

## ST DAVID'S LIGHT



**Sail No:** KB15

**Launch Date:** 1963

**Type:** Illingworth 40 Custom

**Owner:** David Orton

<b>Designer:</b>	<i>Illingworth &amp; primrose</i>	<b>Builder:</b>	<i>Souters, Cowes</i>
<b>Construction:</b>	<i>Mahogany of rock elm frames</i>	<b>Sail Plan:</b>	<i>Bermudan</i>
<b>LOA/LWL:</b>	<i>12.04m / 8.38m</i>	<b>Beam:</b>	<i>3.12m</i>
<b>Draft:</b>	<i>1.83m</i>	<b>Displacement:</b>	<i>7.2 Tonnes</i>

### History

St David's Light was built for De Forest Trimmingham in 1963 as a one-off ocean racer. The Trimmingham family owned the largest department store on Bermuda which is why she has a Bermudan sail number. The design by Illingworth and Primrose, who later designed Gipsy Moth IV for Francis Chichester, was optimised for the Bermuda Race. The name comes from a lighthouse on Bermuda. Construction is cold moulded, eight layers of mahogany over rock elm frames, supplemented by laminated mahogany frames. In 1963 the strength of cold moulded hulls was not known and the framing was distinctly over engineered. The interior is rather luxurious by modern racing boat standards, being mahogany, inlaid with sycamore.

A major rebuild commenced in 2003 to rectify a rot problem caused by fibreglass deck cladding fitted in the early 80s. The hull was cut down past the damage all the way round the boat and replaced. The transom was removed and renewed and the deck was replaced. The result was a strong, fair hull with a beautiful swept teak deck; a tribute to Peter Wilson and his craftsmen at Aldeburgh. In 2007 the coach roof was stripped and re-veneered, and 2009 the boat was re-rigged with a mast 1.6m taller than the original.