

## Section 15 The Colvic Watson 34'-6"

Designed in 1974 design number 877 the CW 34'-6" is the biggest in the Colvic Watson fleet, the **CW 34'-6"** is a 'go anywhere' motor sailer and when you stand at the helm and look forehead it is only then you understand just how big this boat is and with a 13' beam they do not lack for space.

If you are ever going to be in heavy weather then this is one boat you want to be in and they truly shows their design pedigree heritage with that long keel giving her good directional stability when driven into a heavy sea.

Research to date shows just over 145 of the CW 34'-6" hulls were moulded by Ardleigh Laminated Plastics Ltd.

Many of these moulds found homes all over the UK for either home build completion or professional boat yard fit out and if you're standing at the helm and looking forehead it is not like going aboard a motor sailer but more like going aboard a ship, as they are a lot of boat!

They came with both standard *aft open cockpit* and *aft cabin* versions and as expected they lack for nothing with full sized everything including the kitchen sink, preferred heating again is down to the owner with many having diesel central heating, wood burning stoves and paraffin heating etc!

The standard wheelhouse provides an all weather all round visibility with a head room of 6'-4" with many used for serious long distance cruising and a favourite for live – a board's.

Many were fitted out by professional boatyards such as Lytham Marine, Jay Jay Marine and Tower Marine to name but a few .

Some were so called 'home builds' but none were poorly finished and were usually fitted out by multi skilled individuals who were very selective in the materials and components used in the fit-out resulting many times in a better built boat.

Many of the early boats were fitted with Thorneycroft engines usually of 50 to 60 hp but in time found to be underpowered, however over time replacements of up to 150 hp engines is not unheard of with typical 6 cylinder 130hp Ford and Perkins engines and some having up to 250 gallon of fuel tank storage onboard.

The 34'-6" was one of Colvic's most motor sailers produced and surprisingly they were offered with a Sloop or Ketch rig arrangement and as ketch rigged with a Genoa could offer a huge 548sq/ft of sail area giving that 'go anywhere' flexibility, however a growing number are also Cutter rigged to add those extra knots under sail.

Looking at 'Arley' below many do not realise just how much draft the CW 34'-6" draws.



CW 34'-6" Ketch/Cutter 'Arley'



CW 34'-6" 'Arley' ashore showing that huge underwater hull and 4'-6" (1.37m) draft



Outline Drawing of the CW 34'-6" AC



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



CW 34'-6" AC Ketch 'Fancy' (Showing Aft Cabin Version)



However sometimes it is hard to recognise some CW 34'-6" here we see the trawler 'Sophie Dawn' which also has a 135hp engine

Many have the trawler wheelhouse with aft cabins, however there are just as many with the aft open cockpit design with Ketch rigged being the most popular, some have been converted into a schooner and sloop rig plus sometimes with an additional bow sprit fitted



CW 34'-6" Ketch '**Lytham Green**'



The American ketch '**Aimee Lynn**'



The Dutch Gaff '**Jansen & Jansen**'



The American ketch '**Cardinal**'



The Spanish ketch '**Triton**'



State of the art Chart Table



Custom helm position 'Lytham Green'

Age of Colvic Watson Motor Sailers does not mean everything on board is old, here we see in an up to date chart table and wheelhouse of some nice CW's some even including the automatic washing machine offering every home comfort.



Diesel heating is popular



Typical Classic Galley

Due to their huge internal accommodation many are used as a very comfortable live aboard and all are a serious offshore and ocean cruising boat.



'Malachite' bathroom/heads



Side galley and saloon 'Olive Page'



CW 34'-6" sloop **'Flexen'**



The American flagged CW 34'-6" AC Sloop **'Nordheks'**



**'Nordheks'** Huge saloon and galley area

## Section 16 The Colvic Watson Narvik 35 Class

The **CW Narvik class** came in two sizes, the *Narvik 32* and the *Narvik 35* both being based on the standard Colvic Watson 31'-6" and 34'-6" hulls respectively, but they were marketed as the **Narvik 32** and the **Narvik 35**.

All were built as a Bermudan Ketch Rig, with slab reefing to the main sail, all being well built and equipped. Some of the so called 'home builds' were in many cases equal or sometimes better than the yard finish with various interior layouts to suit individual taste and requirements.



The Colvic Watson Narvik 35 AC 'Chipmunk'



The 13' beam of the Narvik 35 AC 'Chipmunk'

With a beam of 13' the aft cabin version of the Narvik 35 AC internally is huge and a go anywhere attitude is quickly given by the feeling of space and layout, most have all the mod cons Central heating, optional coloured toilet schemes, fridges, full sized Gas cookers, SS rigging and all were well equipped in the navigation department and most are in the 12 ton + displacement bracket.



Typical Chart table



Typical Ford Sabre engine

Not many of either size were built with most buyers planning on more extended cruising rather than a couple of days sailing ,most of the Narvik's were either part built or completed professionally built by *Jay Jay Marine Ltd* when they were based of all places at Southampton airport in Hampshire with the majority having the aft cabin layout.



Typical saloon



Typical Wheelhouse controls



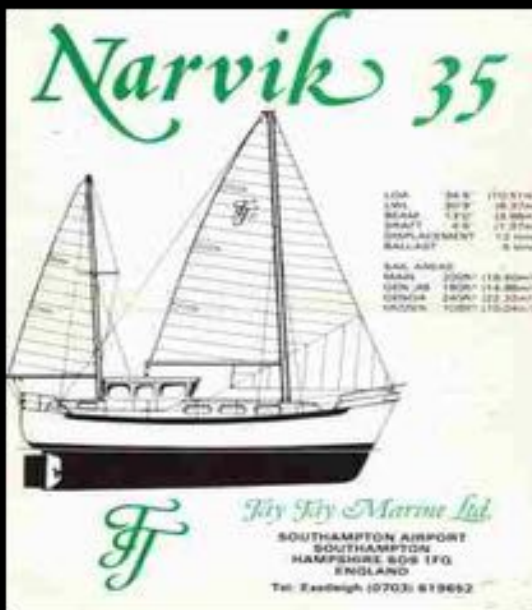
Most of the Narvik 35 had standard Ford Lehman 60/80/BHP 4 cylinder marine diesel engines with a typical Borg Warner Velvet Drive 2.1:1 reduction gearing, driving a three blade bronze propeller giving them a displacement of up to 14 tons

The Narvik 32 at glance looks no different to her bigger sister the Narvik 35 and her smaller beam of 11' is not easily noticeable, again most are powered by Ford engines usually in the 60 hp + range Borg Warner Velvet Drive 2.1:1 reduction gearing, driving a three bladed bronze propeller giving them a displacement of around 8.2 tons .

With long distant cruising in mind the Narvik 32 had 750Ltr fuel tanks and usually at least 250 Litre fresh water tank.



The Maltese flagged Narvik 32 AC 'Lady Lara'



Jay Jay Marine Narvik brochure



The Colvic Watson Narvik 35 AC **'Melro'**



Galley and Dining area **'Melro'**

Many of the Narvik class are again used as live aboard as space is not an issue plus they are a fine addition to the Colvic Watson fleet and long distance cruising is what they do best.

## Section 17 Colvic Watson Jura 35 Class



The now German flagged Jura 35 '**Rasmus**' (ex **Spirit of Jura**)

Even today few Motor Sailer designs will match the build construction and sea keeping qualities of the Colvic Watson **Jura 35** design, first specially designed in 1976 by G L Watson for **DM Russell Marine** design number **914**, then modified in 1978, design number **937**'

All the Jura Class were very professionally built by DM Russell (Rosneath) Ltd Scotland who took over the famous Silvers Marine yard which can be first traced back to the 1880's.

In 1976 the yard was bought by *Douglas Russell* and re-named **D. M. Russell Marine (Rosneath) Ltd** and all efforts were made to re- establish the yard to its former glory including the building of Pilot boats, various yachts and repairs.

D M Russell wanted to build the best ever '*top of the range*' Colvic Watson and the Jura 35 is actually based on the Colvic Watson 34'-6" hull but was marketed as the '**Jura 35**', however both in looks, design and layout they are not like any other Colvic Watson.

Russell's commissioned their own special design of the already established CW 34'-6" Colvic Watson Motor sailer with G L Watson when they were in their Erskine offices in Glasgow with all the hull moulds supplied by Colvic Craft from Essex and the **CW Jura 35** Class was borne.

For quality and finish at the time the Jura 35's were equivalent to the Rolls Royce *of the car world* and there were only six built, all at D M Russell Marine (Rosneath) Ltd Dunbartonshire boatyard in Scotland.

The first of the Jura class was designed by G L Watson in 1976 *design number 914* and when built was named the '**Pride of Jura** ', she was shown at the Dutch International, Southampton, Brighton and Troon Boat shows and was extensively used as a demonstrator by both G L Watson & Co Ltd and D M Russell Marine Ltd, however, as with all things Watson and Russell introduced some design changes in 1978 under *design number 937*.



'Pride of Jura' at Amsterdam boat show



'Pride of Jura' under full sail

The Main mast is over 10 meters high and Boom and Mizzen masts were all silver anodised section with heavy stainless steel rigging and screws with sails from 8 oz white and brown Terylene sails.



The Jura 35 '**Isle of Jura**'



The Jura 35 '**Spirit of Jura**'

Out of the six Jura class built five boats had names ending in **Jura**, the first four were built with white hulls but the fifth buyer wanted a *dark blue hull* which became the **Spirit of Jura**, however, the final buyer wanted an all white GRP hull, deck and wheelhouse, but fitted out like a Jura, this became the last one to be built and was named **Tegwynt**.

The **Jura 35 Class** boat names in build order were:-

- 1<sup>st</sup>:- **Pride of Jura**
- 2<sup>nd</sup>:-**Star of Jura**
- 3<sup>rd</sup>:-**Maid of Jura\***
- 4<sup>th</sup>:- **Isle of Jura**
- 5<sup>th</sup>:-**Spirit of Jura**
- 6<sup>th</sup>:-**Tegwynt**

Due to a gas leak The **Maid of Jura** blew up and caught fire on 9<sup>th</sup> August 2000 and later sank above no 4 lock on the Crinan Canal Basin in Scotland and was declared a total loss.

However it was a surprise when her latest owner contacted me in November 2014 to say the hull was recovered and she is currently a major renovation project.



The salvage of the '**Maid of Jura**' after she blew up



'The wreck of the '**Maid of Jura**' Crinan Canal Basin in Scotland 12/9/2000



Now with a green painted hull the '**Maid of Jura**' under re-construction ( 2014)

D M Russell wanted to build the top of the range Colvic Watson Motor Sailer but somewhat different from the standard 34'-6" design and spared no expense using only the best fixtures and fittings available at that time including the extensive use of Mahogany, Larch, Iroko and Teak and the well proven Perkins engine.

D M Russell Marine had a very skilled workforce and also had the reputation to be the only yard to reject some of the Colvic moulds and sending them back to Colvic as sometimes they could vary +/- 6" in the beam!



**'Tegwynt'** (last built of the Jura 35 class)

Russell Marine was one of the few companies that kept a record of how long it took to totally fit out a Colvic Watson albeit a 'Jura Class' and this was a staggering **8000** man/hrs each on the first 5 boats built with the wood deck, super structure and then all the fit-out), but when looking at **Tegwynt** with its GRP deck and wheelhouse top, they reckoned on around **6000** man/hours.

The five ton ballast at that time was cast iron and concrete being approximately 65/35 proportions plus moveable trimming ballast which was always included at the final fit out secured by fasteners giving most boats over 5.5 tons ballast.

The Jura class had 18mm thick solid teak decking on top of heavy 24" centred Larch timber cross beams with seams payed with black poly-sulphide compound together with a Mahogany and Teak wheelhouse.

Iroko wood topped hand railing and the superstructure was also 18mm thick marine ply and cascover sheated, interior lights were everywhere with some times up to 21 interior lights together with power points provided in the places you would need one added to other extensive well thought out details during construction and the final displacement weight was most times well in excess of 12/13 tons.



**'Spirit of Jura'** sea trials Gareloch 1980



**'Spirit of Jura'** -Costa Brava

All the boats built by Russell's were individual from each other mainly because of each customer's requirements, but there are a number of common design features that clearly identify the Jura 35 from all other CW 34'-6 especially the long extended all Mahogany wood wheelhouse.

#### **Some General (as built) Data:**

- The first five were originally built with a 105 hp Perkins 6-354m engine with a PRM 3:1 reduction gearbox driving a 2" dia shaft with a 3 blade 31" dia bronze propeller, only *Tegwynt* had a BMC engine.
- All had a 3 x 24"x 9" rectangle windows & 1 x 9" dia side window to each of the coach roof sides.
- The original drawings showed 3 rope fairleads each side to the bulwarks with 6 x Marinc Bollards.
- The first five of the boats all had teak decks on heavy wood cross members, '*Tegwynt*' had white moulded GRP decks with tread master anti slip decking.
- All were Ketch rigged designed
- The Ex yard boats were heavy due to the quality of the fittings and had a 5ft design draft.
- The first five Jura designed boats had an extended wheelhouse which was built out of Mahogany and painted all white with a blue top with T&G decking in the wheelhouse area.
- All had 50 fathoms of 3/8" Galvanised anchor chain with a 45 lb CQR anchor
- All had large twin fuel tanks giving a total of 180 gallon for long range cruising and huge water storage of 210 Gallon
- The Mizzen was strengthened to take the Radar bracket
- All the Jura 35 boats had stainless steel rigging and were based and improved on the earlier '*Veracity class*' design, one change made was to take the shrouds to the chain plates at the coach roof sides and the rake of mast was 1:75.

## Design Dimensions:

LOA: 34'-6" LWL: 30'-9", Beam: 13'-0", Draft: 5'-0"

Displacement: Generally 12 ton, however most were nearly 13.5 tons (depending on final fit out) and over.

## Jura Class 35 Design Sail area data:

Area	Material	Luff	Leech	Foot
<b>Mainsail</b> 218Sq/Ft	8oz Terylene	33'-8"	36'-0"	13'-0"
<b>Genoa</b> 300Sq/Ft	8oz Terylene	36'-6"	32'-0"	18'-9"
<b>Working Jib</b> 210Sq/Ft	8oz Terylene	30'-8"	26'-0"	15'-6"
<b>No 2 Jib</b> 107Sq/Ft	8oz Terylene	23'-9"	17'-9"	12'-4"
<b>Mizzen</b> 60Sq/Ft	8oz Terylene	19'-8"	20'-0"	6'-2"



An early Jura Class build ready for launch



105 hp Perkins 6-354m engine



Teak decks and ready for launch



When you visit some old boatyards nine times out of ten you expect a bedraggled site with leaking old buildings and lots of bits of old boats everywhere and the office at best a porta cabin.

However what a pleasant surprise it was when I first visited Silvers in late December 2009 to find a bright modern boatyard and offices with extensive maintenance and storage facilities including a temperature controlled paint shop, carpentry shop, rigging, machining & fabrication and moulding rooms, plus tidal slipway /dry dock and 40 ton hoist lifting facility.



The Silvers yard in 1964 on Gareloch



Silvers modern office block 2010



D M Russell boatyard facilities 1980



Jura 35 Original GA drawing

From the early days Silvers fame grew with the launch of their first of many famous *Silvers Yachts* launched in 1910.

The Silvers designed Yachts were a success and many a fine boat still exists today, but the 1960's witnessed an increase in the maximum size of craft turned out by the yard in response to the ever increasing demands of prospective owners for luxury, comfort and power in a motor boat and as the size of the craft increased, the turnover was vastly reduced and the yard encountered financial problems and in 1970 the Company went into voluntary liquidation.

In the early 70's the yard had another two successive new owners but little success followed. However the good name of Silvers was to be re-born in 1983 when the Arthur Duthie Group took over the yard and re-named it again **Silvers Marine UK Ltd** but this time investing in redevelopment and reorganisation to where the modern *Silvers Marine* is today.

In January 1978 a standard Jura 35 would typically cost you £48,500 Ex Works plus VAT' + any extras required.

## Quotation for a Jura 35 in January 1978

D. M. RUSSELL MARINE  
(ROSNEATH) LIMITED  
THE BOATYARD - SILVERHILLS  
ROSNEATH  
DUNBARTONSHIRE G84 0EW



YACHT, LAUNCH  
AND BOATBUILDERS  
TELEPHONE CLYNDER (043 683) 227

January 1978

### JURA 35 MOTOR SAILER

#### U.K. PRICE LIST & AVAILABILITY.

WITH PERKINS 6.354 DIESEL  
LONG RANGE TANKS AND  
ALL AS PER SPECIFICATION. \_\_\_\_\_ £48,500

ABOVE PRICE EXCLUDING V.A.T. AND  
FOR DELIVERY EX ROSNEATH.

#### AVAILABILITY.

JOB	101.	APRIL 1978
	102.	MAY 1978
	103.	JULY 1978.

N.B. 101 AS DEMONSTRATOR FROM JANUARY 1978

PRICE PAYABLE

- 20% WITH ORDER
- 30% WHEN ENGINE & STERN GEAR FITTED
- 25% WHEN CRUISING & WHEELHOUSE FORMED
- 15% ON PRACTICAL COMPLETION.
- 10% ON ACCEPTANCE AFTER TRIALS.

DIRECTORS: DOUGLAS M. RUSSELL (MANAGING) H. W. RUSSELL D. M. HENDRICK  
REGISTERED OFFICE: THE BOATYARD, SILVERHILLS, ROSNEATH, DUNBARTONSHIRE G84 0EW

*DMR*

INC. 27444 SCOTLAND



**'Star of Jura'** in France 2006 (notice her home port 'Glasgow')



**'Pride of Jura'** in London (2014)

All the fit outs were to a first class tradition but proved expensive both in material and labour costs and this significantly contributed to D.M Russell going into receivership in 1982 after only six years of production

## Section 18 The Colvic Watson 'Veracity 35'

History, they say, often repeats itself and this certainly applied to the **CW 35 Veracity** class, many people may not have even heard of the *CW 35 Veracity* class but she forms another important part of the Colvic Watson family and History and was also at the top end of our motor sailer family group at the time.

The original design number **900** was produced by G L Watson in 1975 but this time especially for **Aberdour Marine**.

However if the Jura 35 class was equal to the Rolls Royce *in the car world* the Veracity 35 must have been a cross between a *Bentley and a Rolls Royce*, because like her sister the Jura 35 class the Veracity 35 class was an expensive boat at the time and was professionally built also in Scotland, but this time on the Scottish East coast boatyard of *Aberdour Marine Ltd* in Fife.



**'Command'** CW Veracity 35 AC Ketch (The first of only 2 built)

Aberdour Marine was another very old established boatyard and started building pleasure craft boats back in 1966 in addition to traditional fishing boats including the wooden hulled '*Fifer*' motor sailers based on the fishing boat hulls from *Millers* of St Monance and also built some smaller versions of Colvic Watsons between 1973 and 1976.



The Two Veracity Class 35 boats were both AC (aft cabin) versions originally with blue hulls based on the CW 34'-6" hull which had already travelled 400 miles from suppliers **Tyler Boats** in Kent (1946-1977).

Founder Edward Tyler made the Colvic hulls under a license agreement with Colvic Craft and Tyler's built many boats from the 60's until 1977 when unfortunately their building and all the moulds in it were destroyed by a huge fire.

The first Veracity 35 to be built which went way above the estimated building costs was '**Command**' build number **378116** (now re named **Bon Accord**) and she had a Thorneycroft 80 hp engine fitted.

**Command** had a *Trawler style* wheelhouse and she lacked for nothing in both the fit out design and the finished quality, one noticeable difference however was she had an all GRP moulded deck as opposed to the teak decks of five of the Jura class.

However at the same time of **Command**'s build Aberdour Marine also received another order for a second Veracity class and she was called '**Norsela**' Build number **378119**, but this time the owner wanted a conventional back *sloping wheelhouse* design and *Norsela* was fitted with a Thorneycroft 75 hp 230 engine said to try and save some costs.

Many fine yachts were also built by Aberdour Marine during the 1970s including the **Victory 40** class yachts, however exactly like the fate of the **DM Russell Marine** yard on the Scottish West coast who built the CW Jura 35 boats Aberdour Marine's rigid insistence on high standards of finish/traditional craftsmanship were like many other Scottish boatyards where workers were very proud of their craftsmanship and regularly worked up to 14 hours a day to complete the boats on time.



CW Veracity 35 Helm position



CW Veracity 35 Cocktail bar!



'Bon Accord' Galley area

CW Veracity 35 AC Ketch '**Norsela**' lying on her side at Silvers Yard Rosneath after slipping off her boggy on the slipway, fortunately damage was mainly cosmetic

**Veracity 35 Class Design Sail area data:**

Area	Material	Luff	Leech	Foot
<b>Mainsail</b> 207Sq/Ft	8oz Terylene	33'-9"	35'-0"	11'-0"
<b>Genoa</b> 307Sq/Ft	8oz Terylene	37'-3"	33'-0"	19'-0"
<b>Working Jib</b> 193Sq/Ft	8oz Terylene	29'-9"	29'-0"	15'-0"
<b>No 2 Jib</b> 106Sq/Ft	8oz Terylene	23'-9"	17'-0"	12'-6"
<b>Mizzen</b> 56Sq/Ft	8oz Terylene	18'-6"	19'-3"	5'-9"



**'Bon Accord'** in 2007 (Ex Command) CW Veracity 35 AC Ketch

Four tons of iron shot ballast was encapsulated giving a total mixed with concrete of approximately 5 ton , but again like the Jura 35 this was increased on final trim due to the final fit out which made the standard design displacement of 12 tons nearer to 14 tons.



**'Command'** in her early days CW Veracity 35 AC Ketch



CW Veracity 35 AC Ketch '**Norsela**' lying on her side at Silvers Yard Rosneath after slipping off her boggy on the slipway, fortunately damage was mainly cosmetic



**'The Lazy Kipper'** (Ex Norsela) CW Veracity 35 AC Ketch





**'The Lazy Kipper'** (Ex Norsela) CW Veracity 35 AC Ketch

Aberdour Marine built 'class and quality' but unfortunately to produce the Colvic Watson Veracity class they not only 'under estimated the build costs but also the overtime to achieve both which played a leading role in the yards final demise leading to the eventual closure of Aberdour Marine in 1977.

The torch was picked up again later in 1977 when the yard was taken over by *Gordon McPherson Yachts*, however during this time no further Colvic Watsons were built and Gordon continued fitting out glass-fibre yachts between 37ft and 42ft in length, again to a high quality specification and finish but again unfortunately this also led to the 'final closure' of the yard in 1984.



**Norsela** under cutter rigged sails

## Section 19 The Dutch & German Builds



I first heard a few years ago that there was a possibility that some Colvic Watsons had been built in Holland and after more extensive research this has showed to be true.

The hulls were mainly of the Colvic Watson 28'-6" models with many built at *Jachtwerf Bouwman's BV* of Moleneind Kortenhoef, the yard still exists today as *Jachthaven Kortenhoef* but is now more into boat hire and general marina facilities and sadly no longer build boats.

Bouwman's was/is a long established family boatyard and was run by Peter Bouwman who stepped in due to his father's poor health, but unfortunately Peter himself died at the very young age of 40 years old.

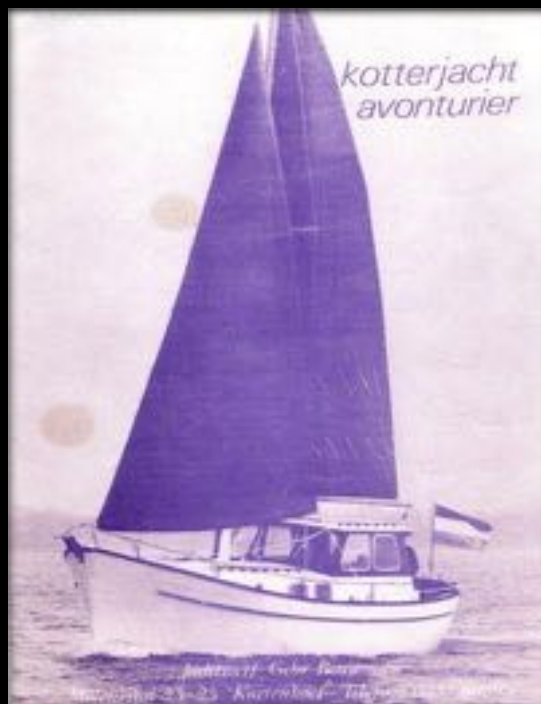
Bouwman's fitted out /built 36 Colvic Watson mainly 28'-6" and 31'-6" models in the late 70's and were white or dark blue hull colour with the most popular in a dark green hull and almost all had a teak all wood wheel house.

It is thought that the *Bouwman's* boatyard built approximately 20 Colvic Watsons.

The Bouwman's built Colvic Watsons were known as the '*Avonturier*' or '*Adventurer*' in English mainly for the Dutch market and all were all of the *open cockpit* version with rear doors although some have found their way back in time to the UK.



Typical CW 28'-6" 1980 Avonturier (one of the last built)



### Jachtwerf Bouwman Brochure Covers

The Dutch yards shipped the hull/moulds into Holland from Colvic Craft plus the coachroof or sometimes with an engine already fitted mainly with the BMC/Thornycroft set up.

Bouwman's was however not the only Dutch boatyard selling Colvic Watsons hulls at that time and there was a second boatyard in Amsterdam called '**Avicon**', however Avicon mainly sold Colvic Watson Hulls/moulds for individual home build fit outs, but unfortunately they did not survive very long and closed.



**Part of Bouwman's Boatyard in the late 70's  
Note the 3 Colvic Watsons during fit out (All with white hulls)**



A CW 28'-6" AC 'Kloeck & Moedigh' 1977



Zeerob 'CW 28'-6" Open aft Cockpit

During my time aboard Dutch boats of any make I have never been aboard a Dutch boat with poor woodwork, the Dutch love their woodwork and looking at some of the craftsmanship and standard of finish they built some fine boats and as already said the Dutch versions mainly had a teak woodwork fit out everywhere



Typical Dutch woodwork aft Cockpit area of 1980 CW 28'-6" 'Zeerob'



1977 CW 28'-6" 'Downwind'



1978 CW 31'-6" 'Adel 2'



CW 28'-6" 'Acca' 1978



The German built CW 28'-6" 'Alfonso'  
now under Dutch flag



CW 28'-6" 'Vrijbouter' 1978

It also has to be said that the Dutch sure do look after their boats, this 1978 CW 28'-6" below even has a custom made cover for her wheelhouse to protect the teak woodwork when not in use and somebody sure made a job of polishing that hull.



Typical example of Jachtwerf Bouwman's build the **1978 CW 28'-6" 'Vino Verde'**



**1978 CW 28'-6" 'Vino Verde'**



**CW 28'-6" 1978 'Acca'**



**The Gaff rigged CW 34'-6" 'Jansen & Jansen'**



**The Cutter rigged 1977 CW 34'-6" 'Sea Camel'.**