

# CROIX DES GARDES



**Sail No:** CDG47  
**Launch Date:** 1947  
**Type:** Long Keel Cutter  
**Owner:** James Kelman

<b>Designer:</b>	<i>Henri Dervin</i>	<b>Builder:</b>	<i>Bonnin, Arcachon</i>
<b>Construction:</b>	<i>Carvel &amp; Teak</i>	<b>Sail Plan:</b>	<i>Cutter</i>
<b>LOA/LWL:</b>	<i>15.3m / 11.3m</i>	<b>Beam:</b>	<i>3.6m</i>
<b>Draft:</b>	<i>2.3m</i>	<b>Displacement:</b>	<i>19 Tonnes</i>

## History

CROIX DES GARDES was designed by the French naval architect Henri Dervin. She was built by the Bonnin in Arcachon in 1947 with timber hidden from the Germans during the Second World War. With 40 mm teak planking and decks and deck structures on an oak backbone and frames she is a powerful cruising boat. Dervin is well known in France for his smaller Kurum and La Sereine as well as his book on wooden boat construction.

CROIX DES GARDES' history between 1947 and the 1970s is vague and her name when launched has not yet been traced. She was previously called the "Voie Lactée" when owned by a senior figure at Nestlé and then renamed "CROIX DES GARDES" by Jean Carré. He looked after her from 1970 until his death in 1975.

She was restored in part in 1993-94 at the Cantieri di Imperia, when a new ford diesel was fitted, along with some less than flattering vinyl headlining. Passing on to a Swiss owner, she was moored in Palma and under his stewardship had a new transom, stem and mast between 2001 and 2006. Initially spied by her current BCYC owner in 2005, she finally changed ownership in 2007.

Rather battered by the Mediterranean sun, she was trucked to northern France, before being sailed back to Ipswich and moved to a barn near Cambridge for the winter of 2007/08. Over the next six months work fundamental structural work comprised new frames and part of the lower stem, a re-payed deck, re-galvanised floors, return of the forepeak to the original design and a more modern galley. Winter refits in the in the barn have become a biennial event to ensure she remains in the best condition possible.

In 2012 she took part in the Transat Classique from Lisbon to Barbados, and the cruised through the Caribbean and the US East Coast via New York and as far as Newport RI. In June 2013 she completed her Atlantic circuit back to Plymouth via Nova Scotia. Since then she has continued to join classic regattas and festivals in the UK and France.

She has an appealing divided layout with accommodation separated from the working cockpit area. The doghouse is accessed from the cockpit and houses a full-size chart table, the navigation and electrical systems and two passage quarter berths. The main accommodation is accessed from the main companionway aft of the mast and a forehatch over the original crew's quarters. The owner's cabin is aft, with the galley and saloon between. Numerous skylights give good light below deck and ventilation when the weather is warm enough.