*Rob McCall is selling his 1933 8 ton sloop Windflower. He has owned her for 2 years and although he has not been able to give her the time and investment she needs she has not deteriorated in his ownership - he says if she had remained as she was when he bought her, she may not still be here today. The weather has been kept off her decks and superstructure completely using 100% waterproof tarps with a lightweight timber custom tent frame beneath. In this manner she has “slept in the yard” where she is currently to be found in Llandysul, Carmarthenshire. However she now needs to find a new home urgently.*

Rob writes “Time and investment is what she needs, but in my massively biased opinion, she’ll repay both amply. In order to give you an idea of how she looked only a few short years ago (and how she could look again, with aforementioned time and effort) take a look at the blog prepared by her previous but one owners.  [http://hillyardwindflower.blogspot.com](http://hillyardwindflower.blogspot.com/)  - as you can see she makes a lovely family cruising yacht and there are more pictures of her restoration and cruising if you click on the right hand corner of the blog page.

In terms of her condition now - I am not a marine surveyor, nor - but this is what I think may need doing:

Hood ends - need refastening as a result of her drying out. She’s still got her original nails and I think these will need to be replaced with screws

Planking - needs recaulking and refinishing

One cracked plank, port, roughly on her plimsole line. Not major

Top of stem - rotten (no active rot at present)

Stem - looking quite fissured, but still rock hard solid timber

Deadwood - some cracks but still sound

Rudder - needs replacing as does the metalwork, including the rudder tube I imagine

Sliding hatch - has taken up water and buckled, will need rebuilding

Interior - port bunk in saloon dismantled by me and drinking water tank removed in order to investigate two cracked frames (not ribs). All the component pieces have been kept. Evidence of some distortion on port side (interior joinery is fractured in a couple of places and there are gaps - probably where she has sat ashore for several years

Signs of water tide mark inside, about 3 inches higher than the sole boards - think this was rainwater she filled with when left to her own devices before I bought her

All the interior bright work will need work to return to good condition

The canvas covers for the foam bunks have rotted in some cases. Foam and ply bases still present

Electronics look OK (still present), but not powered them up. There is an auto helm, sat nav, vhf depth sounder and log

Starter and leisure batteries are kaput, will need replacing

Not sure about engine - its a Yanmar, but I have made no attempt to run it

Mast broken above the hounds and top section missing

No boom, bowsprit present

Standing rigging has been cut through and will need replacing

She’s still got most of her sails in their sail bags

Running rigging: there is some but probably will need replacing

All exterior bright work is devoid of varnish and has lichen growing in a few places. No sign of rot other than a soft spot near the scuppers on the toe rail

Galley - it’s all there but the cooker is looking pretty rusty

Deck is in good shape, having been epoxy sheathed by her last but one loving owners

Interior is a minor miracle of period preservation. She feels utterly charming inside, although very dirty and needing lots of new brass hinges (present ones have in many cases corroded), not to mention varnish and paint aplenty

My greatest hope is that she is bought be someone that appreciates her as the classic that she is and can get her back into the water where she positively belongs

A little history:

### LOA : 30' 0", LWL : 27' 0" Beam : 9' 1" Draught : 4' 9" Displacement : 8 tons TM and is Lloyd's Registered : N° 163440

I have all her entries in the Lloyds Register of Shipping. She spent a long time in Ireland being sailed by a wealthy family in Cork, before making her way to Dublin and then to North Devon, thence to Cornwall where I bought her. There were rumours of her being a Dunkirk little ship - but I can find no trace of such a record and to be frank pure sailing yachts were not really requisitioned. She has sister ships: She was built in 1933 - *Billy Blue* was built the previous year. These double enders earned an enviable reputation has being extremely seaworthy especially in following seas. The present editor of Classic Boat magazine, Steffan Meyric-Hughes is a fan - he owned a share in *Billy Blue* for a number of years. He was kind enough to run an article on *Mari* (now sold to a good home) and *Windflower* and their plight.”

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