



Boat Archives - 'Jamarc'



Do you know more about this boat? [Tell us!](#)

Length	45'	Prior Names	
Year Built	1966	Build No.	45/5
Beam	11'9	Hull Construction	Double diagonal teak
Draft	3'9	Deck Construction	Teak
Engine Make	Twin Perkins HT6.354 Replaced in 2014 by twin Cummins 6BT5.9	Superstructure Style	Flybridge
Engine Size	Each 162 BHP	Number of Berths	6
Engine Fuel Type	Diesel	Location	Norfolk Broads



Off the Essex coast August 2017

Jamarc - 45' Bates Star Craft

Builder: W Bates & Co., Bridge Wharf, Chertsey, Surrey

Built:	Dec 1966	First Registered:	25 th July 1967	Yard No.:	45/5
Length:	45ft	Beam:	11ft 9in	Draft:	3ft 9in
Original Registration No.:	334559	London			
Present Registration No.:	SSR130879	London			
Broads Authority Reg'n No.:	11R				
Original Engines:	Perkins HT6.354	ea.	145 bhp		
Replacement Engines 2014:	Cummins 6BT5.9	ea.	162 bhp		
Engine Type:	Turbocharged 6 cyl. Diesel				
Hull Construction:	Double Diagonal Teak on Oak with Teak keel				
Superstructure Construction:	African Mahogany with Fly Bridge				

Owner History:-

Jack Whimpenny, Leek Wootton, Warks.	Purchased 25 th July 1967
Alf Moseley & Sons, Loughborough, Leics.	7 th February 1969
Frank Ford, Woodford, Cheshire	22 nd December 1971
Raymond Taylor, Amersham, Bucks.	1 st March 1972
Geoffrey Church, Warton, Lancs.	27 th March 1973
Frank Ford, Woodford, Cheshire	22 nd March 1974
Edward Bush, Wroxham, Norfolk	5 th March 1979
Doreen Bush, Wroxham, Norfolk	11 th March 1981
Facilities Mg't Services Ltd., Frimley, Surrey	15 th February 1983

Lee Everett-Alkin, Twyford, Berks.

13th October 1986

Ron & Judith Mitchell, Reepham, Norfolk

5th September 2007

Sold 2021 – new owners are??

History (compiled by Ron and Judith Mitchell)

Jamarc was commissioned by Jack Whimpenny, then owner of 40ft Starcraft "Hycilla" during 1966 and she was the star of the Bates' exhibit at the 1967 Earls Court Boat Show, where she earned second prize of the show to a W A Souter TSDY.

She was named after **JA**ck and his two sons **MAR**tin and **CL**ive.

Jack, Managing Director of Associated Engineering, Leamington Spa, finally took delivery of Jamarc in July '67 and she cruised the Avon from Worcester for the rest of the year. For 1968 she was moved to moorings in Lymington but was sold the following winter to Alf Moseley & Sons, coachbuilders of Loughborough, Leics..

Alf imported Portuguese coach bodies and assembled them onto AEC chassis. He was a great fan of Gebo windows, manufactured in Holland & he quickly returned Jamarc to W Bates for the replacement of all windows with Gebo, with which she is still fitted. He kept her at Henley and cruised to France on several occasions.

The next owners appear to be a consortium of three, of which period there is currently no history. Mr Ford ultimately sold her to Edward Bush of Wroxham, Norfolk where he was a prominent builder of residential & commercial properties. Jamarc was moored in her own cut off the river Bure at the end of the Bush's garden and was used regularly for family holidays, with cruises offshore from Great Yarmouth and Lowestoft. Two of Mr Bush's granddaughters have very fond memories of these holidays and days out including games of cricket on Scroby Sands but after 4 seasons, she was replaced with a larger boat.

She was sold to the organisation that then owned the pub on Boulter's Lock island, Maidenhead & she lay on moorings there for 3 years until, by then rather neglected, she was bought by Lee & John Alkin who moved her to Streatley, Berks.

The Alkin family carried out considerable work over their 21 years of ownership, during which time John did work on several other Bates Star Craft on a commercial basis. She made several sea passages, one of which nearly led to disaster when she hit a submerged object, probably a container, off Ramsgate. She first hit below the starboard galley and the gas water heater was knocked from the bulkhead then, as she passed over the object, the port rudder was swept away but John managed to limp her into port for repairs.

The Alkins joined us on board for a bottle of bubbly at the 2010 TTBR and regaled us with stories of all their show business friends who were entertained aboard.

After several years of deliberation, the Alkin family decided to sell her and we moved her to St Olaves, Norfolk for a rebuild by South River Marine that lasted three years. Removal and service of shafts & props revealed that, in John Alkin's accident, the port prop and shaft had been quite severely damaged too.

All Gebo windows, including the Kent screens, were fully serviced and the forehatch was replaced with a matching Gebo item with two further small hatches over the galley. Jamarc has been updated fully in sympathy with her period but with the addition of modern electrical and plumbing services, all discreetly hidden behind original panels. A full suite of sea-going instrumentation including chartplotter, broadband radar and AIS has also been fitted so that only the VHF radio is on view internally when not at sea.

She was out of commission again from October 2012 to July 2014, originally so that the stb'd. engine could be overhauled to reduce smoke emission and falling oil pressure but, after a worldwide search for new pistons was unsuccessful, the hard decision to replace both

engines was taken. Then started another 6 months or so of measuring and rejecting many alternatives, none of which would fit below the saloon deck – nor would any retain the character of the vessel.

Just at the point of giving up, a review of a very helpful forum on the Fairey Owners Club website revealed that some of their Perkins HT6.354's had been replaced with Cummins 6BT5.9's. Many hours of measuring heights & transmission lines culminated in the decision to fit a pair of heavily modified Cummins with Aquadrives, so that the engines could remain almost horizontal & the Aquadrives would take up the shaft angle. They fitted with slight modifications to the deck beams & left less than 1cm of headroom!

She is now very much the same superb vessel but much quieter on the same exhaust systems and, best of all, no smoke!

On her 50th Birthday, Jamarc received the accolade of joining the National Register of Historic Vessels.



We met a little traffic in the Pool of London, August 2017