

REVIEW

GREAT YACHT DESIGNS BY ALFRED MYLNE 1921–1945 – Ian Nicolson. Published in soft covers by Amberley Publishing [www.amberleybooks.com] at £19.99, or available direct from the publisher at £13.99. 128 245mm x 168mm pages, including 92 pages of lines drawings, sail plans and construction details prepared from digitised copies of original drawings in the Mylne archive. Soft cover ISBN 978-1-4456-4908-5; e-Book ISBN 978-1-4456-4909-2

This is the second of Ian Nicolson's books recording a selection of the designs of the great Scottish yacht designer, Alfred Mylne, covering the period from 1921 until 1945, when Mylne retired. The first volume (reviewed in *Flying Fish* 2015/2) covered the period from 1896, when Mylne set up his design office in Glasgow at the age of 24, until 1920. When Mylne retired he handed over to his nephew of the same name, who died in 1979. The design office was then taken over by the author of this book, Ian Nicolson, who ran it until 2007. Ian has now compiled the record from drawings in the company's archive, digitised by the present owner of the company, David Gray.

The first 15 chapters look at 15 sailing yacht designs ranging from an 18ft half-decked cruiser to *Panda*, a 116ft 5in steel schooner built by Camper and Nicholsons in 1938. The author's wealth of knowledge on Mylne designs stems not just from his time working at the company but from his many years of yacht surveying which has included inspections of many Mylne yachts. He recounts an occasion in the 1990s when he was asked by an owner who had recently purchased a yacht to carry out a survey in the West Indies. Ian found a number of serious defects, but was told by the skipper that not only had she been surveyed recently but had been given a Lloyd's 100 A1 rating certificate to prove it, which had been framed and hung in the deckhouse. Ian looked at this and said that it wasn't even a good forgery – the name of the yacht for which it had been issued had been poorly concealed with Tipp-Ex and the new name typed in its place. As a result of Ian's survey the owner was able to hand the yacht back to the seller and obtain a full refund of the purchase price.

The final five chapters look at power craft, from the 39ft *Dane Hill* to the magnificent 115ft 6in diesel-powered *Caleta* (later renamed *Alantide*), built for Sir William Burton in 1930 as the mothership to his 12 Metre. In his notes on the ease of access to the engine installation on the 46ft *Dragonet*, built in 1923, one of Ian's many delightful turns of phrase tells us that 'the typical modern yacht engine needs tame mice to work on it, and even they have to be on a diet'.

Like the previous volume on Mylne designs, this one continues the good work in Ian's inimitable style based on much practical knowledge of the subject. In addition to the standard three main drawings of lines, sail plan and construction/accommodation layout there are many drawings of the custom-designed and made individual fittings typical of an age in which top

quality yacht fittings could not be picked up in any chandlery but were design features of the yacht in its own right.

PJC