

MARIQUITA — WILLIAM FIFE AND SON



Builder: WILLIAM FIFE AND SON

Year Built: 1911

Model: Classic Yacht

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 125' 0" (38.10m)

Beam: 17' 5" (5.30m)

Max Draft: 11' 10" (3.60m)

Cruise Speed: 7 Kts. (8 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **MARIQUITA — WILLIAM FIFE AND SON** from our catalogue. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **MARIQUITA — WILLIAM FIFE AND SON** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	3
Basic Information	3
Dimensions	3
Speed, Capacities and Weight	3
Accommodations	3
Hull and Deck Information	4
Engine Information	4
DETAILED INFORMATION	5
DETAILED SPECIFICATIONS	5
Exclusions	14
Disclaimer	14
PHOTOS	15
CONTACTS	17
Contact details	17
Telephones	17
Office hours	17
Address	17

SPECIFICATIONS

Basic Information

Category: Classic Yacht

Model Year: 1911

Year Built: 1911

Refit Year: 2004

Refit Type: Re-built @ Fairlie Restoration Ltd 2001-2004

Country: United Kingdom

Dimensions

LOA: 125' 0" (38.10m)

LWL: 71' 11" (21.90m)

LOD: 95' 2" (29.00m)

Beam: 17' 5" (5.30m)

Max Draft: 11' 10" (3.60m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Cruise Speed Range: 500

Gross Tonnage: 60 Pounds

Water Capacity: 132.086026 Gallons

Fuel Capacity: 264.172052 Gallons

Accommodations

Total Cabins: 3

Total Berths: 4

Sleeps: 4

Crew Sleeps: 7

Hull and Deck Information

Hull Material: Mahogany

Hull Finish: Polyethylene

Hull Designer: William Fife III

Exterior Designer: William Fife III

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 6 LP-STE

Engine Type: Inboard

DETAILED INFORMATION

DETAILED SPECIFICATIONS

TYPE	Classic Sailing Yacht
HULL NO.	595
MODEL	19m Gaff Cutter 1 st International Rule
BUILDER	William Fife & Sons
DESIGNER	William Fife III Fairlie
RESTORATION	Restoration Ltd. (2001-2004)
YEAR	1911
REFIT	2004 re-built Mahogany over steel frames secured with bronze fastenings
CONSTRUCTION	Lloyd's register and 1 st International Rule 19m
CLASSIFICATION REFIT	315UK - Glasgow
FLAG	1 x 315 Hp Yanmar
ENGINES	59.9 tons
GT	76 tons
DISPLACEMENT	38 tons / Lead Ballast
KEEL	International

PAINT SYSTEM

paint system
on hull
Varnish is
traditional
Epifanes

LOA

38.10m
/125'

LOD

29.00m / 95'

LWL

21.90m / 63'

BEAM

5.30m /
17'3"

DRAFT

3.60m /
11'7"

CRUISING SPEED

7 knots @
2,800 rpm

RANGE

500nm @ 7
knots

ACCOMMODATION

4 x Guests in
3 cabins
1 x Twin, 2 x
Single

CREW

7 x Crew in
Pipecots and 1
x Captain

FUEL

1,000 litres in
2 x stainless
steel tanks

FRESH WATER

500 litres in 1
polypropylene
tank

GREY WATER

150 litres in 1
polypropylene
tank

BLACK WATER

500 litres in 1
polypropylene
tank

GENERAL

After careful dismantling and restoration, it was possible to reinstate virtually all of the original owner and guest accommodation. Consistent

with her racing pedigree, the interior design is restrained with weight-saving open deckheads which reveal the structure. Only few changes have been made but include the addition of modern services and some enhancements such as a shower in the owner's bathroom replacing the original sunken bath whose space is now given over to the engine room

ACCOMMODATION AREAS

As in 1911 Mariquita's principal accommodation consists of a gracious saloon with dining table, fitted desk and sofa. A passageway aft of this leads to the main companionway, a starboard single cabin and a port single cabin. The twin cabin aft has its own direct deck access via a dog house where protected seating allows outside visibility.

CREW QUARTERS

Forward of the saloon a more pragmatic approach was adopted to provide accommodation for seven crew and the captain in his own cabin.

ENGINE

1 x Yanmar 6
LP-STE,
315Hp @
3,800 rpm

GEARBOX

ZF 63; ratio
2.5:1

EXHAUST

Halyard Dry
Off centre 32"
feathering

PROPELLERS

Variprop

STEERING SYSTEM

Thomas Reid
traditional
quadrant +
pinion +
emergency
tiller

GENERATORS

Fischer Panda
15 KVA, 2014
230 v 50 Hz

ELECTRICITY PRIMARY

Single Phase
from
generator or
shore power
via 8 KVA Ivet
isolating

ELECTRICITY AUXILLIARY

transformer
230 V supply
from 24
service
batteries via
2.5

Mastervolt
inverter
24 v DC
supply from
12 Gel cells,
total capacity
800Ah/20hr
12 v DC
supply
converted
from 24 v cells

WATER MAKER

HEM series 25
producing 200
litres/hour

WATER HEATER

C Warm single
coil 90 litres

WATER PRESSURE

Aqua Major
40litres/minute

SAILS

All new sails
by James
Lawrence
Sailmakers
(J.L.)

Old by Ratsey
& Laphorne
(R.L.)

SAILWARDROBE

All traditionally
cut and hand
finished

Full details to
be found in
the inventory

MAINSAIL x 2

3,500 sqft 1 x
2004, 1 x
2008 (J.L.)

STAYSAIL x 2	715 sqft 1 x 2004, 1 x 2008 (J.L.)
REACHING STAYSAIL	846 sqft 2012 (J.L.)
No 1 JIB x 2	807 sqft 1 x2004 (R.L x 2.), 1 x 2008
No 2 JIB	579 sqft 2004 (R.L.)
No 3 JIB	426 sqft 2004 (R.L.)
No 1 JIB TOPSAIL x 2	522 sqft 1 x 2004 (R.L.), 1x2014 (J.L.)
No 2 JIB TOPSAIL x 2	283 sqft 1 x2004, 1x2012 (J.L.)
N° 3 Jib Topsail	1 x 2004 (R.L.)
JACK-YARD TOPSAIL x 2	1,000 sqft 1 x 2004 (R.L.), 1 x 2010 (J.L.)
WORKING TOPSAIL x 2	632 sqft 1 x 2004 (R.L.), 1 x 2010 (J.L.)
DELIVERY MAINSAIL-TRYSAIL	1,380 sqft (loose footed) 2004 (R.L.) Sheets on to Deck
DELIVERY MAIN TOPSAIL	260 sqft 2004 (R.L.)
DELIVERY STAYSAIL	479 sqft (with reef points), 2004 (R.L.)
SPINNAKER/BALLOONER x2	3,700 sqft 1 x 2004 (R.L.), 1 x 2008 (R.L.)
SPARS & RIGGING	

MAIN MAST	Solid Columbian Pine Solid
BOOM	Columbian Pine Solid
BOWSPIT	Columbian Pine
TOPMAST x 2 (1 spare)	Hollow Sitka Spruce
GAFF	Hollow Sitka Spruce
JACK YARD	Hollow Sitka Spruce
CLUB YARD	Hollow Sitka Spruce
SPINNAKER POLE	Hollow Sitka Spruce
SPARE SET OF SPREADERS	1 x Set - Ash
BLOCKS	Wooden blocks by Colin Frake
RIGGING	Traditional, all spliced and served
WIRES	Galvanised plough wire
LINES	English Braid 3 strand
Some modifications needed in order to cruise with 6. Getting the main down is the problem - The answer is Lazyjacks.	
COMPASS	Traditional binnacle and Halcyon 2000
NAVIGATION SYSTEM	Nav Computer Pro with Max Sea Time Zero (2014)

AUTOMATIC PILOT	Brookes & Gatehouse ACP2 w/Whitelock motor
RADAR	Raymarine RL80CRC w/chart plotter
GPS	Raystar 120
WEATHER FAX	Furuno D fax 207N
WIND INSTRUMENTS	Brookes & Gatehouse Hercules 2000 System
SATCOM	Thrane & Thrane Mini Inmarsat C
VHF	Icom 2012
SSB	Furuno FM1570 150W
ANCHOR CAPSTAN	Thomas Reid hydraulic reproduction of original with gypsy.
ANCHOR	1 x 65 kg CQR (140lbs) + 1 x CQR 105lbs 1 x 108 kg cast bronze Fisherman
WINCHES	5 x Meissner 77/3 electrical (3 for sheets, 2 for main halyards)
STAUNCHIONS	Full set of bronze with s/s wire

GANGPLANK

1 x Aluminium,
for winter, 1 x
carbon
Full Set Crew
Uniforms – all
by Gaastra
2013

MISCELLANEOUS

Full set wet
weather gear
– all by
Gaastra 2013

The galley maintains its original styling, but has been entirely re-designed.

- 1 x Fridge
- 1 x Freezer
- 1 x Icemaker
- Gas Hob x4 burners
- Gas Oven
- Nespresso Coffee maker
- Silver cutlery engraved with Fife dragon
- Full set monogrammed crockery with “Mariquita”
- Full Set of crystal glasses
- Full set of Crew crockery and cutlery

TENDERS

1 x 11' / 3.3m Clinker rowing tender

1 x 11'5" / 3.50m Novurania, with Toisha 25Hp outboard 2 stroke, 2007

Mariquita is one of the most iconic yachts in the history of the sport and her career spanning over a century is one of the great maritime stories.

Designed and built for industrialist Arthur Stothert by William Fife III, she was launched in 1911 at Fairlie on the Clyde in Scotland. Mariquita combined Fife's design with the high build quality of his celebrated yard.

In 1915 she was sold, ending up in neutral Norway where she spent the war years. She returned to Great Britain after the war and was brought to West Mersea by Arthur Hempstead. His firm undertook the decommissioning. Her fine mast was chopped away above the deck, her keel bolts let go and 40 tonnes of lead cut into scrap on the Mersea

Hard. The hulk of the once-beautiful yacht was towed to Woodbridge on the River Deben and in 1958 moved to Pin Mill, on the River Orwell. After 30 years as a houseboat in Suffolk the timely intervention of William Collier and Albert Obrist in 1991 led to her landmark restoration at Fairlie Restorations. After years of painstaking work Mariquita finally appeared in 2004. With Mariquita's restoration, her owners sought not only to save a unique yacht, but also the quality ethos to which she was built and raced back in 1911. The Mariquita Project was one of the most professional and well-resourced classic yacht programmes ever undertaken. She started a highly successful nine-year campaign that saw Mariquita star at regattas throughout Europe.

However in 2012, Mariquita was unexpectedly offered for sale. The syndicate who eventually purchased her was helped by inheriting some of the existing Mariquita crew. With a yacht as complex as Mariquita where everything is done by hand, working as a team is paramount. It took time for the crew to bed in but by the fourth regatta in Barcelona the skipper George Newman was seeing signs of real improvement. Despite some dramatic conditions in both Mahon and Cannes and some very close racing with her great rivals Moonbeam IV and Cambria, Mariquita arrived in Saint-Tropez for the final regatta of the season in good shape with six podium finishes under her belt.

Her 2014 season ended with even better results – after winning overall the Big Boat class in the Panerai Grand Prix, Mariquita then went on to come second in Les Voiles de St Tropez, behind the mighty gaff schooner Elena. She is now ready to be passed on to her next custodian.

Mariquita combines Fife's design talent and refined aesthetic with the high construction qualities of his celebrated yard. The 19m Class is slightly smaller than most Big Class cutters and fulfilled the aspiration to have a matched class of big cutters. As a racer she held a distinguished place within her class and won the King's Cup.

After over five decades as a houseboat, her future was in doubt until she was saved in 1991. Ten years later the painstaking task of restoring her to racing condition was started. Though her spars and lead keel were lost, her fabulous original interior remained.

It took 3 years at Fairlie Restorations to restore the yacht to match the original structural requirements of the class. She was rebuilt to Lloyd's Register and to her 1912 configuration which provided some speed enhancement over the initial design of 1911.

In order to achieve great hull strength and to save weight the designers opted for a composite construction, a full steel structure

planked over in mahogany and secured with bronze fastenings. Addition of modern coatings, bedding compounds and insulation methods, a new engine and modern systems have been installed and five powered winches ensure far greater longevity without altering her sailing characteristics.

All planking was renewed in 2"/51mm African Mahogany.

Teak decks is laid over 0.8" /20mm plywood

All structural fastenings are Nickel Aluminium Bronze

Previous names: Mariquita; Maud IV

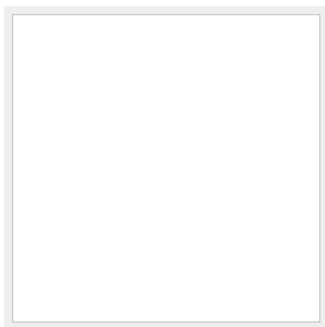
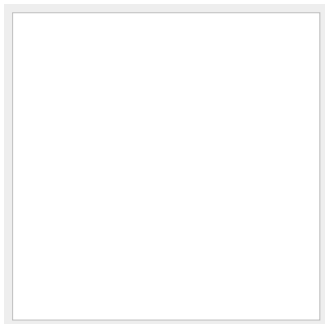
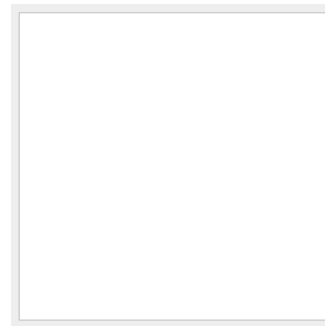
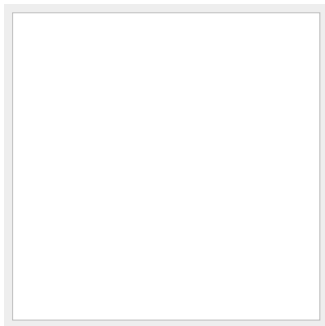
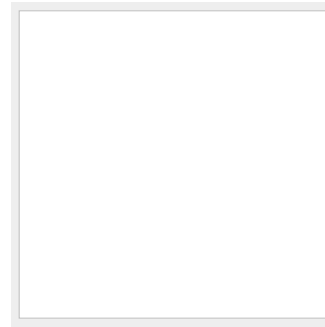
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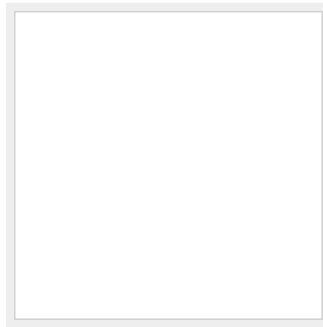
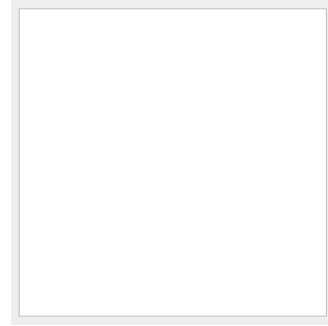
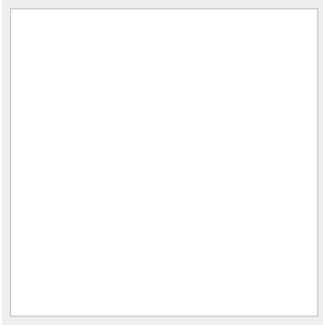
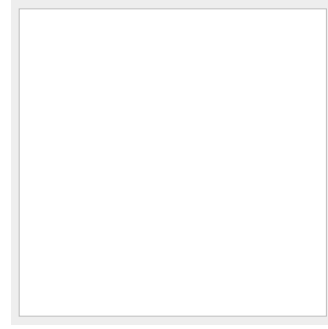
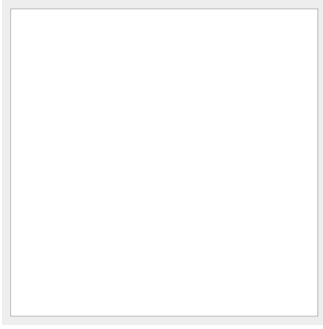
Owner's personal belongings.

Disclaimer

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PHOTOS





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