

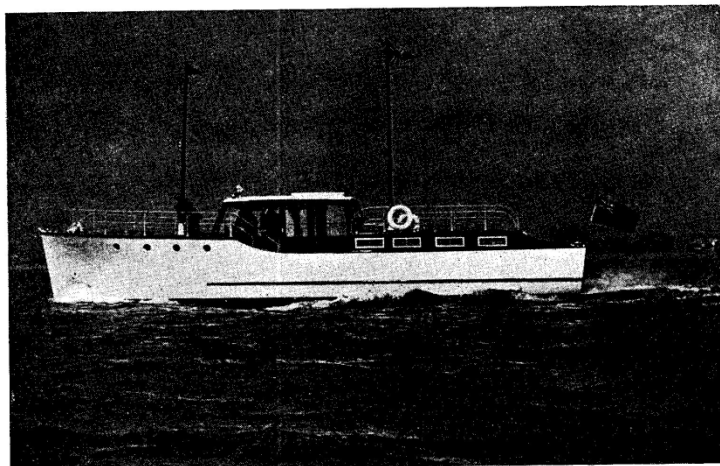
## **EPISODE N°2**

**Bonjour, vous vous rappelez de moi, je m'appelle "Aquabelle", j'avais commencé à vous raconter mon histoire et vous avez pu voir mon squelette. Le chantier m'a portée pendant une année, et je suis née un beau matin, de 1939. Regardez la photo de mon lancement:**



**Bien sur la photo est en noir et blanc, mais, c'est la première fois que vous me voyez, et franchement, vous me trouvez très belle n'est-ce pas ??**

Toute la presse spécialisée de l'époque a parlé de moi, voyez cet article élogieux du 19/05/1939:



*The Yachting World*

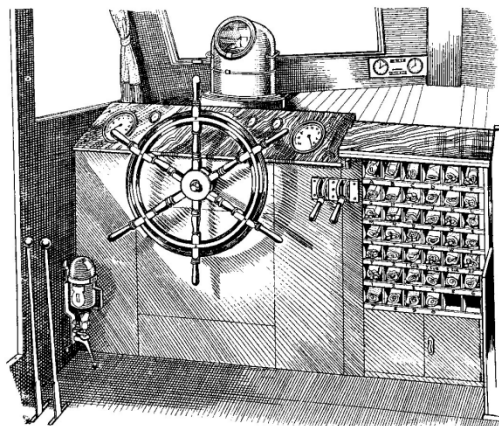
## AQUA

### SMART DIESEL 45

Nicely proportioned and planned on thoroughly sensible lines

WHEN an owner, who is himself an able engineer and a good seaman, builds with a firm of repute and secures their whole-hearted collaboration, the result is sure to be an interesting ship. Mr. B. Taylor, of Hampton Wick, recently commissioned his new 45-footer from William Osborne's Littlehampton yard, and *Aquabelle* is a ship which in many respects is most satisfyingly different from the average cruiser of her size.

Plans of this ship were published in *The Yachting World* of February 3rd of this year, and the main features of the design were evident at that stage. Unlike most British 45-footers she has a very large combined saloon and wheelhouse and, thanks to very careful proportioning, it does not seem in the least overpowering, although it is actually ten feet long and eight feet wide with full headroom everywhere.



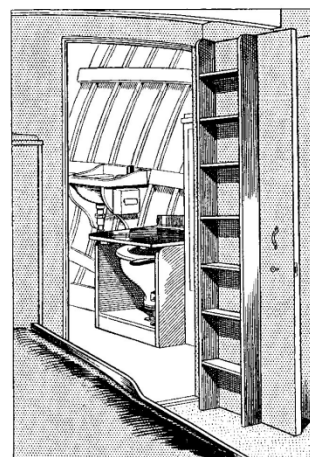
(Left) A neat flag rack and plenty of space for chart work

(Below) Looking forward, showing the ladder on the back of the fo'c'sle door

Below it is a fine engine room into which one can practically *walk*, not creep, from the lobby aft.

The secret of the engine-room accessibility is under the saloon table. This actually forms a deep trunk as shown in one of the sketches reproduced here. Between the two three-cylinder Ailsa Craig Diesels there is full headroom, making it an easy matter to attend to all their normal wants without disturbing the occupants of the saloon by rolling back carpets or lifting hatches. A powerful extractor fan is provided to assist the natural ventilation by cowl vents and a cunningly contrived slot just above gunwale level, one inch wide and extending the full length of the engine room. Diesels do not normally radiate much heat, but this was one of the best-ventilated engine rooms that we have ever seen in a boat of this type.

In many cruisers of this size it is often much too difficult to reach the deck from the wheelhouse. In *Aqua-*



Power Craft, May 19th, 1939.

# BELLE

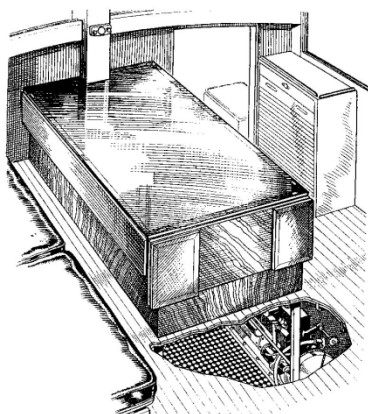
FOOTER by OSBORNE

a stainless steel sink, and Calor-gas fired stove, water heater, and Electrolux complete a delightfully practical galley.

Forward and aft of the saloon are two suites each with its own toilet facilities, while right forward is a good-sized fo'c'sle for one man. No detail, however small, seems to have escaped its due share of attention, the amount of light and ventilation, in particular, being well above the average.

As to construction no fault whatever could be found except that slightly deeper cross-bracing might have been applied to the engine bearers. All the planking is of mahogany. Decks are double skin, finished in teak, and may be relied upon to remain watertight at all times. Such a refinement as the provision of twin rudders which should be common to all twin-screw cruisers may be taken for granted in these Osborne craft.

On a lovely hot afternoon we went aboard Aquabelle for a short trial outside. The two Ailsa Craigs responded at once to their starters, and in a few moments we were slipping down the Arun, passed the quayside which somehow always seems reminiscent at or near high water of some Continental port.

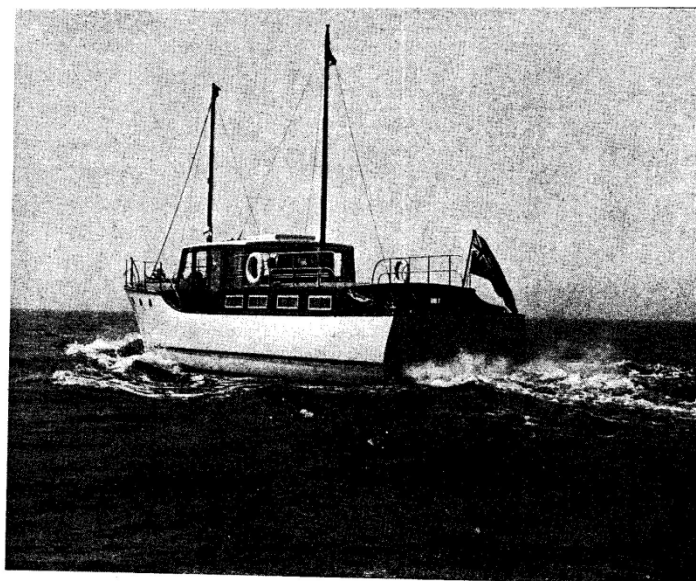


Running at just under eight knots we found none of the usual chop on the bar. Just a slight ripple on an almost calm, blue sea, bright warm sunshine—in fact, ideal conditions for a power cruiser. We could enjoy the broad flush decks in true summer fashion.

Down below the two engines seemed perfectly happy whether eased to 500 r.p.m. or opened up to a little over 1,000 r.p.m. Surely a well-governed Diesel gives a great feeling of confidence by the steady uniformity of its beat. The engine room never seemed to get hot, and when the door was shut nobody could complain of the noise in the ship.

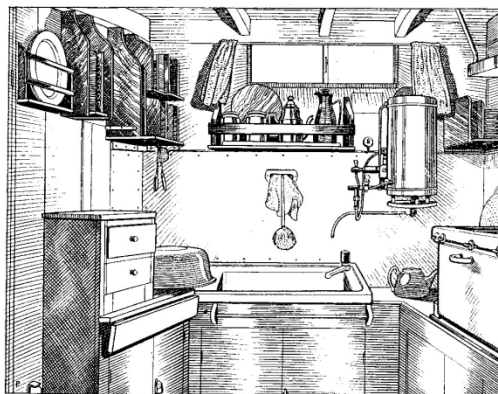
One expects a good modern ship to be responsive and at the same time steady on her helm, and Aquabelle was excellent in this respect, showing no trace of wandering off a course. Even a completely inexperienced lad of sixteen, once he had mastered the

(Left) The big saloon table is a trunk giving headroom between the engines



Aquabelle is clean running and graceful from any point of view

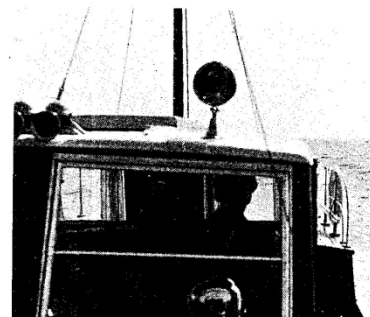
(Left) A beautifully planned galley with all modern fittings



movement of the ship round the compass card, had no difficulty in maintaining a course. But we ran through one of the largest schools of porpoises that we have ever seen in home waters, and some one else had to take over while we watched and tried, rather unsuccessfully, to photograph them.

Back inside the harbour Aquabelle proved further how extremely easily handled a twin-screw ship can be. We berthed in a somewhat awkward position without a jolt or a scratch. Since our trials she has made the passage round to the Thames, and in decidedly bad weather gave most satisfactory proof of her sea-going ability. One need not wonder whether Mr. Taylor is pleased with his ship. He could hardly be otherwise, for she is very well-built, well-powered, and planned to suit him in every way.

The wheelhouse appears quite low when seen from on deck





L'article est en Anglais bien sur puisque je suis Anglaise, mais voici mes mensurations si vous ne lisez pas couramment la langue de Shakespeare:

13.32 mètres de long, 3.62 mètres de large, 3 mètres de tirant d'air à cause de mes mâts, 1.52 mètre de tirant d'eau pour un poids de 12 tonnes (jauge internationale 23.38 Tnx). J'ai 2 moteurs 6 Cylindres diesel de 70 chevaux chacun, d'origine, de marque Ailsa-Craig.

Mes premières missions furent familiales, et j'ai promené la famille de Benjamin Taylor sur les bords de la Tamise et sur la côte Sud de l'Angleterre. J'ai inspiré des peintres. Cette aquarelle de 1939 existe toujours, et si vous restez mon ami vous aurez bientôt l'occasion de la voir de vos yeux.



Je vous montrerai bientôt mes amis, le film en couleur de mon lancement, c'est fort hein !!!

Je disais que j'avais des mats, ce n'était pas que pour l'esthétique. Je portais aussi des voiles qui me permettaient de naviguer sans mes moteurs. Regardez moi sous voiles, comme j'étais belle.



**Voilà déjà la fin de ce deuxième épisode de ma toute jeune enfance.**

**Vous verrez dans le prochain que ma vie a été brusquement transformée par un événement très important pour moi, mais qui a aussi transformé votre propre vie.**

**Vous vous doutez un peu...**

**Si l'histoire continue de vous intéresser, parlez-en à vos amis, qu'ils deviennent mes amis, je vais en avoir besoin bientôt....**

**A la prochaine**

**Votre amie Aquabelle**