

Virgo

C.G. Pettersson, Sweden

1925

‘Virgo’ is a classic wooden launch designed by the renowned C.G. Pettersson of Sweden in 1925 and now fully restored to her former glory by the craftsmen at Clare Lallow’s boatyard at Cowes on the Isle of Wight.

Throughout the 20th century and into the 21st century Pettersson motor launches gained a reputation for durability as well as for outstanding design. Many of the boats that were designed and built by CG Pettersson still survive, all of them unique. ‘Virgo’ has been lovingly restored to her former beauty at Clare Lallow’s boatyard on the Isle of Wight. When one looks at her beautifully varnished hull and gleaming fittings, you would find it hard to appreciate that this vintage launch is 100 years old.

With her Beta 60 Marine engine, ancillary gear and completely new electrical systems ‘Virgo’ combines classic 1920’s style with 21st century technology.

With so few Pettersson launches for sale, particularly in the UK, ‘Virgo’ is a very attractive proposition for anyone looking to acquire an excellent example of C. G. Pettersson’s work.

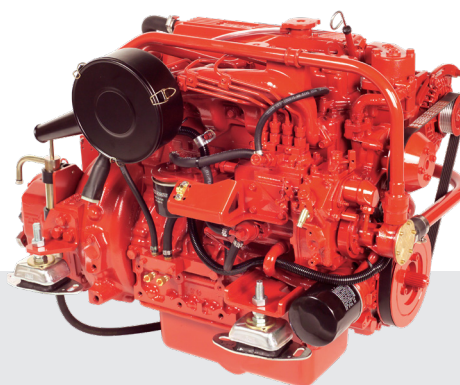




‘Virgo’ is a fine example of a classic 1920’s gentleman’s launch designed for sheltered coastal waters and estuary cruising. Her varnished mahogany planks are laid in carvel fashion over oak and metal frames and at 25 ft she is very much in the style of many of C.G. Pettersson’s early designs.

Her upright stem and fine entry lines coupled with her broad shoulders at foredeck level give her handling characteristics well suited to the short chop often found in the Solent. Every third frame is metal, enhancing athwartships rigidity. Her beam of 6 ft is carried well aft at waterline level and the small amount of tumblehome at deck level leads nicely to the ‘knuckled form’ stern, which is overlaid with GRP sheathing and is finished with a blue enamel paint system.

The newly laid foredeck and stern deck have fore & aft laid teak planks laid over a timber sub deck supported by oak beams. Teak is also used on the cockpit floor, the panels and the top of the engine housing. Mahogany is used throughout for the other main structures; windscreen frame, coamings, engine housing, cockpit lockers and bulkheads. Access to the forward cabin is through a pair of solid mahogany doors set into the forward bulkhead. A hinged hatch is incorporated into the aft bulkhead for access to the fuel tanks and the steering quadrant.



Beta Marine 60

The Beta Marine B-60HE engine is supported upon new mahogany bearers, which are secured to substantial longitudinal timber beds. A new electrical system has been installed. The two 12v batteries are fitted into their own box alongside the engine housing. A bespoke seven-way circuit-breaker is housed within the forward cabin, together with the master switches. Two automatic bilge pumps are situated in the main bilge forward of the engine with a discharge high on the port side. The system allows for a maintained electrical supply to the pumps even when the batteries are isolated.



C.G. Pettersson

From 1902 onwards C.G. Pettersson was a prolific designer of motor launches, racing boats and small commercial vessels. During the 1910s & 1920s he not only designed but also built an average of 40 boats each year from his construction yard near Stockholm. Despite failing eyesight he continued to work until his death in 1953.