

BOLERO

LOA 73.5', LWL 51', Beam 15.1', Draft 9.5', Displacement 94,000 lbs

Designer: Sparkman & Stephens, Inc.

Built 1949 by Henry B. Nevins.



Photo © Dan Nerney

Bolero is a classic 'maxi' ocean racer, from an era which predates the use of this term. Designed and built by leading firms for a prominent Newport yachtsman, she was considered the ultimate example of an ocean racer in the 1950's. *Bolero* was a regular participant in major races, and served as the Flagship of the New York Yacht Club. In 1955 she was sold to a well known Swedish yachtsman who extended her successful racing career on both sides of the Atlantic. After some years of neglect she was bought by her present owners in 2000. A major restoration was carried out at the Brewer Pilots Point Marina in Westbrook, Connecticut, in 2001-2002. Since then she has cruised and raced in New England, the Chesapeake, the Caribbean, and the Med.

The two following paragraphs are copied from 'Lines', by Olin Stephens (Godine, 2002), with the author's permission. A vivid personal account of *Bolero's* early history is contained in the Preface of 'Lines'.

"*Bolero* can be viewed as a development of *Baruna* with very similar dimensions and a hull form refined through model testing. Yet her arrangement on deck and below is completely different. Going below through a companionway deckhouse / chart room, we

find two staterooms, one of which serves as a passage to the main cabin, alternatively accessible from the deck, which is fitted with built-in berths and transoms. The galley and crew's quarters for three are forward."

"*Bolero* is an example of the best in practical yacht design using top grade wood construction. A few years later she would have been built of aluminum alloy, and later still of some GRP composite. The lighter materials would have led to less displacement, a higher ratio of ballast to displacement, and a faster boat, but one with less comfort due to a quicker motion. It is not surprising that *Bolero* and many boats of her type and age have recently been restored by enthusiastic owners and that competent woodworkers and yacht restorers, trained in excellent schools for wooden boat enthusiasts, have become busier than ever in recent years."

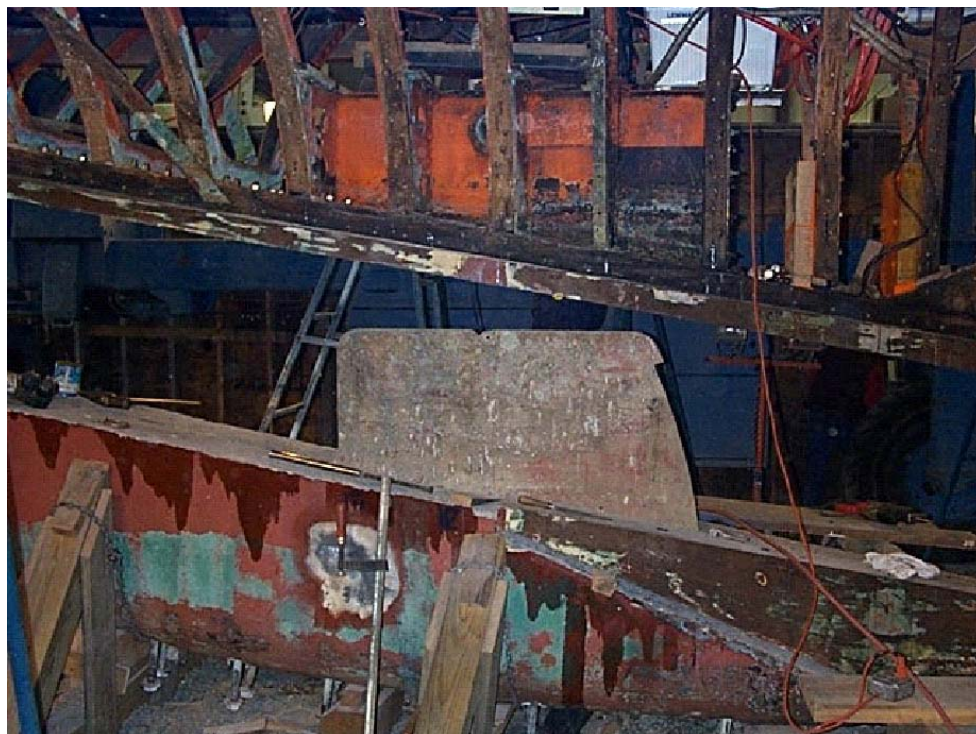


Photo © Dan Nerney

This photo shows the clean deck layout. The crew includes designer Olin Stephens and author John Rousmaniere, who has written a book about the history of *Bolero*.



The restoration of *Bolero* involved removal and replacement of the keel, stem, garboards, and several adjacent planks. Even in this state the beautiful lines of her hull are evident. The hull is double planked with cedar and mahogany over white oak frames.



In this view the lead keel has been removed. A small centerboard passes through the keel. The bronze centerboard trunk mounted above the keelson is shown in the background.



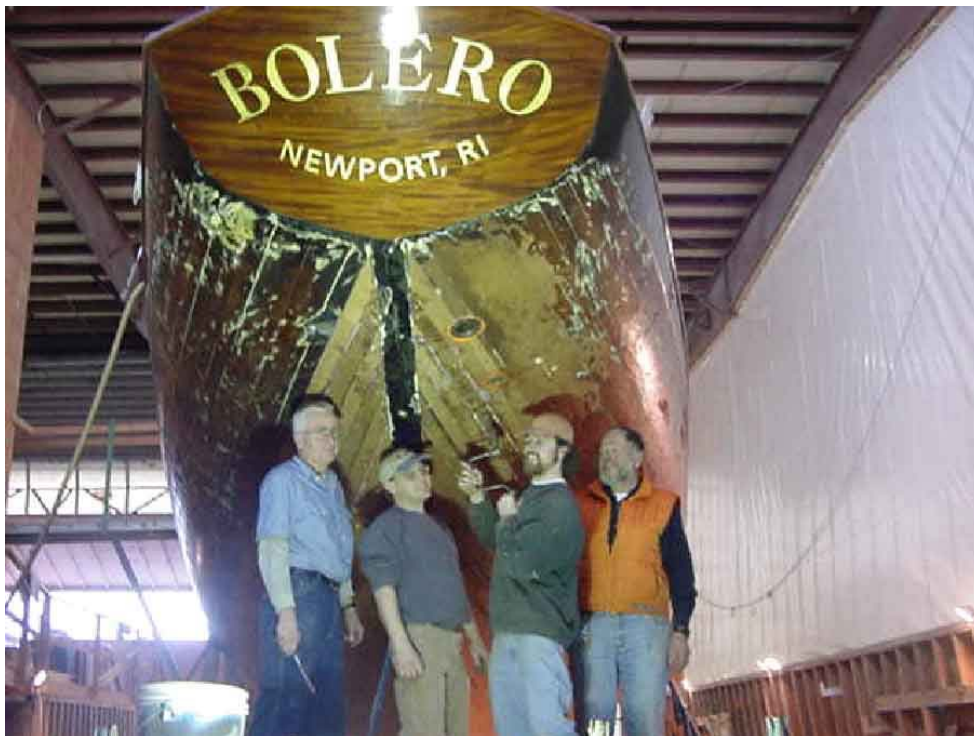
After replacement of the keel the new planks are installed. This view shows the bronze floors which connect the frames amidships, and the diagonal straps which reinforce the hull.



Olin Stephens came to inspect the restoration project and added his signature to a print of the sail plan, more than 50 years after the original plan was approved.



The centerboard extends below the keel, increasing the draft to 13'. The centerboard is only used when racing to windward.



The skilled craftsmen who restored the hull celebrate the fastening of the shutter plank. The handsome varnished transom is a radical change from the original black hull.



Ockam instruments are installed in an attractive teak box above the companionway hatch. The after portions of the grab rails include a second higher rail.



View from the deckhouse looking below to the owners' stateroom.



Another view of the chart table showing the elegant navigator's chair.

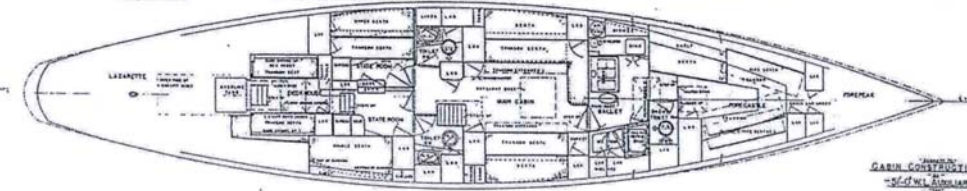
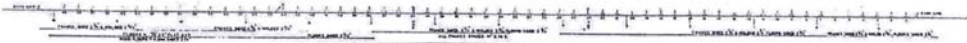
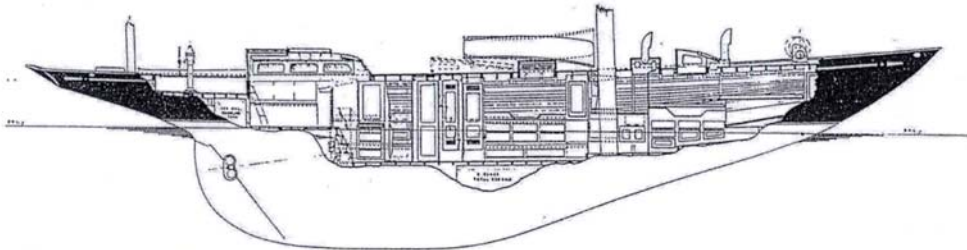


Two views of the saloon looking forward and aft. The companion ladder gives direct access to the deck amidships. Further aft are two staterooms and heads port and starboard. A lantern is suspended above the large drop-leaf table, which can be gimballed. The skylight is adjusted by handwheels. Grab rails fastened to the deck frames provide security offshore.

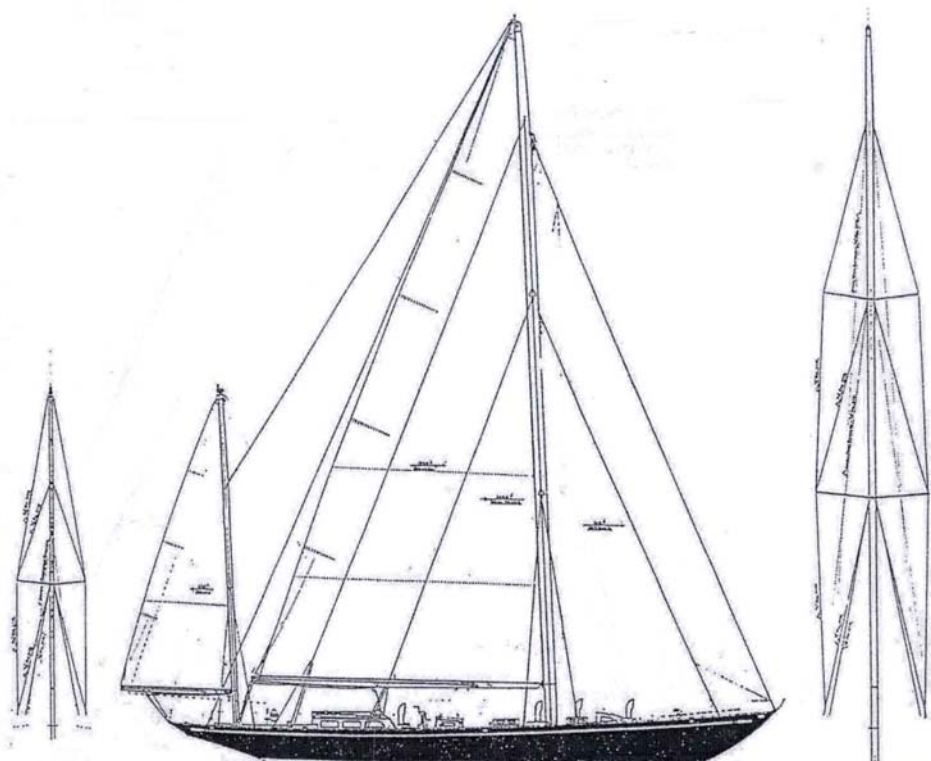


The owners' stateroom is accessible from the deckhouse, and also from the saloon.

Credits: Restoration photographs are courtesy of Rives Potts, Brewer Pilots Point Marina. Interior photographs are by Dan Nerney, with permission of Mystic Seaport.



SHEET NO. 1
 HULL CONSTRUCTION PLAN
 "31'-6" WL. AUXILIARY YAWL"
 SPARRAHAN & STEPHENS, INC.
 100 N. W. 1st St., New York, N. Y.



SHEET NO. 2
 RIGGING PLAN
 "31'-6" WL. AUXILIARY YAWL"
 SPARRAHAN & STEPHENS, INC.
 100 N. W. 1st St., New York, N. Y.

DATE	BY	CHECKED	APPROVED