

ROYAL HISPANIA FOUNDATION OF VINTAGE BOATS



D10 LADY ANNE, D5 HISPANIA and D1 MARISKA in 2014.



HISPANIA converted into a houseboat. 1999.

The Hispania Foundation of Vintage Boats, (hereinafter F.H.), was recognized by the Ministerial Order of the 26th of November 1997, and was inscribed into the Register of Cultural Foundations under number 475.

From the beginning, the Board of Patrons deployed a dynamic and effective activity to raise resources, which was centered on the restoration of the yachts HISPANIA and GIRALDILLA, as well as the annual celebration of the Regatta Almirante Conde de Barcelona Trophy, which began in 1984 with the inspiration of H.R.H. Don Juan de Borbón, Count of Barcelona and ended in its 30th edition in 2014.

In 1999 the F.H. accepted the donation of HISPANIA from Mr. Emilio Espinosa Marín and Mr. José Ramón Bono Seró, President and Patron respectively of the F.H., who together with the Patron Mr. Jonathan Syrett had discovered it, semi-buried in the mud at the mouth of the Thames in West Mersea, converted into the home of an elderly sailor.

In 2000 she was moved by barge to Fairlie Restorations Shipyard Ltd., Port Hamble, Hampshire, UK, where the reconstruction of the hull and deck was undertaken.



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S.M. el Rey, accediendo a la petición que tan amablemente Le ha sido formulada, ha tenido a bien conceder el Título de

REAL

a la **"FUNDACIÓN HISPANIA DE BARCOS DE ÉPOCA"**.

Lo que me complace participarle para su conocimiento y efectos.

PALACIO DE LA ZARZUELA, 15 de febrero de 2007

EL JEFE DE LA CASA DE S.M. EL REY,



SEÑOR PRESIDENTE DE LA FUNDACIÓN HISPANIA DE BARCOS DE ÉPOCA,

BARCELONA

In 2002, the F.H. acquired GIRALDILLA, which had been built for H.R.H. Don Juan De Borbón, Count of Barcelona, and was abandoned in the Marina of Cascais. She was transported to Cartagena for a complete refit.

In 2004 GIRALDILLA began to participate in regattas uninterruptedly until 2009, achieving numerous trophies and accolades.

In January 2006 HISPANIA was shipped to Astilleros de Mallorca, S.A. for completion of the vessel.

On the 19th February 2007, H.M. the King granted the Hispania Foundation the title of ROYAL, renaming it the Royal Hispania Foundation of Vintage Boats (hereinafter R.F.H.).

In 2007 the R.F.H. presented HISPANIA already rigged during the Regatta Almirante Conde de Barcelona Trophy.

In 2008 the great recession of the United States plunged Spain into a brutal crisis that lasted until 2014. With it, the institutional, business and private contributions that it had been receiving vanished, and the R.F.H. became unable to pay the last invoices of Astilleros de Mallorca, S.A.



HISPANIA in 2010.

In 2009 Astilleros de Mallorca, S.A. pressed by the need to recover the amount owed by the R.F.H. urges the public auction of HISPANIA.

In 2010 the Royal Hispania Foundation reached an agreement for the transfer of use of both boats with the Isla Ebusitana Foundation, in exchange for settling the outstanding debt with Astilleros de Mallorca, S.A. The Isla Ebusitana Foundation finishes the last details of the restoration.

In 2011, HISPANIA began to participate in the annual regattas of the 15M JI Class, together with TUIGA, LADY ANNE and MARISKA, an activity that perdured until 2017.

In 2016 GIRALDILLA resumes its participation in regattas and continues to do so without interruption until present days, achieving an extraordinary track record in the classic boats circuit: Palma de Mallorca, Mahón, Monaco, Cannes and Puerto Sherry.

In 2017, given the repeated breaches of the contract of assignment of use by the Isla Ebusitana Foundation throughout the period 2012-2017, the R.F.H. filed a lawsuit before the Courts requesting the termination of the contract of assignment of use.



The condition of HISPANIA in November 2022.

In June 2018, the Isla Ebusitana Foundation left HISPANIA abandoned.

In 2019 the Court issues a judgment declaring the contract of assignment of use terminated.

In 2022 the Royal Hispania Foundation of Vintage Boats manages to recover the possession of HISPANIA. HISPANIA has no structural damage but is in need of a new topmast, a thorough rigging revision and cosmetic repairs.

In this same year the R.F.H. reaches an agreement with Marina Puerto de Santa María, S.A. for the transfer of use of GIRALDILLA.

It is the purpose of the Board of Patrons to obtain financial aid for the execution of the work that will bring HISPANIA back into racing condition, without ruling out a possible transfer of use.

GIRALDILLA



2012

HISPANIA



2012

THE YACHT HISPANIA



HISPANIA and TUIGA in 1912.



HISPANIA is a racing cutter of 23.22m of length, 4.12m beam and 2.87m draft, designed under the J1 15-Metre Class rule by the legendary Scottish naval architect William Fife III.

In 1908 H.M. King Alfonso XIII was invited to the Royal Yacht Squadron and witnessed the international regattas first-hand. He returned to Spain convinced that his country should participate at those nautical events which had been held in the waters of Great Britain, France and Germany.

That same year His Majesty commissioned William Fife III to design a 15-Metre Class J1 racing sloop with the name of HISPANIA, entrusting the Karrpard Shipyard of Pasajes de San Pedro, Guipúzcoa, with its construction.

At about the same time;

The Duke of Medinaceli commissioned William Fife III to design and build a cutter of the same class which he named TUIGA.

The Marquis of Cubas asked the French naval architect Joseph Guedón to design another 15M to be called ENCARNITA, commissioning its construction to the Karrpard Shipyard.



H.M. the King Alfonso XIII at the Astilleros Karrpard shipyard in Pasajes, 1909.

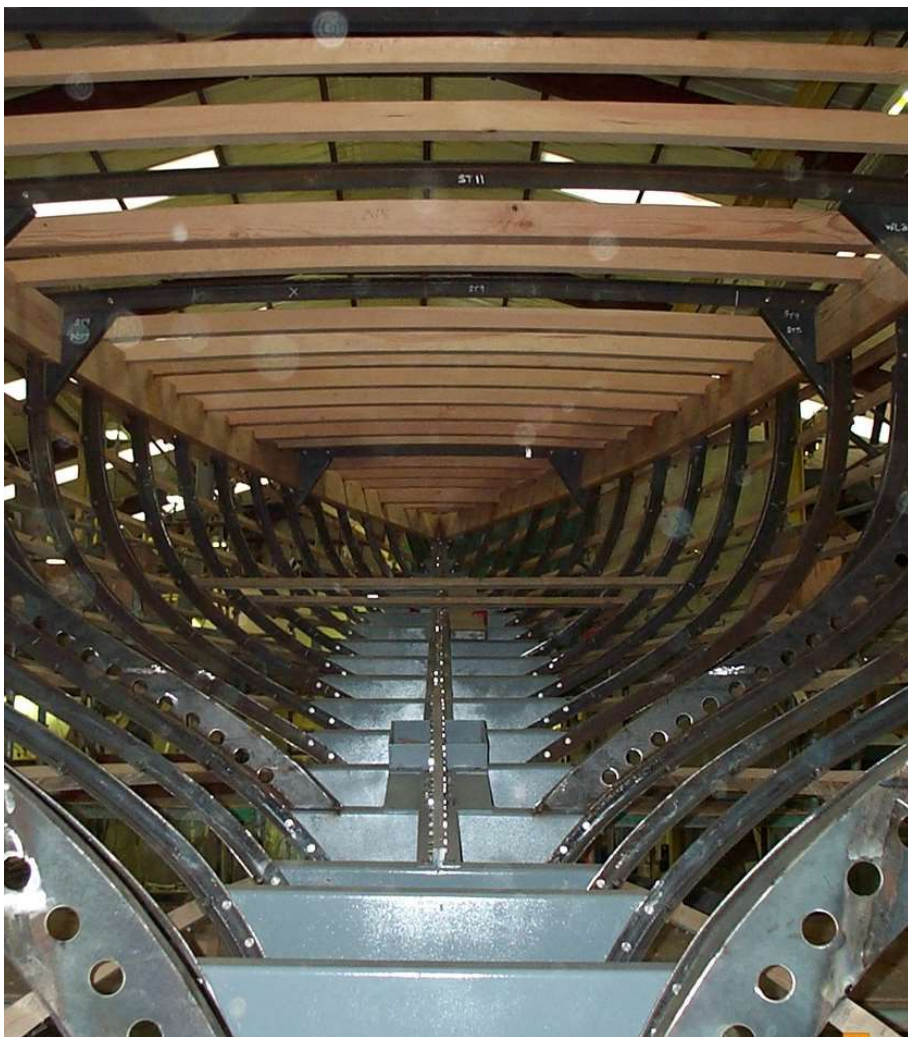
The Marquis of Comillas acquired the 15M SHIMNA which he renamed SLEC.

In the summer of 1909, the first regatta of the JI 15M Class was held in Cowes in which eight boats participated, including that of King Edward VII, Kaiser Wilhelm II and Tsar Nicholas II. HISPANIA, skippered by Claudio Alvargonzález (second commander of the royal yacht GIRALDA), won three of the races obtaining two of the most important trophies.

Following this experience, HISPANIA did not miss almost any of the regattas that were held on the Cantabrian and Spanish Atlantic coasts.

In 1911 the first European Festival of Regattas was held in England, and again HISPANIA won the first prize of the 15M Class.

After winning numerous regattas in Spain and France, World War I interrupted the sport. In 1915 she was acquired by a UK owner, in 1916 by a Norwegian, in 1924 she was acquired by another UK owner, in 1930 she was bought by a French owner. In 1931 she again returned to the UK and in 1936 she was abandoned.



HISPANIA at Fairlie Restorations in 2000.

The English Navy seized her and all metals on board, including the lead keel, were removed to be melted down as war material.

In 1998 the president of the Board of Patrons of the Hispania Foundation of Vintage Boats, Mr. Emilio Espinosa, together with the Patrons Mr. José Ramón Bono and Mr. Jonathan Syrett, alerted by the British naval historian Dr. William Collier, discovered HISPANIA on a mud berth in West Mersea, Southeast England being used as a house boat in deplorable condition, and semi-sunk in the mud.

In 1999 Mr. Espinosa and Mr. Bono acquired the boat and later donated her to the Hispania Foundation of Vintage Boats.

In 2004 the restoration of the hull and deck begins at Fairlie Restorations, Port Hamble, UK. In January 2006 she was shipped to Astilleros de Mallorca, S.A. for completion (Mast and Rigging, Upper Works, Openings, Interiors, Painting, Varnishing, Electricity and Machinery), which culminated in 2010 with absolute perfection and fidelity to the original.

In 2010, the Royal Hispania Foundation of Vintage Boats ceded the use of HISPANIA for a period of 10 years to the Isla Ebusitana Foundation.



D5 HISPANIA and D1 MARISKA in 2012.

This foundation finished tuning the boat to participate in regattas.

Of the 20 units of the JI 15M Class that were built, the only four surviving vessels are:

TUIGA, acquired and restored by the Yacht Club of Monaco at the behest of H.S.H. Sovereign Prince Albert II of Monaco who frequently takes the helm.

LADY ANNE, acquired and restored by a company belonging to the Botín family. Usually Mr. Gonzalo Botín is the helmsman.

MARISKA was acquired and restored by the Swiss owner, Mr Cristian Niels.

HISPANIA, owned by the Royal Hispania Foundation of Vintage Boats.

This quartet competed continuously between 2012 and 2017 in the Class regattas held in Puerto Sherry, Monaco, Portofino, Palma de Mallorca and Saint-Tropez.

In 2018 the Isla Ebusitana Foundation abandoned HISPANIA and definitively disregarded her.



H.M. the King Alfonso XIII at the helm of HISPANIA in 1909.

In June 2022, after a long judicial process, the R.F.H. regained full possession of HISPANIA.

The sailing history of HISPANIA is really outstanding. The four boats that make up the 15M JI Class are the pinnacle of sailing regattas, attracting the admiration of all the media, as well as the interest of all regattas organizers for them to participate in their events.

These four boats have become federated in the 15 Meter Class Association in order to coordinate their training programs and to race in a common circuit for the conquest of the highly coveted "15 Meter Class Annual Trophy" sponsored by ROLEX.

The members of the 15M Class Association are looking forward to HISPANIA rejoining the race circuit as soon as possible.

Once again the R.F.H. has undertaken the mission of raising funds to start the necessary work in order to bring HISPANIA back into racing condition enabling her to participate in the four regattas of the "Annual Trophy of the 15m Class".

CURRENT STATE OF HISPANIA - NOVEMBER 2022



Condition of HISPANIA, November 2022.



Condition of HISPANIA in November 2022.

As a result of four years of being abandoned by the Isla Ebusitana Foundation, the boat has symptoms of rot in the lower part of the topmast and in the upper part of the main mast. The deck needs to be re-caulked in some areas, the standing and running rigging must be replaced and it is necessary to thoroughly review all the deck fittings, engine, electricity, refinish topsides paint and outside and inside varnish.

HISPANIA is moored on a sheltered berth, with all her appendages carefully disassembled and conveniently stowed in a warehouse along with all her belongings.

ACTIONS TO BE UNDERTAKEN AND THEIR COSTS, IN EUR:

Removal of the topmast	1.500
Commissioning of the engine	500
Haul-out and launch at a shipyard + 5 days stay	2.500



Estado del Hispania a noviembre 2022.

Revise the sea-cocks	
Cleaning of underwater hull and antifoul	
Renew the batteries	
Revise the bilge pumps	
Install navigation lights	
Revise the electronics	
Make delivery sails	20.000
Possible delivery to the shipyard.....	20.000
Haul-out, Launch and stay 210 days	16.700
Tent and scaffolding during 210 days.....	25.800
Unstep mast and restep main mast.....	6.000
Rigging of topmast.....	3.000
A project manager for 1,120 hrs	33.600



Estado del Hispania a noviembre 2022.

A master shipwright for 1,120 hrs.....	24.640
5 carpenters for 1,120 hrs	100.800
Material and tools.....	40.000
"Collars" 2 new topmasts.....	12.000
"Amazing Rigging", standing and running rigging	40.100
Filling and painting of the topsides.....	60.000
TOTAL	407.140

Information & Contact

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D10 LADY ANNE, D5 HISPANIA, D1 MARISKA and D3 TUIGA. Gulf of Saint-Tropez 2013.