spey1**

The Spey 35' Mk 1 1966 built **Tir- An-Og II** with her long bowsprit

The Spey class generally had a round bilge form and a well raked slightly rounded cruiser stern of single thickness carvel 1 ½" larch planking below the water line and mahogany above or just larch on oak throughout the hull on 2 ½ "sided grown oak frames, 6 inch moulded at keel, 4 ½ "at bilge and 3 ½ "at deck spaced at 15 "centres.

The gunwales were 7" x 2 "with bilge stringer of 5" x 2" longitudinal framing, keel, hog, stem, sternpost and deadwoods are of oak. The main decks and over cabin trunks were 1 ½" thick Burma teak planking with caulked and beaded underside with the masts and boom many made from Columbian pine, all the Spey class had a long keel with *external cast iron ballast*.

Quality & finish always shows

**Spey Mercia**
Note the roller reefing

**Spey 1** on Sea Trials in the Solent 1960

Two Mk 1 40' Spey Class
(Nearest is **Spey Mercia**)

The 21.5 ton sloop rigged **Spey 1** ashore for her annual refit

Craftsmanship in the wheelhouse

**Spey 1 underway**

The1964 built Mk1 Spey 40'**Lambley Lass**

# ‘Norseman’ Class:

The 33’ 1967 Clara Rose

Typical Norseman 33’ Coachroof


The bilge keeled **33’ 1967** Clara Rose

The Norseman class was also designed by G L Watson in the early 60’s when they were in their *George Street Glasgow* office but in contrast to the *Spey class* all the hulls of the *Norseman class* were GRP mouldings made by *Viking Marine* Gosport with most heading to Scotland for the final fit out.

There were two sizes a 33’ and 38’ some professionally fitted out by the Marine Services Aberdour yard in Fife Scotland and many were home built; there was approximately 60 of the 33’ built and 30 of the 38’ built.

The 38's were 38’ x 11ft - 3" beam with 4’ draught compared to the 33's 3’- 9" draught.

The 33’ are about 8-9 tons deadweight, this was mainly due to the heavy layup required for them to sit in davits if in service as ships tenders.

The bottom is about 2 1/2" - 3" thick tapering to just over an inch on the gunwales with many keel cooled so that the engines could be run for short periods while in davits while the side decks were 18” wide with galvanised stanchions making the 33’ a comfortable 4/5 berth’.

Twin propeller rudder layout

However the Norseman was not originally designed as a motor Sailer, but as a passenger liner  tender and back up lifeboat, some owners say while they make an excellent offshore *motor cruiser* they are not at their best as a *motor sailer* more of a displacement motor cruiser with steadying sails and their sailing abilities is questionable at the best of times!

The Norseman class was designed for single or twin engine installations in the 37 – 100 hp range, the 33' typically with a 37 hp BMC '*Captain*' diesel at 3500 rpm with a flexible mount to a 2:1 reduction gearbox, giving a good 8/9 knots underway.

The 33' '**Norsal** '

Norseman 33' GRP mould

Single Propeller/rudder layout

The 38' engine was typically a 70hp BMC '*Commodore*' diesel at 2400 rpm again with a flexible mount to a 2:1 reduction gearbox, however some also had twin Perkins M65 diesel engines with a Newage PRM 260D gearbox.


Norsemen 33 Schematic Layout

# Bilge Keels

It should first said that Colvic Watsons were never designed for the fitting of bilge keels, nor in my research into the many original drawing of all sized Colvic Watsons is there any mention or indication as *to how, if or where* they should be fitted.

The question about *how and the best place* to fit bilge keels comes up regularly on the Colvic Watson Owners group website and many bilge keels appear to have been fitted with little thought and I have seen many very poorly fitted by over keen DIY enthusiasts causing later internal hull stressing damage and when buying a Colvic Watson with bilge keels new buyers should carefully check this area.

Some owners of course do not have a choice and need bilge keels for where they keep their boat maybe on a swinging river mooring for example that dries out, or their choice of cruising ground; however over the years I have also found some well designed and substantial bilge keels that have been retro fitted.

The other often asked question is *does it improve the sea keeping manners/ability* of the boat, do they roll less or more etc?

Here I can only speak of '*my own personal*' opinion in that I have sailed many of the smaller range of Colvic Watsons that sometimes have bilge keels fitted and I *find they do make the boat roll* more 'in heavy weather' and *do not therefore improve their sea keeping manners'*

Do they reduce speed due to drag is another question, I would say not noticeably and maybe only very slightly depending on the sea and tidal current conditions.

Bilge keels appear to have mainly been fitted to the CW 23'-6", 25'-6" and 28'-6" models and to date I have not seen any fitted to the larger CW 31'-6" and 34'-6" models, probably due to their draft.

Those boats taking mainly a gravel sea bed the 'tubular' bilge keels I have seen have a lot of plus points, however I see many bilge keels fitted at different angle to the hull and in length.

It should also be noted that when a boat has bilge keels fitted it should always be wise to have a good' **keel shoe'** fitted, as keel wear/damage is notorious when the boat is kept on a gravel drying out sea bed .

Typical bilge keels on a CW 23'-6"

60mm dia tubular bilge keels on a CW 28'-6"

Shaped heavy duty bilge keels on a CW 28'-6"

keels on a CW 28'-6"& thick keel shoe

A good 10mm thick galvanised heavy 'Keel shoe' on a CW 28'-6"

# Engines

If you ask a Colvic Watson owner about his boats engine then be prepared to listen for the next few hours, whether it is an old favourite like a Thorneycroft /BMC or one of the more updated powerful 3 cylinder jobs everyone will have their own favourite.

There are many Colvic Watsons still sailing these days with the original Thorneycroft/BMC or Perkins engines of various horse powers, these reliable engines were the best available in the 70s & 80s all of which you can readily obtain spares today for if you need them, however over the years many have also been reconditioned or replaced with a more economical engine but also producing the same or more HP and almost all are diesels.

Many times people ask what HP should the engine be for that particular CW model, like many other things there is not a standard engine for the range, but there is a general HP range for the model and let us not all forget more HP does not necessarily mean the boats going to go faster!

An important factor to refer to when evaluating an engine for any boat is its length, we usually think first of a boat's length overall (LOA), but when it comes to trying to sort out a boat's performance potential the more important measurement is actually the load waterline length (LWL). This refers to the horizontal length of a hull at the water's surface when a boat is carrying a normal load.

All other things being equal the LWL is the single most determinative factor in establishing how fast a boat can ultimately go, but propeller size and pitch can also play a vital role, as a very general rule the maximum speed of any displacement hull--commonly called its hull speed--is governed by a simple formula:

Hull speed in knots equals 1.34 times the square root of the waterline length in feet (HS = 1.34 x √LWL). Thus, for example, if you have a 35-foot boat with a waterline length of 28 feet, its hull speed works out to a little over 7 knots (1.34 x √28 = 7.09).

Almost all Colvic Watsons are of single screw propulsion, but there are one or two twin engine installations around mainly in CW 28'-6" models.

## Theoretical CW speed calculations

| CW Model | 19' 6" | 23' 6" | 25' 6" | 28' 6" | 31' 6" | 34' 6" |
|---|---|---|---|---|---|---|
| **Length O/A** | 5.94m | 7.16m | 7.77m | 8.69m | 9.6 | 10.52m |
| **Length WL** | 5.11 m | 6.40 m | 6.93 m | 7.85 m | 8.61 m | 9.37 m |
| **Hull speed (knots)** | 5.5 | 6.1 | 6.4 | 6.8 | 7.1 | 7.4 |
| **Cruising speed (knots)** | 3.8 | 4.3 | 4.5 | 4.8 | 5.0 | 5.2 |

The following is a 'guide' to the typical engines fitted to the Colvic Watson Range:

**CW19'-6":- 12 to 20 hp**
Typically Yanmar, Vetus, Beta, Perkins

**CW 23'-6":- 24 to 35hp**

Typically Bukh, Volvo Penta, Yanmar, BMC, Perkins, Isuzu, Beta.

**CW 25'-6":- 25 to 40hp**

Typically Thorneycroft, Mitsubishi, BMC, Vetus, Ford Panther.

**CW 28'-6":- 35 to 62hp**

Typically Beta, Volvo, Thorneycroft, BMC.

**CW 31'-6":- 45 to 80hp**
Typically Vetus, Thorneycroft, Perkins, Ford Lehman.

**CW 34'-6":- 70 to 120hp**
Typically Perkins, Thornycroft, Ford Sabre, Yanmar.

Typical Volvo Penta 30hp engine

Typical Yanmar 30hp engine

Typical Beta 50hp engine

Typical 80hp Ford Lehman

Typical Thorneycroft engine bay

Typical Perkins 30.0 HP engine

# Sails & rigging

CW 31'-6" Ketch 'Big **Ann'**

CW 34'-6" AC Gaff '**Olive Page'**

CW 23'-6" Sloop 'Jodie **Girl'**

The Colvic Watson sail rigging differs mainly due to the boats size, most are *Sloop or Ketch rig,* but some are *Cutter or Gaff rigged, again* some with *white sails* some with *brown sails .*

Many people either like or dislike a bowsprit, many with a fixed bowsprit dislike them because of the additional berthing costs, but the bonus is in their sailing ability as the Genoa or headsail is much larger than the standard ones and an increase of knots is usually a nice reward.

The sails are a big influence on the performance of our motor sailers, with each owner having their own preference, however sails alone do not produce a fast boat, this many times lies in the experienced hands of the skipper who knows how to get the best out of his sails and more important how to set them in relation to the weather/conditions.

Reefing is usually an art learnt from sailing experience, I was always taught that when you first '*think about reefing'* you are probably an hour behind of *when you should have reefed!*

The rigging on a Colvic Watson goes under a tremendous strain and I am often asked when should I replace the rigging, again my own' personnel opinion' is after 12 years,14 years max, and this question should always be asked when buying a boat as it is not cheap to replace in stainless steel.

## Sail area with a Genoa

| CW Model | Rig | Main | Genoa | Jib | Mizzen | Total Sail Area |
|---|---|---|---|---|---|---|
| **CW 19'-6"** | Sloop | 92 | 90 | | | 182 |
| **CW 23'-6"** | Sloop | 117 | 135 | | | 252 |
| **CW 25'-6"** | Sloop | 160 | 240 | | | 400 |
| **CW 25'-6"** | Sloop | 136 | 185 | | | 320 |
| **CW 28'-6"** | Ketch | 147 | * | 140 | 50 | 337 |
| **CW 28'-6"** | Sloop | 190 | 285 | | | 475 |
| **CW 31'-6"** | Ketch | 152 | 200 | | 80 | 432 |
| **CW Narvik 32** | Ketch | 152 | 200 | | 80 | 432 |
| **CW 34'-6"** | Ketch | 200 | 240 | | 108 | 558 |
| **CW Narvik 35** | Ketch | 200 | 240 | | 108 | 558 |
| **CW Jura 35** | Ketch | 218 | 300 | | 60 | 578 |
| **CW Veracity35** | Ketch | 218 | 307 | | 60 | 585 |

**Note: Sail areas are taken from both boat original Brochure data and G L Watson design drawings**

*** To date I have not been able to obtained confirmation of a Genoa sail area for a CW 28'-6"**

**It should always be remembered that individual sail makers may also make slightly different sizes.**

*Note: The sail area as shown by PBO above for the CW 19'-6" is incorrect and should be 182sq.ft, The sail area on a 28'-6" on Watson drawings is shown as 337sq.ft., The sail area stated for the 31'-6" is I think also questionable and is more like 468sq.ft.

CW 25'-6" Sloop rigged **'Laura Louise'**

# When is a Colvic Watson 'not' a Colvic Watson?

Some years ago I suspected all was not as it should be in some of Yacht brokers advertisements of 'so called' Colvic Watsons,
I have researched this at some length to ascertain *when is a Colvic Watson not a Colvic Watson* particularly in the smaller CW' range and the answer is when it is most likely a *Colvic Craft design* or other.

There are many motor sailer advertisements today by some yacht brokers who appear to not know the CW boat designs, advertising usually 19'- 6" and 23'- 6" models as 'designed *by G L Watson'*, when sometimes the boat advertised is in fact a '**Colvic 23'** designed by the yacht designer *John Scott* for Ardleigh Laminated Plastics Co. Ltd.

This point may not sound so important but to the newcomer into motor sailing *the buyer may not be purchasing what he thinks he is purchasing* and I am sorry but after reading further some will see the difference and realise they may not actually own a Colvic Watson after they have purchased it.

Having sailed both boats design you will find they handle completely different and as would be expected with the heavier Watson in particular showing her more suitability to offshore sailing and sea keeping manners.

The John Scott design *Colvic 23* were usually 'Gaff rigged' and sailed well, however despite their draft they can catch the wind when you do not want it especially when docking probably due to the boat being lighter, but still they a fine motor sailer.

The John A. Scott *Colvic 23'* motor sailer proved to be a most popular choice in the early 70's but Colvic Craft decided later that there was a market for a much heavier seaworthy design and in the mid 70's further engaged G L Watson who had already designed larger Colvic Watsons for them to design another in the 23' to 24' range in 1976.

As can be seen the two boats are completely different in their designs which mainly were the 19'-6" and 23'-6" sizes, The John Scott design being a much lighter motor sailer than the Watson design and slightly smaller:

To add to the confusion in this size of Motor Sailer there is the *Island Plastics* **IP 23'** designed by Naval Architect *Bill Waite* (ex chief draughtsmen of Uffa Fox **1898-1972)**, again this fine motor sailer is often mistaken for a Colvic Watson and again is totally different in design to both not only the Colvic 23' but also from the CW 23'-6".

***For Example we look at the John Scott, Bill Waite and G L Watson Designs:***


**IP 23' 'Normski '**

**Colvic 23'**

**Colvic Watson 23'-6" 'Reuben James'**

**Here we see the three boat design statistics:**

**IP 23'**
Length O/A: 23'- 0"
Length WL: 22'- 0"
Beam: 9'- 0"
Draft: 3'- 3"
Disp. Tons: 2.5 t
Sail Area: 240sq/ft

**Colvic 23'**
Length O/A: 22'- 5"
Length WL: 18'- 9"
Beam: 8'- 4"
Draft: 3'-0"
Disp. Tons: 1.5/2.5 t**
Sail Area: 220sq/ft *

**CW 23'-6"**
Length O/A: 23'- 6"
Length WL: 21'- 0"
Beam: 8'- 9"
Draft: 3'- 6"
Disp. Tons: 4t
Sail Area: 252sq/ft

*Data to be confirmed
** Depending on layout

# What other Motor Sailers are there:

The simple answer is many, Fisher, Nauticate, Miller Fifer, Spey, IP23, Colvic 19 & 23, LM, Cox 25, Coaster, Colvic Atlanta are to name but a few.

Motor Sailers have been around for some time from the early sixties, some with wooden hulls, with the Dutch building some fine steel hull models, but the most have GRP hulls and are either ketch or Sloop rigged.

The majority of motor Sailers are between 23' to 35' with the Fisher range being the closest motor sailer to the Colvic Watson range.
At the smaller end the IP 23' together with the Fisher 25' being popular, mid range again we have the Fisher 30'/34' and at the larger end the Nauticate 33'/39' and Fisher 37'.

Motor Sailers are not known for their speed however, where most motor Sailers win is in their sea keeping capabilities and few owners of a motor sailer would go back to a conventional yacht design.

New buyers looking to buy their first Motor sailer should first ask themselves how many crew am I going to have, or will need? Will I be mainly sailing alone? As a 32' Motor sailer is a lot of boat to handle on your own, however with a range from 19' to 50' there is a motor sailer for all people's budgets and capabilities.

**Classic 1963 28'-6' Noble Fifer (wood hull)**

**Typical Fisher 30'**

Typical 33’ Nauticate

Typical LM28

9.4 m Hallberg Rassey

Norseman 33

Colvic 23

Colvic Atlanta 32

# Myths and Facts:

The facts listed below are my own but based upon factual information obtained from interviews with manual workers and staff of Colvic Craft, GL Watson, Marine design International, Silvers Marine and various City and Town Archives and site visits.

In addition to this a considerable amount of time was given into reviewing original design drawings, calculations and data/specifications of all the Colvic Watson range by both G L Watson and the boatyards individual drawing offices

- **Myth**: *Some 'Colvic Watson' Motor Sailers were designed by 'other companies' for Colvic:*

**Fact**: Untrue: As it '***says on the tin'*** the name **Colvic Watson** means **they *were the only ones*** *designed by GL Watson & Co Ltd* when they were in their office in Glasgow.

**Ardleigh Laminated Plastics Co** (Colvic) did have a **Colvic 23'** motor sailer designed '***before***' the Colvic Watson by Naval Architect *John Scott* in the early 70's. Ardleigh Laminated Plastics also did have various other motor sailers designed by other Architects such as the 'Colvic Atlanta' range but again designed by other well known Naval Architects like *John Bennett and David Feltham*

- **Myth:** *My Colvic Watson is 24',26',29',32',26', 34' and 35' long*

**Fact:** Untrue: Many times this was/is used as a Marketing Tool, as the standard length overall on all Colvic Watson's end in 6", 19'-6", 23'-6",25'-6",28'-6", 31'-6", 34'-6" respectively.
They all derived from the G L Watson hull design drawings, again even the Jura, Narvik and Veracity class were all marketed as a 35', but the boats were actually built using the original Colvic 34'-6" hulls.

However In practice many Colvic Watsons exceed their design lengths due to the fitting of a bow sprite, bow roller, and boarding ladder, davits etc.

- **Myth:** *My boat does not have a hull number 'so it is not a Colvic Watson'!*

**Fact:** Untrue: Ardleigh Laminated Plastics Co (Colvic) hot stamped the mould number on all their hull moulds during manufacture which related to the date it was made.

*The numbers did not run consecutively*, but were a contract/order number taken out for that hull order, some Colvic's may '*not appear to have a number'*, but it is there and most likely was covered over by the builder either on purpose or unknowingly during the fitting of the wood or rubber *rubbing strip* around the hull.
However we must also remember the mould number date **is not** the 'Launch date' which in many cases could be some years later.

- **Myth:** *All Colvic Watsons were designed on traditional Scottish fishing boats*

**Fact:** Only Partly true: What has to be remembered is that Ardleigh Laminated Plastics (Colvic) were very acute in their selection of G L Watson to design their range of motor sailers and we must not forget what GL Watson & Co were most famous for and that was designing offshore and ocean going yachts.

Watsons had previously also already designed other offshore motor Sailers such as the *Spey* and *Norseman* class and they took many of their features into the final Colvic Watson design.

'Myth' in the so called designed on *'traditional Scottish Trawlers'* , as that comes from the fact that the *Spey class* were built at the famous ***Jones Buckie*** boatyard in Buckie Banffshire Scotland ,which dates back as far as 1906 and *Jones of Buckie* were famous for building quality trawlers.

However when the demand for new trawlers decreased in the late 1950's the Jones yard diversified and started to build more pleasure craft including the 'Spey class' motor sailor in the early 1960'S

*'True'* in view of the above Watsons also wanted to design a motor sailer with superior sea keeping manners and they looked at some earlier hull design details of some of the Scottish fishing boats in particular the design of bulkheads and cross bearers for internal hull design strength and load carrying capacity.

However at the same time they took into account crew safety and to keep them as dry as possible, so this time they turned to some of their many previous lifeboat designs especially the rake/sheer of the bow and keel / ballast design, this can be clearly seen in most of our boats with a high bow, low amidships and high stern (similar to a lifeboat design).

- **Myth:** *All Colvic Watsons are home builds.*

**Fact:** Untrue: As can be seen not only were many professionally built but also to a very high standard, many others were also 'semi professionally' or totally 'home built' but again many times you cannot tell *which is which* such was the high quality and standard of finish.

- **Myth:** *Home built means inferior finish and poor quality.*

**Fact:** Totally untrue: Many of the people who take on the project of a so called 'home build' were more than qualified and skilful for the task required and many used their experience from previous boats to ensure not only the good layout and finish but also in the choice of components and fittings used, especially in the engine and controls department resulting in many cases ending with a boat 'far superior 'to a professionally built boat.

- **Fact:**

**This CW is chocked wrong 'keel' to earth**

**This CW is chocked correct, 'waterline' to earth**

**Chocked the wrong way will possibly cause flooding due to water lying on the deck, as most CW's have deck drains 2/3rds of the way along by the side of the wheelhouse.**

# The ups & the Downs of Buying and Selling a Colvic Watson!

## Selling:

If you are selling your house and you expect a viewing most of us will run around with the old Hover and tidy up, What has amazed me over the years doing my *pre Buying Inspections* is how some boat owners do nothing or next to nothing to present and sell their boats and then wonder why they there is no interest and are not selling it.

This criteria also applies to our Colvic Watsons and below are just some typical examples I have found when viewing so called '*boats for sale'*.
Prepare your boat for sale, clean it inside and out, remove rubbish and clutter, make sure everything works, does the woodwork look good?, make sure 100% the heads are clean and 'does not smell' !

One of the biggest downfalls of selling is picking the wrong broker to sell your boat, ask around for a recommendation, check web sites, who does a good presentation, who is successfully selling, try ringing them to see what response you get, do not forget the advertising and brokerage fee is *coming out of your pocket and you going to be paying them anything from 5% to 10% commission!*

Make sure you have at least six'good pictures' minimum of your boat 'inside and out' and pictures not taken six years ago and a full and honest description and specification of the boat to go with it.

Finally like a house be realistic with the asking price and some negotiation, also like houses no matter what condition the boat is in or how much you have spent on it there is a '*market price'* for that model**, but ,**a buyer will always pay that little extra for a boat in good condition!

Rusting rigging

Dirty & smelly heads!

Broken navigation

# Buying:

One of my favourite sayings to prospective buyers is '*finding a Colvic Watson for sale is no problem'*, **'*finding a good Colvic Watson is the clever bit'*** *as from my experience '****you gets what you pay for'*****.**

However you will never find the perfect boat, most boats that you will buy will need either some repairs/replacements plus more likely navigation and rigging upgrades.

All buyers should be aware of the so called advertised '*Project boat'*, this in time sometimes ends in a happy boat owner, but more often a very dejected boat owner who has totally under estimated the time and more important the costs involved.

Many new buyers also forget to budget for survey costs, boatyard mast stepping, transport loading/unloading craneage, transport costs, insurance all these can easily run into well over a thousand pounds depending on where you will keep the boat and as to where you find the boat.

Most new buyers of a Colvic Watson would be well advised to at least take someone with them when they are looking to buy who has had some experience or owns a CW, few look in detail and even more unfortunately leave everything to the 'surveyors report' which months later could cost a lot more.

My own personnel philosophy when looking to buy is concentrate on two main things, **the Hull and Engine condition**! almost all boats will have some scratches or small dings to the hull, sometimes the hull looks dull, but do not be put off, only experience will tell you that after some serious maintenance that GRP upper hull will 'polish up great' together with new antifoul on the lower hull.

Never buy without trial running the engine even if the boat is ashore, check all the hose condition, sea cocks, filters, bilges, steering mechanism, prop shaft , gears and engine controls, these items could possibly *seriously affect your bank balance* ***'after you buy'*** if you do not look at them in some detail.

Also ask to see the sails either up or ashore spread out, how old is the rigging, sails and rigging **= £'s** to replace (LOTS)!

When we engage a surveyor for our new boat we are usually already well down the road to the purchase, but did you ask just how many CWs has he surveyed before?

How many have read the surveyors report in detail '**It's not a guarantee',** and add up the cost of his recommendations before agreeing to the final sale price?

Remember another Golden Rule ***the surveyor is not buying the boat 'you are'*****.**

Sometimes new buyers should try and view the boat the same as when viewing a house and buy as to what the boat '**could**' end up looking like.

Make sure the engine and hull condition is good and the rest is mainly cosmetic, together with updating dated equipment and bringing the boat up to a seaworthy condition.

New buyers should not forget the cost for safety equipment, good quality lifejackets, heavy weather clothing, lifebuoys, flares, jack stays, VHF/DSC radio etc.

Before

After

Before

After

Before

After

# Summary/Conclusion:

Following the early success of the *John Scott* motor sailer design credit must be given to the founders of Ardleigh Laminated Plastics Co Ltd (Colvic Craft) (1964-2000) *Colin Burns and Victor Pascoe* who decided and recognised the future market potential for a range of offshore and sea going motor sailers.

Also in the early 70's their selection of the most prominent yacht design company at the time being **G L Watson & Co Ltd**, not forgetting their marketing strategy to allow some to be *home built* whilst others could be *professionally built* played a key part to the success of the Colvic Watson Motor Sailer.

Colvic's strategy of sizes and range of motor Sailers was also well thought out, offering from 19'-6" to 34'-6" hulls and at the same time suiting all pockets of individual buyers, where some were lovingly '*home builds'* and others *professionally built* and some being an expensive boat at the time of build by owners that could afford it.

G L Watson & Co Ltd on the other side of the coin could not have been a better choice of naval architects, they were able to draw on their wide design experience of previous yachts and motor sailers to come up with not only a new motor sailer design but a boat that would offer comfortable accommodation and at the same time more importantly a seaworthy and safe design to cope with the sometimes incandescent weather and seas they would sometimes have to sail in.

We have all seen the nice shiny finish on some of the new boats of today but how many look in detail at the sometimes only 5mm thickness of the hulls, many people refer to Colvic Watson Motor Sailers as '***bullet proof'***, I always ask '*have you ever been in rough seas in a Colvic Watson',* try doing the same in some of the modern yachts of today, I know which one I want to be aboard!.

During my travels and visits to many boatyards in connection with my research I met many people who had actually worked on building Colvic Watson Motor Sailer in the 70/80's and I was always impressed by the enthusiasm they showed when they always all referred to the quality of build and construction and many always referred to their construction as *quote*: **"*built like a bloody tank*** "*unquote.*

Most boat building yards today are using high production build techniques building new boats to a fixed price against the clock whereas most Colvic Watsons have been lovingly built usually by people with a wealth of experience and *not pushed for time* which not only reflects in the final finish but mostly in the quality of the materials selected.

Many of the Colvic Watson's that were professionally built were so good that history sadly shows without doubt that this was a major part to each of the boatyards demise and eventual closure.

The quality of build has also long outlasted some of the past owners of the Colvic Watsons and almost all are still around and sailing today.

Sadly like many other boatyards Colvic Craft no longer exists and I often wonder if they had would we now have a new generation of Colvic Watson Motor Sailers as G L Watson & Co Ltd not only still exists but still remains as one of the top Naval architects of our time.

Many of our boats are kept in such good condition by their present owners that most will outlast their owners and will sail these and sometimes shores afar for many more years to come and the name of the *Colvic Watson Motor Sailer* will pass to the next generation of history and will indeed end up being a 'Classic'.

**Photo acknowledgement & other assistance:**

- Aberdour Marine: *Simon Johnston*
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- Triton:- *Setsail.com*
- Tir An Og II*:- Chris Ibbotson*

**Note**
There are a couple of pictures of boats that I have made great attempts to contact the owners in order to seek their approval to show, but to date without success. If you recognise the photo I trust you will approve and I will with pleasure add your name to this photo acknowledgements list if you contact me.

## Useful & Interesting web sites:

- Mark Aikmen: http://www.silversmarine.co.uk/history.htm
- Nick Vass: http://www.omega-marinesurveyor.co.uk/about.html
- Mike Sanderson: http://www.gr8sails.com/
- Mike Davies: http://www.yachtbrochures.co.uk/orders.htm
- Lee Stevenson: http://www.blueflagboats.com/
- Alan Russell: http://www.forthboathouse.com/
- Paul Fisher: http://www.selway-fisher.com/a_history_of_sfdesign.htm
- G L Watson : http://www.glwatson.com/
- Global Marine vs Colvic Craft PLC( appeal) http://www.bailii.org/ew/cases/EWCA/Civ/1998/819.html
- RNLI: http://www.rnli.org.uk/
- Royal Yachting Association: http://www.rya.org.uk/Pages/Home.aspx
- Ofcom: http://www.ofcom.org.uk/radiocomms/ifi/licensing/classes/maritime/
- Propeller Calculator: http://www.vicprop.com/displacement_size.php

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JJ Isler & Peter Isler:- *Sailing for Dummies*
** The Art and Science of Yacht Design: http://peggybawnpress.com/

** One of my favourite books.





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