

MALABAR IV

47ft John Alden Schooner

Available to Purchase & Commission



Ben Harris & Co.

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The Malabar Line

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Where heritage meets performance

Few names resonate in classic yacht design like John G. Alden's Malabar schooners. First launched in the 1920s, the Malabars earned a reputation for being fast, seaworthy, and strikingly beautiful. They were yachts built to win ocean races – and to cruise the world in comfort.

Each design in the Malabar lineage advanced Alden's pursuit of the "perfect yacht": graceful on the eye, balanced under sail, and robust at sea. To this day, they remain icons of early 20th-century yachting elegance.

The Malabar IV occupies a special place in the Malabar line. Design number 205, she was conceived for a crewed regime

- to be raced with a paid hand and to perform seriously in ocean-racing, not just private cruising. Alden based her on lessons learned in earlier Malabars, aiming for a vessel that could combine the speed, seaworthiness, and reliability of her predecessors with a scale and robustness suited both to serious racing and luxurious voyaging.

In choosing to build the Malabar IV now, Ben Harris & Co. revives this storied design with respect to its original spirit, but also with the craftsmanship, materials and technical possibilities of today. We believe this schooner will turn heads, perform well, and deliver an ownership experience grounded in heritage and excellence.



3D RENDERS

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Naval architecture software MaxSurf was used to create a 3D representation of the hull form which matched both the original lines plan and the designed hydrostatics as closely as possible. This means that the hull model can be used to calculate technical data, such as centres of buoyancy and flotation, sinkage, and waterplane inertia, as well as being developed into the current visual renders.

Rhino 3D modelling software was then used to augment the hull model, adding the deck, capping rail, cockpit, coachroof, and rig. All dimensions have been taken from Alden's original plans to make this as realistic as possible.

Further renders could be completed for the buyer, adjusting the colour of the antifoul, topsides, and metalwork, and adjusting the species and finish of visible wood, such as superstructure, cockpit, and spars to the buyer's specification.

The interior could also be modelled for the buyer, depending on budget and availability of the designer. Alden's existing plans offer two layouts, or a more in depth reconfiguration may be considered.



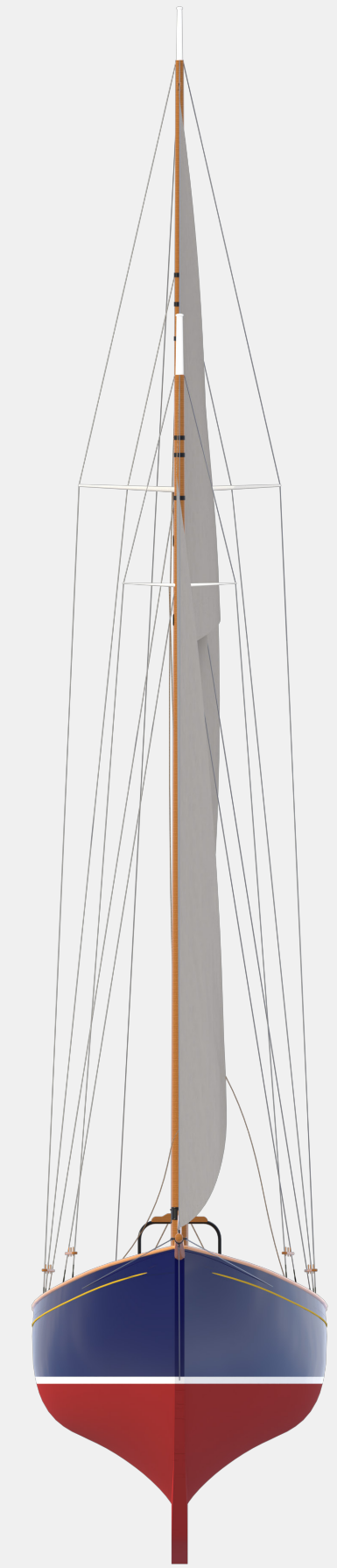
Specifications

Tailored tradition, built to endure



Feature	Detail
Designer	John G. Alden (Design No. 205)
Builder	Ben Harris & Co., Cornwall, UK
Length on deck	47 ft
Length waterline	35 ft 6"
Beam	12 ft
Draft	6ft 9in
Displacement	17 tonnes
Ballast	External lead keel 4.2 tonnes, Internal lead ingot 4.8 tonnes.
Hull Construction	Traditional wooden, carvel planked, Alaskan yellow cedar on English oak frames and centerline, bronze/copper fastenings
Rig	Schooner
Engine	Custom specification
Accommodation	Fully customisable

(Final specification tailored in consultation with the buyer.)



BUILD PROGRESS

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We expect the build phases to follow in this order: Keel / backbone > frames & planking > deck, cockpit & coachroof > interior / systems > Spars, finishing & rigging.

Timeline to be confirmed (dependent on customisation) but spring 2027 earliest.

The build progress is being documented in-house and through a series of articles in Classic Boat Magazine.

You can also follow our progress and see completed aspects of the build on our Youtube channel.

Date : **September 2025**

Status : **Centreline & Frames complete**





Progress shot, September 2025: The Malabar taking shape in the workshop. Centreline & frames complete



Progress shot, September 2025: The Malabar taking shape in the workshop.

YOUR YACHT, YOUR VISION

Customisation opportunities

One of the most exciting things about commissioning the Malabar IV is that you're not simply buying a finished boat – you can be intimately involved the progress of the build and in shaping her to your preferences. Possible areas of customisation include:

Layout of the accommodation:

Number and position of berths, galley location, saloon plan.

The materials for joinery / cabin interiors:

Wood species, finish, fixtures.

Deck layout and features:

Skylight, deck hardware (winches, blocks) cockpit design.

Rig options:

Spar fittings, sail materials, rope and blocks type.

Mechanical and systems:

Engine choice, navigation & electronics, heating / cooling, sustainable power, plumbing, etc.



Galatea, one of our 23 foot Gaff Cutters built in 2022.

INTERIOR POSSIBILITIES

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Handcrafted comfort, built around you

From traditional paneled saloons and brass fittings to light, modern interpretations, your Malabar IV interior is an open canvas.

Ben Harris & Co. has delivered cabins that blend warmth, craftsmanship, and practicality - always respecting the flowing lines of a wooden boat and designing to maximise space and storage.

Expect:

- Rich timbers and bespoke joinery
- Thoughtful storage and functionality
- Natural light from ports and skylights
- Classic fixtures in bronze or brass

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Image showing the interior of Constance, one of our most recent new builds



OUR ETHOS

Tradition. Craft. Integrity.

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At Ben Harris & Co., we build more than boats – we nurture tradition, craftsmanship, and integrity. Since 2008, we have combined deep respect for wooden boat-building heritage with rigorous attention to detail, from selecting timbers to finishing touches.

We believe in:

- **Quality over quantity** – each vessel is built to last, with materials and methods designed to weather years of use.
- **Transparency** – clients are involved, informed, and consulted at every stage.
- **Sustainability and provenance** – sourcing timber, hardware, and materials responsibly; using traditional methods; favouring local suppliers wherever possible.
- **Beauty & functional performance** – the boat should delight the eye, perform under sail, be seaworthy and safe.

OUR TEAM

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From Left: Ben Harris (founder & lead boatbuilder) Rémi Guillet (boatbuilding graduate from Les Ateliers de l'Enfer), Wyatt Bruce (American boatbuilding intern from IYRS) and Corin Nelson Smith (Naval Architect).

Dedicated to the art of wooden boats

- Ben Harris – Founder & Lead Boatbuilder. Over 25 years experience in wood, from cabinet-making, forestry, oak framing to classic yacht construction.
- Team of highly skilled shipwrights, each with specialities in hull work, joinery, rigging, finishing. Based at Gweek Classic Boatyard with workshops equipped for both structural work and fine interior finish.
- International interns and recent graduates who are gaining valuable experience through the project.
- Collaborators: local foundries (keel casting), sailmakers, timber suppliers, metalworkers, specialists in traditional hardware. Buyer-specific craftspeople engaged as needed for custom features.



Our Boats

011

Custom built in collaboration with their owners



ALVA

A 30 ft gaff rigged cutter designed by Paul Gartside and built in 2011. She has earned a reputation for her racing capabilities - competing in regattas and regularly winning first place at Falmouth Classics. Ben's first and most beloved boat.



CONSTANCE

A 34ft Gaff rigged cutter inspired by lines taken off Falmouth Quay Punt 'Curlew'. The design was developed and formalised in collaboration with naval architect Jack Gifford. Launched 2022. Won the Classic Boat award in 2023 in the new build under 40' category.



PANACEA & GALATEIA

Two 23ft Gaff Cutters designed by Ed Burnett (No.110). Panacea was built between 2017-18 and Galateia was built in 2022. These two day-sailers occupy moorings in Cornwall and often sail together.

At Ben Harris & Co. we have produced four complete new build boats in our workshop in Gweek. These boats were custom made and individually tailored to suit the needs of the owners.

We have also completed various restorations, spar repairs, rebuilds and custom joinery.

We bring this breadth of experience to the Malabar IV build, scaling up to meet its loft, its particular demands, while maintaining the same level of finish.

NEXT STEPS:

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Initial meeting / consultation

- to discuss your priorities: layout, materials, performance, budget.

Design package

-detailed drawings, interior mock-ups, material samples. Finalisation of specifications.

Contract / Commission agreement

- with milestones, payment schedule, specifications signed off.

Build phase

- progress & updates: frame construction, hull planking, deck, rig, systems, interiors.

Sea trials & handover

- ensuring performance, safety and finishing touches are all excellent,

Your journey from commission to launch is fully guided and deeply personal. We estimate a minimum of 18 months from contract signing to handover (depending on the customisation).



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GWEEK QUAY BOATYARD,
GWEEK, CORNWALL