Jeanry under power

Jeanry

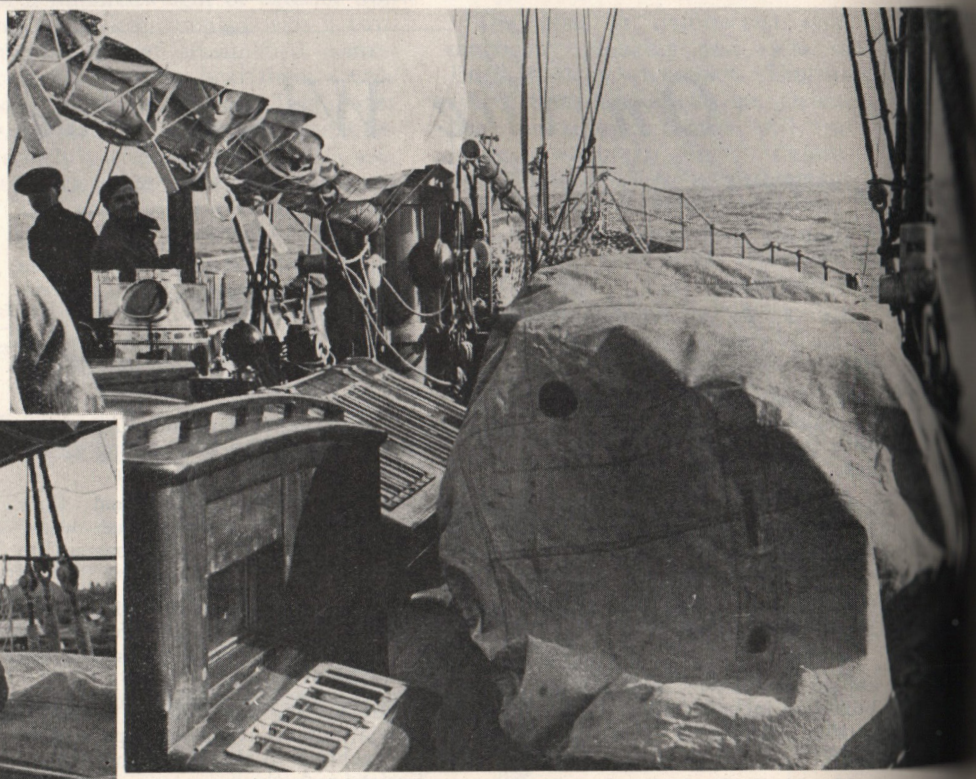
A Fine New Schooner Gets Ready *for* Sea

OFFICIAL trials of ships are usually more in the nature of a demonstration that everything is right, and occur after those concerned in the building of the ship have tested everything. When a firm invites spectators for preliminary trials —in fact, for the first time a new ship is taken away from her fitting-out berth—it bespeaks immense confidence in that ship and all that has gone into her.

That is what actually happened in the case of Jeanry, and, moreover, for that preliminary run Jeanry was taken for the first time ever down river from Brooke's yard, out through the lock at Lowestoft, and slap into the heavy sea kicked up by half a gale of wind which, in the squalls of hail and sleet, reached something like gale force. Those were not pleasant conditions, but, of course, they were just the sort of conditions to test things thoroughly, to emphasise any weakness there might be, any adjustments that might be needed in the ship's equipment generally.

A Dry Ship

At sea Jeanry was magnificent. Punching into the irregular seas that were running down Lowestoft Roads, she shipped nothing noticeable aboard, just a few spurts through the hawseholes and a little spray over the bulwarks forward. When wind and sea were brought on the beam she took

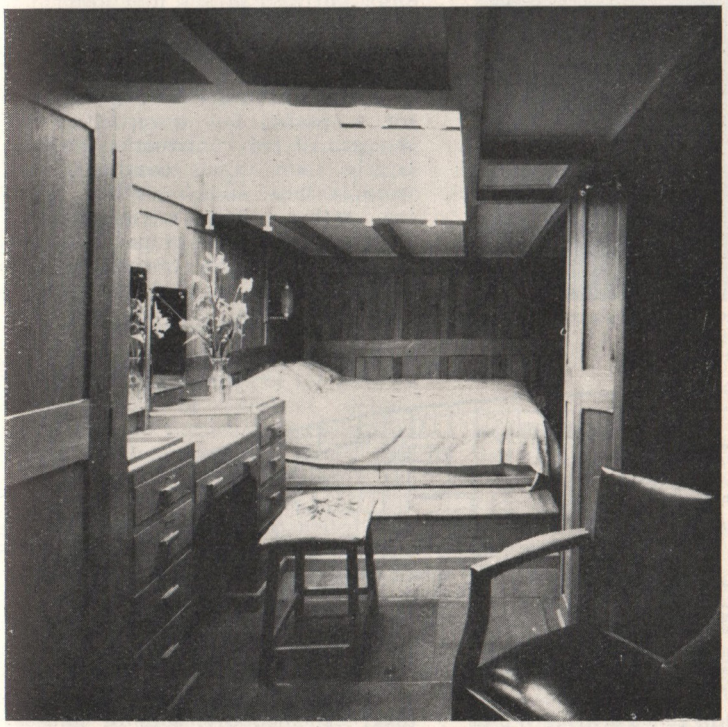


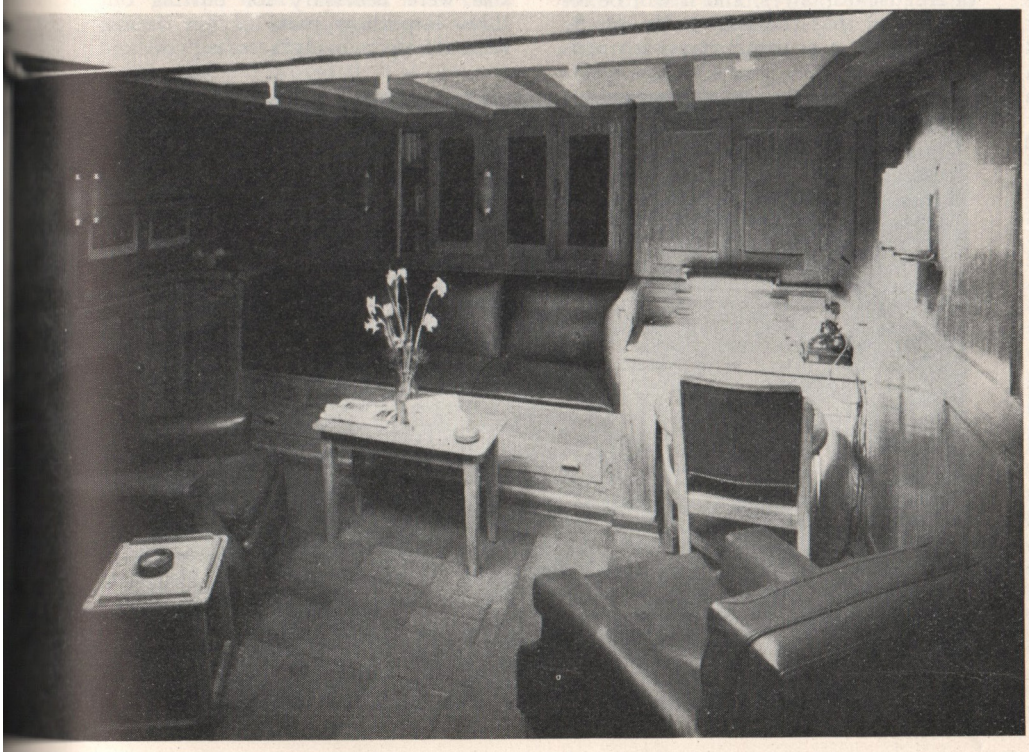
(Left) Discussion — Sailmaker (Mr. Chris Ratsey, of Ratsey and Lapthorn), owner (Mr. Henry S. vom Berge) and Designer (Mr. S. Graham of Wm. McC. Meek). (Above) Deck view at sea

First Outing

DIMENSIONS AND DATA

Length overall	103ft. 0in.	Draft	12ft. 3in.
Length l.w.l	79ft. 0in.	Working Sail Area	3,800 sq. ft.
Beam extreme	21ft. 9in.	Power unit	120 h.p. Gleniffer Diesel





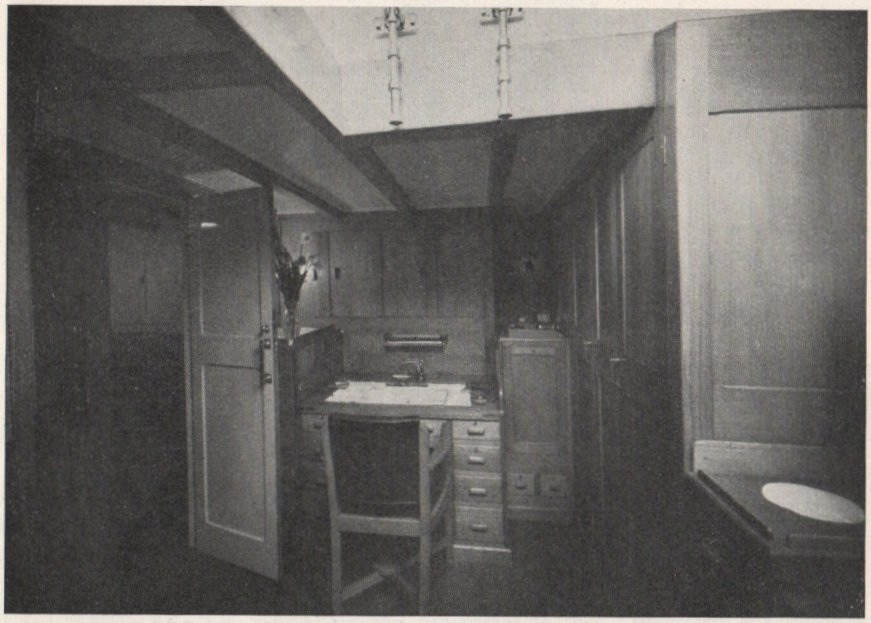
(Above) Approaching the open sea for the first time—there is any amount of room about Jeanry's broad decks

(Above left) A view in the owner's state-room. Panelling and furniture were specially made from beautifully-toned old elm from the original piles of the old Waterloo Bridge

(Lower left) The comfortable lounge side of the saloon which has a built-in cocktail bar and a 21-valve receiving set

(Below) The builder, "Picks" Brooke, and the owner's wife, Mrs. H. S. vom Berge, chat about the run

Jeanry's First Outing

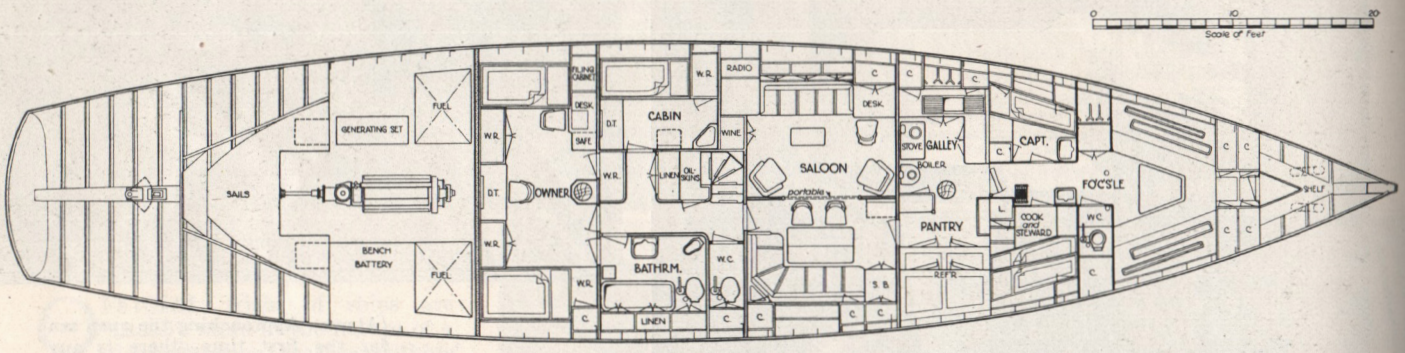


The "office corner" in the owner's stateroom

siderable experience, and, moreover, master of his own ship, wanted particularly a vessel for deep-sea cruising, of exceptional strength, fit for anything, yet also capable of sailing well while being managed by a comparatively small though efficient crew. With these requirements Mr. William McC. Meek and his colleague, Mr Sydney Graham, of the firm of William McC. Meek, produced what amounts to a refined version of the Grand Banks schooners. That refinement is not merely evident in the fine finish or luxurious furnishings of the ship, but also in her hull form and, of course, in construction.

Composite Built

Jeanry is unusually heavily built for a yacht, but nevertheless the strength of her construction depends largely upon ample scantlings, good workmanship and scientific building rather than mere bulk of materials. She is of proper composite construction, with frames, beams, stringers, etc., in steel, while keel, stem deadwoods, etc., are of Burma



nothing at all but a few blown feathers. Under power, whatever the nature of the sea, she required almost no helm at all to keep her steady—and this was in weather when steam trawlers were shipping a few green ones.

Her movement was decidedly easy and comfortable, and even when at anchor it was rare indeed for her to get out of step with the seas. She rolled of course, but rarely wildly, and whatever conditions she meets she promises to be an easy ship on her crew and gear.

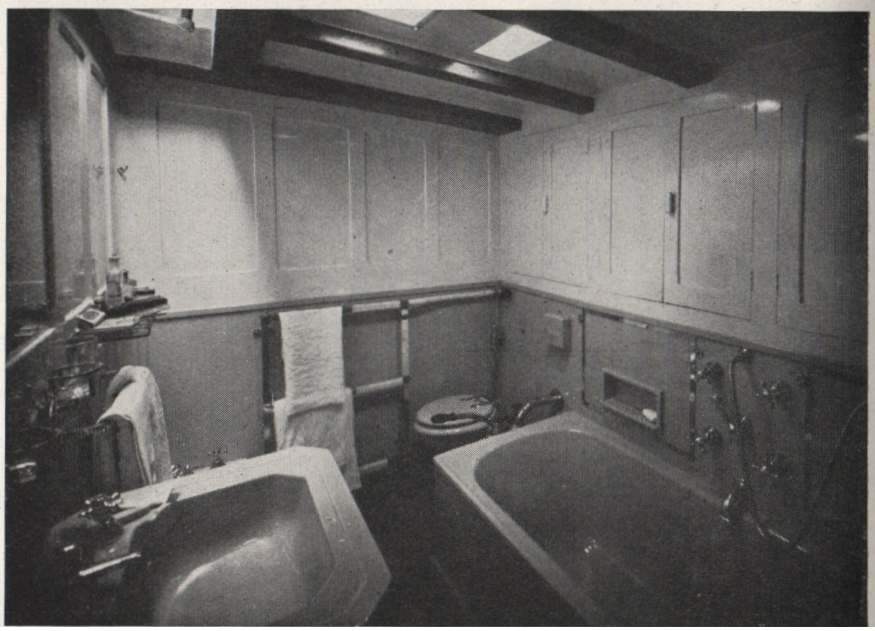
Sail Trials Later

Although sails were bent, it was necessarily no fit weather to try brand new canvas, and so sailing trials had to be postponed until a later date.

Slamming about that way and snubbing at anchor cables in that sort of weather naturally brought to light any adjustments needed. These were few, and when once carried out Jeanry should fulfil all expectations.

Jeanry is a big ship. Her designs were published in *The Yachting World* of August 6th, 1937, and it will be remembered that the owner, Mr. H. S. vom Berge, a cruising man with considerable experience, and, moreover, master of his own ship, wanted particularly a vessel for deep-sea cruising, of exceptional strength, fit for anything, yet also capable of sailing well while being managed by a comparatively small though efficient crew. With these requirements Mr. William McC. Meek and his colleague, Mr Sydney Graham, of the firm of William McC. Meek, produced what amounts to a refined version of the Grand Banks schooners. That refinement is not merely evident in the fine finish or luxurious furnishings of the ship, but also in her hull form and, of course, in construction.

teak. Incidentally, logs of unusual size were necessary for cutting out these important parts of her frame, some of them being 42in. square and



Jeanry's bathroom is as well equipped as that of a modern flat

32ft. long. Planking and decks are both of Burma teak, with a finished thickness of 2¼in. Her bolts are of phosphory-bronze, deck fastenings being of naval brass.

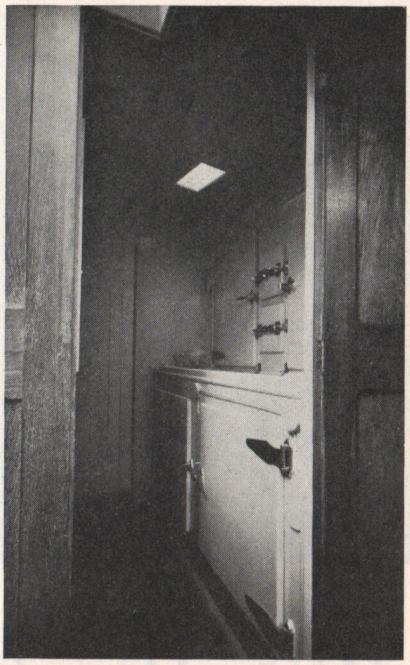
As was evident from the plans of the boat, some considerable thought has been given to the arrangement of her interior accommodation. In three dimensions this is even more attractive than it promised on plan. She is a real floating home for the owner and his wife, with only one cabin for a guest. The saloon, the full width of the ship, is an enormous lounge, but when required, a folding partition can cut off the "dining-room portion," leaving a much snugger cabin to port.

The crew's quarters are arranged so that living aboard for long periods is not likely to prove tiresome. The cook and steward share a double stateroom and there is a separate cabin for the professional skipper. Throughout the ship considerable care has been paid to ventilation matters, and even in the crew's quarters there is hot and cold running water.

Furnishings

As may be seen from the photographs, the furnishings of the owner's quarters are of excellent design, panelling and furniture of the saloon being in Rangoon teak, limed and finished with a dull polish, while the owner's stateroom, again the full width of the ship, is panelled and furnished out of wood taken from the piles from old Waterloo Bridge. This is a species of elm with a particularly attractive tinge of ochre.

Although so little in evidence, water services and electric wiring and the supernumerary equipment generally play an important part in the comfort of the boat. When it is considered that all the appointments of a modern luxury flat, such as heated towel rails, are provided, it is obvious that there has been a deal of work of one sort or another now hidden under the panelling. For instance, there are seventy-eight lighting points on the ship which necessitated the fitment and installation of 2,670ft. of twin lead-covered cable, while water and fuel and pumping fittings called for the use of nearly 1,500ft. of piping.



To starboard in the galley is a vast cold store

Again in the luxury class is the galley equipment generally. The main cooking stove is an Esse cooker, with a hot-water boiler, while the refrigerator, a four-chamber Kelvinator, means that considerable luxury can be carried to sea in the food line. Each chamber, for instance, is run at a different temperature, so that a whole sheep can be frozen solid in one compartment and kept so more or less indefinitely, while more normal temperatures preserve adequately such stuff as butter, milk and other perishables.

Important on a ship of this size is the engine-room, and in Jeanry there is plenty of head room and plenty of space for any adjustment or cleaning of main engine or auxiliaries to be carried out in comfort. The engine-room is separated from the rest of the ship forward by a watertight steel bulkhead, insulated with silicate of cotton and perforated zinc.

The main engine is a 120 h.p. six-cylinder Gleniffer Diesel, driving through a 2-1 reducing gear, a cruising speed of 7½-8 knots being the probable efficient speed.

For lighting a single-cylinder Russell Newbery Diesel drives a 5 k.w. D.C. dynamo. From this an extension shaft drives the two hydraulic pumps for the anchor winch forward and capstan. In addition, a bilge pump of large capacity and a Reavell compressor for the air bottles are run from the same source. Lux fire extinguishers take care of any possible danger, the whole craft being piped from this installation in the engine-room. Storage batteries are Alklum. In addition to these auxiliaries and other equipment in the engine-room a small lathe with electric drills, etc., are to be fitted, so that any reasonable running repairs could be carried out at sea. Aft of the engine-room is considerable space for sails.

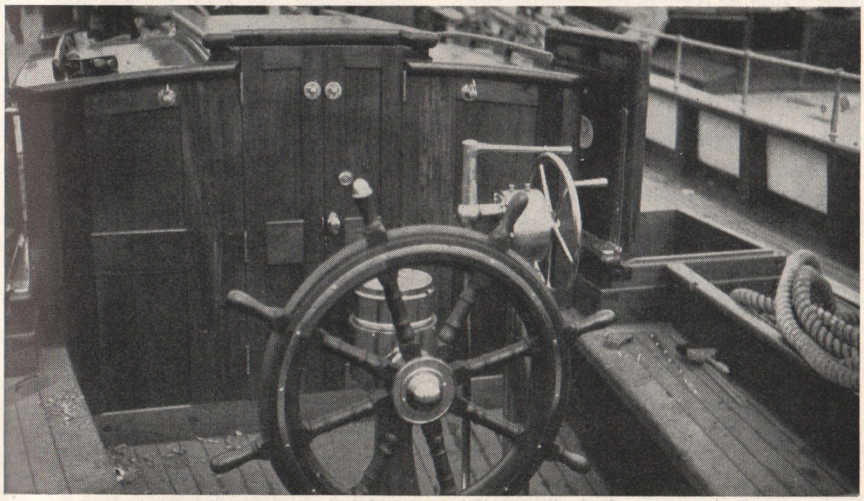
On Deck

One nice point about the ship generally is the manner in which deckhouses have been kept down and of comparatively small size. Just forward of the cockpit is a very compact deckhouse - cum - navigating room which, as is the modern tendency, might be called the "control room" of the ship. All gauges from the engine-room are on a neat panel.

A sea berth is available for the navigator; code flags are handily arranged, and there is immense storage room for charts. Her rig is modern schooner with Bermudian main and a gaff foresail. Sails are by Ratsey & Lapthorn, and a number of light sails are to be carried, including spinnakers.

Among other items of her equipment may be mentioned compasses, supplied by Henry Hughes & Co.; steering gear by Thomas Reid; winches and capstan by Hyland. The masts were made by the Berthon Boat Co., of Lymington, with electric boat hoists by E. P. Barrus & Co. Mast fittings are by J. S. Doig, of Grimsby, and much gear by Simpson Lawrence. Steelwork is coated with one of Detel's products, Antifouling is a composition of the International Paint and Compo. Co., while most of the paint for other purposes was supplied by Robert Ingham Clark.

On deck Jeanry carries three boats, one of them a power launch with a Victor "Cub" Diesel.



The helmsman has all engine controls handy and a good view over the sunk chartroom