



Signals: Association news

A new Johan Anker designed addition to the wooden 12-Metre fleet.



New Anker 12-Metre from Robbe & Berking

The first new-built wooden 12-Metre in 50 years has been launched by Robbe & Berking Classics in Flensburg, Germany.

One of the last designs (No 434) by Johan Anker, who died in 1940, she is a pure, engineless

racing yacht, built in mahogany on alternate stainless-steel and ash ribs, for a Scandinavian customer.

Her deck is teak, the mast wood and her lead keel weighs in at 17 tons.

She was launched, and christened *Siesta*, in time for

the Robbe & Berking 12-Metre Open European Championship for which 14 classic 12-Metres came together on the Flensburg Fjord as one of the largest fleets ever in the history of this class.

Johan Anker, the great Norwegian designer, was also very successful as an active

racing helmsman and his boats, especially his metre-class designs, were recognised as being particularly fast.

Design 434 is the last of his 20 12-Metres and, says Robbe & Berking, all his experience and all his knowledge has gone into this boat.

Siesta, Johan Anker's last 12-Metre design newly built by Robbe & Berking, takes to the waters of Flensburg Fjord

Nardi's Nods

Each month Federico Nardi of the celebrated Italian restoration yard Cantiere Navale dell'Argentario chooses a good sea boat

C&N 32

The magic of a wooden boat will always stay with us, never to be substituted by the technology, comfort or performance of a modern sailboat. Yet to transform a dream into reality is a privilege for few, even though we are moving through the sea, which costs nothing, and propelled by the wind, which is still exempt from taxation.

But today there are solutions to our dreams that contain a little less magic but are available to all: the boats built at the dawn of glassfibre construction. Little was known in the 1960s about



Federico Nardi head of the famous Cantiere Navale dell'Argentario

the strength and durability of the new material, so to be on the safe side designers and builders exaggerated, leaving us with indestructible artifacts.

The Camper&Nicholson 32 of 1964 is a perfectly example. There are many for sale around

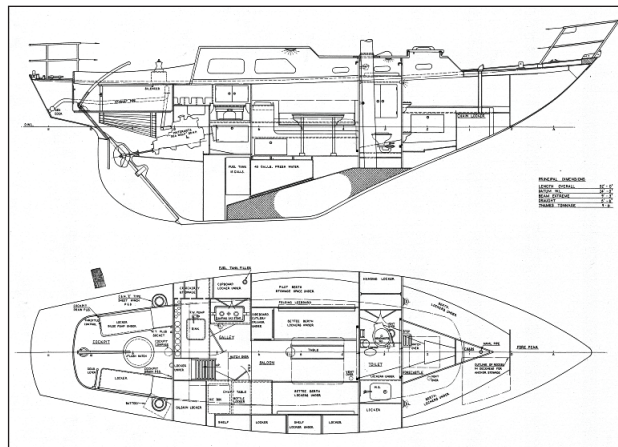
the world for a cost of €15-20,000.

The marketplace ignores boats from back then, primarily because they lack living space, yet it also ignores the high quality of their design and construction. They may have design legacies like a long keel with

internal lead ballast, or a skeg with its reassuring support to the rudder. Or a gunwale as an integral part of the hull mould with cap rails in varnished wood, perhaps the optimal hull to deck joint (and it was not unusual to cover the internal joint with further lamination). No air bubbles are found in the hand rolled and compact lamination; the fear of osmosis disappears when confronted with the thickness of the hull.

Aesthetically these yachts maintain the elegant shapes of wooden yachts with some varnished trim, but maintenance costs are low, plus they can also be kept out of the water for long periods of time when not in use.

The sea is at your doorstep: with an investment equal to a family car we can reach any corner of the planet in safety. ★



The 1964 Camper&Nicholson 32