

Basic Detail Report



Solveig

Vessel number

HV000662

Date

1950

Primary Maker

Lars Halvorsen Sons Pty Ltd

Description

SOLVEIG is carvel planked in Oregon (Douglas fir), which was used in many other parts of the construction including the deck. The varnished cabin sides are teak, as is the trim. SOLVEIG was the first yacht that Trygve designed, his older brother Magnus had designed their previous yachts including PEER GYNT, which Trygve described as an 'icebreaker'. PEER GYNT was a very heavy yacht and was influenced strongly by the robust, seaworthy designs of the famous Norwegian naval architect Colin Archer, and their experience from sailing the much lighter, inshore racing yacht SAGA offshore.

With SOLVEIG they decided to go for a lighter vessel than PEER GYNT, but retained the seaworthy double ended shape, and used a spade rudder as it gave them a vertical leading edge and balance to the rudder. They were not keen on the raked rudders as this type did not steer as well as a vertical rudder. It had a 3/4 fractional sloop rig and was well fitted out. Trygve always maintained their philosophy was to design a good fast cruising yacht that could be raced as well, as this would give them a safe and fast yacht that they could still sail hard in rough conditions. SOLVEIG raced in the 1950 Sydney to Hobart race and finished 5th on handicap and after this event crossed the Tasman Sea to Auckland New Zealand to race in the 1951 Trans-Tasman race. The Halvorsens were impressed with its good speed downwind so they then took it over to Los Angeles USA to sail in the 1951 Transpac ocean race to Honolulu, a race known for consistent downwind sailing throughout each event. At one point SOLVEIG was 6th on handicap but did not take a place at the finish, as they experienced two days of unusual, adverse southerly conditions. In July 1951 it was offered for sale in Honolulu, but no sale eventuated and it was sailed back to Sydney by three crew leaving in mid-August. In 1953 SOLVEIG participated in the ocean race to Noumea, New Caledonia but retired with mast head damage, a rare thing to happen to a Halvorsen yacht. At the end of the year it was racing again in the Sydney to Hobart race, and in a light airs event it won line honours, an unusual result for a small yacht. In 1954 it had its major success winning the Sydney to Hobart race on handicap, and nearly winning line honours again as well as it led the fleet off the coast of Tasmania at one stage.

After this race SOLVEIG was then sold to Tom Doyle in Honolulu in 1955, and later it raced once again in a Transpac event. Les Vasconcellos, a diver from the 1950s recalled how he had sailed on SOLVEIG in 1957, when it was moored at the Waikiki Yacht Club. The owner was still Tom Doyle at that time, and while some of the subsequent owners are not recorded, it appears that SOLVEIG remained in the Hawaiian Islands from then onwards. In 2000 it was owned by Phil Gagorik, then Stephen Bitner, followed by Richard Cowan before 'Chips' Wheeler took over SOLVEIG in 2007. He gave SOLVEIG an extensive refit in 2014, replacing the deck and refastening major fittings, ensuring SOLVEIG was once again ready to cruise and sail offshore. In 2016 he sold the yacht to a new owner who has brought SOLVEIG back home to Sydney. Further restoration has brought back almost all of SOLVEIG's original appearance, and a new suit of sails for its now mast head rig sail plan has the yacht back up to speed, and ready to sail in company with the next Halvorsen yacht, ANITRA V.

Dimensions

Vessel Dimensions: 10.97 m × 2.67 m × 1.68 m (36 ft × 8.75 ft × 5.5 ft)