



JAVOTTE, designed by Alfred Mylne and launched in 1909, was the inspiration for KATE. The new boat's shape and rig are as original, though the construction was modified to take advantage of strip planks and epoxy.

of all sizes still racing today, even though many of them have been worked hard for generations. When I was doing the new up-to-date construction plans of KATE I made sure that the planking thickness, the size and spacing of the frames and beams, and so on, were all as required by the current International 12-Meter Rule.

The curse of the current yacht industry is that there are few restraints on designers, so far as hull strength is concerned. So we see many modern yachts built down to a price, instead of up to a high standard. Plenty of

modern vessels are not likely to have a long life. In their day both Alfred Mylne the first and his namesake nephew spent a lot of time and effort persuading rule-makers, owners, and yacht builders to keep standards of construction high, so that whatever was built was a good value for the first owner and all the subsequent ones. It's no wonder that so many of the yachts these two magicians designed are still going strong, and many are being rebuilt, with replacements like a new deck or a batch of new frames.

however, did not exclude powerboats, and in a form of therapy, he built a 30' "roll your own" Cigarette-type boat from a kit by Glen-L Marine Designs of Bellflower, California. He bolted twin 200-hp Yamaha outboards to it and, in 1999, with his new wife, Kate Spencer, went off on a very unlikely voyage: He drove that boat from St. Kitts to New Brunswick, Canada.

"I wasn't entirely stupid," said Walwyn. "The longest passages could be done in daylight." The boat had a 250–300-mile range, and the greatest distance between stops was about 200 miles. This was the route: From St. Kitts, he went to Puerto Rico; from there to the Dominican Republic, then to the Turks and Caicos Islands and on to a couple of stops in the Bahamas. From the Bahamas, Walwyn crossed the Gulf Stream to Cape Canaveral and ran up the Intracoastal Waterway to Norfolk, Virginia. He went outside from Norfolk, and then "hammered" his way up the East River to Clinton, Connecticut, and then

to Newport, Rhode Island. He visited Martha's Vineyard and Gloucester, Massachusetts, and Kittery, Maine (where he left the boat for a few weeks), and then proceeded east.

Walwyn told of bringing the boat into Vinalhaven, Maine, which might be the epicenter of coastal Maine tradition, an island where perfect wooden yachts share space with perfect working lobsterboats. A bright yellow speedboat here suggests a different tradition. Walwyn recalled his reception there: He was directed to the most expensive mooring in the harbor, and summarily ignored, until his story—the fact that he'd built the boat and driven it from St. Kitts—came to light. He stayed as a guest of the yard.

After exploring Penobscot Bay, Walwyn went to Grand Manan and then to St. John, New Brunswick. From there, he shipped the boat back to St. Kitts and flew home. "I was going to drive it to Tokyo" and make a gift of the Yamaha outboards to the Yamaha corporation. But he