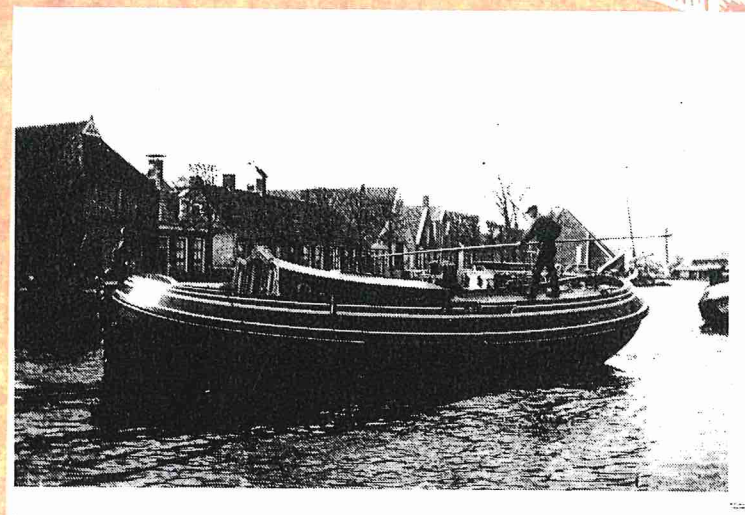
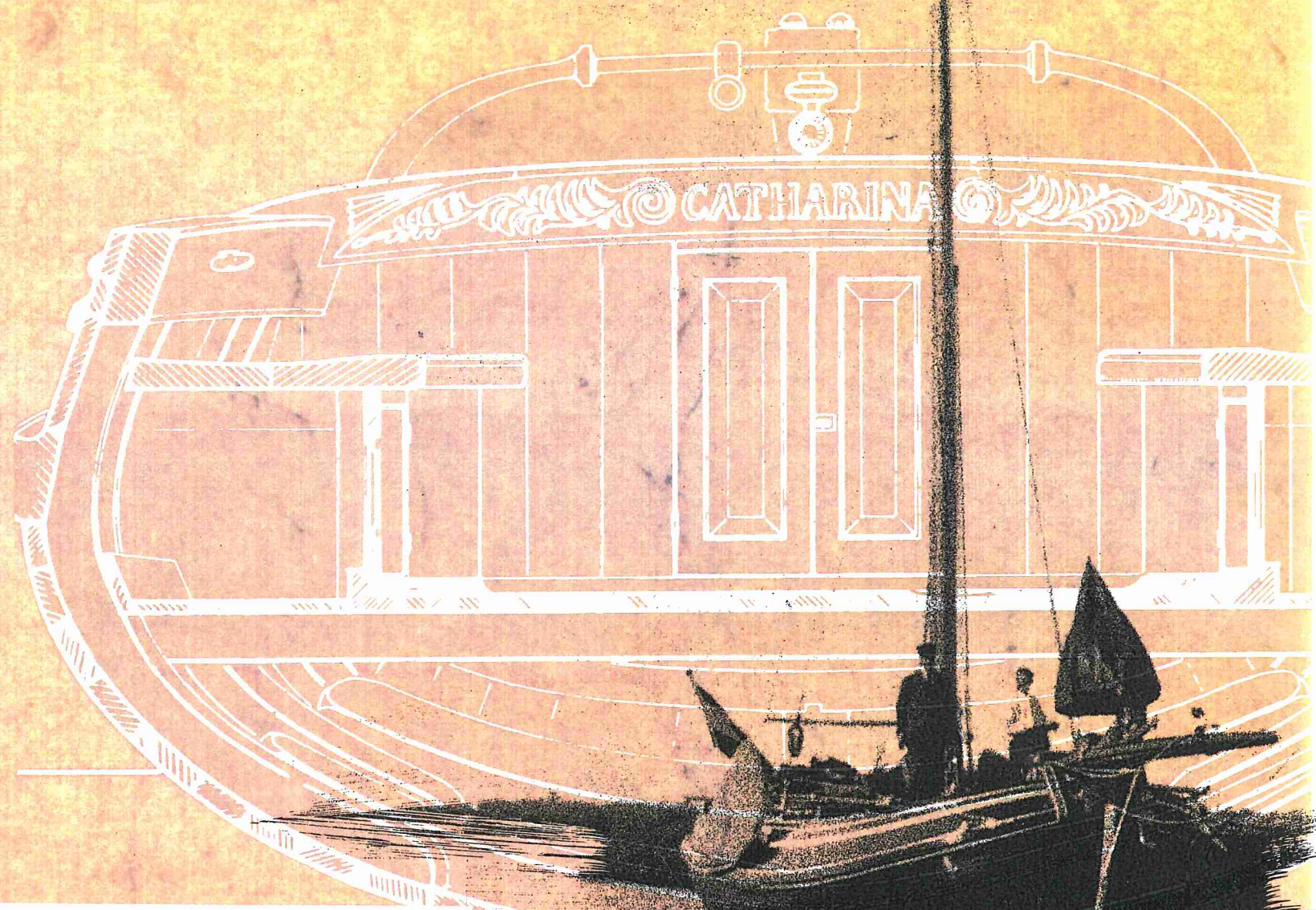


History 1

The most beautiful traditional yachts ever built are boyers. In command of this fleet of beauty, as connoisseurs know, is the Frisian boyer. In 1904 an extraordinary boyer was built at the shipyard of Mr. Lolke Lantinga at IJlst, a small town in Friesland, at the expense of the Jonkheer van Sminia. Friesland is a watery province in the northern part of the Netherlands. Boyers were usually built to sail inshore waters. This boyer however was specially designed as an offshore yacht. Therefore high demands were set concerning safety, comfort and ability to perform in high seas. The outcome was a comfortable boyer with a length from stem to stern of 10.5 metres. She was named Catharina at the launching. Experts say Catharina is one of the most distinguished sailing monuments of the Frisian roundbottomed yachts.



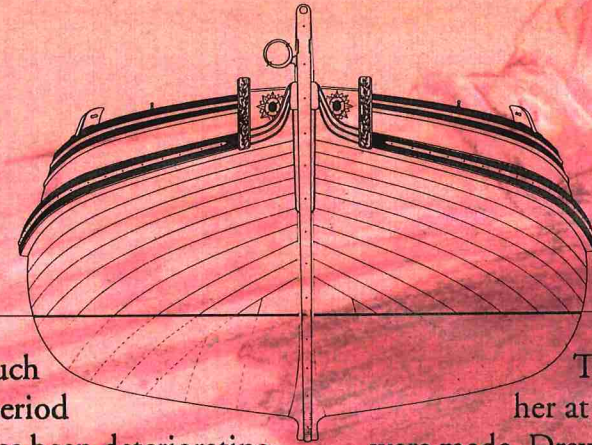
History 2

In 1938 an importer of subtropical fruits from Amsterdam (Holland) bought Catharina to give her away as a present to a business connection in Smyrna (Turkey). The latter wanted her to sail the Aegean Sea. The well-equipped cabin, the commodious fore-castle and her proven ability to sail deep waters made it possible to undertake long journeys at the Mediteranean. A motor was installed and Catharina was renamed Agnesje. In Smyrna the yacht was painted white because of the burning sun.

The history of the boyer during 1940-1945 is not quite clear. Probably she was sailed to the Greek Mainland in 1940. Rumours say that she was involved in gun smuggling activities during the war. Documents dated May 22nd 1945, prove she was berthed in Pireaeus harbour at the time, but nobody could prove proprietary right. In 1948 Brigadier Forestier Walker of the British Royal Navy made the boyer his own and sailed her to England. She arrived in 1950. In Sussex she was transferred to the Finchley Sea Cadet Corps and used as a training vessel for the sea-cadets.

In 1963 she was sold again. Not much is known about her owners in the period 1963-1975. During this time she has been deteriorating dramatically. And in 1975 Friesland's former pride returned to her native soil as a wreck. For years maritime enthusiasts in Friesland unsuccessfully tried to raise funds for her renovation. Not the cost for the renovation but the expected maintenance cost appeared to be the main obstacle for potential investors again and again.

The end of Catharina was near. To save her at least on paper, construction drawings were made. Drawings which are now permanently exhibited in the Frisian Maritime Museum in Sneek. Catharina's requiem was written in an article in Holland's biggest national newspaper. This article inspired Mr. Jan Hofstede C.E. from Lekkum. He decided to look after the poor remains of Catharina, and than try to establish her glorious resurrection.



No. 49

Paterson, I, Edward A. Rice certify that at the request of Messrs Stanley Lloyd's Agents at Izmir, I surveyed together with boatbuilder Zihni the yacht "AGNESJE" on the 27th day of October 1942.

On examination of this vessel on the day named I found that she is a shallow draught cutter auxiliary of 8.36 - 23.67 tons, of woden construction. She was built in Holland in the year 1904. Her bottom is sheathed with brass. She is 10 m. 57 long, 3m. 75 beam, 0m. 80 draught. Boatbuilder Zihni, in my presence, carefully examined her structure, in all accessible parts and found that she is heavily built of oak framing and planking and is in very good condition. The sails consist of 50 fathoms and running in good condition. I found her rigging both standing and running in good condition. There are three anchors and about 50 fathoms of chain, there is also a dinghy in good condition. Her accommodation consists of mainsail, staysail and jib are practically new. The sails consist of compressed gas cooking, lighting, revering in set. The power unit is a four cylinder motor said to be 17 horse power built in construction not known. It is electric start and lng battery. The battery is not fully charged and it cannot be developed in my presence and runs charge declares that when the vessel's bottom was painted her speed is 5 miles per hour under power.

Izmir, 28th October 1942.
(Signed) E.A. Rice.

ment of a Surveyor having been received by us the Ship-owner of the yacht "AGNESJE" at Izmir certify that Mr. Edward A. Rice and I attached.

NEA ΑΝΩΝΥΜΟΣ ΕΤΑΙΡΕΙΑ ΤΗΣ ΔΙΟΡΥΓΟΣ ΚΟΡΙΝΘΟΥ
NOUVELLE SOCIÉTÉ ANONYME DU CANAL DE CORINTHE
ΑΠΟΔΕΙΞΙΣ ΕΙΣΠΡΑΞΕΩΣ ΤΟΙΣ ΜΕΤΡΗΤΟΙΣ
QUITTANCE

Όνομα πλοίου— Nom du bâtiment
Όνομα πλοιάρχου— Nom du commandant
Καθαρά χωρητικότητα, Κόροι— Tonnage net

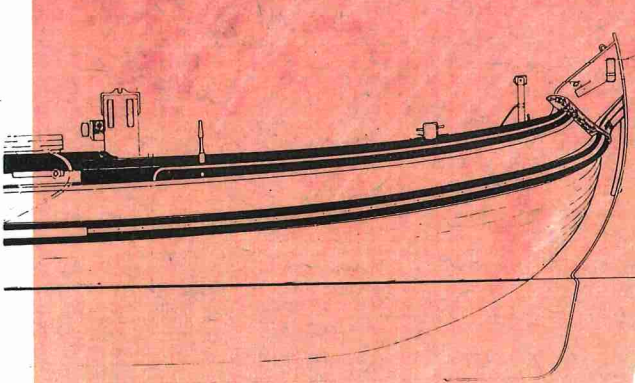
AGNESJE
C. F. FORESTIER, WAL.

ΚΑΤΗΓΟΡΙΑ—CATÉGORIE N° Γ.

ΚΑΤΑΒΛΗΘΕΝΤΑ ΤΕΛΗ—DROITS VERSÉS

ΔΙΟΔΙΑ—PÉAGE 8. 8. M. 18 x Δρ. 7500 = Δρ. 135.00
ΡΥΜΟΥΛΙΚΑ—REMORQUAGE x Δρ.
ΠΛΟΗΓΙΚΑ—PILOTAGE x Δρ.
ΠΑΡΑΒΛΗΜΑΤΑ—RAS x Δρ.
ΠΑΓΙΑ ΤΕΛΗ—TAXE FIVE x Δρ.
ΣΥΝΟΛΟΝ

50-12-48



THE BOYER CATHARINA RESURRECTED

Building a completely new ship would probably have been easier under the circumstances (see History 2). Still, decided was to renovate and not to rebuild. All parts of poor quality were taken out, numbered, sawed out of new oak, smoothed and replaced one by one. Parts of better quality were re-used to protect her authenticity as much as possible.

While working, some weak points in her anatomy were revealed and decided was to reinforce and adapte some vital points in her construction.

Traditional craftsmanship supported by modern construction materials and chemicals resulted in a boyer

with improved strenghts, stifness, seaworthiness and speed. And what 's more: a minimum of maintenance cost!



The ship is not caulked. Not a single nail or screw is used. All parts are connected by wooden pins, ultra modern adhesives and saturated with epoxy. Because of the seamless construction of the planking, impermeability to water and stifness of the hull is well improved.

Shaping the planking was not established by the traditional approach of burning and watering but by high pressure steaming. Fore that purpose a 10 metres long boiler had been constructed, heated by a stove in which Catharinas remains were burnt. Slowly Catharina was rising from her ashes.



THE NEW CATHARINA, BETTER THAN EVER

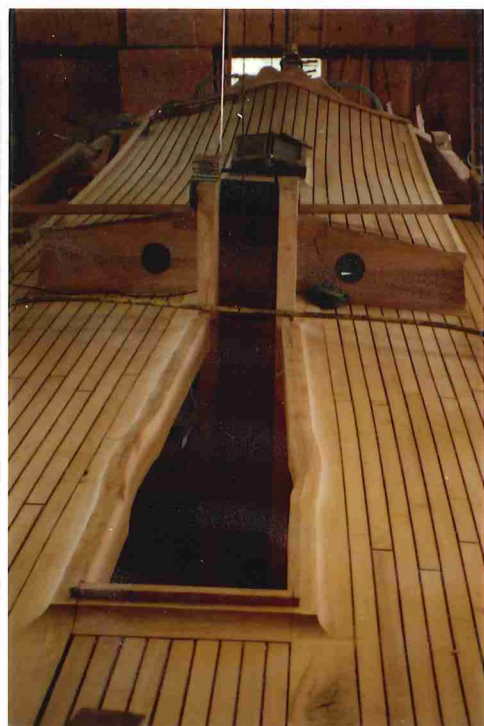


The construction of the new Catharina was adapted to modern naval architectural ideas, however without making concessions to the traditional demands which may be set to a Frisian boyer. Much special attention was given to the woodcarving as for example on the hawseplates. The brasswork was casted by hand in the traditional way.

The following innovative adaptations were carried through:

- the beam is a solid closed massive ring, made from six parallel prestressed rings glued together as one frame;
- the deck is a three layer construction and therefore very stiff;
- the keel grew 8 cms, the bowsprit 50 cms;

- the turning-point of the balanced mast (with a counterweight of 1500 kgs) has been lengthened with 15 cms;



- the hollow-glued mast lost weight and gained strength and because of that it could have been lengthened by 2,5 metres. The sails were adapted accordingly.
- the bottom of the ship was plastered with white epoxy, hull and deck were treated with a plastic two component UV-resistant polycryllac, so Catharina has a completely sealed skin;
- Catharina is now smoothly propelled by a four cylinder, four stroke 35Kw Peugeot diesel engine.



These alterations achieved a much better performance:

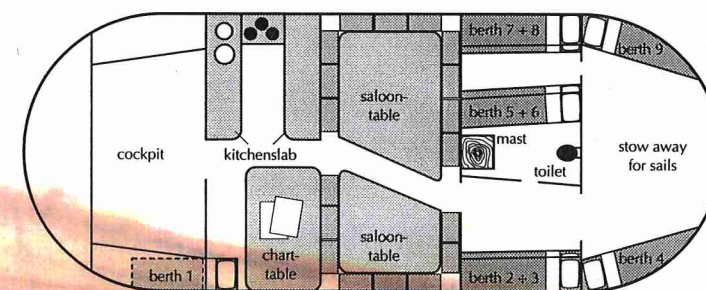
She doesn't need to absorb water for her watertightness, so she is lighter then ever, thus faster then ever.

She is much stiffer, so all wind-energy is applied for propulsion.

Her need for maintenance (a troublesome quality of wooden ships) has been reduced dramatically.

The interior of Catharina

The cockpit, from which the large tiller is handled, offers a nice open air seat to at least 8 people. Stepping through the leaded-windowed cabin doors you'll find at portside the galley with a green marble kitchen slab, including a double rinsing tub and the gymballed oven (fresh bread every morning). Running cold and hot water of course. On starboard the navigation centre is situated.



Charttable, large enough for unfolded Admiralty Charts; VHF; G(lobal)P(ositioning)S(ystem); echosounder; log and skippersberth can be found there. A little further and you look down at the double saloon-table, at which 12 people can have dinner, comfortably sitting on leather cushions. Almost everywhere in this saloon you can stand upright. Beyond the bulkhead you enter the forecabin with 8 berths, cabinets for personal belongings; a full privacy toilet and the stow away for the 7 sails.

catharina construction

A UNIQUE WOODEN FRISIAN BOYER OF PROVEN QUALITY



around like the Flying Dutchman before finding shelter in Milford bay in Wales. Letting her crew get soaking wet, Catharina kept her bilges dry.

If you want, a sistership of Catharina can be built. The skill is there. Friesland, where the Frisian boyer has its cradle, welcomes you to visit Jan Hofstede and his crew on their ship-yard in Lekkum. While nursing Catharina, they are ready to start a new project. A sistership that can be yours. Built out of massive oak, fully equipped and decorated as you want it. Not without a price, but priceless is this once, only possibility to acquire the beauty-queen of the Frisian round bottemed yachts.

Information? Please contact:

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'De Soete Hofstee' b.v.

Mearsterpaed 8

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The Netherlands

Telephone: (0)58 - 661948

Fax: (0)58 - 661904

During her first life Catharina had proven her seaworthiness for many years during her stay in the Greek archipelago. Brought to the test she had to prove it again after her rebirth. A four week trip was planned around Britain and Ireland. From Friesland to the Orkney islands, crossing the Pentland Firth (notorious for its strong currents), along the Hebrides over the Atlantic, along the Irish west-coast down to Fastnet-rock and Lands-end. Catharina abided the test and came up to expectation. At the Celtic Sea she had to endure a violent storm. Three days she wandered

Catharina now