

## WILLIAM FIFE III 8 METRE 1924/1999



## Specification

## EMILY

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|                |                            |                  |                                  |          |                    |
|----------------|----------------------------|------------------|----------------------------------|----------|--------------------|
| Designer       | William Fife III           | Length waterline | 24 ft 3 in / 7.4 m               | Engine   | Nanni 21 HP Diesel |
| Builder        | William Fife & Son Fairlie | Beam             | 8 ft 6 in / 2.6 m                | Location | Germany            |
| Date           | 1924                       | Draft            | 6 ft 3 in / 1.9 m                |          |                    |
| Length overall | 44 ft 7 in / 13.6 m        | Displacement     | 0 Tonnes                         |          |                    |
| Length deck    | 44 ft 7 in / 13.6 m        | Construction     | Carvel Tola planking on oak ribs |          |                    |

These details are provisional and may be amended

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## BROKER'S COMMENTS

In extolling the virtues of this class generally, it's hard to improve on the opinion of Uffa Fox who some 10 years after EMILY's launch was to declare: "The owner can sail his Eight Metre round the coast from regatta to regatta, for coastal cruising would give owners the two most sought things in life; health and happiness, for without doubt sailing at sea brings peace to the mind, and the clean salt-laden air health to the body; which are both needed by all in this mechanical age of irritating noise and poisonous fumes. The Eight Metres are very popular, for in the cabin an owner can live, or simply change his wet clothes after a hard race and eat his lunch in comfort according to his ideas of pleasure. Added to this there is the protection the cabin gives in bad weather, for then it seems to make what otherwise be a boat, a ship." Such virtues are - most of them - equally applicable to her lakeside domicile in continental Europe. Added her classic provenance and the continuing popularity of racing in this class to the present day is what doubtless inspired the comprehensive restoration of EMILY to this fine example of the genre.



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HISTORY

EMILY was designed by William Fife III and built for Sir Ernest Roney at William Fife's yard in 1924 as an International 8 Metre racing yacht (Int8mR) to the second international rule - with the French Olympics uppermost in her owner's mind. British Eight Metre champion in 1924 and, beating BLUE RED - Charles Nicholson in the selection trials, EMILY took the Silver medal for Great Britain at the Olympics in Le Havre.

Fast forward - from a state of considerable decline EMILY was totally and traditionally rebuilt during 1998 99 to original plans by David Vieira's yard near Lisbon, sporting a long boom but small foresail rig, rare flush deck and is once again a pure classic racer. Sea trialling during her reappearance at the Europeans in 1999, EMILY was winner of the Concours d'Elegance with other eights such as ARIA, BAMBA and CARRON II sailing in the Coupe Cartier. She is maintained by Josef Martin, of the Radolfzell Boatyard by Lake Constance / Bodensee

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CONSTRUCTION

- Carvel 22 mm Tola planking copper riveted to steam bent oak ribs
  - Silicon bronze fastened to laminated mahogany frames
  - Glued with Aerodux; the only glue used in the rebuild
  - Teak stem
  - Mahogany keel and sternpost
  - Oregon pine beam shelf and clamp
  - Spruce bilge stringer - Some wrought iron, some stainless steel floors, black-rubbed and painted
  - Lead ballast keel on 316 stainless steel bolts
  - Bronze lifting eyes
  - American oak rudder stock of with stainless steel rod core
  - Mahogany tapered rudder - 12 mm teak deck planking over 10 mm marine plywood sub deck
  - Oregon pine, ash and white oak deck beams and carlings
  - Varnished mahogany king and sheer plank with teak foot rails
  - Mahogany companionway, cockpit and hatches with teak decking over
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ACCOMMODATION AND DOMESTIC EQUIPMENT

- Satin varnished Honduras bulkheads
  - Accommodation to class rules
  - 2 berths with removable backrests
  - Fridge
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RIG SPARS AND SAILS

- Marconi 3/4 sloop
  - Round, tapered hollow Oregon pine double spreader and diamond mast
  - Hollow Oregon pine boom
  - Oregon pine spinnaker pole
  - Stainless steel standing rigging with served Kevlar preventers and runners
  - All halyards led below deck
  - Main, Genoa I, Genoa II, jib all North Sails
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DECK EQUIPMENT

- All hardware original, custom made to original design or other original fittings from same era
  - All wooden blocks custom made by Dragonfly on bronze bodies
  - Bronze Absolute wide body winches
  - Self draining cockpit
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## MECHANICAL AND ELECTRICAL

- New Nanni 21 HP diesel; removable for Regattas
- 2 x Batteries

- Navigation lights
- Cabin electric lights

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## NAVIGATION

- Raymarine Tridata

depth and speed

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## SAFETY

- Electric bilge pumps

- Manual bilge pump

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## RESTORATION AND REFIT

All planking was renewed

1996-1997

### Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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Specification  
GALLERY





























  
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