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"JEANRY"

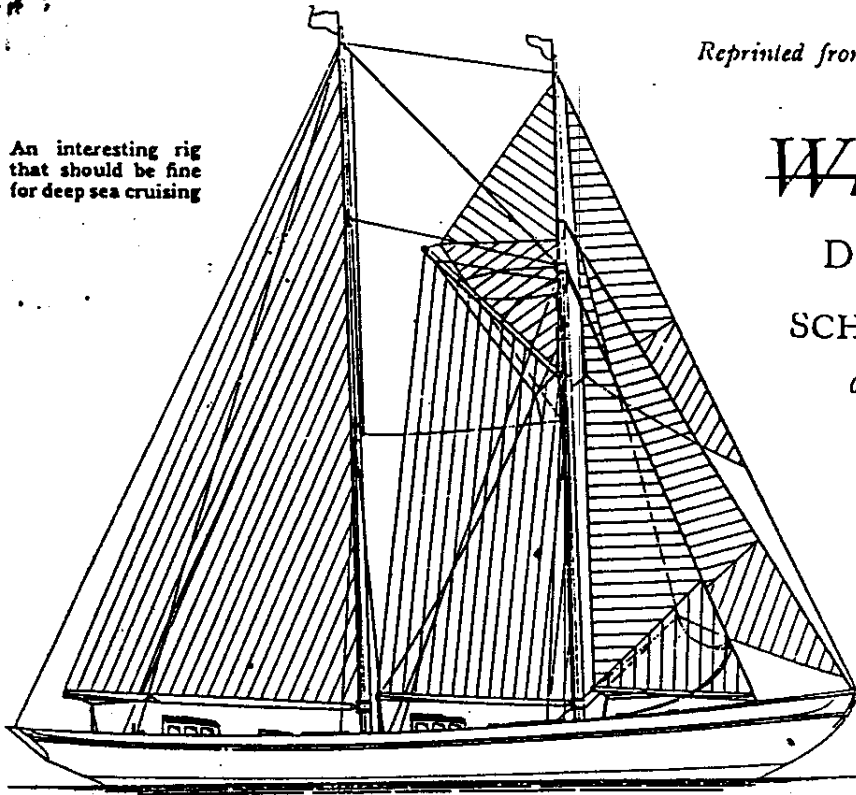
White Bitch

DEEP SEA CRUISING

SCHOONER NOW BUILDING

on the EAST COAST

An interesting rig that should be fine for deep sea cruising



DATA	
Length overall	103ft. 0ins.
Length l.w.l.	79ft. 0ins.
Beam (extreme)	21ft. 9ins.
Draft	12ft. 3ins.
Lead Ballast Keel (approx.)	85,000 lbs.
Power	Gleniffer-Diesel 120 h.p.

WHEN an owner is sufficient of an individualist to choose a name like *White Bitch* for his yacht it is almost certain that the yacht herself will be unusual.

Mr. H. S. vom Berge, the owner, is a cruising man of considerable experience, a skilled navigator, and (perhaps this last should be emphasised) captain of his own ship.

For Real Sea-going

Deciding to build a vessel for deep-sea cruising, the owner stipulated that she should be of exceptional strength, capable of taking care of herself and her crew in really heavy weather—that is to say, heavy weather as it is understood anywhere about the seas. At the same time, she was not to be just a slow, safe, life-raft type of ship, either. She must sail and sail fast.

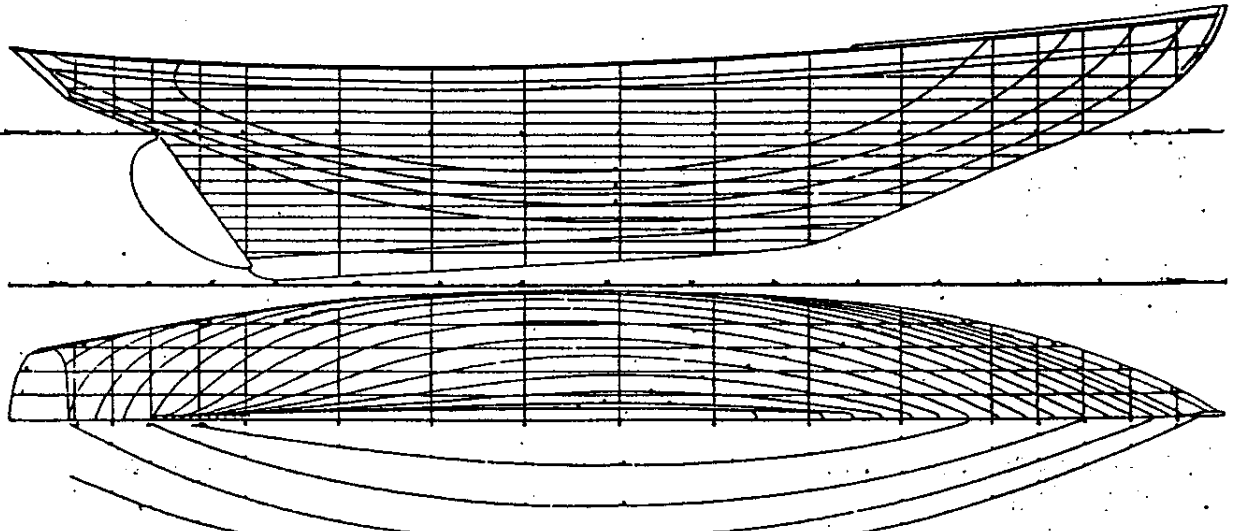
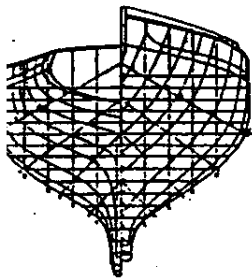
Furthermore, hard sailing must be within the capabilities of a small but efficient crew.

Consultations with Messrs. Wm. McC. Meek all seemed to trend in one direction—the Grand Banks schooners. As the lines of *White Bitch* indicate, Mr. Wm. McC. Meek and his colleague, Mr. Sidney Graham, have had the Banks fishermen type very much in mind when designing; indeed, Mr. Meek admits that he was greatly impressed by the beauty and proportions of the Banks fisherman yacht, *Mabel Taylor*, built at Shelbourne, in Nova Scotia, in 1931. Compared with even the best of the fishermen proper, however, *White Bitch* is refined, to say the least of it, and a comparison of her lines with any of the famous fishermen, such as *Blue-nose*, makes this very clear.

Of equal importance there is the question of construction, and, naturally, *White Bitch* scores heavily, for, though unusually heavily built, the strength of her construction is dependent upon ample scantlings, good workmanship, and efficient fastenings, rather than mere bulk of timber. Complete composite construction is to be adopted with frames, beam, stringers, etc., in steel, while keel, sternpost, and all planking is of Burma teak. Both plank fastenings and ballast keel fastenings are of phosphor-bronze.

Seamanlike Rig

In her sail plan she has the efficient modernised version of a schooner with a Bermudian main, gaff foresail, and stem head jibs. This snug rig was designed by the owner in collaboration with Chris Ratsey, whose firm is to make the sails in heavy Egyptian cotton. In view of the heavy duty of weeks at sea in all sorts of weather, it will be noticed that, on Mr. Ratsey's



Lines are very reminiscent of the Grand Banks Schooners

White Bitch

suggestion, sails are built in vertical cloths, which method gives greater strength than the so-called "cross cut." Areas are much those of a commercial vessel, so that early reefing will never be necessary.

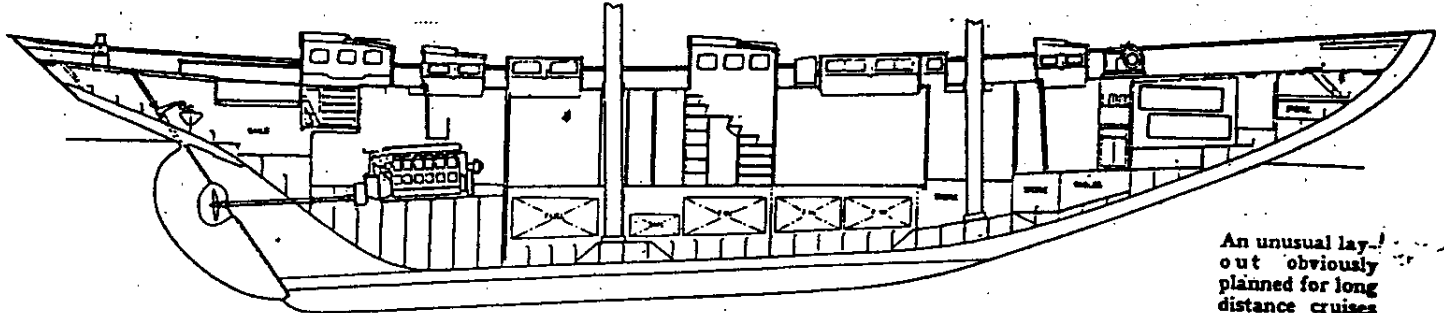
In equipment the ship shows evidence of experience and appreciation of good gadgets without any sign of the current yachtsmen's complaint "gad-getitis."

Schooners, even big ones, are famous for the ease with which one or two

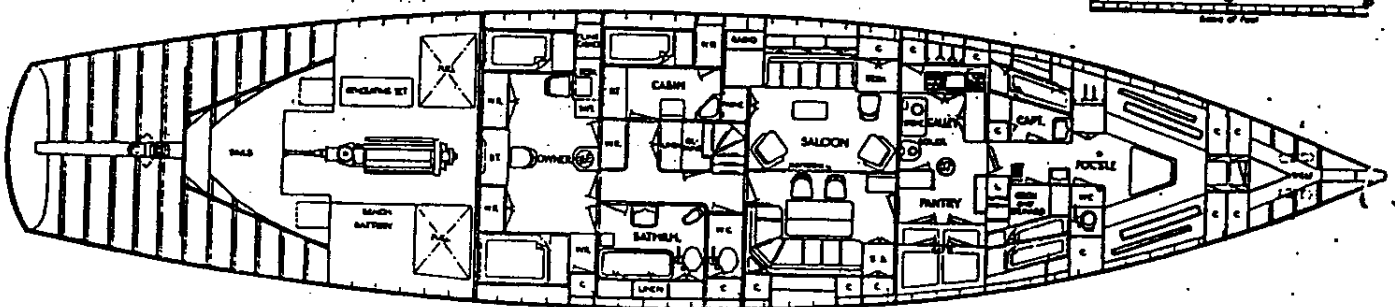
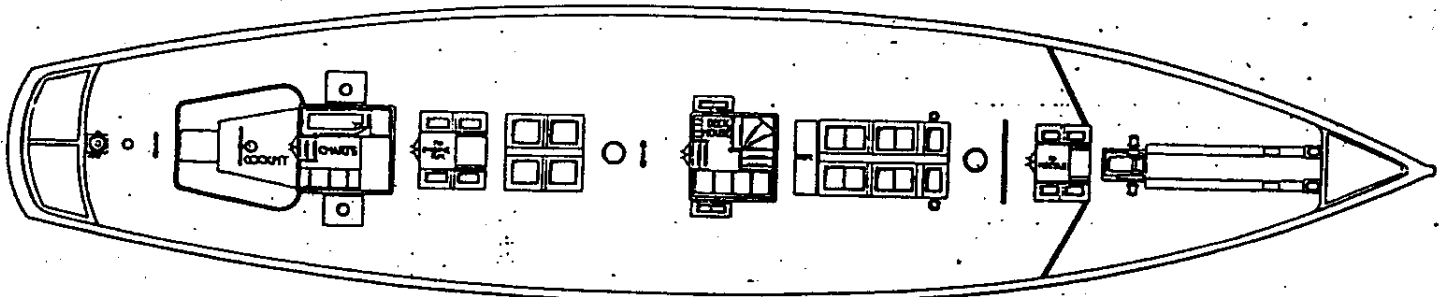
The cockpit arrangement is worth noting. It should be a safe place in any weather with the chart house giving extra protection.

The accommodation is as unusual as the boat's name, for in this schooner, 103 feet overall, it will be noticed that there is a cabin for one guest only. This fact also points to the likelihood of the ship being used for seagoing rather than as a floating guest house, and, of course, it has meant exceptionally comfortable quarters for the owner

Deep-sea voyaging is evident in the equipment. In the central line of the vessel a Gleniffer 6-cylinder Diesel with reduction and reverse gear is installed, all controls being led to the cockpit, and the fuel capacity is enough to give a range of close on 7,000 miles under power only. Water tanks also are large enough for long deep-sea voyages. In the pantry large ice chambers are to be fitted. Both cooking stove and heating system are adapted to the use of Diesel oil, so that



An unusual layout obviously planned for long distance cruises



men may get them under way. White Bitch is fitted so that if necessary two men only are required on deck; all windlass controls are led to the cockpit, and the windlass itself, a Hyland hydraulic, fitted forward, is capable of dealing with both anchors at once up to a depth of 35 fathoms. Aft, for hauling, a Hyland hydraulic capstan is fitted. Just aft of the forward windlass a breakwater is to be built so that any sludge from the anchor cables cannot spread to the deck proper.

and his wife, with ample wardrobe and cupboard accommodation.

Excellent Crew's Quarters

Another indication that this ship is to be used for real seagoing is given by the particular attention Mr. vom Berge has given to the comfort of his officers and crew with a large and well-ventilated forecabin and separate cabins for mate, cook and steward. As mentioned before, Mr. vom Berge is his own captain.

only one type of fuel will be required for all purposes aboard. Naturally, the vessel is fitted with electric light throughout. In the bathroom hot and cold fresh and salt water are available.

All in all, White Bitch promises to be one of the most interesting big yachts built recently, and the fact that she is to be built by Messrs. Brooke, of Lowestoft, is interesting, too, for this old-established East Coast firm has hitherto specialised in the construction of small craft.

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