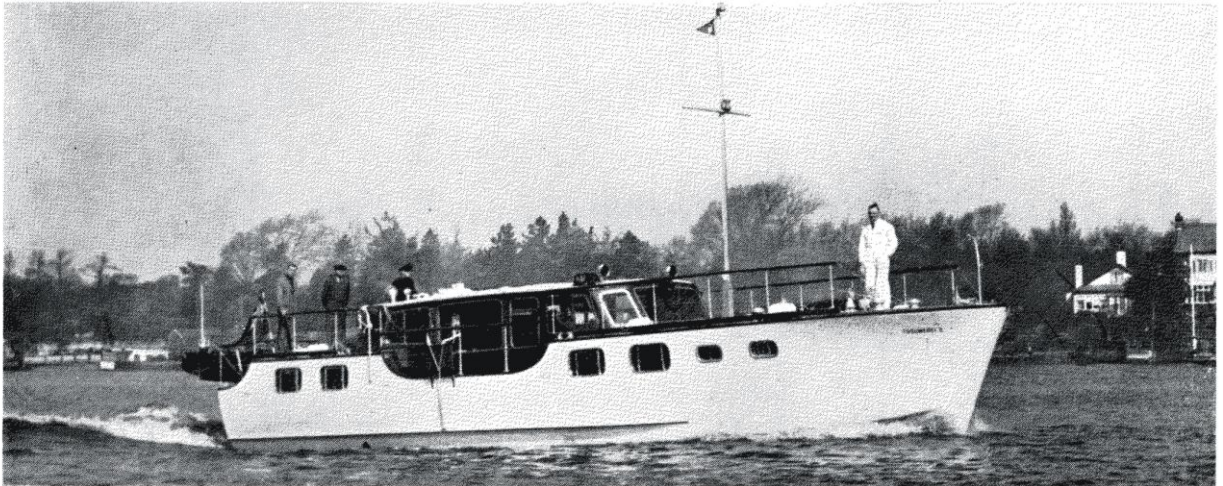


YACHTING WORLD ANNUAL



Traumerei II carries her dinghy aft, slung over the transom.

Right: All controls are brought to the panel forward of the wheel.



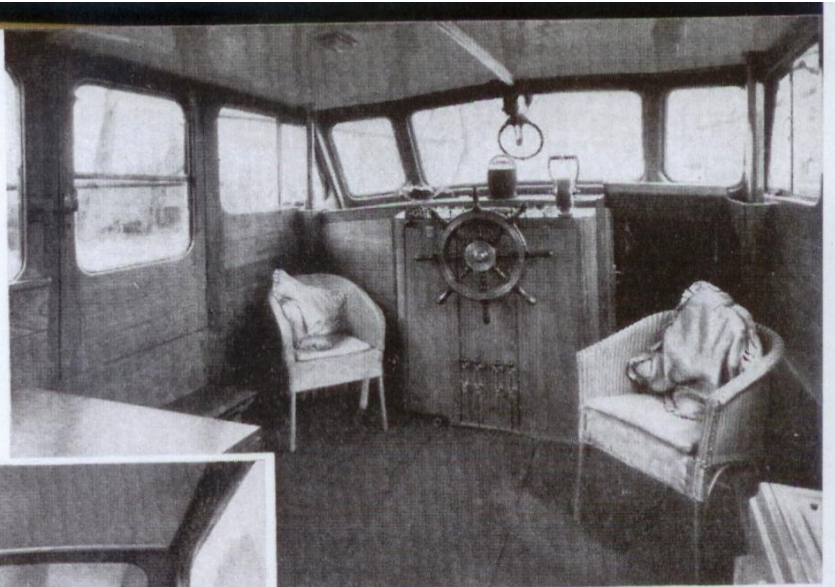
Deck-saloon looking aft with the Courtier stove in left foreground.

Right: Aft stateroom. The hatch leading to the stern cockpit is above the shelves.

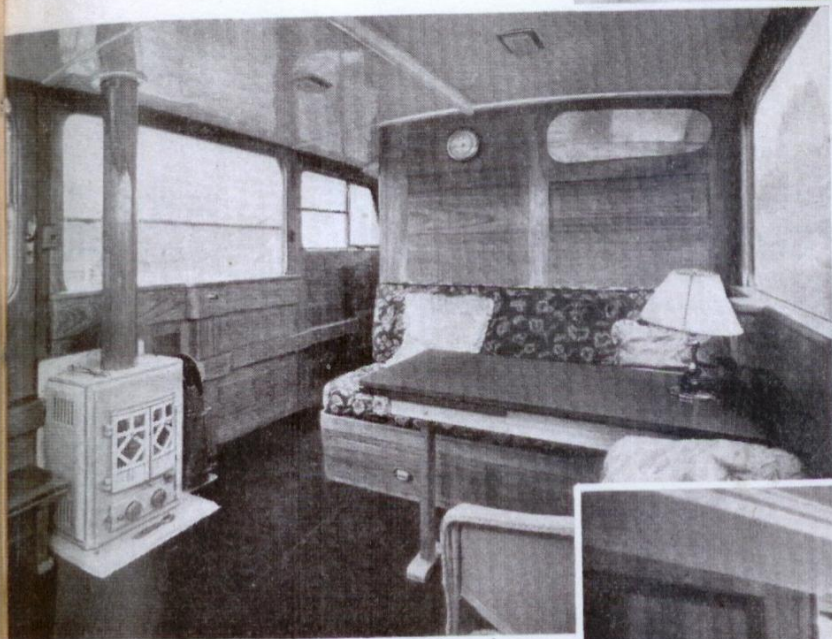


JUNE, 1953

On Board "Träumerei II"

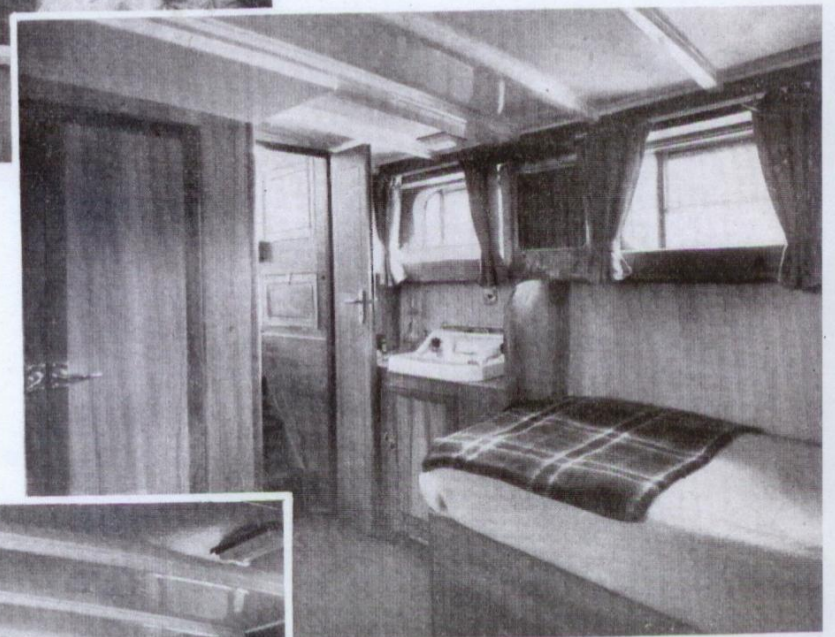


Looking forward in the saloon. The companionway to the owner's stateroom is on the right.

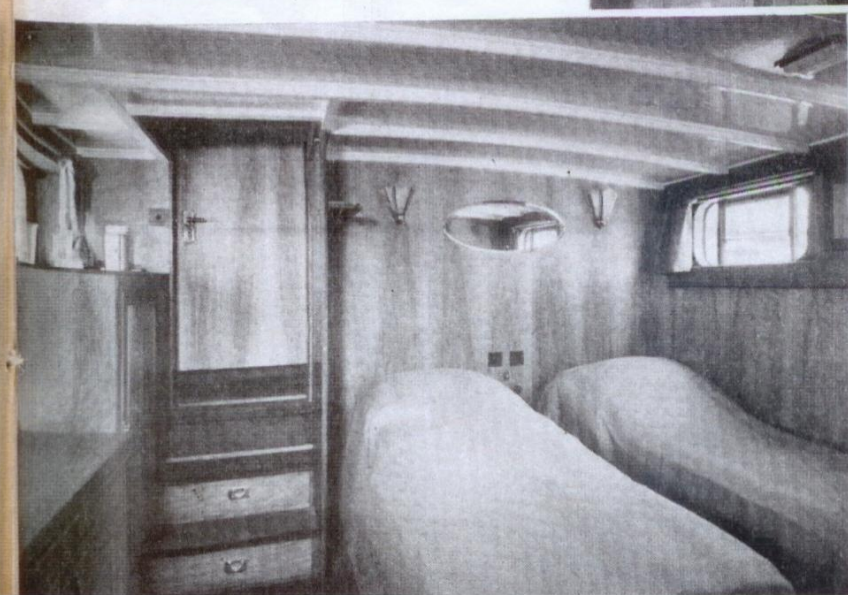


Another view of the saloon. The galley lies beyond the bulkhead. The passageway on the left leads also to the aft stateroom. Note the large drop windows.

(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.

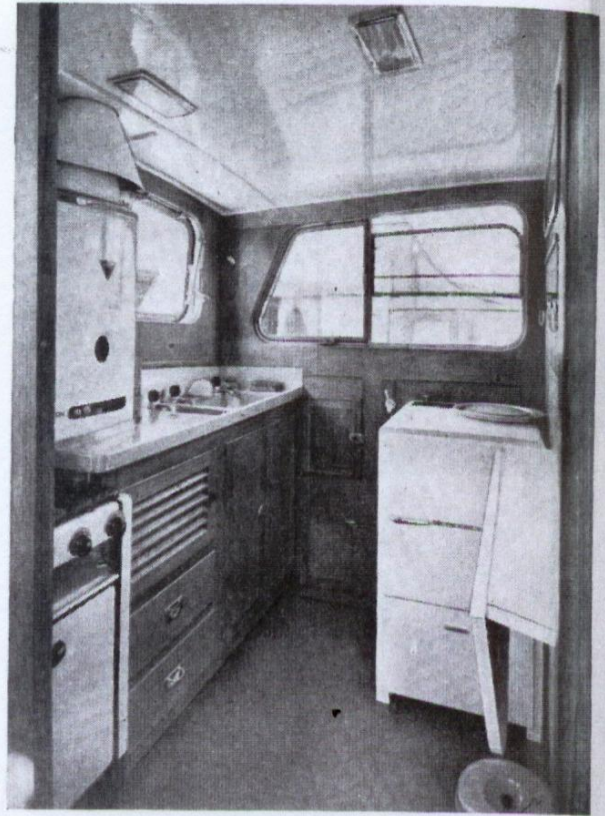
Nothing has been spared in the construction or the appointments aboard "Träumerei II." She is built on chine form of double-skin teak, each skin being 9/16 in. thick on Yang and English oak framing. The decks are of teak 1 1/4 in. thick, and this and a very attractive timber, mansonia, finished with 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 handbasins and bath. There is also an Electrolux paraffin refrigerator and a Bottogas cooker.

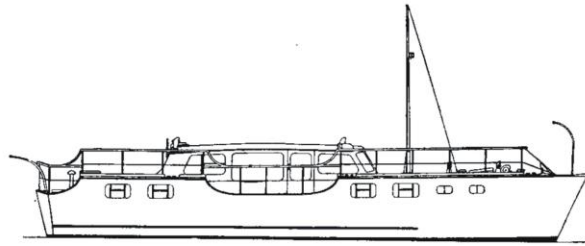
"Träumerei II" began on the drawing board as a 48-footer, but the owner's requirements gradually extended the length to the final one of 53 ft. 6 in.

NOTABLE YACHTS

TRAUMEREI II

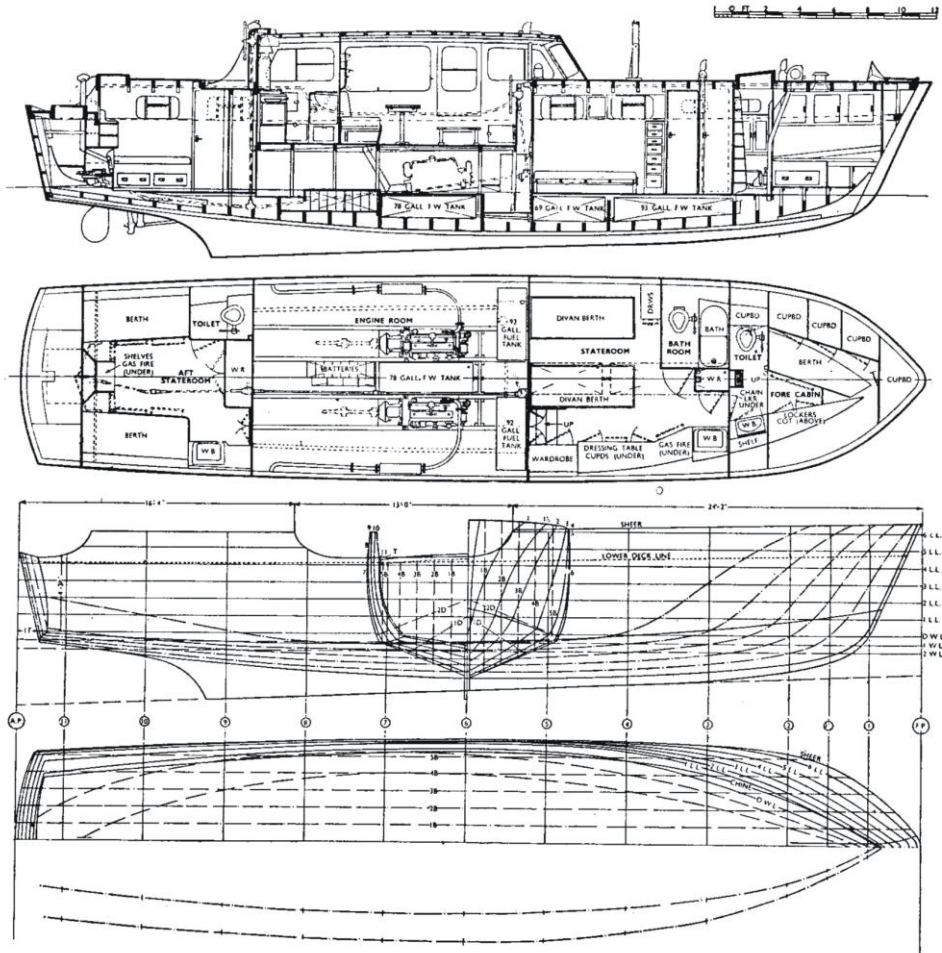
Designer : R. M. Martins
 Builder : Graham Bunn (Wroxham) Ltd.
 Owner : C. H. Roe

L.O.A. 53 ft 6 in. L.W.L. 49 ft 3 in. Beam 12 ft. Draft 4 ft 2 in
 Displacement 18 tons. T.M. 32 tons
 Engines : Two 55 b.h.p. Thornycroft diesels



Traumerei II will be used chiefly on the Norfolk Broads ; she was not designed as a seagoing craft, although the owner's intention is to take her for an occasional short sea trip in set fair weather. On her acceptance trials she went from Great Yarmouth to Lowestoft in a fresh breeze and she arrived with dry decks. She maintained a speed of about 10 knots on this trip and the next day on the Broads showed herself to be capable of an average of 12 knots.

Hard chine construction was adopted because it went well with the double diagonal teak skin planking. The accommodation is exceptionally spacious. The main feature is the raised deckhouse which contains the saloon with a Courtier solid fuel hot water system, the galley and inside steering position. The forepart of the yacht is taken up by a large suite with double divan berths, bath, toilet, and in fact all the conveniences of a modern flat. There is another double stateroom aft, so *Traumerei II*
 (continued on page 163)



sleeps four people in great comfort. Two paid hands' quarters are in the fo'c'sle and are also complete in themselves, with entrance direct from the deck via the fore-hatch, or, alternatively, from the main stateroom.

This interesting vessel is driven by two Thornycroft R.T.R./6 55 b.h.p. marine oil engines with 2 : 1 reduction gears ; the engines and shafts are flexibly mounted. The engine room, with ample working space, contains the fuel tanks, fresh water tanks and batteries.

The main 24-volt batteries are charged from a generator in the launch, which is driven by a 4 b.h.p. Coventry Victor petrol engine. The leads are plugged into the ship's side, so when it is desired to charge the batteries the dinghy has to be lowered over the side, a procedure which works quite satisfactorily on the Broads. The owner thus avoids having on board a petrol engine or the noise and vibration of a diesel generator.

The owner, Mr. C. H. Roe, is the chairman of the builders and *Traumerei II* is a result of a lifetime's experience on the Broads. *Traumerei II* began on the

drawing board as a 48-footer, but as Mr. Roe continued to measure up on the mould loft, so the cruiser grew, until her length eventually became 53 ft 6 in. The owner's wife had a good deal to do with the planning of the accommodation, which is beautifully appointed. The galley would be a joy to any housewife. An Ascot multipoint heater operated by Bottogas provides hot water throughout the ship ; there is also an Electrolux paraffin refrigerator and a gas cooker, as well as good stowage space, a sink unit and a flat-down table with Formica covering.

The deckhouse has a settee-berth across the after on the galley bulkhead. The table by the settee has an extending end and is covered with Pomelli Mahogany Formica, matt finished. The whole saloon is panelled in natural teak matt wax finished, while the after cabin and main stateroom are panelled and lined with Mansonia.

With plenty of deck space, *Traumerei II* is a most comfortable ship in which to cruise on the delightful waters for which she was designed.