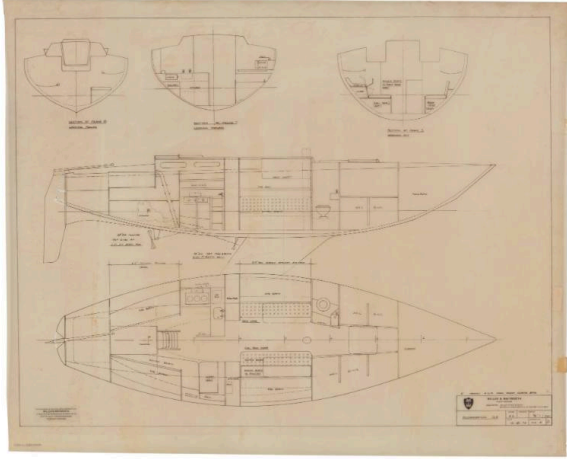


Basic Detail Report



ANMS1543[039]

Title

Accommodation general arrangement for 80 ft ketch

Date

15 October 1974

Primary Maker

Ben Lexcen

Medium

Ink on drafting film

Dimensions

715 x 935

Name

Plan

History

A self-taught naval architect, yacht designer and accomplished yachtsman, Ben Lexcen was born Robert Clyde Miller, on March 19th. 1936 at Boggabri, a small town in New South Wales, Australia. His early years were tough, being abandoned by his parents, he grew up with his grandfather in Newcastle. He left school at fourteen, after only five years formal education, to become an apprentice machinist at the New South Wales locomotive works. In 1952, at the age of 16, he designed and built his first sailing boat THE COMET with his friend William Bennett and soon began to make a name for himself at local sailing competitions. In 1960 he entered his boat TAIWAN in the 18-Footer World Championships, and later winning the World Championship in 1961 with his next boat VENOM. In 1962, together with his friend Craig Whitworth, he set up a sail making business in Sydney while continuing to design boats and small yachts. He represented Australia in the Soling class at the 1972 at the Olympic Games at Munich, West Germany. During his years in the 'Miller & Whitworth' partnership Ben Lexcen (then Bob Miller) became very well known for his fast, light-weight, racing yachts which included, PLUM CRAZY, MERCEDES III, APOLLO, APOLLO II GINKGO, BALLYHOO and CEIL III. GINKGO was the first of a series of 45' IOR racing yachts designed by Ben Lexcen, (then Bob Miller) at 'Miller & Whitworth'. Based on the same hull lines and sail-plan APOLLO II was built in aluminium at the same time by the same builder, 'Halvorsen, Morson & Gowland Pty.' In Sydney. Both yachts were in the British Admirals Cup races on 1973, so 'Miller & Whitworth' started to franchise the design around the world as the 'Admiral Cup 45'. Other yachts, larger, and smaller were included in this marketing plan. Two smaller yachts using the same design shape and concept to GINKGO were built, CEILL II and RAMPAGE won handicap honours in the Sydney to Hobart race. 1974 was a prolific year for Ben Lexcen (then Bob Miller). The design of the 72-foot maxi racer BALLYHOO for Jack Rooklyn, which started in

late 1973, continued in 1974 during the build, and up to completion in November when the yacht was launched at the 'Halvorsen, Morson and Gowland' boatyard. At the same time, he was designing the 12mR Australian America Cup challenge yacht SOUTHERN CROSS for Alan Bond, which would later be shipped to the USA for the races at Newport Rhode Island in September. Other yachts designed by Ben Lexcen (Bob Miller) in 1974 were: Don StClair-Brown's 50-foot ANTICIPATION, The OLYIMPIC 48-foot sloop, The 'Miller & Whitworth' 40-foot One-Ton IOR yacht, the 35-foot $\frac{3}{4}$ Ton IOR yacht, the M&W 31' sloop, a 32-foot $\frac{1}{2}$ Ton IOR yacht and a 54-racing yacht. With so much design work available at one of the world's most well-known yacht design companies, a decision was made to sell some of the work as 'stock design' and franchise 'Miller & Whitworth' around the world. This covered sailing yachts from 30-feet, to 80 feet overall, as well as the CONTENDER sailing dinghy. 'Miller & Whitworth' advertised extensively, often taking a whole page in some yacht magazines at the time. The 1974 November issue of 'Offshore' contained a full-page, offering 'M&W' designs for their $\frac{1}{2}$ Ton 32-footer, $\frac{3}{4}$ Ton 35-footer, 40 foot One-Ton and the 45-foot IOR yacht. This marketing concept appears to have enjoyed some success, as 'M&W' designed yachts were built in several countries. At least four 'Miller & Whitworth' 35-foot IOR $\frac{3}{4}$ Ton yachts were built in South Africa. 'RED AMBER', 'SOUNDWAVE', SCORPIO' and 'CLOUD NINE' were all built in 1974, cold moulded in Mahogany by 'Mosenthal's Marine' in Durban. During early 1974, 'Andersen Brothers' approached 'Miller & Whitworth' for design work to build a production of 'M&W' 40-foot One Ton yachts in glass fibre. The three brothers, Ken, Ron and Peter discussed with Bob Miller and the 'Miller & Whitworth' team about design changes and building in glass-fibre, which they had not designed for in the past. The weight of the GRP boats would need to be the same as the earlier wooden built yachts. The rudder was redesigned, as well as the skeg, the keel bolts and rigging chainplates. The first new M&W 40-foot IOR GRP boat was built for Jim Robson Scott, the deputy chairman of The Offshore Racing Committee in N.S.W. The second boat was for the Andersen brothers. The drawing, dated 15th. October, updated on December 4th. 1974, shows the accommodation layout for the 'Miller & Whitworth' 40-foot One Ton IOR yacht, which was based on CEIL III and RAMPAGE. This was a stock, or standard design, sold and franchised by 'Miller & Whitworth' during the 1970's before and after Bob Miller (Later Ben Lexcen) left the partnership with Craig Whitworth.