

Discovery 850 1978 - 1982

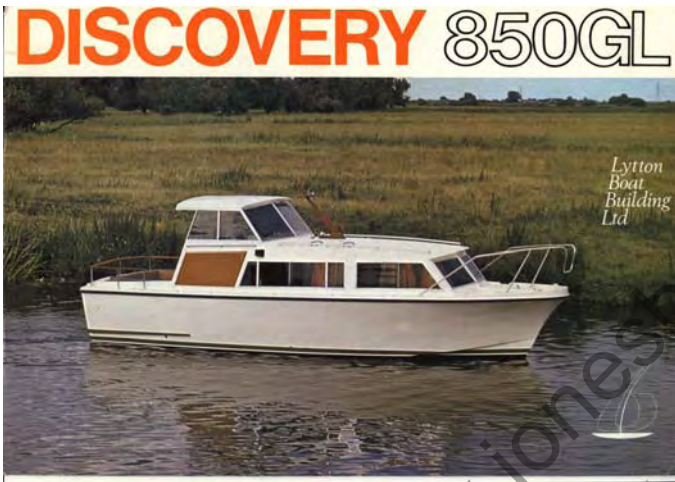


Spot the difference ?

Above - 1969 Elysian Super Sportsman

Below - 1978 Lytton Discovery

Apart from minor cosmetic differences such as window layout, these two boats are from the same mould tool.



Back in 1969, Appleyard Lincoln & Co launched a new upmarket model of their Elysian range. The superstructure was a new design but the famous 27ft hull remained unchanged. The 'Super Sportsman' was and still is the fastest Elysian ever built, with twin Volvo AQ130 engines (130bhp each) speed's up to 30 knots were recorded during testing.

When Appleyard Lincoln sold the mould tools to Bounty Boats in 1975, Bounty were only supplied the old Hull mould tool that requires a wooden keel to be bolted up to it and the now defunct Madeira top superstructure. Appleyard Lincoln had made a second mould tool to keep up with Hull production during the 60's, this improved mould tool had a moulded GRP keel, they also remained owners of the top superstructure mould for the Elysian Super Sportsman.

In 1978 the company was reformed and renamed to Lytton Boat Building Ltd. Lytton started moulding and building boats, the Lytton Discovery 850 was launched. Basically an Elysian Super Sportsman renamed and aimed at the inland waterways market. The big thirsty twin petrol engines were no longer an option, instead slow but economical diesel engines were in favour. The trusty old B.M.C 1.5 diesel engine was now the only option listed in the brochure with twin installations made to special order only.

What made the Lytton Discovery stand out from all the previous boats built by Appleyard Lincoln & Co was this was a truly modern craft. Remember its 1978 and you could still buy a Ford Cortina or Austin Allegro. In comparison, the Discovery offered twin battery installation with Alternator charging via a diode splitter. Fluorescent cabin lighting, hot and cold water and a shower with mixer taps all part of the standard package. The cabin glass was tinted toughened safety glass, all the fender eyes were triple chrome plated brass. The interior was fully colour co-ordinated with oiled teak woodwork and water resistant carpeting. The list was endless, the quality of build went far beyond anything found on an Elysian built in previous years, this was the Rolls Royce of all the 'Elysian' type boats built. The only real let down was the aft cockpit, it remained unchanged from its Super Sportsman days and had a strange large 'hatch' in place of what should of been a nice comfortable bench seat. The hatch was intended to give access to those big Volvo engines mounted to out-drives, it's a shame Lytton did not redesign the cockpit area to provide more comfortable seating space. You can sit on the hatch but its far too low for entertaining guests at a table.



Left - Before the whole 'Elysian' story began, Appleyard Lincoln designed and built their own timber motor cruisers. This one named Golden Eagle was one of the most modern in the fleet. It was advertised as having an electric start petrol engine and ice box!!!

Very little is known about the Lytton Discovery 850, a very well made boat, second hand prices are surprisingly low. The oiled teak veneer used to construct almost the entire interior furniture suffers from scuffs and delaminating proving that first impressions are important when selling a second hand boat.