

Magda XIII:

Born as Magda XIII ,Johan Anker design, built by Anker &Jensen in Asker, Norway in 1937 for Alfred Larsen, she was sold 2 years later to Ingar Dobloug,and changed her name into RolloV.She kept this name until 1972 when she was sold in Greece and she was named Eolos for short time, and then Hermina 3 until the actual owner renamed her with the first name.

The yacht was built with a planking of Oregon Pine on alternates steel and oak frames .Light but very strong, like the yachts of the metric classes. Also her lines are the lines of a Metric Class racer,and so the Ballast to Displacement ratio ,as there are 25 T of lead on a displacement of 49T .From the calculation sheets of Johan Anker that I very luckily found in Norway,it appears that the yacht was built following the specifications and the scantling of the Metric class. There is the comparison with the dimensions she should have had if she was a 15 MR ,and as that class was not existing anymore since the time of the gaff rigged 15 M yachts ,back in the early 20ies, Magda was born as a fast cruiser racer with the measure of 14,50 M if she had to be rated as a Metric yacht. So she was called a 15M cruiser (15 MCR) and had the sail number D11. (D is the symbol of the 15 m class yachts) All this because the owner, Alfred Larsen was maybe the greatest racing sailor in Norway and one of the most famous yachtsmen of the first 30 years of the '900 in Northern Europe. This boat was his last sailing yacht and he was already an old man when he ordered her to Johan Anker, and surely not happy with a cruising yacht and with the comforts for a man of his age ordered "the fastest boat of Norway" ,that was called "The Queen of the Fjords" Not tired of regattas ,after having owned 18 racing yachts(among them a 15MR ,few 10MR, 3 12 MR)from the first **Urd** of 1885 ,to the latest Magda XII ,(the former **Hallowe'en**,very well known also today),in his 70'ies just wanted a boat capable to win when sailing against his son Fridtjof,owner at that time of **Vema III**,one of the fastest 12 MR just built at Anker &Jensen.!! What a sailor!

The choice was between William Fife and Johan Anker,as both of them alternatively designed all his boats since Magda IV ,a 10 MR in 1904 .

Johan Anker had the commitment,as he was also a good friend and great racing yachtsman. He was called "The Flying Norwegian " and was very able to design and race with the metric class yachts: Just remind that he designed and built 52 yachts of the 8M class! and in 1938,just after the launch of Magda XIII at the age of 67 , won as helmsman the World cup with **Sira** ,an 8 MR designed by him and built at his yard for the King of Norway .

The yacht stayed short time in the hands of Larsen, as he was already old. She was sold than to another very famous Norwegian yachtsman and racer,Ingar Dobloug ,who named her **Rollo V**. This was in 1939. Dobloug ,a younger man had won many races too ,and his **Rollo 4** was a famous 10 MR ,and the first **Rollo** one of the most famous 12 MR ever built by Anker.

Unfortunately in 1939 started the war ,and the Germans invaded Norway. Many of those sleek ,bright and varnished yachts have been taken by the German army and navy ,and this happened also to Rollo V . Dobloug was taken prisoner and closed in a concentration camp. After the war the yacht was nearly a wreck, but Dobloug, back in Norway invested in a full restoration . The yacht became again the queen of the Fjords, this time with a different look, as she was rigged as a Ketch to be easier to use even with short hands. Time had passed and the big crews of the 30ies had become too expensive .

The yacht was sold in the 60'ies to another Norwegian family The Gjolbergs. I met part of the family,and I am in contact with Morten Gjolberg who found pictures and documents of the time I met also the son of Ingar Dobloug,a gentleman of more than 80 years old ,and I have been threated as a son or a brother and a benefactor as I saved the boat from the loss and I am providing a great restoration. After Gjolberg the yacht was bought by Mr Falk of Stockholm,and she stayed with this family until 1972. I met also Christian and Jan Peter Falk,who provided to me beautiful pictures and a super 8 film.

The boat was sold to a greek owner who wanted her in the med. And from that moment the boat started to suffer until in the 80ies she was transformed into a charter vessel . An huge deckhouse was fitted on that precious deck,and other high and ugly wooden structures to make her more roomy inside. All the original insides have been destroyed to provide 4 double cabins for the guests and a raised salon in the deckhouse. The mast was shortened to little more than 22 m and the boom to 6m. In the original plan there was a mast of about 30 meters and a boom of 12! The boat ,heavy in the water was floating low and seemed very tired when I was asked to survey her by an Italian gentleman who felt her hidden noble origins.

It was July 2001 when after a third inspection to the hull in Athens it was decided that the lines and the shape of the hull were too beautiful to leave the boat in that shape. and she was bought even if a big work had to be planned The boat was delivered to Viareggio An important budget was allocated and as the carpenters of the Cantiere Francesco Del Carlo started to check the planking and structures, the historic research started. It took time to get to the origin of the yacht and it took longer to get back to her extraordinary original shape. 400 linear meters of Oregon Pine planking 50 mm thick have been replaced; mostly all the beams , A new deck was layed, many steel floors and few frames have been changed. The yacht was born without an engine,and we have been able to hide the modern engine in the deep bilge .The owner wished to have all range of modern comforts and technologies,and the yacht is an incredibly comfortable fast cruiser for 6 guests and 2 crewmember . Sophisticated electronics and computerized

controls are hidden very well and one could feel to be really back in the time when on board. The insides and all the furniture was built out of a single trunk of beautiful Mahogany of 7 cubic meters, that was stored in the yard in planks since 10 years. So all the furnitures has the same grain and flames in the panels. The furnitures are undergoing now to an aging process provided by very skilled artisans from Firenze who work in the restoration of antics and antiquariat , as all that beautiful wood seemed to new, and the insides of Magda had to look like the originals... ..

The mast was rebuilt out of the best Oregon pine ,following the pictures of 1939. All the deck fittings have been casted in high resistance bronze under original drawings or exemples of Norwegian yachts of the time . The winches have been realized by Meissner to the highest standards. Blocks are from Solimar, the sails will be made by Hood.

The reconstruction of Magda XIII has been surveyed under the highest standard of The Italian Register and she is registered with the Malta Cross

The yacht was re-launched on the 29th may 2004.

Technical description

Lenght on deck	22,70 m
Lenght water line	15,20 m
Beam max	4,20 m
free bord at cockpit	1,36m
Depth max	3,05 m
Sail surface	240,00 mq.
Displacement	46 T
Ballast	26 T of led
Accomodations	3 guest double cabins with 2 bathrooms 1 cabin for 3 crewmembers with bathroom
Design	Johan Anker design number 420
Built	Anker&Jensen 1937
Reconstruction	Cantieri Navali Francesco Del Carlo 2001-2004
Project Manager	Enrico Zaccagni