

## A Broadlands Motor Yacht

Diesel-engined Craft with  
Luxurious Accommodation



"Träumerei II" on Breydon Water.

MANY readers will probably be a little surprised to learn that large motor yachts—for the times—make the sheltered waters of the Broads their cruising grounds. The general conception that the Broads are used only by hire cruisers is certainly not a true one. For many owners the rivers and lakes of Norfolk and Suffolk are sufficient, and little desire is felt for the open sea.

Mr. C. H. Roe, who, incidentally, is the chairman of Graham Bunn (Wroxham), Ltd., has owned several motor cruisers in his time, the first during his twenties. His latest craft "Träumerei II," the largest of them all, has been built by Bunn to incorporate all the refinements that a lifetime's experience has taught are necessary in a craft approaching that illusive myth, the ideal boat.

"Träumerei I" was built in 1950 and described in *The Motor Boat* for April of that year. She is a 43 ft. 6 in. craft, driven by a single Chrysler 46 h.p. unit.

The new "Träumerei" is 53 ft. 6 in. in length, with 12 ft. beam and 4 ft. 2 in. draught, the displacement being 18 tons.

Two years of planning lie behind "Träumerei II," and the influence of the owner's wife is apparent, with the result that in the accommodation arrangement there is every convenience associated with

a modern flat. "Träumerei II" is not intended to be a sea-going vessel; the builders' designer, R. M. Martins, was instructed to prepare the lines of a craft intended 90 per cent for river work and for an occasional trip to the sea in fair weather.

We went out to sea in her from Gt. Yarmouth and into Lowestoft in a breeze strong enough to crest the waves with white horses on a day in early May, under

the orders of a Yarmouth pilot. It was a beam sea and in consequence we did a certain amount of rolling, but she required little helm to hold a fair course and we arrived at Lowestoft with dry decks after maintaining a speed of about 10 knots.

The sea trip was part of the official trials, which included a run down the Bure from Wroxham and a cruise home by way of the River Waveney.



The dinghy with mobile charging plant is carried in davits over the transom.



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# On Board "Träumerei II"



Looking forward in the saloon. The companionway to the owner's stateroom is on the right.

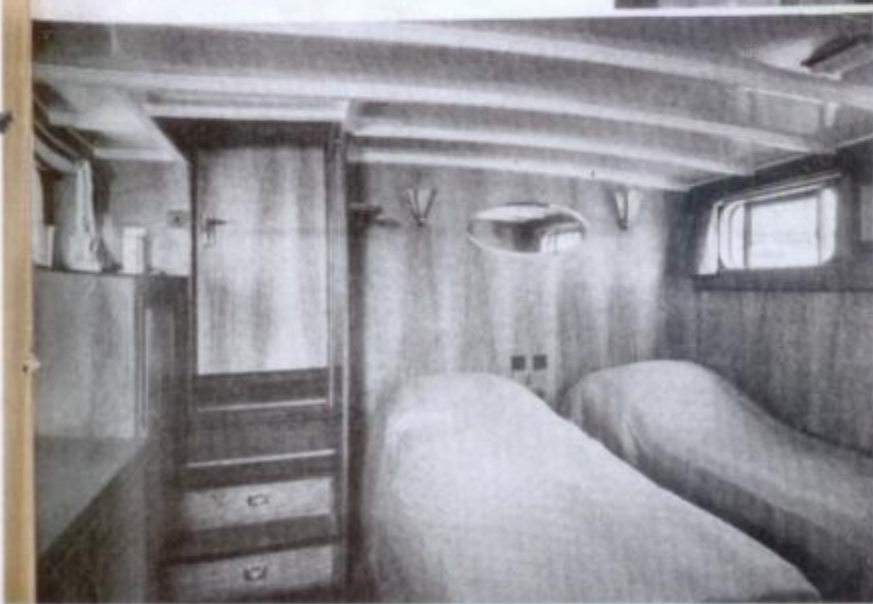


Another view of the saloon. The galley lies beyond the bulkhead. The passageway on the left leads also to the aft stateroom. Note the large drop windows.



(Below) The owner's quarters. The doorway provides access to and from the deck saloon.

A corner of the aft stateroom. One of the hot water radiators can be seen between the windows.





Engine trials which were carried out on Breydon Water showed a mean speed of 11.9 knots. When the engines have settled down, this will probably be exceeded.

A pair of Thornycroft RTR6 Diesel engines, developing 55 h.p. each at 2,000 r.p.m., are installed on Silentbloc flexible mountings beneath the saloon floor. Reduction gears with a ratio of 2-1 and oil-operated reversing through Chadburn telegraphs from the dual control positions in the saloon and on deck aft of the superstructure, are provided. The engines are handed through the gearboxes.

The fuel capacity is 184 gallons carried in two interconnected tanks situated at the forward end of the engine compartment.

An unusual feature is the arrangement for charging the vessel's batteries, which will work well enough in the usually placid waters of the Broads, but might cause misgivings if lying in an open position.

The dinghy engine is used for this arrangement, and when it is necessary to charge the batteries, the boat is lowered from the davits and taken alongside. The dinghy's Coventry Victor 4 h.p. unit, provided with an electric starter, drives a 24-volt C.A.V. generator. Terminals are provided in the side of the parent craft, so that the leads can be plugged in. The idea is the owner's. He did not wish to have a petrol unit aboard the cruiser, nor did he wish to go to the expense of a Diesel lighting plant.

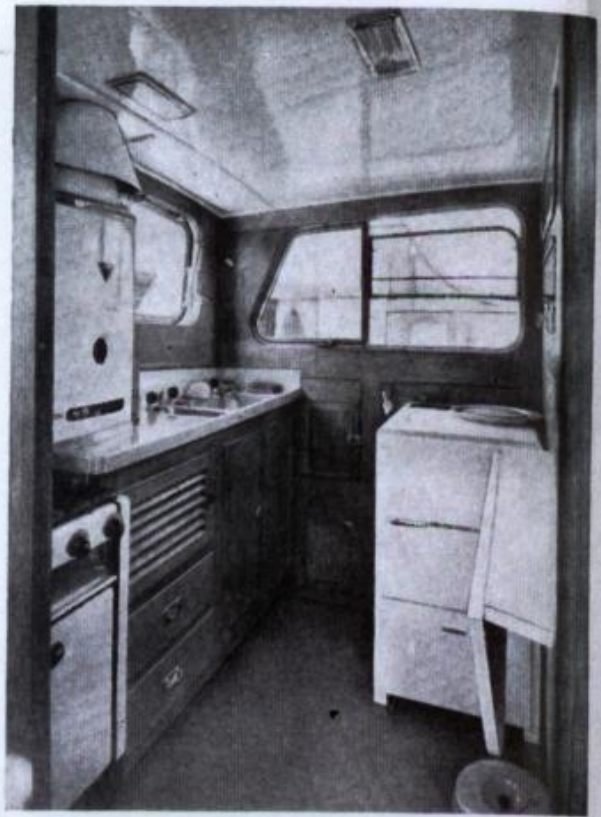
Nothing has been spared in the construction or the appointments aboard "Träumerei II." She is built on chine form of double-skin teak, each skin being 9/16 in. thick on Yang and English oak framing. The decks are of teak 1 1/4 in. thick, and this and a very attractive timber, mansonia, finished with a matt wax polish have been used for the joinery work on board.

The deck saloon is a spacious compartment and is used as the living room. It is heated by a Courtier solid fuel stove, which also supplies a hot water system serving radiators in the staterooms. Exceptionally large opening windows provide uninterrupted visibility and plenty of fresh air in warm weather.

In the forward stateroom, which is the owner's, there are two divan beds, a dressing table, a wardrobe, cupboards and other locker space. A Calor gas heater is also available should extra warmth be required for a short time—there is another in the after compartment. There is a washbasin in the cabin served, as are the other handbasins on board, by Bee electric taps, which are a product of the builders. A bathroom with a sit-up-type bath and the usual toilet facilities is arranged on the port side.

The after guest stateroom has two single berths and separate toilet arrangements. An ingenious arrangement here is the nest of shelves over the dressing tables; it can be let down to form a flight of steps to the escape hatch in the overhead.

A joy to any woman is the arrangement of the galley. The owner's wife has slaved in other galleys, and she has formed some



The galley, light, airy and compact.

sound ideas as to how these should be fitted out. It is immediately aft of the saloon, and has large opening windows and hatches in the forward bulkhead. The equipment includes an Ascot Multipoint heater running on Bottogas and providing hot water to the galley sink, the handbasin and bath. There is also an Electrolux paraffin refrigerator and a Bottogas cooker.

"Träumerei II" began on the drawing board as a 48-footer, but the owner's requirements gradually extended the length to the final one of 53 ft. 6 in.



