



YACHT REFIT



M.Y. Bounty arriving at Berthon



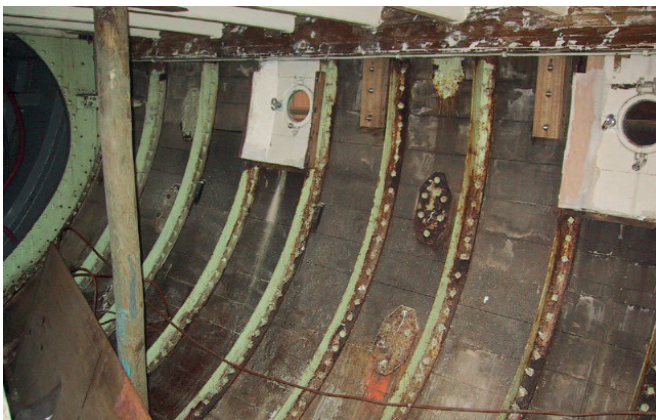
M.Y. Bounty arriving at Berthon



Original damage to stern



Repaired bow



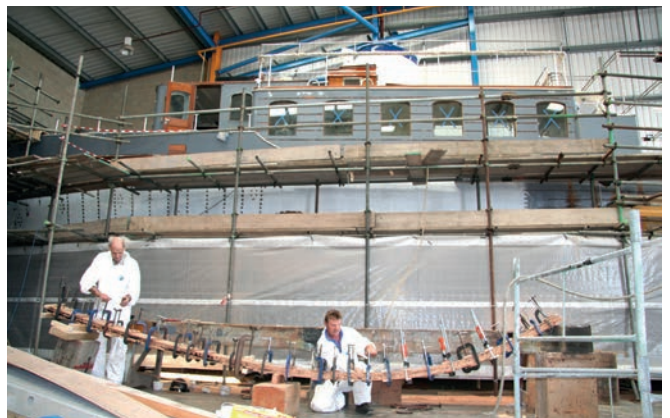
Original ribs along Bounty's hull



Repaired and replaced ribs



Bountys original hull



Fabricating new beam shelf for the hull

M.Y. BOUNTY, 24M MOTOR YACHT REFIT

HISTORY

Launched in 1936, M.Y. Bounty was designed and constructed by renowned British boat builders Camper & Nicholson as a Gentleman's luxury motor yacht – one of four built as a speculative commission, all of which sold.

Bounty was an ideal ship for the Navy to take over, with her being a substantial 78ft motor yacht of 67 tons with two Gardner engines. Fast and powerful, she carried a dinghy and a 14ft motor launch.

At Dunkirk her owner, Lieut. C A Lundy RNVR, was in command of his ship throughout the operation and he kept a detailed log. At one time she was used by Commodore Stevenson as his Flagship. Lord Gort, the C-in-C. of the BEF, was taken in the Bounty from the minesweeper Hebe to the destroyer HMS Keith. Between 2100 and 2400 on May 31st the Bounty took almost 100 troops from the beaches out to the destroyers. During one of these runs, while carrying

150 troops, the Bounty fouled her propeller and HMS Seriola towed her back to Ramsgate.

After the war a succession of owners cruised in her, but latterly her condition declined. Although she returned to Dunkirk for the 1985 reunion, the captain feared for her safety and would not go above 5 knots. She lay unused for two years, partly vandalised and was discovered on a slipway at Torpoint, Plymouth, by Dr. N E Harvey.

Nearly 80 years and many heroic adventures later this Dunkirk Little Ship is unveiled once more in 2008 after undergoing an extensive but sympathetic refurbishment. She now has new masts, hydraulic steering, air conditioning and electronic equipment. Her engines have been rebuilt, her frames and floors renewed and she has been rewired throughout. So Bounty is once more set for cruising in home waters and beyond.



Bounty undergoing sea trials after a major 3 year refit

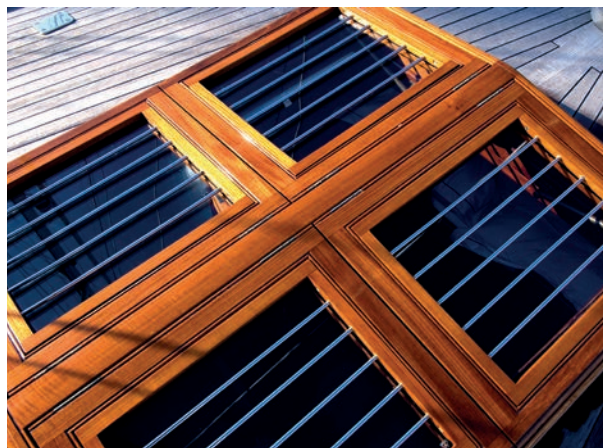
M.Y. BOUNTY, a TSDY (Twin Screw Diesel Yacht) built by Camper & Nicholson in 1936, arrived at Berthon in September 2005 and left our sheds in 2008 having had a refit that stripped her from stem to stern, individually replacing or repairing every steel frame one-by-one in order to safeguard the teak planking, over 90% of which remains original.

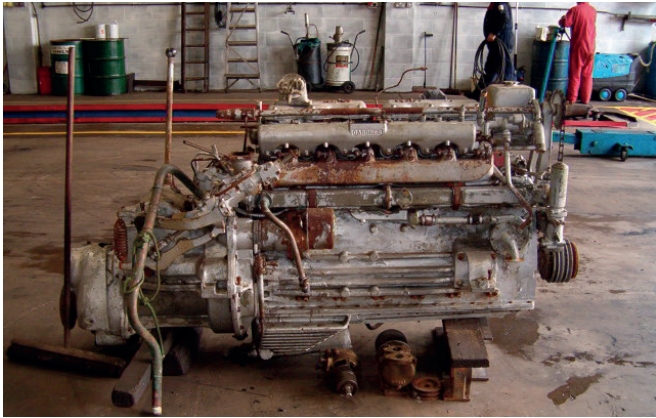
The fully refurbished twin 6LXB Gardener engines provide 254hp at 1500rpm and drive this famous gentleman's motoryacht at a stately 8-10 knots. New engineering and

wiring is cleverly masked behind the lavish stately styling of the new interior, reflecting the understated elegance of a bygone era.

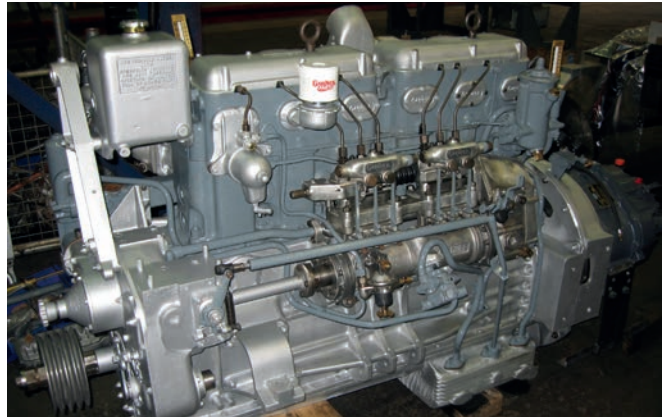
As a Dunkirk Little Ship, this motoryacht saw action during WWII at the evacuation of the French beaches in 1940. She is now fully compliant to MCA passenger ship regulations, making her available for charter (for parties up to 40), evoking all that one comes to expect from a yacht with such provenance.

SPECIFICATION	
Type	Motor
Home Port	Lymington, South UK
Year Built	1936
Year Refit	2008
Length	24 Metres
Beam	5 Metres
Construction	Teak On Steel Frames
Cruising Speed	13 Knots
Fuel	2900 Litres
Fuel Consumption	75 Litres Per Hour
Builder	Camper & Nicholson
Engines	2 X 150hp





Original Engine



6LXB Gardener engines



Refitted engine room



Refitted engine room



New handrails



New handrail brightwork



Fabricating custom panels



Custom boarding ladder



Near finished wheelhouse



Refitted wheelhouse



Deck saloon undergoing refit



Remodeled deck saloon



Double Master cabin



Remodeled bathroom/head



Refitted double cabin



Remodeled bathroom/head

YACHT REFIT | M.Y. BOUNTY 24M

