

- 1 **Designer:** Johan Anker
- 2 **Builder:** Anker & Jensen
- 3 **Date:** 1937
- 4 **Length overall:** 52 ft 6 in / 16 m
- 5 **Length waterline:** 38 ft 10 in / 11.8m
- 6 **Beam:** 10 ft 10 in / 3.3 m
- 7 **Draft:** 8 ft 2 in / 2.5 m
- 8 **Displacement:** 17 tons
- 9 **Construction:** Oregon pine on galvanised steel & wooden frames, oak backbone
- 10 **Engine:** Yanmar 4JH4E diesel 54 HP 2006

BROKER'S COMMENTS

Johan Anker was considered an artist in yacht design and was greatly concerned with the beauty of lines – BOJAR doesn't disappoint; indeed as a boat of such breathtaking and effortless beauty, she genuinely lifts the human spirit, and perhaps even defines the term "classic yacht."

In these days of restoration, it is rare to find a boat both so original and in such fine condition. She has enjoyed the same ownership for 28 years and the short Norwegian sailing seasons with every winter spent inside her own boat shed will certainly have helped. It is clear BOJAR has benefitted from never leaving Scandinavian waters; thus contributing to the preservation of her timber and original build quality – She is truly exceptional.

HISTORY

BOJAR was launched in 1937 as ILMEN V and she was one of the last designs from the board of Johan Anker.

Anker's reputation is part due to his incredible success in International Rule designs, his creation of the iconic Dragon One Design - and of all the famous designers of his era, he was arguably the best helmsman. Anker often watched the offerings of Messrs Fife and Mylne cross the finish line behind him - This "feel" for a boat helped him create some of the fastest and most beautiful designs of any period.

BOJAR's dimensions are similar to the 10 Metre class, but with the slightly greater beam, that her first owner had requested, in his quest for the perfect cruiser racer. In due course she passed to Ragnvald Jacobsen, re naming her BOJAR, and keeping her from 1941 to 1967. Jacobsen, was also a talented helmsman, winning many regattas in the 5.5 and 6 Metre classes.

The current owner has owned her for 28 years, enjoying cruising and classic racing in home waters. BOJAR can be easily sailed by only two people, which is unusual for a yacht of this size and vintage.

CONSTRUCTION

The hull is built with 30 mm Oregon pine on composite hot dip galvanized steel and wooden frames. Keel stem and sternpost are of oak and steam bent ribs of elm. The keel weight and displacement balanced at approximately 50 / 50 render her a very effective up wind boat. BOJAR was built by Anker & Jensen of Oslo, one of the most prestigious yards in Scandinavia using materials and applying craftsmanship of the very highest quality.

The deck layout is clean and beautiful, with traditional bronze fittings. The deep and large cockpit is comfortable both at sea and in harbour. The topsides are remarkably smooth and painted with Awlgrip.

ACCOMMODATION

BOJAR can accommodate 6 to 7 people in 4 cabins. The main accommodation is entered through a companionway and down 3 steps – the vessel's interior joinery is a mixture of teak and mahogany, but with white painted bulkheads and deck heads contrasting with the varnished mahogany beams, the boat is light and the ambience in keeping with her classic pedigree.

The beautifully appointed galley is to port, with ENO 3 burner gas cooker and oven, sink with hot and cold mixer and Isotherm 3200 fridge. There is plenty of storage for utensils and crockery.

Opposite to starboard is the generous chart table and navigation area with a single pilot berth extending aft.

The main saloon takes full advantage of the BOJAR'S ample beam and sports comfortable single berth settees each side with stowage outboard and below. The substantial drop leaf table provides dining space for at least 8 people.

The saloon is curtained off for'ard to reveal the companionway with the heads to starboard with stowage, including wardrobe opposite, thereafter to berths; single to port and double to starboard,

Finally there are two single berths each side of the fore peak with substantial stowage below.

RIG, SPARS AND SAILS

The wooden three spreader rig is original. The rig is totally restored and equipped with self tailing bronze winches. Sails are Doyle 4 DL, there is an old Ratsey cotton spinnaker and several Dacron sails.

DECK EQUIPMENT AND GROUND TACKLE

- Reckmann RS 2000 manual reefing jib
- 3 bronze manual S T winches on mast
- 4 bronze manual S T winches
- 1 Bronze Lewmar 50 ST electric winch
- Maxwell electric bronze windlass
- 60 m galvanized 10 mm chain
- 20 kg Bruce bronze anchor
- 3 x bronze dorades

MECHANICAL ELECTRICAL AND TANKAGE

- Engine: Yanmar 4JH4E 54 HP 2006
- Transmission: ZF 25 hydraulic.
- West Mekan controllable electric pitch propeller; neutral sail position.
- 2 x 12 V 165 A service batteries
- 1x 12 V 70 A start battery
- Mastervolt 230 V charger 30 A
- Mastervolt masterlink BTM 1 battery monitor
- Electric freshwater system with filter
- Electric saltwater for galley
- Isothem hot water. 30 litre 6 1/2 gallons
- Bilge pumps: 2 x electric 1 x manual
- 230 litre / c 50 gallon Freshwater tank
- 240 litre / c 53 gallon diesel fuel tank
- 35 litre / c 8 gallon holding tank.

NAVIGATION

- Simrad AP 21 Autopilot electro hydraulic
- Simrad CP 44 chart plotter
- Simrad IS 15 speed, depth and water temp
- Simrad RS 87 VHF
- Simrad HT 50 hand held VHF
- Tactic wind instrument
- Autopilot, plotter, VHF, wind and speed instruments are connected
- Sestrel compass

MISCELLANEOUS AND SAFETY

- Ardic 1012 heater water to air
- Dickinson diesel heater
- Isotherm 3200 fridge
- ENO 3 burner gas cooker with oven
- Truma gas remote switch
- Zodiac dinghy
- Autoflog life raft 6 man.
- Cushions
- Safety equipment