

# SAILING ON SEA SCAMP



What's the Difference

Built in 1936 by Abeking & Rasmussen in Germany, for 10 years she was sailed named Zeisig by the Luftwaffe for navigation training and recreation, taken by the Royal Navy in 1946 as part of the "WINDFALL FLEET", renamed SEA SCAMP she was sailed for 38 years by Royal Navy, Royal Marines and the Sea Cadets.

Since 1984 – for the last 40 years, she has been sailed and maintained by the enthusiasts of the SEA SCAMP Syndicate and based at Shamrock Quay, Southampton.



## SEA SCAMP

Class : German Baltic Rules  
50 square metre cruiser racer  
Builder : Abeking & Rasmussen,  
Lemwerder, Bremerhaven 1936

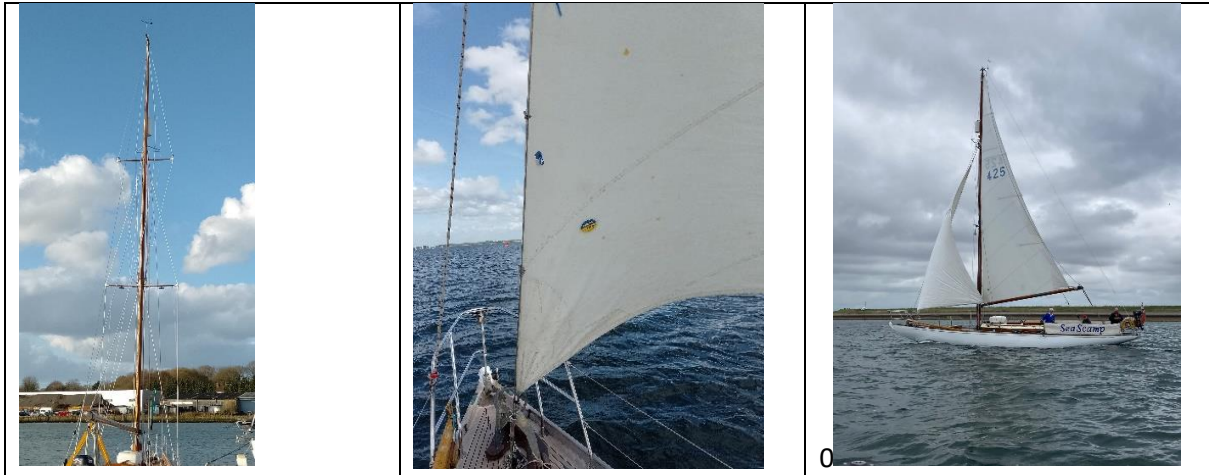
LOA : 12.5 m (41 ft)  
LWL : 9.7 m (31 ft 6")  
Beam : 2.6 m (8'6")  
Draft : 1.8 m (5'11")



Displacement : 8.1 tonnes  
Mast Height : 14.85 m  
Rig : 3/4 Marconi Bermudan  
Mast : 2 part hollow sitka spruce  
Ballast : 3.3 tonnes lead  
Hull : Carvel, mahogany planks on oak & iroko frames  
: Lower 6 strakes and garboards pitch pine planks.

## WHAT'S THE DIFFERENCE?

**SAILING ON SEA SCAMP** is a bit different to sailing on a modern beamy light displacement yacht, with her long overhangs, narrow beam and long heavy lead keel she handles differently, when close hauled she will be heeled over so that toe rail is just above the water – this increases the waterline and her speed. With a balanced sail plan she needs little tiller movement and almost sails herself, she may not point as high as some modern yachts but is a pleasure to sail.



**FIRST IMPRESSIONS & STEPPING ABOARD** - Sea Scamp is long, sleek with a lot of varnished wood, unlike lots of modern yachts you do not have to climb up to get aboard as her freeboard is at the level of most pontoons – just step over the guard rail – preferably by the shrouds.

**RIG** – the  $\frac{3}{4}$  fractional Marconi rigging on the original wood mast looks complicated with the Jumper triangle, two pairs of spreaders with the associated wire shrouds to support it – Jumpers, Diamonds, Cap and lower shrouds with the fore and back stays. The thrust of the jumpers triangulates the forestay which is supported on the other side of the mast by the Running Backstays.

**SPARS** – the Sitka spruce mast is original but alas about  $\frac{1}{2}$  metre shorter than originally – it broke and was repaired in 1976. The boom spinnaker & whisker poles are all wood with bronze or gunmetal fittings.

**SAILS** - There is a full set of sails – Large mainsail - new for 2023, foresails which are hanked on to the forestay with bronze piston hanks – Genoa – new 2024, No 1, No 2 and Storm jibs. We fly a spinnaker and asymmetric – though not at the same time! We do not have foresail roller reefing – does yours frequently jam? and the foresails are cut to appropriate shape for their intended use – the smaller the sail – the heavier the sail cloth.

**RUNNING BACKSTAYS** – Since we have a  $\frac{3}{4}$  rig – the forestay only goes  $\frac{3}{4}$  way up the mast, the mast needs support here to take the strain from the foresails –so we have Running Back Stays on each side and as there is a long boom when beating the windward one has to be pulled tight – with a 4 to 1 block and tackle arrangement, the leeward one has to be slack when close hauled and disconnected from the deck when reaching and running.





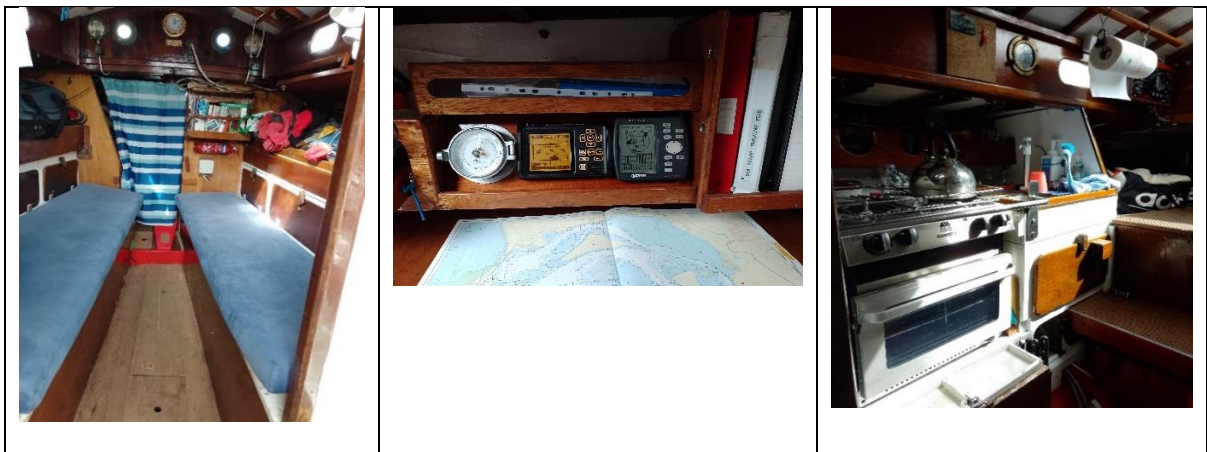


**REEFING THE MAINSAIL** – We reef the mainsail by rolling it around the boom using a single crank handle to turn the boom – no need for lots of reef knots on the sail ties or long reefing pennants to slacken, tighten and get in the way!

**GUNMETAL & BRONZE DECKWEAR** - many original fittings – samson post, hawse pipe, rudder stock boss, mushroom vents. The WINCHES are modern LEWMAR bronze - 2 on the mast for hoisting the sails & 4 in the cockpit for the sheets.

**STEERING** - our tiller is much more sensitive than a wheel, our ENGINE is a BETA 20 HP – new 2023, with an offset feathering propeller which makes manoeuvring astern “interesting”.

**BELOW DECKS** - When acquired by the Royal Navy in 1946 the interior was changed and the berths increased from 5 to 6, two quarter berths and two in the saloon with pilot berths above. As the beam is narrow the accommodation is cosy, but full height with a large chart-table with instruments, galley with sink and 2 burner/oven/grill cooker and vintage “Heads” in the confined forepeak with sail, water and kedge lockers.



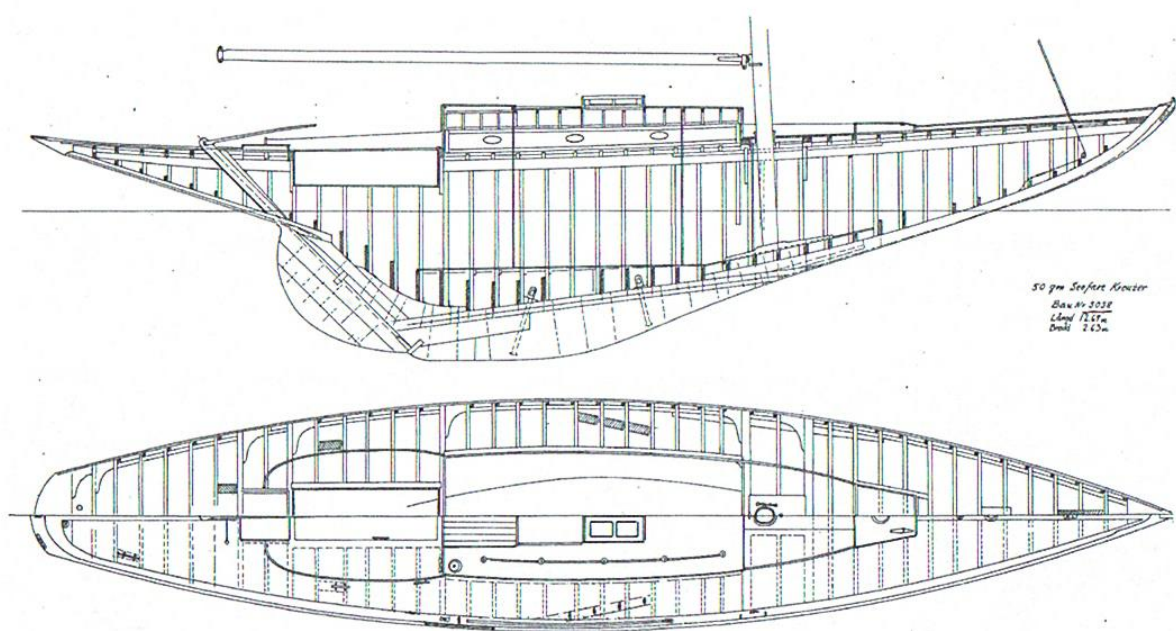
In 2014 Sea Scamp was awarded the Coupe de Bouvet, this is awarded each year in recognition of the exemplary restoration of a classic yacht, at the end of the Coupe des Deux Phares, Brest – La Rochelle Race organised by the Yacht Club Classique. 2014 Citation:

*“The jury wanted to highlight the perfect preservation of this extraordinary boat, which, without having undergone major restoration work, seems to have come straight out of the Abeking & Rasmussen yard”*

## STRUCTURE PLANS 1936 of an A & R 50 Square Metre

1936\_A\_R\_Nr3038\_Structure.jpg (JPEG Image, 2044x1089 pixels) - Scaled (55%)

[http://www.takel-ing.de/mediapool/1/15075/data/Seefahrtkreuzer/Risse/V\\_1936\\_A\\_R\\_Nr3038\\_Str..](http://www.takel-ing.de/mediapool/1/15075/data/Seefahrtkreuzer/Risse/V_1936_A_R_Nr3038_Str..)



**NEARLY 40 YEARS OF CONTINUAL REFIT/REPAIRS AND RESTORATION** - Since we acquired SEA SCAMP in 1984 the club members have done much of the repairs, renovations and necessary improvements themselves – employing shipwrights and other experts for the more complicated jobs. Many cracked frames have either being replaced or “sistered”, additional hanging knees fitted, galvanised keel-bolts and throat bolts replaced with silicon bronze bolts, hull planking replaced as necessary and all plank/frame fastenings – alternate copper nails and silicon bronze screws checked and replaced. We take good care of the original mast and one day plan to reinstate it to its original length. The Royal Navy installed the first engine in 1966, the current engine was fitted in 2023.

Every winter after lift out we build a tubular frame around her which is then covered with plastic sheeting so we can refit in the dry – doing repairs, painting and varnishing.

**SAILING PROGRAMME** - As SEA SCAMP is based at Shamrock Quay, Southampton, we spend the spring and autumn in the Solent - mostly weekends and in the summer go on a long 2 month cruise – changing crews each week. In previous years we have cruised Holland, Normandy , North & Southern Brittany, Channel Islands, East & West Coasts, Isles of Scilly, Southern Ireland, Western Isles of Scotland and taken part in Classic Rallies and Races. In 2024 we will be cruising to Normandy ,West Country and Brittany – taking part in the Little Ship Club Calais weekend, Ouistreham for D Day Celebrations and the Classic Channel Regatta – Dartmouth – St Petr Port – Paimpol.



SEA SCAMP is on the UK National Historic Ships Register

And a member of the British Classic Yacht Club

**To find out more about SEA SCAMP and opportunities to sail on her go to our website**

[www.seascamp.org.uk](http://www.seascamp.org.uk) and our FB page.

BS 26 March 2024