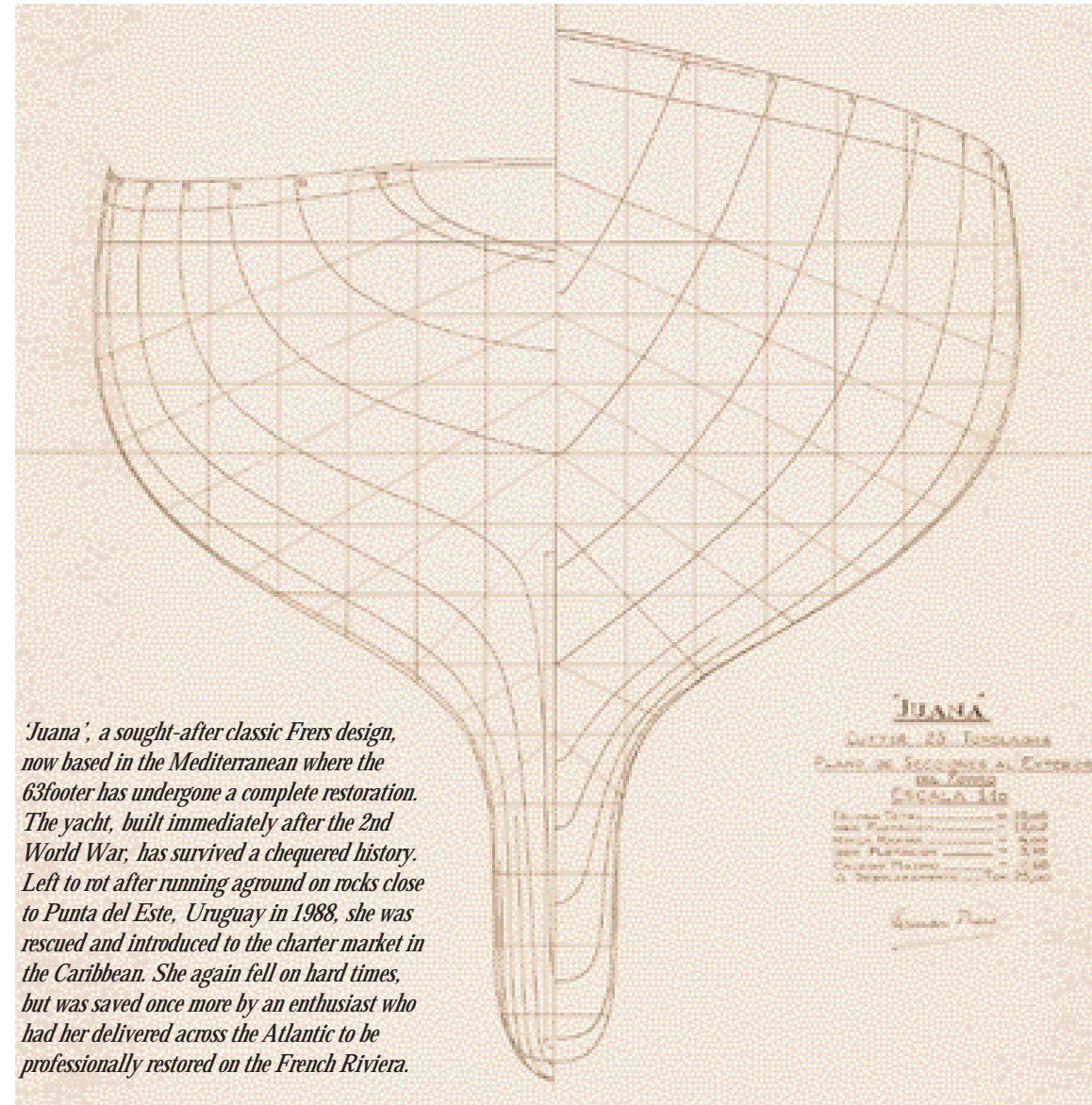
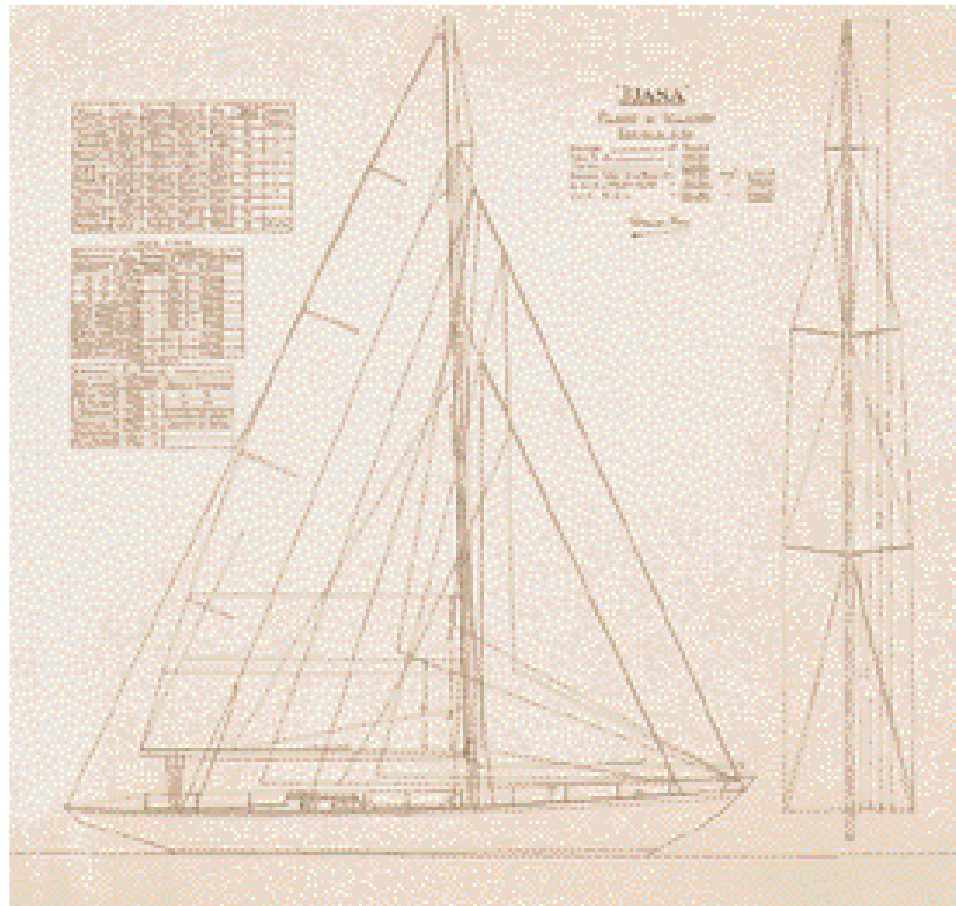


Juana

A Classic 63ft Cruiser Racer design by Germán Frers Snr.

The brief from Rene Salem, a prominent merchant in Buenos Aires, was to 'design the most beautiful yacht possible'. The year was 1949 and anywhere else the ravages of war would have made it impossible to build a large yacht, let alone a 63ft classic such as *Juana*.



'Juana', a sought-after classic Frers design, now based in the Mediterranean where the 63footer has undergone a complete restoration. The yacht, built immediately after the 2nd World War, has survived a chequered history. Left to rot after running aground on rocks close to Punta del Este, Uruguay in 1988, she was rescued and introduced to the charter market in the Caribbean. She again fell on hard times, but was saved once more by an enthusiast who had her delivered across the Atlantic to be professionally restored on the French Riviera.

Juana

DESIGN: Germán Frers Snr. in 1949
 CONSTRUCTION: Wood
 LENGTH OVERALL: 63.00ft (20.66m)
 WATERLINE LENGTH: 43.00ft (14.11m)
 BEAM: 13.12ft (4.30m)
 DRAFT: 8.80ft (2.79m)
 DISPLACEMENT: 25.00tonnes
 SAIL AREA: 1,687.94sq ft (156.80 sq m)

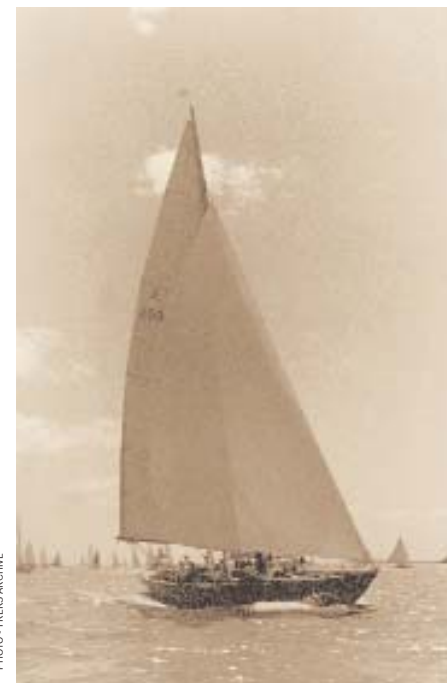


PHOTO: FRERS ARCHIVE



Now gracing the French Riviera, the yacht has been fully restored and remains one of the finest legacies of German Frers Snr.

Taking two years to build using the finest woods, she went on to win line honours four times in the Buenos Aires/Rio race, won the first Cutty Sark Tall Ships race from England to Lisbon in 1956 as well as class honours in the 1970 Bermuda Race. For twenty-five years this 63footer roamed the oceans as a training yacht for officer cadets serving in the Argentine Navy until 1988 when she ran on to rocks close to Punta del Este, Uruguay.

With a broken mainmast and damage to her hull, the yacht was deemed uneconomic to repair and was left lying in a derelict state for more than a year until being rescued for posterity. 'It seemed terribly unfair to everyone who loves yachting that such a splendid and glorious competitor should so end her days, that we should lose such an important part of yachting history', her new owner wrote.

And so *Juana's* rebirth began. The yacht was taken to pieces. Planks were replaced, beams reinforced and each copper rivet checked. Slowly the hull was brought back up to her original specification before a new interior was installed. Originally designed for ocean racing, her spartan furnishings had included a small dinette, galley, two heads and ten canvas cots. The remainder of space was devoted to sail stowage. Now, employing the same craftsmen who had been responsible for building the yacht thirty-six years before, the saloon was re-fitted in the style of the 1930s with leaded window cabinets, button-holed leather upholstery, warm wooden panelling contoured to the lines of the yacht, an exquisite inlaid table, separate cabins for the crew and a master-suite for the owner.



PHOTOS: BARRY PICKTHAL/UPPL

For two years she plied for charter in the Caribbean before being bought and taken to the South of France to join a growing fleet of classic yachts to compete each year in the Nioulargue Regatta in St Tropez.

'I can remember my father making *Juana's* drawings', says Germán. 'He produced watercolours of the various deck parts so that the craftsmen could have a clear idea of how he wanted the finished boat to look. Her keelson was carved from well-seasoned lapacho, a very hard, high-density wood that made up part of the ballast. The frames and beams are of viraro, another local wood that is somewhat heavier and harder than oak and which, along with the lapacho, centred weight deep down in the hull to improve her righting moment. *Juana's* topsides, on the other hand, were constructed from cedar, a much lighter wood which is also better suited to shaping and carving. She is such a beautiful yacht I have always had a yearning to own her myself.'