

FIGARO III
Sparkman & Stephens Design No. 1107

LOA 47', LWL 32'6'', Beam 12'2'', Draught 4'5'', Displacement 34,000 lbs.

FIGARO was designed as a centreboard yawl for William Snaith in 1954 and thus she was designed in the same year as FINISTERRE whom she closely resembles, though on a substantially larger scale. FIGARO's beautifully balanced ends relatively low free board and pronounced sheer which dips to its lowest point just aft of the companionway, makes her an exceptionally beautiful vessel. In proportion to FINISTERRE she has slightly less beam which increasing her elegance, although her displacement is virtually in proportion to FINISTERRE.

FIGARO is a direct descendent of REVONOC and this type of centreboard yawl became increasingly popular between 1940 and 1965 as a cruiser-racer. Some of the later boats adopted a narrow profile centreboard rather than the L-shaped or scimitar shaped centreboard seen on the earlier vessels and on FIGARO which tended to take up considerable space inside the cabin, requiring a trunking above the floorboards. These were considered to be marginally less efficient to windward than the narrow profile boards often seen on Aage Nielson boats such as SOLUTION (1963). Although she lacks a deep ballast keel, FIGARO carries considerable sail area – almost identical to INVERNESS, a deep keel yawl of identical proportions designed in 1963. She shows every signs of having been an extremely fast boat and came first in Class C in the Bermuda race of 1956 – the same race Carlton Mitchell won overall on handicap in FINISTERRE as well as coming first in Class D.

FIGARO's accommodation plan was extremely elegantly worked out despite her comparatively long ends. A small crew cabin under the foredeck lies in the bows succeeded by the master stateroom situated forward by the mast. Toilet and shower facilities are somewhat sacrificed. Amidships is a small and cosy saloon sleeping up to 4 with a heating stove and aft by the companionway is a capacious galley with opposite a large ice box and dedicated navigation area. A number of centreboard yawls of this type were built in addition to the type A and Nevins 40 yawls. Most were limited to 42-43' overall and FIGARO must represent one of the most handsome of the relatively rare larger designs.