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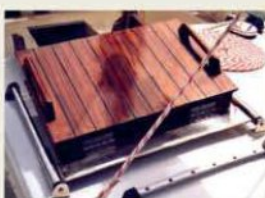


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- BCYC welcome the “Big Boats” back to the Solent
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British Classic Yacht Club Cowes Regatta now included in the Panerai Classic Yachts Challenge

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Vikings losing their horns



The Danes, once having been Vikings, should be a happier bunch. Having conquered and sired their way around Northern Europe and way beyond in centuries past you'd think they'd be relaxed as schnapps on Sunday about the way of the world. Aren't they responsible for the very word 'blonde'? Yet it seems they have caught the same disease of all past conquerors of repute; they've drawn in their metaphorical horns and, in rueful rumination, have discovered health and safety – see our report on p12. This story, about 'your boat not being safe to come into my port, because it doesn't tick all the boxes that I tick', seems bizarre in the extreme.

OK, so this is about charter vessels but what are we saying here? A skipper will be sailing up the Skagerrak in a gale of wind, crew tired beyond belief from bashing a northerly gale for days and the old man proclaims: "Well we can't put in there because we don't don't have form SOLAS Dan I E pt32a – if we do put in there we could be fined €5,000, so let's just stay at sea and try to get to a friendly port." Exhausted by a coastline that is legally as unfriendly as a shore populated by cannibals for 19th-century explorers, they press on, to their potential detriment. Is this really Europe today? What a complete nonsense! It seems that the Danes are cutting their

Smack Maria. If she charters over to Denmark does she have the forms?

noses (obviously no longer now protected by that useful flange the Vikings had on their helmets) to spite their face. Surely stopping charter into Danish ports is just going to depress those very ports which used to enjoy hosting the foreign sailors?

Giddy guilt at the loss of one of their own fleet (the *Martha*, which sank in a gale with loss of life in 2004) seems to have sent them scurrying for the manual of Health and Safety and a desire to project the problem 'offshore' – chiefly affecting the fleets of Dutch boats which enjoy a healthy charter culture but also applicable to all visiting

"Ill thought-out safety regimes are a stranglehold on our culture"

boats which sail under a nationally-issued certificate of safety.

We all know how this starts. Some apparatchik of the land-lubbing classes acquires pen power over a deal-making clause affecting the sea-going classes. Scared of having too much salt on his plate, let alone facing a gale in an ocean full of the stuff he veers to the current land-lubber's fascination that it's dangerous even to leave your house. Why are we doing this? Why do we so often systematically deny our young the chance to prove themselves against the elements? I'm not advocating slack maintenance routines – these are usually catered for by the necessary insurance, but ill thought-out safety regimes are a stranglehold on our culture.



MERVYN MAGGS

Bigpicture

CHRISTIAN FEVRIER / BLUEGREENPICTURES.COM

Shenandoah

Three-masted 145ft (44m) 1902 schooner *Shenandoah* sailing along the north-west barrier reef of Bora Bora, French Polynesia. The TE Ferris yacht has just had a refit in Auckland, New Zealand.

Photographer Christian F evrier





Telldales

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EARTHQUAKE AID

Sail-trading schooner en route for Haiti

As we went to press, the 87ft (26.5m) engineless brigantine *Tres Hombres* was between the Canaries and Cape Verde islands, en route to deliver medicine and other aid to the earthquake victims of Haiti.

Tres Hombres, CB235, is a sail-trading Tall Ship owned by three young Dutch men (hence the name) who hatched their grand plan after meeting at boatbuilding school. The hull, which was given to them free of charge, is oak on steel, and was originally a fishing boat.

When CB met Dutchmen – Arjen van der Veen, Andreas Lackner and Jorne Langelaan – in 2007, the ship was still undergoing a €350,000 refit. This took a longer than expected; *Tres Hombres* left Den Helder, Netherlands, for Copenhagen, last December on her maiden cargo-carrying voyage, with food, wine and coffee (ecologically and ethically sourced).

The ship left Europe on her Haitian aid trip on 4 February. The next trip for *Tres Hombres* will be to the Dominican Republic to take on board special *Tres Hombres* rum for sale in Europe. According to Jorne



Langelaan, this will be the first time in a century that a cargo of rum has crossed the Atlantic under sail.

Much of the funding needed to launch this ambitious project was raised by selling shares in the parent company: Atlantis Trading. There are a few still available, at a cost of €1,250 each, for anyone interested

Engineless trader
Tres Hombres is
now in business

in an alternative, ecological investment. For more details, visit www.sailtransport.com.

Tres Hombres can carry one half-size (20ft) shipping container or around 80 tonnes of bulk cargo.

It's hoped that the ship's small size will allow her to access new markets and ports



REAL ESTATE

Bembridge Harbour up for grabs at £3 million

It is rare that a complete harbour in the Solent comes onto the market but the latest episode in Bembridge Harbour's recent troubled history (see CB248) sees this delightful backwater put up for sale by estate agents Chesterton Humberts for £3 million, reports *Robin Gates*.

Included in the 135-acre freehold are the foreshore, four marinas of various sizes, 108 trot moorings, the winding approach channel from the Solent and as much mud as you can dig – because herein lies a small problem. Local marine businesses claim the harbour has become so silted up as a result



A Bembridge One-Design and a Westerly 22 wait for the tide

of poor maintenance by the present owners – the Bembridge Harbour Improvement Company (BIC) – that it may not be accessible to boats for much longer unless urgent dredging is undertaken. On top of

this the Environment Agency says that properties here are at risk of flooding from rising sea levels.

Locals have never seen eye to eye with BIC director Endon Barry Blatch, who was briefly jailed last year for breaching an order disqualifying him from being a company director. Meanwhile the Bembridge Harbour Trust, set up to buy the harbour should it be offered for sale, and numbering the likes of Sir Robin Knox-Johnston and Maldwin Drummond among its patrons, has the chance it has been waiting for: whether it can raise £3 million remains to be seen.



Above: Js racing at Antigua, the best place to spot one – until 2012

2012 SOUTH COAST REGATTAS

Biggest J-Class fleet in history to sail together

Three regattas along England's South Coast in 2012 will see, for the first time in history, more than four J-Class yachts racing in a fleet together. The regattas, planned by the J-Class Association, will take in Falmouth (27-30 June) and the Solent (19-21 July), where the yachts will repeat the race around the Isle of Wight first played out in 1851 for the Hundred Guinea Cup, a race now better known as the America's Cup. In 2008 there were four J-Class yachts in the world: *Shamrock V*, *Velsboda* and *Endeavour*

(all restored 1930s Charles Nicholson originals) – newly joined by *Ranger*, a 2002 steel replica of the Starling Burgess original.

The unprecedented boom in new J-Class building in the Netherlands over the last two years means that by the time of Britain's Olympic year, the class will have more than doubled to nine: *Hanuman* (*Endeavour II* replica launched last year) will be joined this year by *Lionheart* (first build of an alternative *Ranger* design from the 1930s); *Rainbow* (replica of the eponymous Burgess-designed

"To have all nine is probably a dream too far"

David Pitman

yacht – the keel has just been laid); *Svea* (first build of a 1937 Tore Holm design, now in build), and *Atlantis* (first build of an original 1930s Frank Paine design, now in build) are all due to launch in 2011.

The list of participants has yet to be finalised, although all J-Class owners and soon-to-be owners have, according to the class association, received the idea with great interest. "To have all nine is probably a dream too far," says J-Class Association secretary David Pitman, "but five sailing together will be magnificent."



Send us your centenaries!
CB is looking for more now.

Gaff yawl on national register

The gaff yawl *Gwenili* was built in 1910 at Bordeaux Bastide in France by builder A La Gorce Fils.

Little of *Gwenili*'s early history is known, but after a photo of the boat appeared in this magazine two years ago, a man named Michael Godley contacted the current owner Martin Goodrich to say he remembered crewing on the yacht in 1939, with owner Michael Fellowes, both of whom had to cut

their Breton cruise short to join the RAF. From 1955 onwards, the yacht was owned for an amazing 47 years by schoolteacher John Humby, who sailed her every year bar 1971 – which was a refit year.

Martin has owned *Gwenili* since 2004 and has sailed in OGA events and to Holland and France. *Gwenili*, 38ft 2in (11.6m) LOD, is listed in the National Register of Historic Vessels.



Corrections



In March CB p6: For HSL102, above, a photo of MTB102 was used in error



P27, Looe Luggers: the photo middle left showed *Spinaway X*, not *George Glasson* as stated.



C/O PHILIP DAVIES

FISHGUARD

Centenarian lifeboat returns

In the austerity of post-war Britain, many yachtsmen took to the water cheaply by converting lifeboats: both those stored on ships and RNLI rescue craft. Last year, *Marian*, the Fishguard lifeboat from 1909-1931, converted to a yacht in the 50s, started her journey back to original.

She was returned to the people of Fishguard and given back her RNLI name, *Charterhouse*, by the Lomas family, who'd owned her for 63 years, converted as the yacht *Marian*. She's now sat next to the current RNLI station on ground lent by ferry operator Stena.

The project will be overseen by local boatbuilder Robert Rees and helped by a volunteer team that includes the local youth club – fitting, as it was young people who first bought the boat.

Charterhouse was Britain's first motorised lifeboat, with a 30hp petrol engine, given to Fishguard in 1909 by pupils of Charterhouse School in Surrey. She was built (of wood) by Thames Iron Works of Blackwall on Thames in 1909 to support the town's new status as a ferry terminal. She reached her pinnacle of valour in the 1920 rescue of the Dutch ship *Hermina*, which saved seven lives.

The Lomas family's surrender of their family yacht last year, free of charge, was in response to a long search for the boat by local historian Philip Davies, who was offered the boat when he finally found it.

What started as historical research has become a living-history project, no doubt helped along by a cheque for £5,000 from her original



CUB GUB @ BEALE PARK

Peter Faulkner at Beale Park in 2006

New ancient craft of a cwrwg

At the same time as the restoration of *Charterhouse*, coracle and curragh builder Peter Faulkner started building a cwrwg on St David's Day (1 March) in the Ocean Lab at Fishguard Harbour.

Visitors to Beale Park in 2006 might remember Peter building a coracle on our stand. The cwrwg is the Welsh version of the larger curragh, and the build will be the first reconstruction of such a craft.

When finished, the cwrwg (pronounced currig) will be used to investigate the traditional fishing methods of its era. It will then undertake a coastal voyage from Fishguard along the west Welsh coast to Cardigan, in the wake of the Celtic saints of antiquity.

Cardigan Quays Festival

When the cwrwg arrives in Cardigan, it will be to the first edition of the Cardigan Quays Festival, 20-22 August (see Global Events, p44), instigated by boatbuilder Nick Newland of Swallow Boats.

The festival aims to encompass the best of local crafts and food as well as boats – and the Welsh version of London's Great River Race. The festival is principally for dinghies, dayboats and trailer sailers.

WORD OF THE MONTH Hen frigate

A ship wherein the captain's wife interferes in the running of the ship.



**Above: Lomas family and Philip Davies (far right) on *Marian*, late 2009
Left: *Charterhouse* 40ft (12m) LOA, soon after her launch in 1909**

C/O PHILIP DAVIES

10

WINDERMERE

10-knot limit five years on

Five years on from Windermere's 10-knot (11.5mph) speed limit, the lake is more placid but controversy continues, *writes Mike Taylor*.

Development Director for Cumbrian Tourism Richard Greenwood, against the move from the start, estimates a loss of £5-7 million a year in revenue from powerboat users. Similarly, the number of lake users registering with the National Park Authority has dropped by around 500 over since 2005. "It's a loss of the area's sporting heritage," adds Richard.

Ted Walsh, race committee chairman of Windermere Motor Boat Racing Club, established in 1925, reports a 30 per membership drop. "We're treading water," he says. The club now hires out its



Windermere: placid... too placid?

beautiful Voysey-designed clubhouse for events to make ends meet and has moved its racing to Barrow Dock.

Local lake user Paul Senior says, "Before the speed limit there were about 6,500 registered power boats. There are now about 4,500. Water-skiers used to come for a weekend, blow an engine on Saturday and pay £2-3,000 to have it fixed

overnight to make the most of Sunday. They spent a lot in restaurants and bars, too".

At the Low Wood Leisure Centre, chief instructor Paul Brown reports "Business fell off in 2005. With the latest gear, you can ski at 10 knots, but it's just for beginners."

Lake District National Park Authority Park Services director Bob Cartright denied his organisation wished to impose blanket legislation on Cumbrian lakes, adding that the lake is now more tranquil and safer.

The anti-speed-restriction lobby, Keep Windermere Alive, continues to press its cause. The LDNPA has also been hit by revenue loss and has not ruled out lifting the limit as part of a managed solution. "We haven't closed the door," said Cartright.

London Boat Show sponsors

Financial services provider Tullett Prebon will continue its sponsorship of the London International Boat Show for the next three years.

Saltram owners

Boatbuilders KR Skentelbery & Sons have started an owners' club for their classic GRP Saltram cruising yachts. www.saltram-owners-club.net.



DAN HOUSTON

Dolphin seeks Svalbard crew

Roger Capps' pilot cutter *Dolphin* (CB258) is sailing north to Svalbard again this year, from late June until August, with the aim of exploring further east along the northern coast of Nordaustlandet. There are two crew places available. Expect cold, damp conditions, wholesome food, magnificent scenery, big seas and copious ice. Tel: +44 (0)7722 170782, or email emmametcalf@btinternet.com.



SALE ROOM BY DAVE SELBY

Hot-rod Riva's sale record

A unique Riva that was the most powerful ever made ever when it hit the water in 1966 has sold for a record £508,000 at a Florida auction. The 1966 Super Aquarama was specially built for adventurer and motor racer Cal Connell, inventor of the GRP waterski and founder of Crusader Marine.

In his quest to boost performance, Connell favoured the American route of extra horsepower – loads of it. Connell ordered hull number 125 as a platform for his twin 396cid (6.5-litre) Chevrolet big-block V8s, each producing a prodigious 400bhp. With 800bhp on tap the hot-rod Riva could achieve 54mph.

In 2004, the boat was damaged in a Florida hurricane and subsequently restored by Riva World in Holland. It fetched top price at the Mecum Auction Company sale this January. Super



Aquaramas occasionally sell for around £300,000, but a price of over £500,000 is an auction first.

Flying a hull

Surely this Curtiss flying boat (*below*) must be the ultimate companion tender for any J-Class owner who wants to stand out from the crowd. And with its rear-facing prop there's no danger of shredding the gunwale when you come alongside. The 1917 Curtiss MF, complete though not in flying condition, is

expected to make £190,000-250,000 at a New York Bonhams auction on 13 April.

Glenn H Curtiss was a leading American aviation pioneer who in 1910 built the first plane to take off from a carrier, the USS *Birmingham*. In 1912 he built his first flying boat, the Flying Fish, which differed from traditional float seaplanes by having a central hull. This MF is one of 80 built by the Naval Aircraft Factory in Philadelphia after World War I and comes to auction from the Western Reserve Historical Society.



Above: The Riva that sold for over half a million

Left: Curtiss flying boat for sale

Books etc

A tale of drunken debauchery and sex recorded in a journal of an 1938 voyage to Australia is expected to make £4,000 at Bonhams' next London Sale of Books, Manuscripts & Atlases on 23 March. On 24 March, Bonhams' Marine Sale has 180 lots of paintings and maritime collectibles.

NEW DESIGNS

Duelling daysailers

Two designs with a common object: relaxing sailing in style. *Chris Museler reports*

Two classy daysailers developed independently on either side of the pond have near-identical rigs and design briefs. British designer Paul Spooner's 32ft (9.8m) Sundowner shows hints of the American Sharpie, while American Ezra Smith's new 31ft (9.5m) catboat draws from GL Watson and English smacks.

Both Spooner, lead designer at Fairlie Restorations, and Smith, a superyacht interiors designer, have the same target client: wealthy, large-yacht owners who want a small, no-fuss daysailer to poke around the beautiful harbours and estuaries their larger craft take them to.

Spooner Sundowner

"This is a boat to fill a hole in the market," says Spooner of the Sundowner, a double-ended, shoal-draught boat with a cat or cat yawl rig. "The trend towards performance in daysailers loses the relaxing side of sailing," he adds, referring to boats like the muscular Wally Nano. The Sundowner's

style, with sweeping sheer, gentle reversed bow and wood accents that look more like calligraphy than joinery, is reminiscent of Thames motor canoe launches, as well as the North American and Scandinavian traditions that include yachts like the Tumlare.

"The owner will have many options," says Spooner of the minimal interior and carbon, freestanding mast to be veneered in wood. "It will be like a bespoke piece of furniture," he adds. "As soon as you buy a cleat from a catalogue, it has lost something right away." He is building a 6ft (1.8m) radio-controlled model for testing, a now novel idea that was used by designers including Herreshoff for formal prototyping.

Smith 31

Smith's yacht can be expected to have a similar feel to the Sundowner – both plans specify strip or cold-moulded construction and both are shoal-draught. The 31 draws heavily



Above: Paul Spooner's double-ended Sundowner

Opposite: Ezra Smith's catboat design

from two surprisingly similar types: the wide, internally-ballasted Cape Cod catboat and the modern, swing-keel IMOCA 60s and Volvo 70s. "She draws on the scow concept in that her hull presents a symmetrical, narrow waterplane when heeled," says Smith, who has worked at the Herreshoff Marine Museum and for superyacht designer Ted Fontaine.

The plumb bow and long counter are smack-like and the twin rudders and gybing centerboard are modern.

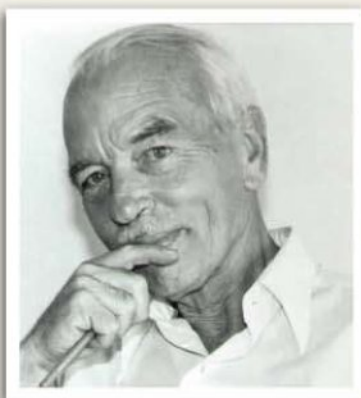
Smith was inspired by the seaworthy, shoal-draught designs like Commodore Ralph Monroe's

OBITUARY

William Crealock 1920-2009

William I B Crealock, yacht designer, author and sailor, died last September at home in Carlsbad, California.

From one-off custom designs – one of his favourites being the lovely 65ft (19.8m) schooner *Kailuani* – to production classics like the Westsail 42/43, Bill Crealock gave form to cruising for generations of sailors. His Crealock 37 remains a design capable of major ocean crossings, praised by owners for delivering them in safety and comfort. *Fortune* magazine twice selected Pacific Seacraft – builder of the 37 and several other Crealock designs – as a producer of America's 100 best products, and



William Crealock the designer and below, the young adventurer

Pacific Seacraft boats have featured in Ferenc Mate's *The World's Best Sailboats*. The Crealock 44 found favour with us in CB67.

Among his many designs were sailing dinghies, preliminary sketches for a charter submarine, strong, fast offshore powerboats, charter catamarans, and two brigantine-rigged sailing ships working out of Long Beach.

A quiet, distinguished man who spoke the Queen's English, Bill never gave the impression of one

who'd shared a hot dog with Jane Russell or taught Rock Hudson how to sail. With a twinkle in his eye, he made light of the circuitous road that led from Scotland's Glasgow University to a celebrated design business in California, a journey that started in 1952 with three friends pooling their funds to buy an ancient cutter, *Content*, and sailing to Morocco and Guyana.

He described the adventures in his first book, *Vagabonding under Sail*. Other adventures followed – in the 105ft (32m) schooner *Gloria Maris* Bill met his first typhoon at sea – a big one. Though they lost the mainmast, they continued on to Okinawa for repairs, and later reached California, where Bill was given the first of his many design commissions.

A quiet man, Bill always projected confidence. His clients understood that they were dealing with someone whose life was inseparable from designing boats and doing it well. *Anne Crealock*





famed Sharpie *Egret* that, ironically, resembles the Sundowner. He studied the freestanding rigs and efficient use of form stability of the wide traditional boats of the late 1800s. "It is interesting that the old, beamy skimming dish was designed for racing and the catboat provided shoal draught and stability; then wide boats went out of fashion," says Smith.

"Now the open 60s are easily driven without a huge amount of human effort. My aim is to bring some of that into a daysailer with a simple rig."

"The trend towards performance in daysailers loses the relaxing side of sailing"

Paul Spooner

SOLENT-BALTIC

1,000-mile 'Uffa Fox' Swedish raid

A new sailing event aims to follow Uffa Fox's 1930 voyage from Cowes to Stockholm, arriving in time for the first Trosa Tullgarn Royal Palace Regatta. Organised by the new Scandinavian Classic Yacht Trust, whose director Olle Appelberg describes it as a "1,000-mile raid", it will start from Cowes on 24 July, at the end of this year's British Classic Yacht Club Regatta, joining German yachts in Kiel.

Uffa Fox made the trip in *Vigilant* (pictured) a new light-displacement 22sqm. It took him 17 days out and 12 days back. This trip plans to go via Terschelling, the Kiel Canal and Bornholm, arriving by 3 August. Details on www.sailtrust.org.



"Following Uffa Fox's 1930 voyage from Cowes to Stockholm"

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SPECIAL REPORT BLACK FLAG PROTEST

Dutch fleet hit by Danish ban

Are the Danes pulling in their Viking horns when it comes to banning traditional vessels from their ports? As Dutch skippers plan to sue through EU law we look at the black flag protest. *By Tom Liesegang*

A sea-battle has broken out between the normally-peaceable nations of Denmark and the Netherlands. Conducted chiefly in the offices of bureaucrats and lawyers, it has grave implications for the viability of Dutch traditional charter ships, and indeed for sailing and Tall Ships of other nations like the UK.

In effect, the Danes have banned the large Dutch traditional charter fleet of schooners, clippers and the like from entering their ports, through a decision not to recognize Dutch national safety certificates – a serious restriction since Denmark has always featured heavily in their itineraries.

National safety certificates are, for traditional ships, a recognized substitute for certification under SOLAS, the international Convention for the Safety of Life at Sea. Although not a legal requirement, all countries worldwide recognize its significance and comply with its mandate. SOLAS is updated periodically to reflect technological developments in the shipping industry, but this has made it increasingly hard to apply it to traditional ships, whose age, manner of construction, equipment and even their operation, where paying passengers often act as crew, are widely at variance with modern commercial practice.

For traditional ships, individual countries issue national safety certificates and, although the standards involved may vary in detail, these have been recognized by other countries.

“It is unacceptable that neighbouring states on both shores of narrow fjords and belts are not interacting positively with regard to their common maritime heritage”



Above: The Martha: did her sinking influence Danish attitudes?



The ‘black flag’, adopted in protest against the Danish ban, with Dr Wolfgang Wodarg MP; Kees von den Bos, owner of the Störtebecker, and Christopher Papperits, of owners’ group GSHW

In particular, an agreement, known as a Memorandum of Understanding (MOU), was drawn up in 2000 between seven countries to mutually recognize national papers while operating in each other’s waters. In 2005, the MOU, now with nine countries (Finland, Sweden, Norway, Denmark, Germany, Estonia, Netherlands, Spain, and United Kingdom) was re-signed in London. However, Denmark then declared that from 2008 it would no longer accept national certificates.

Tragic accident

The Danish attitude is widely believed to have been influenced by a tragic accident the previous year, when the 104-year-old Danish schooner *Martha*, a sail-training vessel carrying a crew of 15 young people, sank with the loss of two lives – the skipper Hans Jensen and 18-year-old Sara Oksbjerg Mortensen, who had gone below to call for help on the VHF, when the ship went down. Even though this was a domestic

sinking and *Martha* was not a ‘commercial international sailing ship’, the political ramifications may have played a part. Ole Vistrup, a Danish representative of European Maritime Heritage, told me: “When we in Denmark discuss rules and regulations with the DMA [Danish Maritime Authority], they occasionally refer to the accident in a way that says ‘we don’t want this to happen again’. *Martha* was a private yacht and does not fulfill the regulations that charter ships must adhere to. I have heard *Martha* used as an argument within the maritime administration but not very often.”

In 2008, acting upon their threat, the Danish Maritime Authority detained four Dutch ships entering its waters, plus another in 2009. All are members of the BBZ, the Dutch association of traditional sailing ships, and all carried Dutch safety papers.

A detention means all the passengers have to disembark and return home by train or coach at the expense of the owner. An



GUB GUB AN TING

inspection crew boards the vessel on behalf of the DMA and completes a safety inspection. Violations are issued if warranted along with a fine of €4,500. The ship is then issued a 'departure certificate' to cover its return home with a skeleton crew. The fine could be doubled if the ship returns in the future without a SOLAS certificate.

An additional complication within SOLAS now is the compulsory International Ship and Port Facility Security Code (ISPS), initiated by the Americans after 9/11 to prevent the hijacking of passenger ships by terrorists. A SOLAS-compliant ship is automatically an ISPS vessel, and can only call at ports that are ISPS rated. All major international ports for container freight and large passenger ships are ISPS. If a ship enters – or is repaired at – a non-ISPS port, it is considered 'contaminated' and a possible security threat. The implications of this when applied to a two-masted schooner visiting a quaint Dutch or Danish fishing village are almost comical.

Kiel Week, the Baltic regatta, last summer saw a major protest involving over 90 vessels, co-ordinated by GSHW, an umbrella body representing over 350 owners of traditional vessels in Germany. Ships from Germany, Sweden, Finland, Denmark and the Netherlands took part. This became the protest movement known as Black Flag, symbolized by a large white question mark flown from ships' masts. It was a peaceful protest that drew major

news coverage. Dr. Wolfgang Wodarg, a member of parliament from Flensburg, Germany declared: "It is unacceptable that neighbouring states on both shores of narrow fjords and belts are not interacting positively with regard to their common maritime heritage." In September, the protest sailed to Marstal, Denmark, then on to a festival at Rostock to raise public awareness of the issue.

Schooner detained

Dutchman Pieter Boot had his schooner *Catherina* detained by Denmark in 2008 and has chosen to present a case before the Danish court. The BBZ is funding and advising his lawsuit and has filed a complaint against the DMA within the European Commission because they believe the Danes are in violation of free trade agreements within the European Treaty. The Dutch Secretary of State has summoned the Danish ambassador to the Netherlands to object to the course of action of the DMA. "We are also suing the DMA in Copenhagen on behalf of Pieter Boot," says Paul van Ommen, policy advisor of the BBZ. "Within the European community there must be free movement of people, goods, and services. That is the essence of the European community." The BBZ and Mr Boot's lawyers believe Denmark is in flagrant violation of EU law.

An adjustment to the 2005 MOU states that traditional ships "should be used to promote traditional skills, seamanship and awareness of the maritime heritage:

"Whether a ship is considered 'commercial' is a national tax issue, not a safety issue"

not to be engaged in transport on a profit base beyond the cost of operation and maintenance."

For the Dutch fleet, offering commercially viable international charters keeps the traditional vessels in service. I put it to Mr van Ommen that this could be seen as being in violation of the MOU.

"The interesting thing about the MOU is that from a legal point of view and from a European point of view, it is nonsense," he replied. "Whether a ship is considered 'commercial' is a national tax issue, not a safety issue. The whole commercial aspect never should have come into play in the first place. Every country within Europe has its own diverse cultural idea about what is considered a business and what the applicable tax rate should be." Germany for example offers significant tax breaks to encourage access to traditional ships.

"The MOU is nothing more than an agreement between countries as to how to deal with ships with non-convention certificates. It was supposed to make things easier, not more difficult," he added.

The issue is now with the EC's Energy and Transport Commission, which has asked Denmark to explain its position. Chair of the MOU committee is David Ralph of the UK's Maritime and Coastguard Agency. He plans to bring it together within the next month when he hopes the situation "can be discussed to mutual satisfaction." So far no UK vessels have been affected by the Danish position. 

"We are also suing the DMA in Copenhagen on behalf of Pieter Boot"

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Niki Perryman



Sporadic maintenance

Niki finds fitting in the varnishing and other jobs is tricky when you're always aboard

“Love to hear about your maintenance routine,” said Captain A Morgan (my neighbour in these pages – you know, the bloke with the sporan full of sawdust). Luckily his words arrived by email, so Cap’n Morgan didn’t see the bout of stuttering they induced.

Routine is an uncomfortable word aboard *Siandra*. We might dream of regular haul-outs, businesslike varnish sessions and predictable facilities, but our lifestyle rarely offers such luxury. For starters, there’s no ‘off-season’ for full-time live-aboards: whether you’re on the move or not, the boat is constantly in use.

Small jobs are squeezed in here and there, often driven by the law of ‘demand-and-supply’. If the winches start to grumble, you give them a service. When your towels acquire that ‘boaty’ smell, you clean the bilges. If you’re heading offshore for a long passage, you grease the windvane and inspect the sails. And I confess: we only polish the brass when someone is coming to dinner.

Time-hoovering jobs like haul-outs, deck-paint and brightwork are not so easy. Either you move off the boat or resign yourself to living amongst the dust, tools, paint-tins and sandpaper. No big deal... until you add an unfamiliar country to the equation. You never know exactly what you’ll find until you arrive. You can research ahead, but making firm plans is asking for trouble.

Boatyards are perhaps the least predictable factor of all. The advertising blurb is impressive: new travel-lift, all-tide access, excellent liveaboard facilities; but you arrive to find that the hard-stand area spills over a public right-of-way. Delivery vans whiz by beneath your counter, missing it by inches. In one Australian yard we hung orange fenders from the taffrail to alert under-passing traffic, only to be woken in the small hours by drunken louts swinging off the fenders like chimpanzees.

Some yards come with personality issues. Having once seen a slipway worker blast caulking from the seams of a lovely old wooden boat, we prefer to do our own pressure washing.

Occasionally the yard cites insurance or liability for not allowing us to use their machine, in which case we do the job by hand with bucket and scourers. We’re always diplomatic (“If the seams lose their putty, we can only blame ourselves!”) and most managers are obliging. In New Zealand, though, a volatile yard-owner was so insulted by our request we thought he might explode. It seemed a bad omen. We backed quietly out of our scheduled slipping and made other arrangements.

“How often do you recoat your varnish?” folks always ask.

Errm... How long is an anchor warp? An easier question would be: “How often would you like to recoat your varnish?” to which we’d answer: “Twice a year.” In practice, when we notice brightwork becoming dull or sun-crazed, we resolve to act as soon as possible. Chances are, though, we’re on a long sea passage at the time, or moored directly downwind of a coal dock, or midway through the tropical wet season, so ‘asap’ could mean up to several months.



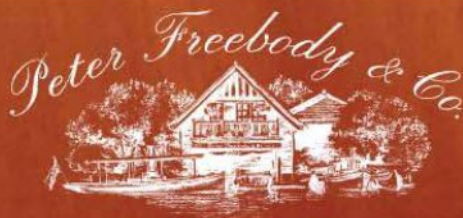
Cocos Keeling Islands: idyllic - until you take the lid off your tin of varnish

Even when all set up and ready to go, you’re at the whim of the weather gods. Over the years we’ve found that no matter where we sail, the weather is abnormal. It might be the hottest summer for 50 years (Norway 1997: great for varnishing) or the wettest for 100 (Falmouth: bad for everything). It can be so steamy in the tropics that sweat drips off your nose onto your brush, while a plague of midges force desperate trails through your tacky varnish.

Truth is, Adrian, there’s no room on board for routine. *Siandra’s* ‘maintenance’ is snatched when and wherever an opportunity arises, often in less-than-ideal conditions. So if you happen to share an anchorage with us sometime soon, please don’t look too closely at our brightwork. The last coat

was slathered on in the island paradise of Cocos Keeling. Lovely place, as long as you’re not varnishing. Conditions on the day: 25 knots of wind, drifting salt-spray and a thunderstorm speeding over the coconut palms towards us. Perhaps we’ll get lucky in Malaysia.

“Over the years we’ve found that no matter where we sail, the weather is abnormal”



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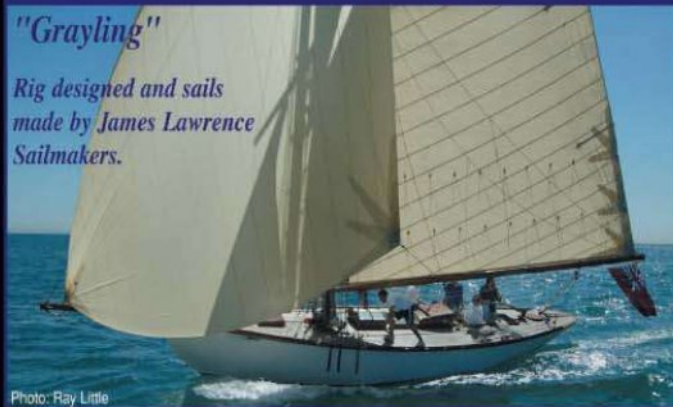


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Adrian Morgan



The cough mutiny

Adrian is driven to desperate measures by a shipmate's sinuses

A strain of false modesty is often found in columnists; they pretend to be just like you and me, prone to the same mistakes and foibles. Admitting cockups in print just allows them to confess without embarrassment, and get paid too. In that respect, although I write a column, I don't feel more competent to give advice than any number of those who read my stuff. Less so, for these days my sailing is limited to twice-weekly dinghy racing and two weeks' cruising the Hebrides. All weather dependent.

Last November, however, found me in Turkey at the start of a delivery trip to Malta which I undertook in order to top up my level of experience and give some justification for giving the kind of sage advice expected from a columnist. The barrel had been pretty well scraped by then, as those who habitually turn to this page will have been aware. This trip – not a trivial matter, but over 800 miles of open water at the tail end of the season – would stiffen the sinews, re-establish some credibility. In short it would give me sea time, the all-important commodity which sets sailors apart.

Then I read the Editor's epic account of his trip to the waters of the Arctic, in a leaky pilot cutter, and my trip aboard a Nicholson 43 was firmly put into perspective: a week of following winds and warm bunks against shifting ballast and icy night watches. The only battling with stiff canvas involved my lee cloth, although I do recall a couple of midnight sail changes in a rising wind and sea – enough to embellish into a stirring dinner party anecdote in the company of non-sailors, no more. Set against the Editor's exploits it would have sounded pathetic.

But we did have a mutiny. Ha! Can't say that for his Arctic voyage. You can have storms, fire at sea, ice, pirates, even shipwreck – all the ingredients but one alone is missing from a good sea story: mutiny... on the *Bounty*, the *Caine*, at the Nore, to which must now be added Mutiny in the Ionian. Bear with me, I want your honest opinion, for it was I who mutinied. And all because of a cough and a sneeze. Oh, and a drag.

Weevily victuals and lack of leadership provoke the average mutiny. This one was brought to a head by a shipmate's hacking cough which seemed to come a-gurgling and a-spluttering



CHARLOTTE WATERS

“Maybe it would have surfaced mid-way across the Ionian. And then what?”

from deep inside tar-coated lungs every seven or so minutes. This was followed three or sometimes as much as four seconds later by a violent sniff. Trouble was, like a dripping tap, the sniff wasn't predictable as to time. You knew it was coming, yet it always came as a surprise. This was in turn followed three or four minutes later by the lighting of a fag.

After three days and three nights of this, although he never smoked below, I was frankly at the end of my rope and all came to a head one morning when I blurted out my feelings. “I can't stand it any more. Either that cough goes or I do.” (Not my exact words, but close to what I felt).

Now it is not easy to scotch such a pernicious cough instantly, although another crewmate headed for the nearest pharmacy where, in his best Greek (we were in Crete by now) he asked for the strongest mixture on the shelf.

To cut a long story short, by next morning I felt such an idiot that the offer to stay aboard for the next leg of the trip was eagerly accepted, and it was a happier, quieter crew that set sail for Malta. But was I right? Can the kind of cough, sniff and a drag that set my nerves a-tingle justify a mutiny?

If it had not come to a head that morning maybe it would have surfaced mid-way across the Ionian. And then what? A blazing row, a fatal mistake, a tragedy? Truth is, I could have strangled him. Now I can call him a shipmate – albeit one who will certainly never want to sail with me again. Can I blame him?

Islands, rocks and a Folkboat

Roger Barnes discovers the joys of simple sailing around the waters of the Swedish Archipelago aboard a chartered Folkboat



The author, doing something he'd been promising himself for years

I can't sleep for excitement. It's like Christmas Eve as a child. We have spent the last three nights in Stockholm, and I have fallen in love with this sophisticated and attractive city. But what is keeping me awake is the prospect of sailing a yacht on the Baltic for the first time tomorrow, something I have been promising myself for years.

In the morning, an efficient electric train takes us out of the Stockholm suburbs. "They all speak English in Sweden," everyone told us. Indeed they do, except for train guards, it seems. Also, Swedish place names are not pronounced quite how you'd expect. Yet, despite not knowing a word of Swedish, other than "hej" and "tack" (hello and thank you), Colin and I manage to arrive in Åkersberga, some 30 miles from central Stockholm, without too much drama. The station is in the centre of



a modern town, characterless in a tasteful Scandinavian way, and not at all nautical. It is exactly the sort of settlement Wallander finds corpses in. Is this really the right place?

The boatyard's map tells us to take a diagonal path across a modern housing estate. Obeying these instructions, we come to a narrow and very ornamental-looking canal. Finally we see some wooden masts in the distance, belonging to a row of small yachts moored to the canal bank under the trees. These must be the charter yachts we are looking for.

It is a very casual handover. So casual that no one from the boatyard is present. We sit on the jetty with the crews of the other two charter yachts and admire the vessels we are about to take out: three beautifully kept Nordic Folkboats, about 50 years old, with breathtakingly sweet clinker hulls and tall bermudan rigs. A

German hiring one of the other boats rings the charterers on his mobile, to find out what is happening. Karlskrona Folk Yachts is a small operation specialising in restoring traditional Folkboats and run by two young Swedes, André Krasemann and Lars Johnsson. Lars should be meeting us but has been held up. He tells us that the yachts are not locked, so we can step aboard and make ourselves at home.

Our Folkboat

Our Folkboat is called *Miona*. Inside her sleek cabin are two good-sized berths, with decent sitting headroom, a small galley and a hanging locker. A narrow doorway leads through to the forepeak, filled by a vee-berth with very little clearance under the deck head, clearly designed for small children. As there are only two of us aboard, we use this area to stow our dunnage.

The adjacent town centre makes it easy to stock up the yacht with food for a week's cruise. The Germans even persuade the supermarket to let them wheel their shopping trolley along to the boat.

By the time *Miona* is victualled, Lars has arrived. We have many questions for him. Nordic Folkboats are much simpler than the British ones we are familiar with, and much normal equipment on a British sea-going vessel is absent. The only anchor, a decent sized Bruce, is stowed under the helmsman's bench in the cockpit, convenient for lowering over the stern.

Can we use it over the bow? Lars shakes his head at this Anglo-Saxon foolishness. Why would we want to do that? We'd swing round each the time the wind changes. And how do we imagine we would get ashore? Far better to moor like the Swedes do, with your bow to a rock



Above and left:
The Karlskrona
charter fleet



**Right: Lars,
standing, puts
Roger right on the
finer points of
Baltic sailing**

face and the anchor out over the stern, so you can step ashore whenever you want. That is why the yachts do not need tenders.

The boats also have no inboard engines. Auxiliary power is provided by a little outboard which must be lowered over the transom on a stainless-steel track. This involves perching precariously on the exposed stern deck, with only the backstay to hang on to, and would seem reckless in UK waters. But in the shelter of the Stockholm archipelago it is considered normal. Perhaps we will get used to it.

Dinghy-like rig

We set sail in the early evening, motoring down the canal and then hoisting sail when we emerge into more open waters. *Miona's* rig is very dinghy-like. The luff of the mainsail has to be introduced into a luff groove on the mast, while the rest of the

sail tries to slide over the side and wrap itself round the rudder, as there are no guardrails to keep it on the deck, or indeed you on the deck. Clearly this is something else we will have to get used to.

Our first day's passage is a short one. We sail to a sheltered anchorage the yard has recommended in a nearby group of wooded islands. As there is no astern gear on the outboard, mooring to the bank means pointing the bow at a likely bit of cliff and putting plenty of way on the boat before throwing the engine out of gear.

As *Miona* glides forward, I drop the anchor over the stern and use the anchor warp to stop her just short, whereupon Colin leaps ashore with a bow warp. It is rather nerve-wracking steering 26ft (7.9m) of heavy long-keeler straight at a wall of rock, but we soon find ourselves moored securely, just a foot away from the bank.

We cook our evening meal on the alcohol stove in the little galley and then eat in the cockpit in the sun. Afterwards I pull out the chart folder and try to plan our passage for the next few days. There is an extensive pack of charts in a booklet of showerproof covers, as well as various pilot books and cruising guides, mostly in Swedish. Even just beginning to make sense of all this takes me the whole evening.

Vast and intricate archipelago

The Stockholm Skärgård (archipelago) is vast and intricate beyond anything I had imagined, with 24,000 islands and innumerable sounds and channels. Close to Stockholm there is more land than water, and it feels as if you are sailing down a series of interconnected lakes between wooded banks. But as you venture out eastwards the proportion of land decreases, and the



Above: Svartskär – moored to a rock at the edge of the open Baltic



Left: Sandhamn, the Cowes of Sweden



Right: Colin cooking

islands become distinctly separate. Finally you enter the outer skerries: just groups of rocks, rounded by ancient glaciers, on the fringes of the brackish Baltic Sea.

The inner islands are densely wooded and dotted with the wooden cabins to which urban Swedes flee for the long days of the northern summer. Some are very grand affairs, bedecked with balconies and turrets; others are just simple one-room shacks. Most of the islands are privately owned, but you can land and explore anywhere that is not immediately adjacent to a house, and even camp and light a fire, as the Swedish tradition of ‘allemansrätt’ gives everyone the right to use the landscape.

Although the inner islands are very picturesque, we much prefer the outer skerries, and spend most of our week on the distant eastern fringes of our cruising area, among the atmospheric, ethereal islands of the

remoter parts of the Skärgård. Here they are grouped in little archipelagos of rocks and small wooded islands, with sheltered sounds in which we moor. But even on these distant islands you cannot escape the ubiquitous wooden holiday huts. Many of these modest shacks are of some antiquity, once used by local fishermen in the summer.

Swimming from the boat

It is hot enough in the long summer days of these high latitudes to swim from the boat. As there is no running water on the boat, this is how we wash: diving in for a swim and then clambering back up the boarding ladder to soap ourselves with salt-water soap, then diving in again to rinse off.

The toilet facilities aboard consist of a plastic bucket in one of the cockpit lockers. Normal practice is to go ashore and use the woods. There are also earth closets in little

huts dotted around the more popular islands, which are marked on the detailed charts, but we tend to stick to the woods. Local protocol is to bury the evidence.

Each night we moor in a different part of the outer islands, with just the rocks and the trees for company. Ashore the woods are thick and virginal, with immense carpets of deep spongy moss in wonderfully varied colours, like thick abstract hearthrugs. Deer bound through them, while otters and seals swim in the bays.

On our third day we get a strong wind for the first time. *Miona* races eastwards through the outer skerries towards the little archipelago of Ängskärs Skärgård, leaning her elegant shoulder into the seas and throwing spray up from her slim bows. The wind is hard on the nose, and the well-cut sails are two smooth wings lifting us onwards. It is marvellous fast sailing, but I



Left: Moored fore and aft in the island of Ängö

“I try to develop the Nordic ability to see the ‘bränning’, the shadow of submerged rocks on the sea’s face”

want to slow down a little, as we are entering shoal waters. Reefing is traditional, using reef points, but as the halyards are made fast at the mast in the traditional way, this has to be done out on deck with no guard-rails or harness to protect you. Perhaps we should have practised reefing somewhere more sheltered first.

Out here the navigation is much more intense than I had expected. The chart is an impressionist study in white, yellow and blue, liberally spattered with dotted crosses indicating “rock awash at chart datum”. The view is of skerries in all directions: a mass of low-lying islands and outlying rocks, covered with a collage of trees, heather and moss, as well as the ubiquitous red wooden huts. Relating scenery to chart

is very tricky. Colin is confident that there is no real problem. “There is much more water than rocks, so it is unlikely we will hit anything,” he says blithely in his Irish brogue. I am less sanguine.

Two-dimensional navigation

There is virtually no tide in the Baltic Sea, so the navigation is only two-dimensional, but nonetheless intricate for that. The yachts have no navigational aids, other than a steering compass, log and bearing binoculars. I have a nagging worry of sailing *Miona’s* lovely varnished hull slap bang into some rocks lurking just below the surface. I try to develop the Nordic ability to see the ‘bränning’, the shadow of submerged rocks on the sea’s face, but in the

meantime I am a diligent navigator, using islands with charted deep water near to them as handholds, and plotting careful compass courses through the shoals.

In the middle of the week, we stop for the night at the small community of Sandhamn. As the base of the Royal Swedish Yacht Club, this is the Swedish Cowes, but it is far weirder than anywhere on the Isle of Wight. Despite Sandhamn’s isolated situation in the outer islands, a substantial seasonal community occupies a jumble of brightly coloured wooden huts tumbling down to the water’s edge. Trendy people in modish yachting gear parade the boardwalks, between the vibrant bars and restaurants. We feel rather under-dressed.

Our most memorable night is spent moored alongside the island of Svartskär. We arrive by sailing down a narrow cleft between two islands, just like sailing down a river, and then turn into a narrow sound that leads directly out into the open waters of the Baltic, where we lay *Miona’s* head against a pillowy rock. The swell rolls in from the empty horizon to the east, and snores all night on the whale-like rocks that shelter us. It feels as if we have moored on the very edge of the world.

After our customary bathe, we sit in the cockpit in the sunset to drink Swedish beer and take stock of our voyage. It has been a proper summer holiday, in the surprisingly balmy, homely Baltic.

We vow to come back, and bring lots of friends. Next time we will sail less far and spend more time exploring the intricate details of the landscape: the patterns of lichen on the rocks and the shapes of the trees rooting in the crevices; the folds of the bedrock, billowing above the waves; the smell of the pine trees in the morning. We will light campfires on the shore, sit around and chat the evening away: or we will simply stand and stare at the precious Swedish landscape, which this generous nation has gifted to everyone to enjoy. 🌐

Practicalities and prices

Sweden is not cheap. The exchange rate is not very favourable. We found it best not to dwell on this. But alcohol was less expensive than we had feared, and not very hard to get hold of. It is about twice as expensive as in the UK and not all shops sell the more potent brews, but this did not stop us drinking quite a lot of it.

We had heard that the Baltic summer can be very warm, but we did not really believe this, so took lots of warm clothes we never wore, and spent most of the week in swimming shorts. We were also warned about mosquitoes and ticks, but Sweden is nowhere near as bad for midges as the west coast of Scotland. But *Miona* did have a mosquito net to rig over the companionway at night, which we made use of.

I was tempted to go to Sweden by train, but Colin was keen to fly there, which is quicker and also cheaper. Hence, we flew Ryanair from Stanstead to Stockholm Skavsta, two hours by coach from central Stockholm. It is well worth spending a few days in Stockholm at the beginning or end of your holiday. You can sail the Folkboats there, and moor them in the centre of the city, if you wish, though we chose not to.

For 2010 to charter a boat for a week is €850 in high season, €650 in May, September and October, with reductions for more than one week or more than one boat.

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Antigua Classic Yacht Regatta

If it's April it must be – for a lucky few – Antigua. Since 1988, and now in its 23rd year it's one of the top classic regattas. And Classic Boat will be there



It's April, and British yachtsmen are making ready for the coming season, with thoughts turning to scrapers, paint and antifoul. Four thousand miles away in the Caribbean, the sun is high, and on the West Indian island of Antigua (population 70,000, number of beaches 365), preparations are underway for the 23rd annual Antigua Classic Yacht Regatta.

It's been firmly established as one of the top classic events since 1988 – but in fact, its roots go back even further, to the 1960s, when a group of charter skippers initiated an annual end-of-season race to Guadeloupe and back. Antigua Race Week was born out of this and formalised in 1967.

Over the next two decades, though, the fleet became increasingly modern – and fast. It was the era between the days of the old yachts, built of wood and with long keels, and the beginning of their renaissance in the

80s. In this interim period, plastic took over, speed became king and the classic fleet gradually dwindled. In 1987, the classic class at Antigua Race Week was cancelled, with the seven classics taking part that year put into Cruising Class 3, an unsuitable grouping that the classic skippers considered not only bad sport, but possibly dangerous.

That year, the late Captain Uli Preusse held a meeting on *Aschanti of Saba* and the next year, the Antigua Classic Yacht Regatta was born. Kenny Coombs, who was there with his wife Jane, took the helm, and Kenny has continued to run the event ever since.

This year's big draws

The event generally draws 50-60 yachts and though this year isn't going to break any records, the number of boats coming will probably top 50. The headliners will be no fewer than three Js: *Velsheda* (a

Below: Carriacou sloop Genesis



Above: Top class sponsorship from the likes of Panerai

Left: Jane and Kenny Coombs
Far left: Part of the 2008 fleet, when 61 boats took part

PHOTOS COREY SILKEN

The things that make Antigua Antigua

The big swell (loved by photographers). Near-tideless conditions of the Caribbean. J-Class presence. Proper wooden classics. Spirit of Tradition super yachts. Carriacou sloops

Landmarks in Antigua history

- 1991** Elizabeth Meyer brings her *J Endeavour*
- 1996** Spirit of Tradition class launched
- 1999** First race of the Js in 60 years
- 2009** 60+ yachts from 24ft to 147ft. A 28ft Kim Holman sloop *Pouncer* wins Spirit of the Regatta

The event enjoys top line sponsorship from Panerai (watchmaker) and Mount Gay Rum

“The headliners will be no fewer than three Js: Velsheda, Hanuman and Ranger”

Charles Nicholson original), *Hanuman* (the aluminium *Endeavour II* replica launched last year) and *Ranger*, launched in 2002 and a steel replica of the original *Ranger*. *Hanuman* comes with her ‘tender’, the modern-retro *Athena*, a 2004 three-masted gaff-rigged schooner with a traditional hull and modern superstructure. There are sailing yachts more classic in the world – but at 90m (300ft) LOA, there’s only one bigger (it’s *Eos*, a three-masted schooner just 5ft/1.5m longer).

Windrose of Amsterdam, the 134ft (40m) Dijkstra schooner launched in 2002, is also due to attend. *Adela*, a 140ft (42.7m) Fred Shepherd schooner rebuilt in 2005, is a maybe. Alongside these ‘super classics’, the ‘ordinary’ classics slated to attend include

Ticonderoga (72ft/22m LF Herreshoff ketch from 1936); *Sumurun* (94ft/29m Wm Fife III ketch, 1914); *Mariella* (78ft/24m Mylne yawl, 1938); and *Astor* (74ft/23m Wm Fife III schooner from 1923).

Local workboats

With a line-up like this, you might be forgiven for thinking that this is an event only for the elite; but you’d be wrong. A central feature of Antigua is the rapidly expanding fleet of Carriacou sloops (CB205). These rough, local workboats are the Caribbean equivalent of our smacks, and are still built by hand, with adzes, on the beach. When CB editor Dan Houston went in 2005, there were five in the fleet; this year there ought to be 10.



Pink bikinis on a pink boat: girl power comes to Antigua

Girl power is not new to Antigua: the event itself is run by a husband-and-wife team, and in 2005, editor Dan Houston stumbled upon *Ibis*, a 122-year-old Whitstable oyster dredger owned by Helen Davies, of the late band Sex Slaves from Hell. The tradition continues this year: as well as an all-female crewed Spirit 46 sloop, there’s going to be the pink boat...

Kirsty Morrison first went to Antigua Classics in 2007, arriving from Bequia on the 62ft Herreshoff schooner *Perception*, and sailing her back to Martha’s Vineyard afterwards. “I could not believe the wealth and variety of boats and had to keep pinching myself that I was racing among them. Although the larger boats, the Js especially, were breathtaking, what really caught my eye were the beautiful little brightly-coloured Carriacou sloops.”

On passage back to the States, Kirsty hatched her plan alone on night watches. “I would go to Carriacou, build a sloop on the beach, paint her pink, gather an all-female crew, dress in pink bikinis, turn up in Antigua looking like a bunch of bimbos; then show the boys who’s boss and WIN!”

Two years later, Kirsty was on charter in the Grenadines. Sailing by Palm Island, there was the perfect little pink Carriacou sloop anchored off the golden beach in the turquoise water. “I reached for the binos and read the name on the stern – *Pink Lady*. I knew I had to have her.”

The owner, Robert Barrett (who also owns the Palm Island resort), was very firm, saying that she was neither for sale nor charter. Emails and the phone calls continued over the next year – “I wasn’t giving up. When I felt I had hit a wall I played my final card and told him my dream – perhaps we could use it to promote the resort, I said.” “Let’s talk” came back his near-instant reply.

“Finally, this February a begrudging voice told me ‘I am going to let you take the boat’. I comment that he doesn’t sound very happy about this decision. ‘I’m not,’ he replied ‘It’s against my better judgment. You are a strange woman I know nothing about but GODDAM you are persistent!’”.

“So I’m gathering my female crew, ordering our pink bikinis and have been down to Palm Island to see about getting the boat into racing condition. Antigua we comin’!”



Pink Lady was built on the beach in Carriacou in 1975. She measures 37ft (11.3m) LOA with a beam of around 15ft (4.6m)

And of course, there’s the island itself with its geckos and palm trees, historic Nelson-era port (English Harbour), trade winds and warm sun, rain squalls, its relaxed, hospitable lifestyle and, most noticeably, a deep, rolling swell that makes Antigua instantly recognisable.

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Stowboating on the *Maria*

Stowboating hasn't been seen in UK waters for 50 years. But the method *is* still practised.

By Dan Houston. Photography by Emily Harris

I would love to write that it was a 'moonless night, starless and bible black, the cobblestreets silent... and invisible down to the sloe-black, slow, black, crowblack, fishing boat bobbing sea...'

But I can't say that because it's the first full moon of 2010 tonight and the rags of high cloud have sailed off south like so many prayer flags from the frozen north, carrying their charges of ice and snow down across the latitudinal scale; missives to ameliorate the heat of globally-warmed air. They seem to have polished the stars as they went; many constellations from Orion to the Zodiac stand proud in their quarter, and Alcor, above Mizar on the tail of the

Great Bear, is as bright as a wink from a scholar. Seeing this star was the eye test of the Roman Legions, apparently – so this is a good night for recruitment. Our party is recruited from friends and in the smack's boat speeding out to the mooring, with conversation drowned by the rowdy waaah of the outboard, we inwardly revel at the pleasure of a moonlit January sail. Paul Winter is our pilot and it's his smack *Maria* we are headed for. It's cold. Did I say it was cold?

The *Maria* is one of the prettiest smacks afloat today. Bathed in moonlight she lies to the last of the incoming tide in the sheltered waters at the confluence of the Colne and Pyefleet Channel. She looks as upright as a

Hush, the babies are sleeping, as *Maria* glides by out on the inky fish-rich waters of the Colne





Left: Maria – CB Restoration of the Year, 2008

Right: the beams are ready to drop the net in position. Note the fitted baulk davit



Left: Getting the baulks ready to be swung in front of the vessel



Left: Ready to drop the baulks under the boat

“We need wind and tide together to set the stow”

Paul Winter

little church – something her pilgrim colour scheme seems only to accentuate. With sleek lines, narrow-gutted, strong-shouldered and with a bowsprit that doubles her foretriangle area she looks fast. I’m reminded of her trophy cabinet, a large bookcase already full of silver that stands in Paul’s hallway – testament to her first two seasons’ racing prowess after a decade’s rebuild; she was our Restoration of the Year boat in 2008 (CB234).

The moonlight affords uncanny visibility and you’d only need a torch in the shadows. Paul makes a turn of the smack, checking her but also allowing us to see her with her mast-truck in a lunar halo. There’s a thick rime of frost atop her bowsprit and her bulwarks capping rail, and a surprising amount of dew has frozen on her decks. We clamber gingerly aboard and get to action, throwing off her ice-stiff sail cover and someone below lighting the coal stove and oil lamps. But we won’t be going fishing, tonight. This sail is so that we

can get a photograph of the smack at night, which is when she might fish, as much as day. It’s also for an understanding of how these boats were worked, more than half a century ago at the end of the era of fishing under sail, when tide dictated when and how the fishing was done, night or day, in wintertime.

“We need wind and tide together,” Paul had explained earlier, “to be able to set the stow. If the wind comes on our beam then the smack will go over the stow which can ride up and stove in boards if there’s a lot of fish in the net. In the right conditions there could be 10 tons of fish in the net.

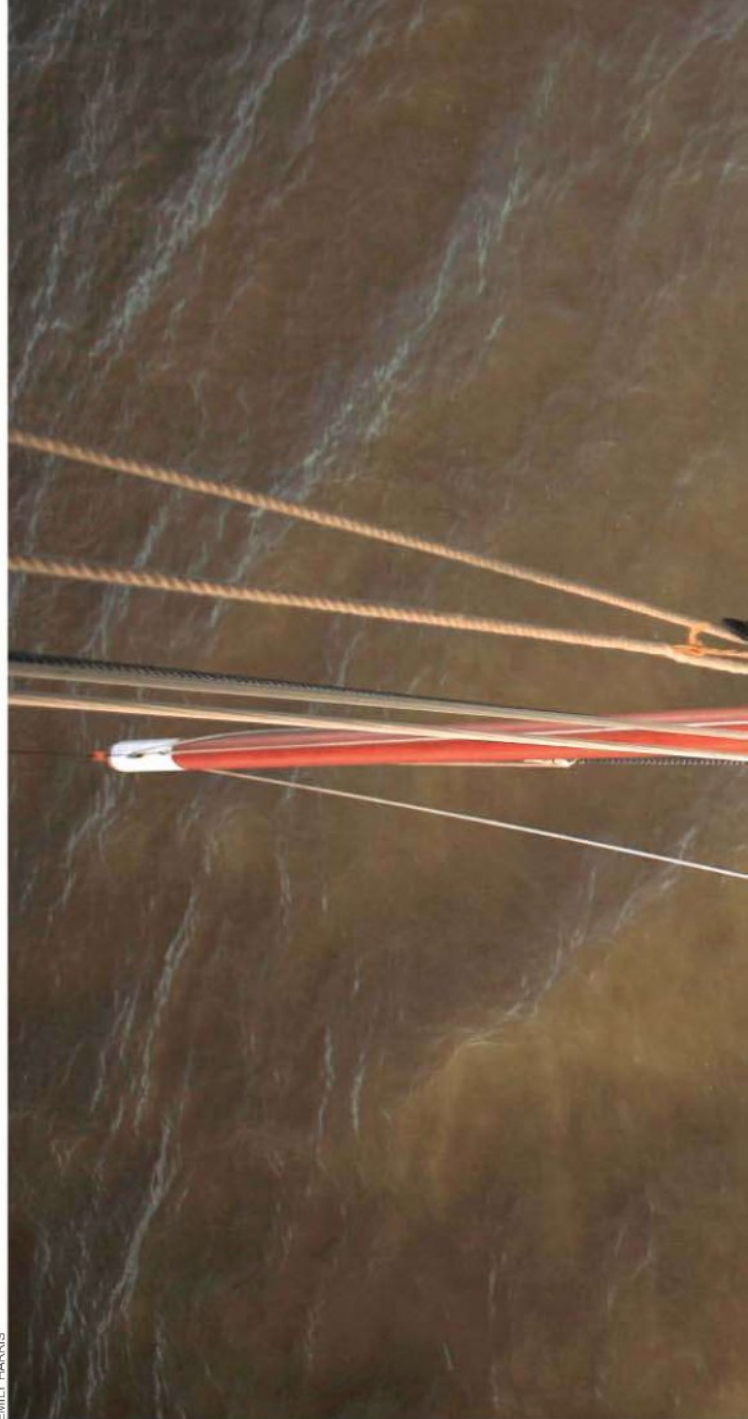
Shake of a lamb’s tail

“That means we can fish off the Colne if it’s more northerly,” he adds, “but if it goes round to the southwest we can sail down to the Blackwater. It won’t make much difference, she’ll get down there in a shake of a lamb’s tail – she’s a quick smack.”

This deck is so icy. In the shadows it’s hard to see but you can feel it underfoot. We set to sluicing it off with seawater. Going back to where you started you wonder if you did it at all – then we realise, the seawater on the deck is itself turning to a slushy kind of ice. We use more buckets, we use them almost constantly.

We’ve let go of the mooring and the engineless *Maria* is adrift as we hoist sail. It’s good to be working the ship and our breath comes in short steeples of frosty air. Hands get wet handling the gear and we compare how many pairs of gloves we brought. Then we’re off, sailing down a moonbeam with our lateral marks winking red and green a mile or two ahead.

It’s tempting to think of a passage – a great night sail 25nM to the south across the mouth of the Thames, crossing the deeps; over the Wallet, the Middle or East Swin, across the Sunk and over Black Deep



EMILY HARRIS

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and then Knock Deep, but... But we'll stay local, and we tack to and fro off a spit of land called Mersea Stone while photographer Emily Harris, set ashore there, tries to keep condensation off her lenses and us in focus. We do put up the topsail and I'm impressed that Paul and Mark Butler (James Lawrence) can hoist it in five seconds – having sorted the ropes out for ten minutes in the dark; we did use a torch for that! Later, when it's brought down on deck Paul says: "Leave it, Bev'll fold that up just like she does her ironing!"

Into the small hours

We've been out a three hours, and already Orion has wheeled over some, as though he's heading off hunting elsewhere. Our plan is to meet back here at 10am – in about eight hours, so, feeling acclimatised to the cold polar airstream, we pack up the *Maria* as Paul, in the dinghy, pushes her over the ebb on her way back to the mooring.

We try not to leave the boat too sloppy but Mark tuts about the stow of his beloved mains'l. "As long as it stays dark I guess we won't need to be afraid of that stow," he remarks ruefully. And we're pleased not to have to do it again. *Maria* can actually sleep about seven, and the temperature under the low deckhead of her cabin has risen to something the hardy seaman would accept, if not call home. But we leave her snug at her ground tackle, bathed in that ethereal light and looking like something out of a legend. On our waah back to the Brightlingsea hard we're tired, but it's all good.

Going stowboating

The next day dawns bright and a few thermal tallies warmer. Paul, his sons Oscar, 6 and Louis, 4 and I breakfast on oven-cooked bacon and sausages before getting ready to go. Coming from generations of Winter sailors, excuse the pun, the lads are

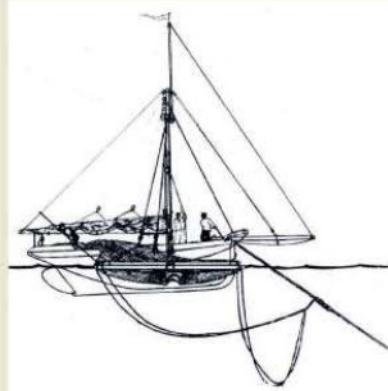


Getting the forelint of the net aboard

EMILY HARRIS



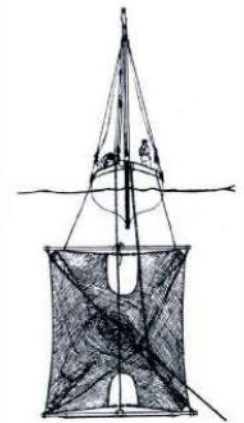
1 The Smack anchors and the baulks are lowered over the starboard side by the baulk tackle. The handfleets have been taken round the bow and shackled by the stringer into the cable



2 Getting the gear round the bow under the anchor chain with a pull on the forward end and a push aft



3 The gear aforehead. Once the templines are adjusted, the lower baulk will be dropped on the wind chain and the net paid out on the tide



4 The gear shot and the smack fishing

A short history of stowboat fishing

The historical authorities on stowboating are the late John Leather, who wrote of it in his early book *Gaff Rig* and also in *The Northseaman*, and Hervey Benham who chronicled the exploits of the stowboaters in a later book, *The Stowboaters*, in 1977.

Stowboating has been around since the 15th century. In 1488 Parliament issued a decree trying to stop it, offering a £10 reward for information against stallboats, as they were then known. An Act against it was passed in 1558, but to little effect – the fishermen

arguing that the sprats were a different (sub)species of herring; though whitebait are the fry of a number of fish species (see p75).

Parliament's eco concerns were ignored and stall, or stowboating – the practice of hanging a long, narrow-mesh net under the boat, and fishing using the tide – carried on, with smacks often bringing 300 bushels (1 bushel is 8 gallons by hollow measure) of sprats ashore.

The season ran from November through to February and Benham notes: "Before 1914 one could look out from Clacton, where the only

light visible was the railway signal box, and see the Wallet looking like a town, gleaming with the lights of the stowboaters."

The stowboat net is unique; it enabled a 20-ton smack to catch as much as 10 tons of fish in one shoot. This could put considerable strain on the smack, even with the baulk davit spreading the load from the bows back through the bits. There are stories of smacks having their bows split open by the weight of fish in the net. Stowboaters therefore used a combination of thick rope cable and chain, the rope spliced

into the chain links and acting to ease the strain. Fish were brought into the boat using a scythe-like tool called a mingle to separate the net off into sections for ease of handling alongside.

Stowboaters were four-handed with each man getting a sixth share (the other two going to boat and net). A well-trained crew could set a net in three minutes and were at sea for a week or two.

Stowboats were replaced by engine trawlers in the 1930s and the art of using the tide to fish was all but forgotten by the late 1950s.



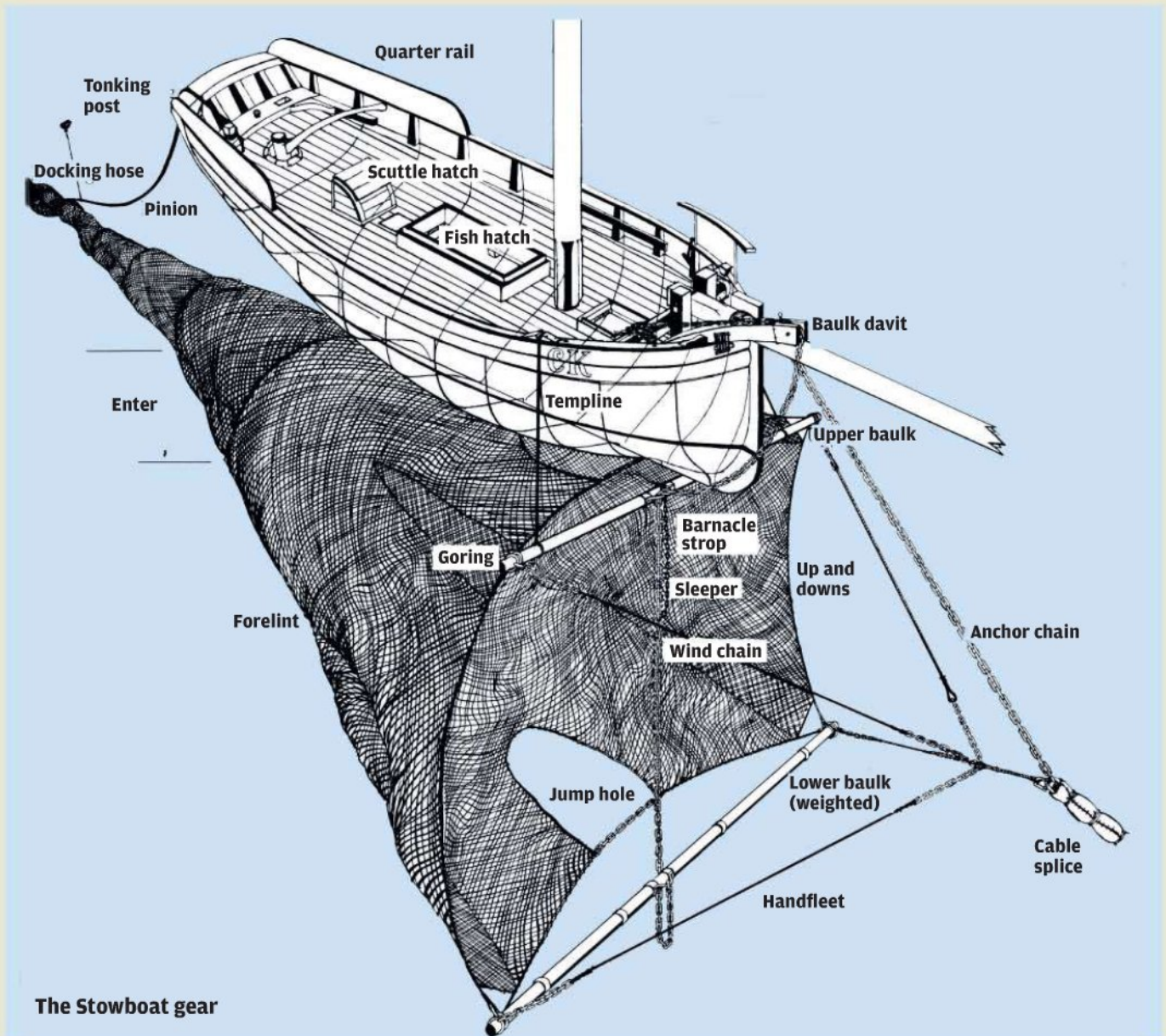
Left: Brightlingsea Creek in 1936. A mound of sprats await the barrels with the stowboaters in the background

"The Wallet looking like a town, gleaming with lights"

quite keen on the idea. It will be the same routine as last night; meet at the hard, load into the smack's boat and buzz a few minutes to the mooring. The wind has backed west a few points but we can still fish off the Colne. We get aboard, stream the dinghy and get away from the mooring while the tide is still in flood.

Setting the stow

Paul explains that it's best to set the stow at slack water, and this being springs that's quite crucial. He sails up and down the river, across and out and back before selecting the spot – on the edge of the shoal ground south of Mersea Stone. There's no fish-finder on the *Maria* but Paul's eyes are adjusted for seabird activity. He uses the maxim 'gulls high: fish deep; gulls low: fish shallow' – and we have seen a bit of gull activity in this area. Setting the stow is a fascinating business to watch. First the



smack is anchored in the chosen spot. Then a crewman, Tom in our case, is sent aloft and rigs a strop at the hounds, with a block and take-all to hoist the stow.

The stow consists of two baulks of timber some 12ft (3.65m) long to the ends of which are attached the upper and lower corners of a square-mouthed net. These baulks, held closed, have to be manhandled in front of the stem where they are suspended from a chain called the wink or wind chain set on a special 'baulk' davit. The latter has to be specially made to fit the smack and is bolted through the bitts. With the baulks athwart the stem (and tide) a four-cornered bridle is attached to the smack's anchor chain.

When all is ready, with the net streamed aft of the smack, the anchor chain is lowered, taking the baulks and net down to the required depth. Cock-ups, or windmills, are controlled by hip ropes or templelines attached

to the upper baulk. When the baulks are lowered to the correct depth the wink chain can be let out and the lower baulk sinks, opening the net. It does this because it is weighted – in *Maria's* case by a brace of window sash lead weights.

Well, you can write it in three minutes and it sounds easy, but for this first stow of the season it took the best part of half an hour to get the net ready to drop. When it was done however it was quite a feeling of achievement and we adjourned for lunch in *Maria's* snug main cabin.

Paul's restoration has left the below-decks space pleasantly spartan. White-painted timber is open and fresh, with the boat's construction on view behind the seat backs. Storage is kept to a camp-out minimum with the central table housing stove and lockers for crockery and mugs. One-pot cooking keeps it simple and we feast while we think of the fishes

that might be swimming into our net 20 feet (6m) below. It's a great space for about 10 people to lounge and the central companion steps conveniently fold up to allow us to talk in the round.

Herring, sprats and whitebait

We don't leave the net down long, we're not after landing too much fish. So after 40 minutes we're back on deck winding in the wink chain and streaming the net alongside. The pinion clearly holds some fish and we bring it aboard with perhaps just about a stone of herring, sprats and whitebait.

Paul looks relieved that it's not too much to be easily shared around and as the winter sunlight starts to pale the day is suddenly over. Again it's the smack's boat that pushes us over the tide and I leave *Maria* educated in yet another grand old East Coast tradition. I'm going to enjoy this whitebait. (And I do – see p75.)



Plane sailing

A planing gaffer inspired by an Essex smack? The Aussies love them. *Steffan Meyric Hughes* went for a sail. Photos by *Ray Little*

Testing boats built outside the main run of production can be a test of patience: you often have to wait years for the prototype to be built. In fact, the Secret has been popular for a decade or so in Australia, where over 40 have been sold, but there were none in the UK.

And so it was that every year at the Beale Park Boat Show, I'd wander over to find Max Campbell, trademark pipe in mouth, and ask impatiently when he'd finish his first 20ft (6m) Secret type gaffer, the boat that would act as demonstrator for his newly-formed company, Whisper Boats, the UK distributor for the Aussie firm Scuffie Marine owned by Essex ex-pat Derek Ellard, the boat's designer.

Trailer-gaffers have proliferated greatly since the success of the 19ft (5.8m) Cornish Shrimper, launched more than 30 years ago; but Secret sounded unique. Self-built (or built to order), a plywood trailer-sailer (with a 1.4 litre car, on a braked trailer), she's a planing gaffer with a trapeze if you want, based on the smacks that Derek admired in his youth, but with a modern

build method, and designed to fly. So many of us start off in planing dinghies, learning to love the thrill of flying across water, powered by the wind. That must be our greatest loss as we graduate to ever-larger vessels. Could the Secret provide the cure?

Finally, last September, photographer Ray Little and I arrived in Brightlingsea, Essex, and made our way through a still, rainy day to a little yellow yacht lying on the pontoon. Max, his brother Craig and a friend, Paul, had trailed the boat down from Cambridgeshire at the crack of dawn and were ready to go.

Miniaturised smack

First impressions were of a very pretty boat, an almost comically miniaturised yacht, perky and yellow in the shadow of the many dark smacks waiting at anchor nearby. Brightlingsea is the home of the smack and, half a world away from Australia, it seemed the ideal place to sail a Secret: Derek Ellard modelled her on the smacks he admired as a youth, and named the class after one of them.

Stepping aboard revealed no stability issues: the boat might be small, but she has a lead keel and weighs 650kg. The hull is around the same length as a Shrimper or Cape Cutter, but that gorgeous counter stern has to be paid for somewhere: and that tax has fallen on the cabin, which is small and basic in comparison.

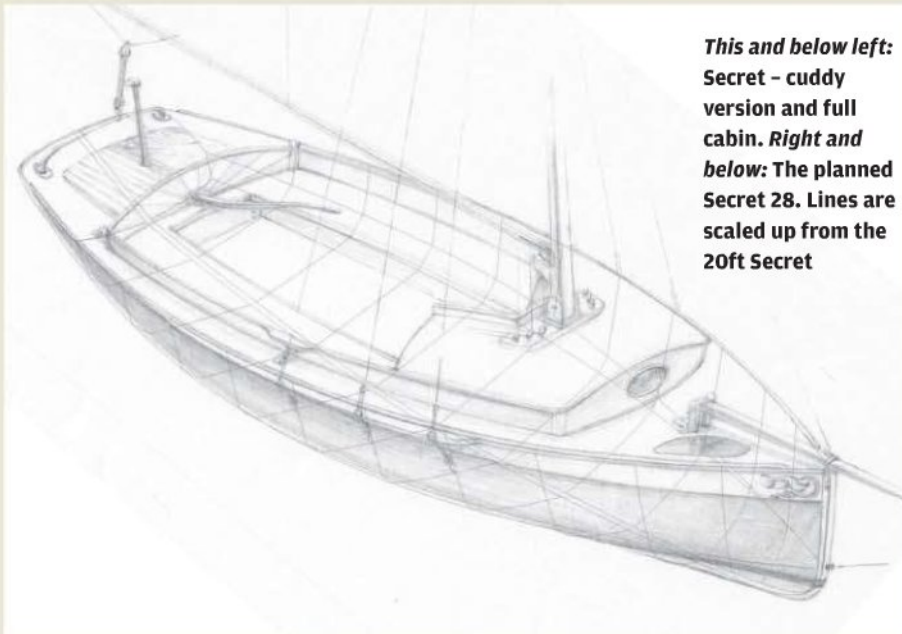
There's room for two to sleep here on a V-berth, with a chemical loo under the cockpit sole. A simple bowl sink, water hand-pumped from a plastic jerry can and a camping-type gas stove comprise the galley. So, it's basic, but enough for the boat's most likely use, short cruises on summer weekends. A big bonus of the spartan arrangements is a complete lack of through-hull fittings.

The self-draining cockpit, by contrast, is large and uncluttered with the mainsheet horse tucked away at the aft end of the long counter. Dark green seat cushions provide comfort for daysailing and two extra berths. The lockers are up to the task of swallowing all the necessary warps, fenders and odds and sods (the anchor lives in a well on the foredeck) with a fair bit of space left over.

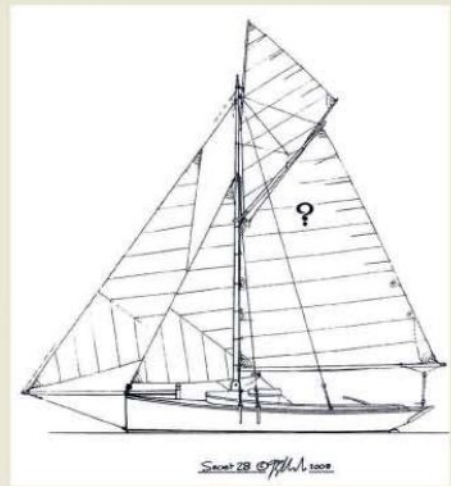


Opposite page:
The trapeze is optional - but fun
Above: Max at the helm with author
Left: Shallow, but long, lead keel
Right: V-berth will sleep two, just
Below: Long cockpit - and note the cutout for the outboard

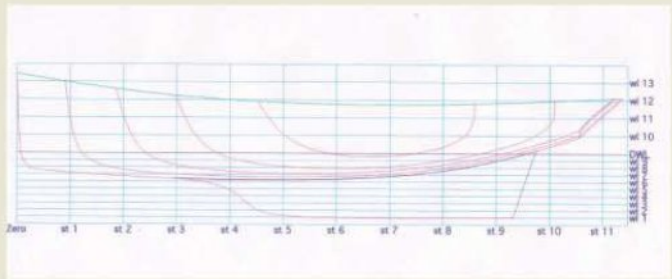
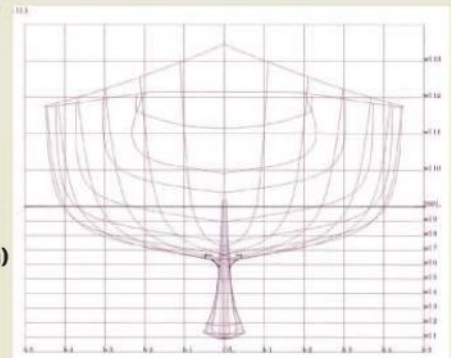




This and below left: Secret – cuddy version and full cabin. Right and below: The planned Secret 28. Lines are scaled up from the 20ft Secret



Specification
LOD: 20ft (6.5m)
Beam: 7ft (2.1m)
Draught: 2ft 3in (0.7m)
Sail area: 260sqft (24.1m²) + gennaker



The rain stopped and the sun came out as we motored out to sea. With a 4hp outboard, she steered as easily as a dinghy, and responded to throttle twists with knee-bending little surges of acceleration. The motor is always a pain on boats like this, even – as here – in a dedicated well.

The Secret deals with the issue better than most with cockpit lockers big enough to swallow an outboard, a real blessing, and the boat is stable enough to perform the awkward cha-cha of heaving a heavy motor around afloat. On a boat as pretty as the Secret, you might well find this a preferable arrangement to having the motor tilted up when not in use. Under sail, an inset covers the well to reduce turbulence.

Under sail

We rig the boat quickly. The staysail is on a furler, so no problem there. The jib is a little more complex, needing to be hauled out and up on a wire luff that acts as its stay, then the main goes up between its two topping

lifts. The bowsprit is bowsable, and in fact is a vital element in tuning the rig, providing great luff tension for the jib when sailing upwind. The bowsing line, along with most of the other lines, runs along the coachroof into a jam cleat, and is readily accessible in the cockpit.

Moored, the bowsprit is also steevable, pivoting up through the bitts for ease of manoeuvring, cheaper berthing fees – and that working-smack look. It's not a particularly hard boat to rig or handle, but it would be a bit of a handful for singlehanding.

Soon we are moving in virtually no wind, using the smoke from Max's pipe as a wind-vane and gradually sailing away from a Deben Lugger that seems completely becalmed. Later, we find a bit more wind near Bradwell power station and we are off again, touching five knots close on the wind which is blowing no more than a Force 2. We sail as far as Bradwell, swapping tacks with a modern 25-footer, and running neck-and-neck.

The Secret was just as happy running before the wind to return to our mooring, but on this sensitive point of sail it was impossible to gauge how she'd react under sterner conditions. Max has had her out in all weathers up to a Force 7 and explains that with two reefs in the main and the jib dropped, she'll sail through it happily.

At the helm, she is whisper-light and utterly neutral. There is not the slightest hint of weather helm and, while admiring the boat's balance, I did miss that slight pull of tiller in hand to brace against.

Trapeze

Later, conditions strengthened just enough to enjoy the surreal sensation of hanging out on a trapeze on a gaff-rigged boat. On a light-airs day like ours, it was still an affectation, and while it's strictly optional, it's obvious it would provide a lot of fun in racing, and delay the dreaded moment of the first reef.



The Secret comes with mainsail, staysail and jib, plus the option of a gennaker. As well as the cabin boat we tested, she can be built with a cuddy cabin, or open. As for planing at double-figure speeds: Max has not yet done this, but is convinced that in perfect conditions it would happen. He has, however, reached 7.5 knots – two knots higher than theoretical hull speed. Type ‘Sail Whisper Secret’ into YouTube for Max’s videos and judge for yourself.

This is clearly a boat that would be at or higher than hull speed most of the time. She might not be a replacement for the lift-off speed you get on a planing dinghy – but she’s fast. By the end of the day we’d covered a lot of ground and barely noticed it. She’ll take you weekend cruising like any trailer-sailer – Max has used his for everything from 10-hour North Sea passages to canal trips. The difference is that the Secret will do it that bit quicker than most. How much quicker remains to be seen: Max is hoping to find out in races this year.

Secret ghosting along in a zephyr

“Max has had her out in a Force 7 and explains that with two reefs in the main and the jib dropped, she’ll sail through it quite happily”



Clockwise from top left: Shimmy, Scuffie, Scintilla and Stornaway

The Whisper range

All Whisper boats have long keels – it’s a major part of their DNA. The advantages over a centreboarder are weatherliness in shallow water and simplicity. The 12ft (3.7m) Shimmy is the smallest of the range, but a lot of boat for its length, and, with its keel, weighs a hefty 110kg. The trade-off is that four can go for a daysail and two can overnight on the sole. Her rig is unstayed lug, she has built-in oar storage and can accommodate an outboard.

Next size up, 15ft 6in (4.7m), is the original Scuffie, designed as the ideal knockabout dayboat. Her designer claims she’ll accommodate eight for daysails; alternatively, she’s available with a cuddy cabin. She weighs 250-300kg. The Stornaway is an 18ft (5.5m) yawl weighing 300-400kg, with cabin, cuddy and open boat variants. With a more modest counter stern, she offers nearly as much space as the Secret. Finally, there is the 24ft (7.3m) Scintilla, “the biggest practical trailer-sailer,” a cruising yawl or gaff cutter with four berths and a displacement of 1,500kg.

BUILDING THE SECRET

Since setting up Whisper Boats in 2004, Max has built a cabined Stornaway and an open Shimmy, as well as the Secret which acts as Max’s demonstrator and has given him kit-building experience he can pass on to other builders. The kits are imported from Scuffie in Queensland and the Whisper Boats service starts at Tilbury, where Max collects the unwieldy kit with his car and trailer, drives it to the customer’s workshop and breaks it down into manageable parts.

The build starts with a ready-made keel with lead ballast built in. The marine ply frames, bulkheads, shelves and seats are located onto the keel and to each other by a series of precision pre-cut slots and tabs which lock to form a rigid skeleton, which becomes a series of watertight lockers and flotation compartments when the skin is screwed and glued on. Max reckons on about three months, full-time, to build the Secret though the boat’s shape is apparent after just a few days, giving a sense of progress early on. The cost is £14,500, which can be split into two roughly equal payments for hull and rig.

Whisper Boats: +44 (0)1223 832928, www.whisperboats.co.uk



Above: Launching the replica gundalow Capt. Edward H Adams

Left: Capt. Adams under sail

Right: Model gundalows helped in the design



“This unique type of vessel that was so important to the Piscataqua region”



GUNDALOW Part 2

Building the replica

No original gundalow, the unique New Hampshire riverboat, survives. In the late 1970s local citizens decided to build a replica. Once finished, the Coast Guard did not know what to make of it. By *Greg Jones*



When the idea of building a replica gundalow was first mooted by a few citizens of Portsmouth, New Hampshire, in around 1977, the guiding principle was a historically accurate replica of their unique cargo-carrying riverboat, using traditional materials and methods, to be used as an educational resource. The Piscataqua Gundalow Project was the name given the project by those citizens who wrote the many grant applications.

The boat, to be called the *Capt. Edward H Adams* was, according to Molly Bolster, executive director of the Gundalow Company, intended to create “a travelling exhibit that could educate school groups and the public about this unique type of vessel that was so important to the Piscataqua region.”

The first chips flew in February 1979 when two 140ft (42.7m) pine trees were felled in nearby Fremont, New Hampshire. They were hauled, as four 40ft (12.2m) logs, to the boat shop at the Strawberry Banke Museum for use as the chine logs.

Strawberry Banke, an open-air museum that is integral with the city of Portsmouth, is a historic district that has maintained the

wooden buildings and narrow streets that typified life in the 17th and 18th centuries – an ideal location to build a gundalow, a place where shipwrights swinging a broad-axe would not look at all out of place.

While building a 19th-century boat presented its problems, the project enjoyed crucial guidance from William A Baker and David ‘Bud’ McIntosh.

Baker, a graduate of the Massachusetts Institute of Technology’s Department of Naval Architecture and Marine Engineering who died in 1981, had drawn the plans for many well-known historic replica sailing vessels, including *Mayflower II*. He always designed his replica vessels to be functioning, seaworthy and accurate in as much detail as modern safety concerns would allow.

Bud McIntosh and his brother Edward (nicknamed ‘Ned’), worked with Captain Adams when they were young boys. Their family were Adams’s nearest neighbours, and he recruited the boys for tasks ranging from finding trees suitable for knees and bow timbers to boat building.

Bud McIntosh went on to become a well-known designer and boatbuilder, working at his yard at Dover Point. He

may be best known to a larger audience for his seminal book, *How to Build a Wooden Boat*, which laid out precisely that, in instructions as clear as they were painstaking. Bud died in 1992, his contribution to the success of the gundalow project a fitting cap to a life well lived, and the *Capt. Adams* is as good a memorial as any boat-builder could hope for.

On our sail up the Oyster River, Ned McIntosh was among the crew. Aged 93 and still a sailor, he wasn't content to sit in the chair of honour accorded him on the foredeck, either. When the leeboard became stuck in the course of trying to lower it, he stepped off the deck, put his weight on the leeboard and coaxed it into position. His working relationship with Bud was, as he put it: "He built the big boats and I built the small ones."

He was the only person on board to have personal experience of the *Fannie M* and recalled when, "as kids we used to play on her up on the beach at Dover Point."

No two ever alike

As the construction of the *Capt. Adams* proceeded, there many times when a judgment call had to be made regarding measurements, materials or methods. The bow logs of the original, for example, were made of much larger beams, but those trees had all been cut down. The general shape of the *Capt. Adams* differs from the *Fannie M*, the new boat having sharper curves at the stern, and a minor controversy ensued over the angle of flare created at the junction of the hull and the bottom. Bud McIntosh helped in the settling of these disputes by noting that gundalows weren't built from plans and that no two were ever exactly alike.

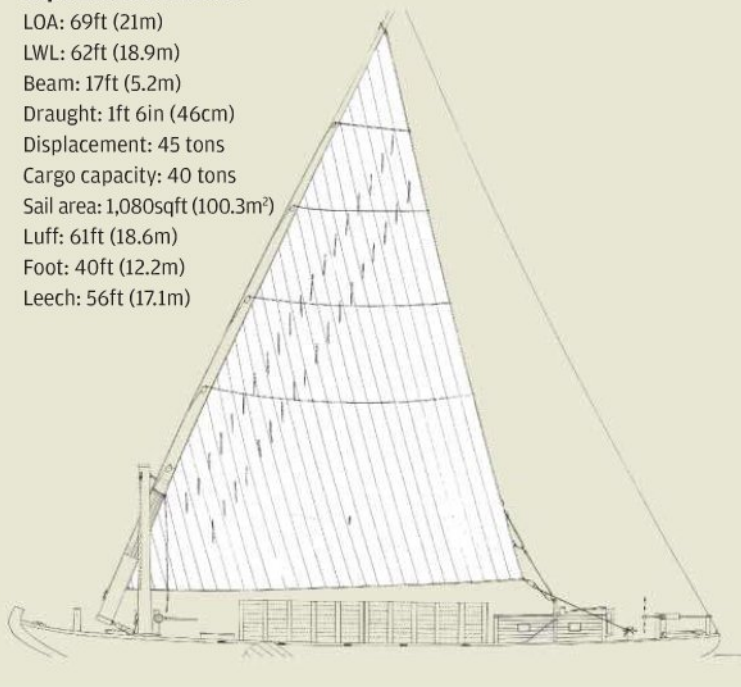
With the construction done, three men spent the spring season of 1982 caulking the boat, using oakum. The first layer was 'rippled,' folding over the oakum by overlapping the single strand. Once the entire boat was caulked, they went over it again, tapping in a second layer.

"The Coast Guard hardly knows what to make of her"



Capt. Edward H Adams

LOA: 69ft (21m)
LWL: 62ft (18.9m)
Beam: 17ft (5.2m)
Draught: 1ft 6in (46cm)
Displacement: 45 tons
Cargo capacity: 40 tons
Sail area: 1,080sqft (100.3m²)
Luff: 61ft (18.6m)
Foot: 40ft (12.2m)
Leech: 56ft (17.1m)



The hull was painted 'barn red', a common colour on the old gundalows since the farmers always had a few cans of it lying around. The interior was treated with linseed oil diluted with kerosene to help it penetrate.

The wrought-iron work was all done by Peter Happny, a Portsmouth blacksmith with a shop at Strawberry Banke. He built the steel sweeplocks and hot-riveted the leeboard band using a forge he rigged at the construction site. Wrought iron was used for metalwork below the waterline, such as the leeboard staple, and steel for above-water fittings. The pelican hooks on the lifelines, a Coast Guard-required item, make the best of a piece of kit that was certainly never seen on the gundalows of old.

Launch day

In the summer of 1982, with the donation of the original lamp used on the *Fannie M*, the boat was nearly ready to launch. Launch day was set for June 13 and the *Capt. Adams* was lowered by jacks onto a bed of

rollers a week before the date. A team of six oxen, brought down from York, Maine, were hitched up to the boat along with two additional oxen recruited from a local dairy farm. These were beasts to match the boat: the largest of them, five-year-old Tom, weighed in at 3,800 pounds and his tracemates weren't much smaller.

In a full day's work the boat made it from the build site to the edge of a paved road, where tradition had to give way. The hooves of the giant beasts couldn't dig in to the macadam, so a winch was used to drag the boat to the water's edge.

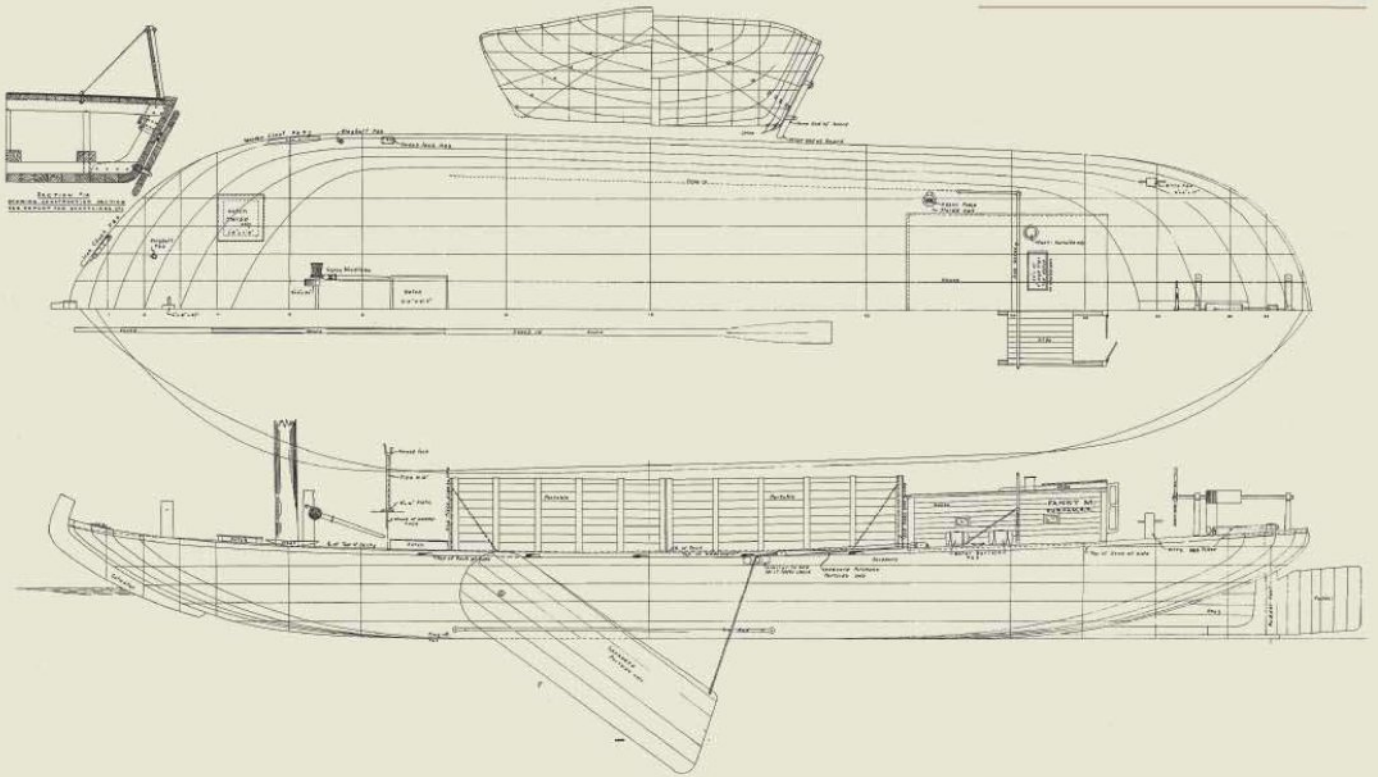
A few days later the launch site was a festive scene, complete with morris dancers dancing on the deck. The stump mast was set, and the oxen were called back into service, this time ten of them. As 3,000 people watched, the *Capt. Adams* hit the water 30 minutes after the crest of the spring tide. She sat in the water for ten days taking up, with the only serious leak being taken care of by dispatching a diver to shove sawdust into the opening.



Left: the bilges of the shallow-draught gundalow

Right: Trunnels used in the construction





The *Capt. Edward H Adams* is not approved by the US Coast Guard for the carrying of passengers. The Coast Guard hardly knows what to make of her, as she is so far outside the bounds of the modern norm there isn't a seagoing category for her to fall in. They finally classed her as a 'dockside attraction,' and when she ties up at one of the docks in the Piscataqua region schoolchildren, families and those interested in a working piece of maritime history come aboard. Volunteers explain the role played by gundalows and the people who built and sailed them.

That was the purpose of our destination on this sail. We dropped the sails and slowly drifted up to a dock at Jackson's Landing, once a working dock where gundalows took on cargo, where the boat was to be the centrepiece of weekend festival.

The next gundalow

The Gundalow Company has its sights set on the next gundalow, this one to be built with the goal of meeting Coast Guard regulations as a passenger vessel. The *Capt. Adams* meets the standards for being a dockside attraction by virtue of the company having installed lifelines, fire extinguishers and the like, but the next gundalow will take school groups and the public out on the beloved local waters.

Funding has begun and Paul Rollins, a boatbuilder from York, Maine, is nearly finished with the construction drawings. A former student of Bud McIntosh and well known in his own right for rebuild projects that include an Alden Malabar schooner and a Herreshoff New York 32, he will be

Massive spars and a large, clear deck characterise the gundalow



working with the Coast Guard to obtain approval through every step of the design and build process.

There's no name yet for the 'Future Gundalow' (suggestions on a postcard, please), but it will be 62ft (18.9m) LOA, and, according to Molly Bolster, "built using traditional methods and materials whenever possible, with modern techniques where practical." The plan is to begin construction at Strawberry Banke in March 2011 with a launch by September the same year. Future Gundalow will have a proper lateen rig, with a diesel auxiliary and a yawl boat to keep her company.

With the recent announcement by the Environmental Protection Agency that several rivers in the estuarine system merit the designation 'Impaired,' the Gundalow Company sees the need for its vessel ever more keenly. "Our mission is to protect the Piscataqua Maritime Region through education and action," said Molly Bolster, quoting from the group's charter. There's

more to this than simply building a boat and preserving endangered skills. For many years the tidal reaches of the Piscataqua region have been assaulted on all sides. Oyster beds and the eel grass that is the foundation of the aquatic food chain require immediate attention, and the Gundalow Company sees itself as being able play a vital role in that stewardship. "The programmes on the new gundalow will help the public understand these issues," said Bolster.

The *Capt. Adams* has a full schedule during the summer, with nearly every weekend taken up with guest appearances at docks and landings around the area. Seeing the deck full of wide-eyed schoolchildren, learning first-hand about their maritime heritage, it's easy to imagine the greater thrill and increased educational impact that setting sail would provide. 🌐

The Gundalow Company
www.gundalow.org

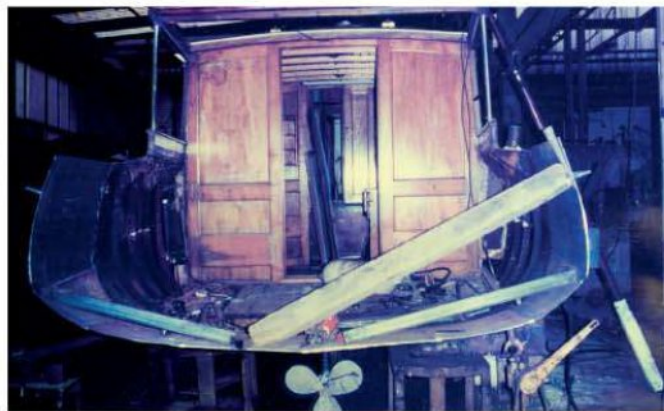


Right: *Vrouwe Romein* ('Madam Romein') takes her name from the owner of the original tearoom

Left: The cruiser was extended to provide more accommodation

Lady of the lake

Restaurant owner John Laan wanted to make the most of the water onto which his restaurant fronts – it had to be a boat, but of the right type. Eventually he found just what he wanted, a Dutch saloon boat. By *Kees Stuip*



Restoration and extension, 1994-95; above, with the old stern cut away, and below, with the new extension welded into place

Up in the northern area of Rotterdam in the Netherlands, surrounding a little brook called the Rotte, which gave the city its name, is a lake district called Bergse Plas, a remarkable natural area and a perfect place for leisure boats. Sailing these protected waters gives a splendid view of the modern Rotterdam city skyline with its ever-increasing number of striking highrises and the famous Erasmus bridge dominating the far distance.

Overlooking one of the smaller lakes is the restaurant Lommerrijk, which nowadays is also home port for the saloon boat *Vrouwe Romein*.

The restaurant's owner, John Laan, always wanted to do something with, or on, the water. Taking out guests for a boat trip seemed an excellent plan. The vessel would have to be in keeping with the style of the restaurant, so the search started for a classic Dutch *bakdekker* saloon boat.

Finally, in 1994, he found one in Zaandam. She was in very bad condition and had to be completely refitted. She had been built, in riveted steel, in 1931 at the



shipyard De Rivier, owned by Timmer and Son in Schiedam. This yard had long since ceased to exist, so the work went to Smit in Hardinxveld-Giessendam.

Not only did they carry out a total refit, they also extended her to create an open area behind the saloon. A new engine was installed, as well as new steering gear and modern safety requirements. The restoration

Length: 12.2m (40ft)
Beam: 2.2m (7ft 3in)
Draught: 0.7m (2ft 4in)
Displacement: 6000kg (1323 lb)
Built in 1931 shipyard De Rivier Schiedam
Total refit in 1995-96 at shipyard Smit in Hardinxveld-Giessendam
The ship is under a Dutch government classic boats preservation order

Two heavy cooks beat the bridge

Before making his final decision to buy *Vrouwe Romein*, John Laan had to be sure she would be able to reach the restaurant, via a few fixed bridges. He knew the height of the boat from the waterline, so he checked the fixed bridges for their clearances.

It appeared she could pass all of them with a few inches to spare. After quite a long period of restoration, she was launched and set off to Rotterdam. However, approaching the last fixed bridge before the restaurant, he found she could not pass, because of the rise in the water level. The level of the water varies from time in the different seasons. The local body of surveyors of the dykes was informed, and they activated surrounding pumping stations to lower the water level within a few days.

When the level was down by a few inches Mr Laan made his second attempt - but he still needed a couple of heavy restaurant cooks on board to lower *Vrouwe Romein* enough to pass the final bridge.

was carried out with respect for the original design, reusing existing teak in the interior and furniture and saving the leaded glass window panels in the doors.

The name chosen for the boat relates to the history of the restaurant itself. In the year 1880, *Vrouwe Romein* (loosely, Mrs or Madam Romain in Dutch) founded a tearoom with rowing-boat hire on the banks of the lake, where Lommerrijk is located nowadays. So it was decided to name the boat after her: *Vrouwe Romein*.

She can hold up to 20 people - 12 inside the saloon, and another eight in the more open stern - newly-married couples at their wedding reception, or family parties, or at lunchtimes perhaps business meetings.

Six skippers, all volunteers, take the wheel from time to time, among them a lawyer, a doctor, a broker and a 'real' retired skipper. Each enjoys taking guests for a trip on the water, so much so that they ask diners on the restaurant's outside terrace if they would like to come along. Not surprisingly the customers often say yes. A moment to relax on the water in a unique lake area always attracts people.

*“Six skippers,
all volunteers,
take the
wheel from
time to time”*



A big year

Over 300 events in the UK and around the world. Your guide to this summer afloat

Europe p52
Baltic to the Med

CIM events p53
Classic Med races

Overseas p54
Rest of the world

USA p54
East and west
coasts

A vicious winter and a rotten recession have done nothing to dampen the global events calendar: it's bigger than ever. There's the five-yearly Dunkirk Return this year, and Jester Challenge celebrates 50 years since the first OSTAR: 100 boats of up to 30ft (9.1m) are already registered to leave England for New England in May. The Solent is once again the place to be this July: The BCYC regatta has really come of age this year,

with sponsorship from Panerai, giving it the same cachet as the glamorous Mediterranean regattas, while concurrently the smaller Metre boats and classic keelboats will be racing in Cowes Classic Week, now in its third year and gradually gaining in stature as a traditionalists' alternative to Cowes Week.

Also in the Solent in July will be the Westward Cup, a one-off invitation rally, organised by the Royal Yacht Squadron for

UK and Ireland

30 APRIL – 3 MAY Pilot Gig Worlds

Isles of Scilly, Tel: +44 (0)1720 422670
www.worldgigs.co.uk, 100+ rowing gigs

8-9 MAY Cock o' The Bristol Channel

Barry YC, Tel: +44 (0)1326 270511
polthurne@btinternet.com
For pilot cutters over 40ft. Tern Cup for under 40ft. Plus passage race 10 May, Barry-Swansea

12-14 MAY Pilot Cutter Association Races

The cutters will be in Swansea for three days of racing. If you would like to crew on a cutter, phone Anna Brunyee, Tel: +44 (0)7971 414599
General info, Tel: +44 (0)1326 270511
polthurne@btinternet.com

23 MAY 2010 Jester Challenge

Plymouth UK to Newport Rhode Island, USA
50th anniversary race of the first OSTAR, won by Francis Chichester on *Gipsy Moth III*. Fleet of about 100 classic and modern yachts under 30ft (9.1m)
www.jesterinfo.org

27-30 MAY Brixham Heritage Regatta

Brixham, Devon Tel: +44 (0)1803 855992
brixhamheritagesailing.co.uk. Luggers, trawlers and other work boats as well as yachts

27-31 MAY Dunkirk Return

Ramsgate to Dunkirk, webadmin@adls.org.uk
www.adls.org.uk/Dunkirk. 50+ Little Ships re-enact their wartime crossing to the beaches of Dunkirk

28 MAY Royal Escape Race

Brighton-Fécamp Tel: +44 (0)1273 464868,
www.royalescaperace.co.uk
secretary@sussexyachtclub.co.uk
Commemorates Charles II's 17th-century escape. Modern, but a big enough classic fleet for the club to have created, for the first time this year, a classic class. 64 boats last year

28-30 MAY Baltimore Wooden Boat Festival

County Cork, Ireland, Contact Nigel Towse
Tel: +353 (0)282 0415 / (0)863 777634
www.baltimorewoodenboatafestival.com
Traditional boats, ceillidh on Friday and boat-handling and rowing competitions. 20-25 boats

28-31 MAY Brewin Dolphin Scottish Series

Tarbert, Loch Fyne, Clyde Cruising Club
Tel: +44 (0)141 221 2774
www.clyde.org, hazel@clyde.org, Av 200 boats

28 MAY – 6 JUNE Fal River Festival

Falmouth, Tel: +44 (0)1872 861913
www.kingharryscornwall.co.uk
130 events shoreside and on the water

29-30 MAY Classics and Gaffers Weekend

Royal Lymington Yacht Club, Hampshire
Tel: +44 (0)1590 672677, www.rlymyc.org.uk
Gathering of classics in preparation for Yogaff

30 MAY Round Lundy Race

Ilfracombe, North Devon
Tel: +44 (0)1271 864831
chris@marmans.freemove.co.uk
www.ilfracombeyc.org.uk.
Open race of 45 miles with a classics class. Av 50+ boats

4-6 JUNE

Yarmouth Old Gaffers Festival (Yogaff)

IoW, Jessica Warren Tel: +44 (0)1983 761704
www.yarmoutholdgaffersfestival.co.uk
Flagship event of the OGA (see OGA panel), with an average attendance of about 120 boats

4-6 JUNE Beale Park Thames Boat Show ClassicBoat

Lower Basildon, Berkshire
Donna Hatchett, Tel: +44 (0)118 9767498
gillie.jackson@bealepark.co.uk
www.bealeparkboatshow.co.uk.
Boating on the lake, boats ashore, craft stalls, workshops, live music, beer tent, and we'll be there with special offers, back issues and more.

4-6 JUNE Carrick Classic Regatta

Carrickfergus, Co Antrim, NI
Tel: +44 (0)7801 668350, www.oldgaffers.com.
Flagship event of the Northern Irish Old Gaffers, 60-100 vessels. Includes class for 'chemical classics' (plastic boats!) for the first time...

5 JUNE Blackwater Barge and Smack Race

River Blackwater, Essex Tel: +44 (0)1206 304690
M: +44 (0)7768 522957, robin@strong-point.co.uk
Race for traditional workboats

11-13 JUNE

Salcombe Classic Keelboat and Dinghy Regatta

Contact: admin@salcombeyc.org.uk
www.salcombeyc.org.uk Tel: +44 (0)1548 842593
With Salcombe Festival



Little Ships: 70th anniversary return to Dunkirk



PETER MUMFORD / BEKEN OF COWES

Big Class at Cowes Classics, 2007

yachts of the 15-M size or larger. At press date, *Eleonora* (Herreshoff replica), *Mariette* (1915 Herreshoff schooner), *Mariquita* (Fife 19-M) and *Britannia* (the replica of King George's yacht) had entered.

The Dunkirk return is not the only war remembrance event either: the small boats that sailed from France to Britain in 1940 carrying French Resistance troops to sign up with the Allies will be commemorated with rallies in Brittany and Cornwall.

Seafair Haven is back this year. On the French Atlantic coast is the once-a-decade Coupe de Trois Phares. There's a new Brest classic rally. And of course hundreds of smaller, no less enjoyable events.

SEA SALTS & SAIL 2010

9 10 11 July
Mousehole, Cornwall

Contact: 01736 731 655
sylviapezzack@btinternet.com
www.seasalts.co.uk

Thames Traditional Boat Rally

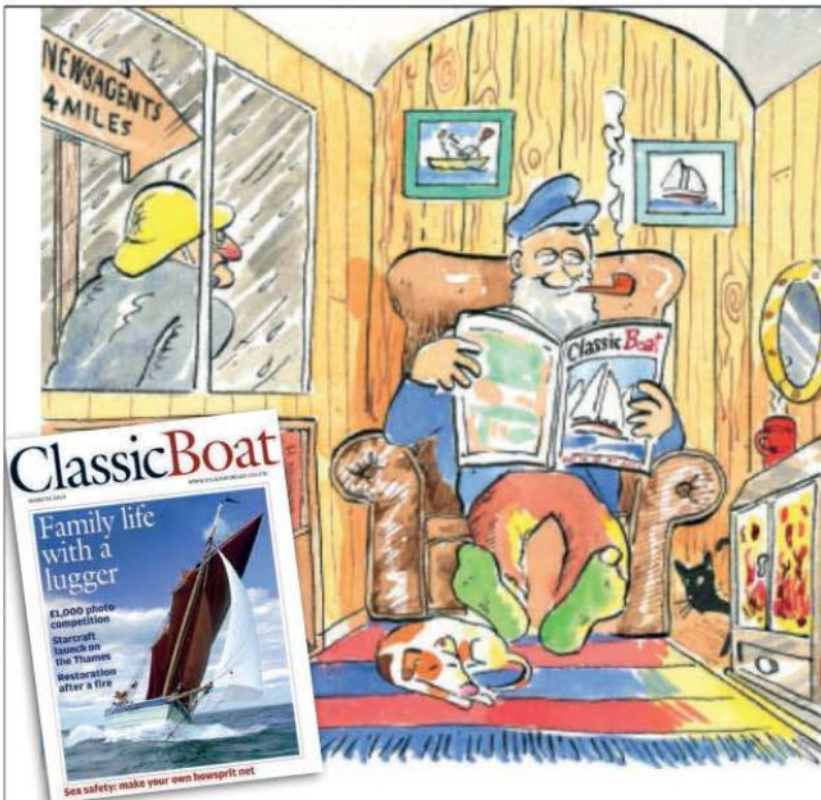
TBRR

- A great day out for all the family
- Over 200 vintage and classic boats
- Gates open 9am both days
- Plenty of FREE parking

17/18 July
2010

Fawley Meadows
Henley-on-Thames
Oxfordshire

www.tradboatrally.com



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PETER MUMFORD BEKEN OF COWIES

BCYC Regatta

17-24 JULY

**British Classic Yacht Club
Panerai Cowes Regatta**

Cowes, Isle of Wight
David Orton, Tel: +44 (0)1159
465467, M: +44 (0)7817 296838
www.britishclassicyachtclub.org,
davidorton3@aol.com

Ninth edition of this rally, which always attracts large classics in numbers. The usual fleet of large BCYC yachts will be present as

always - last year they numbered around 60. This year, the event is, for the first time (and it's a first for any UK event) sponsored by keen classic sailing sponsors Panerai. If past experience is anything to go by, this endorsement will mean a glitzier event with more press coverage. It's also likely that some of the bigger yachts in town for this year's Westward Cup (see main events listing) will come along as special guests, just as the 2007 event attracted big classics.

12-13 JUNE

Westmacott One-Design Regatta

Eastern Solent: Victory, Mermaid, Sunbeam etc
Regatta for Westmacott-designed day boats
www.rnc-rayc.co.uk, www.victoryclass.org.uk

12-13 JUNE

Suffolk Yacht Harbour Classic Regatta

Levington, Suffolk
Jonathan Dyke, Tel: +44 (0)1473 659465
www.syharbour.co.uk; jonathan@syharbour.co.uk
River Orwell; three races in three classes, including the Stella Class. Party on Saturday night with a blues band. This is the 9th edition of this very popular event. 65 boats last year

**17-20 JUNE Classic Sailing 5th Annual Pilot
Cutter Review** Fowey to St Mawes

Tel: +44 (0)1872 580022 www.classic-sailing.co.uk
Fowey to St Mawes, and racing in Falmouth Bay.
Sponsorship from St Austell Brewery.

17-21 JUNE Pilot Cutter Races

St Mawes, Cornwall, Tel: +44 (0)1326 270511
polthurne@btinternet.com

18-20 JUNE Crosshaven Traditional Sail

Crosshaven, County Cork, Ireland
Pat Tanner, Tel: +353 (0)872 811458
pattanner@eircom.net; www.crosshaventradsail.com
Any traditional sailing craft. 60+

18-20 JUNE Falmouth Sea Shanty Festival

Events Square, Falmouth
Ken Budd, Tel: +44 (0)1326 561454
www.cornishmaritimetrust.org.uk

19 JUNE Round the Island Race

Cowes, Isle of Wight Tel: +44 (0)1983 296621
sec@islandsc.org.uk; www.roundtheisland.org.uk
Handicap, O-D and everything else that floats.
Average number of boats: 1,600 (all sailing types)
- which makes it the biggest event of its kind in the world. Still sponsored by JP Morgan.

25 JUNE Annual Pursuit Race

Helford, Cornwall - L'Aber Wrac'h, Brittany

**Racing at the Suffolk
Yacht Harbour
Regatta, 2008, on
the River Orwell;
we'll have a preview
in June**

Classic and Vintage Racing Dinghy Assoc

www.cvrda.org

The association, which celebrated its 10th anniversary last year, runs the 'Traveller Series' of racing events. The handicap system is the CVRDA's own, and the racing is not too serious. Go to the CVRDA website for full details of these, and another 18 classic dinghy events.

TRAVELLER SERIES

**1-3 May Devon
19 June Kent
17-18 July W London
28-30 August Wales
2 October Wiltshire
20 November Bristol**

Tel: +44 (0)1326 231006 (Helford River Sailing Club) helforddriversc@aol.com

The origins of this race were laid down in the war, when the Special Operations Executive made regular trips from Helford to L'Aber Wrac'h. Ex-SOE agents started the race in 1959. 50+ boats, including some classics

25-27 JUNE

Penzance Golowan Traditional Boat Festival

Cornwall, Tel: +44 (0)1736 360214,
scarletoharlott@hotmail.com
Runs in tandem with the Golowan Festival (20-28 June, land-based festival,
Tel: +44 (0)1736 334675)
NO ENTRY FEE AND FREE MOORING

26 JUNE Heybridge Basin Regatta

nr Maldon, Essex
John Sjollema, Tel: +44 (0)1621 856503

26-27 JUNE

Scottish Traditional Boat Festival

Portsoy, Aberdeenshire Scotland
Tel: +44 (0)1261 842951
www.scottishtraditionalboatfestival.co.uk
contact@scottishtraditionalboatfestival.co.uk
Over 100 traditional boats, two harbours and a weekend of music and entertainment.

1-4 JULY Crinan Classic

Crinan, Argyll and Bute, Scotland
Ross Ryan, Mob: +44 (0)7766 277818 or
Mike Dalgleish, Mob: +44 (0)7887 931921,
www.crinanclassic.com
Popular for its laid-back idiosyncrasy. Any wooden boat is eligible: fishing boats, yachts, dinghies, the occasional steam puffer... Followed by a passage race to Tobermory. Av 50 boats

3 JULY Rowhedge Regatta

Rowhedge, Essex Roy Barrett, Tel: +44 (0)1206
729468, royb832@aol.com
The regatta goes back to Victorian times, when Rowhedge and its fishermen were synonymous with the old J-Class yachts. It was rekindled in 2002. Last year saw more than 20 yachts,





Left: Sea, Salts and Sail in Mousehole, Cornwall – the popular biennial festival that features workboats and classic yachts

keelboats and smacks and a smattering of dinghies and kayaks. "Really more of a riverside fete," according to organiser Roy Barrett

3-4 JULY Felixstowe Regatta

Felixstowe, Suffolk
Nigel Mower, Tel: +44 (0)1473 326405
www.felixstoweregatta.co.uk,
An established regatta, but this year, for the first time, with a classic class.

3-10 JULY Seafair Haven

Milford Haven, South Wales
Tel: +44 (0)1646 696374
www.seafairhaven.org.uk. Third edition of this popular 'raid for yachts' (and 'sail-and-oar') in the picturesque Milford Haven waterway

JULY (DATE TBC)

Pembroke River Rally Wales
Richard James, Tel: +44 (0)1646 696371
richard.james@mhpa.co.uk
www.celticmaritimeconnections.co.uk
Classics travel up the Pembroke River towards Pembroke Castle

5-11 JULY Westward Cup Cowes, IoW
Tel: +44 (0)1983 292191, www.rys.org.uk
Invitational cup for big yachts (15-M size or over).

9-11 JULY

Sea, Salts and Sail Mousehole, Cornwall
www.seasalts.co.uk
Popular biennial festival: workboats and classic yachts, with a good shoreside programme

12-17 JULY Hebridean Maritime Festival

Stornoway and around
Tel: +44 (0)1851 870740
www.sailhebrides.info
General maritime festival, modern, classic and shoreside activities

14-16 JULY BCYC Regatta East Coast feeder

Harwich to Cowes, cruise in company
Jonathan Dyke, Tel: +44 (0)1473 659465
www.syharbour.co.uk, jonathan@syharbour.co.uk
Ends at the BCYC Regatta in Cowes (see p46). The

BCYC will refund the cost of two nights' mooring for East Coast yachts attending the regatta.

17 JULY Wivenhoe Town Regatta

Brightlingsea to Wivenhoe, River Colne, Essex
Contact Richard Barnard, Tel: +44 (0)1206 823890
rbarnard@essex.ac.uk
Smacks and gaffers, held with Nottage Institute

17-18 JULY Thames Traditional Boat Rally

Henley-on-Thames, Oxon, contact Tony Goodhead
Tel: +44 (0)1932 872575; www.tradboatrally.com
One of Europe's largest gatherings of traditionally-built river craft including Dunkirk Little Ships, with ample shoreside entertainment. 200+ boats

17-30 JULY

Clyde Cruising Club Centenary Cruise ONE-OFF
Rothesay to Oban
Tel: +44 (0)141 221 2774, www.clyde.org
One-off cruise in company, for yachts modern and classic, around the Western Isles and Hebrides to celebrate a century of the Clyde Cruising Club. 'Replaces' the annual Classic Malts Tour which has been suspended this year to avoid any clash.

16-18 JULY Clovelly Maritime Festival NEW

North Devon Tel: +44 (0)1271 863969,
www.ilfracombeyc.org.uk. Picturesque harbour event, supported by OGA

18 JULY

Colne Smack Preservation Society sail and picnic
River Colne, Essex, Tel: +44 (0)1206 304690
M:+44 (0)7768 522957, robin@strong-point.co.uk
Open to new members (£10 membership fee). A morning sailing on a smack then picnic and sail home

18-24 JULY

Cowes Classic Week
Cowes, IoW, Tel: +44 (0)207 627 0944
www.cowesclassicweek.org
Metre boats, classic keelboats and classic yachts: all are welcome at this big event which is rapidly establishing itself as an alternative to Cowes Week

24 JULY

Pin Mill Smack Race

River Orwell, Essex/Suffolk border
Paul Webster, Tel: +44 (0)7710 209167
Howard and Sue, Tel: +44 (0)7900 242452
Last year, an amazing 16 smacks entered. This year, they are hoping for even more.

24 JULY Lundy Gig Row

North Devon
Tel: +44 (0)1271 863969, www.ilfracombeyc.org.uk
32 miles from Clovelly to Lundy in pilot gigs

25 JULY Royal Yacht Squadron Keelboat Regatta

Cowes, IoW, Tel: +44 (0)1983 292191, www.rys.org.uk
Classic keelboats

25 JULY – 6 AUGUST Menai Strait Regattas

North-west Wales
David Challinor, Tel: +44 (0)1248 851197
davechallinor3@btinternet.com or www.menaistraitregattas.org.uk.
Fifes, Mylnes, West Kirby Star, Nobbies, many other classic classes in among the modern boats

25 JULY Harwich Sea Festival

Harwich Quay, Essex, 11am-5pm
Alan Thomas, Mob: +44 (0)7770 986697
www.harwichseafestival.com
Quay gathering of historic boats, an RNLI helicopter display – and dancing in the streets!

30 JULY – 1 AUGUST

Holyhead Maritime and Leisure Festival
Contact: Holyhead Tourist Information Centre
Tel: +44 (0)1407 762622
www.holyheadforward.com
General maritime festival with a focus on seafaring tradition

30 JULY – 1 AUGUST

Bristol Harbour Festival
Tel: +44 (0)117 922 3719; www.visitbristol.co.uk
Hundreds of boats, as well as music, dance, street theatre, water displays and plenty more

30 JULY – 1 AUGUST

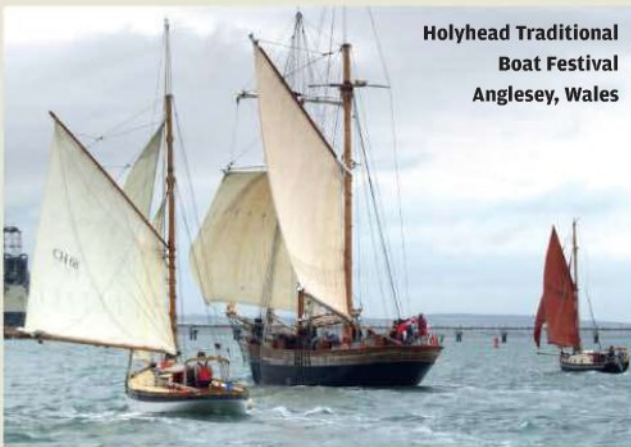
Peel Traditional Boat Weekend
Isle of Man Tel: Mike Clark +44 (0)7624 450146
www.peeltraditionalboat.org. Live music, good ale, good times and good food. 25-plus boats last year

30 JULY – 3 AUGUST

Sutton Harbour Plymouth Classic Boat Rally
Plymouth, Devon
contact Andy Demaine, Tel: +44 (0)1503 230292
Mob: +44 (0)7929 404851
www.plymouthclassicboatrally.co.uk
plymouthclassics@btinternet.com
Long-established and popular opener to the West-country classics season.

31 JULY Cobmarsh Marathon

Cobmarsh Island, Essex
Tim Wood, Hon Sailing Sec



Holyhead Traditional Boat Festival Anglesey, Wales

Old Gaffers Association

www.oldgaffersassociation.org

The Old Gaffers Association, c50 years old, is by far the most active classic and traditional sailing body in the UK. They are fond of reminding us that they're not all old and not all gaffers either, and welcome new membership from sailors - both quadrilateral and trilateral. The OGA is divided into regions covering the country. In the list below, which is a small sample of what the OGA is doing this year, TS means 'trailer sailers', EC means 'East Coast', SOL means 'Solent', DEV means 'Devon' and NWA means 'North Wales'. Other areas are: MCP (Medway Cinque Ports), NI (Northern Ireland), SCO (Scotland), and NL (Netherlands). Wherever you live, there are OGA events nearby.

7-9 MAY (TS) Rally at Clywedog
Mid Wales. Mike Stevens,
Tel: +44 (0)1792 297445

4-6 JUNE (EC) YOGAFF (Yarmouth Old Gaffers Festival)
Yarmouth, Isle of Wight
Jessica Warren, Tel: +44 (0)1962 712529, jayis47@hotmail.com
Flagship OGA event, with over 100 yachts in attendance

11-13 JUNE (TS) Ullswater Rally,
Lake District Barry Healas,
Tel: +44 (0)1524 276258

12-13 JUNE (EC) Swallows and Amazons small boat rally Walton Backwaters, Essex, Pete Elliston
Tel: +44 (0)1206 391870

25-28 JUNE (TS) Rally at Loch Long Scotland
Dave Hart,
Tel: +44 (0)1369 840849

9-11 JULY (DEV) Start Bay Rally and Race
Dartmouth, Devon
Elspeth Macfarlane,
Tel: +44 (0)1548 857559, devongaffers@yahoo.co.uk
Party, BBQ, racing and relaxing by the River Dart at Dittisham. 10 boats last year

21-22 AUGUST (SOL) Solent Area Annual Race and Rally Cowes IoW to Lymington (Hants) Jessica Warren,
Tel: +44 (0)1962 712529, jayis47@hotmail.com
35 boats last year

3-5 SEPTEMBER (NWA) Holyhead Traditional Boat Festival Anglesey, Wales
Rally with large and small boats and a big attendance. Small boats particularly catered for. Pete and Sue Farrer, Tel: +44 (0)1270 874174
Growing event with 30+ boats, 10-90ft

25-26 SEPTEMBER (SOL) Centenary Chase
with the Royal Solent Yacht Club
Jessica Warren, Tel: +44 (0)1962 712529, jayis47@hotmail.com
25 boats last year

Boat shows & jumbles

25 APRIL Beaulieu Boat Jumble
Beaulieu, Hampshire
Tel: +44 (0)1590 612345
For a list of UK boat jumbles, visit: www.boatjumbleassociation.co.uk

4-6 JUNE Beale Park Boat Show
Nr Pangbourne, Reading
Tel: +44 (0)118 976 7498

18-20 JUNE South Wales Boat Show
Swansea, Ben Sutcliffe
Tel: +44 (0)7796 457307

30 JULY - 1 AUGUST North Wales Boat Show
Bangor, Gwynedd
Tel: +44 (0)7796 457307

10-19 SEPTEMBER Southampton Boat Show
Mayflower Park, Tickets,
Tel: +44 (0)1784 473377

7-16 JANUARY 2011 London Boat Show
Excel Exhibition Centre, London Docklands
Tel: +44 (0)8442 090333

29 APRIL - 8 MAY 2011 Liverpool Boat Show
www.liverpoolboatshow.co.uk

Below: Keen racing at the Menai Strait Regatta

Tel: +44 (0)1206 826411
www.mersearegatta.org.uk
Rowing race around the island for traditional 'smacks' boats not exceeding 14ft (4.3m)

31 JULY Colne Smack Come Sailing Day
Colne Smack Preservation Soc, River Colne, Essex,
Tel: +44 (0)1206 304690 M: +44 (0)7768 522957, robin@strong-point.co.uk
Fun race. All welcome

31 JULY - 1 AUGUST Anstruther Muster
Anstruther, Scotland
www.anstruthersailingclub.org.uk
commodore@anstruthersailingclub.org.uk
This year will see the inaugural 'East of Scotland Boat Jumble' at Anstruther Harbour.

31 JULY - 7 AUGUST Cowes Week
Cowes, IoW Tel: +44 (0)1983 295744
admin@cowesweek.co.uk
www.cowesweek.co.uk
Classic classes include XOD, Daring, Seaview Mermaid, Victory, Sunbeam, SCOD and more.

31 JULY - 8 AUGUST Royal Yorkshire YC Regatta
Bridlington, Yorkshire
Tel: +44 (0)1262 678319
www.ryyc.org.uk
Including the 1898 Yorkshire One-Design class. All sizes of wooden boat. Trade stands, side shows and live music. 20-plus boats

3-6 AUGUST Fowey Classics
Fowey, Cornwall, contact Roy Downes
Tel: +44 (0) 1726 870627, roy@foweyclassics.org
www.foweyclassics.org. Friendly, eclectic and relaxed event with classics ranging from 12ft to 12 tons or more. 60-70 boats

7 AUGUST Dittisham Regatta River Dart, Devon
Tel: John Wynn +44 (0)1803 722247
A village river regatta for craft of up to three to four foot in draught. Race and BBQ

7 AUGUST Falmouth Classics
Tel: +44 (0)1326 211555
www.falmouthweek.co.uk





Big event with up to 150 classic boats, Falmouth Classics is held on the first day of Falmouth Week

7 AUGUST Clovelly Gig Regatta

North Devon Tel: +44 (0)1271 863969, www.ilfracombeyc.org.uk. A day of gig racing

7-8 AUGUST

Wooden and Classic Boat Meet

Poole, Dorset Tel: +44 (0)1202 880331, graham@sympatheticdevelopments.co.uk Informal meeting for owners of wooden boats, sail or power. 13 attended last year

7-13 AUGUST Mersea Week

Essex www.merseaweek.org Includes Dabchicks SC Regatta, Round the Island Race and West Mersea YC Regatta.

8-9 AUGUST Classic Dinghy Weekend

Wroxham Broad, Norfolk Broads Yacht Club Tel: +44 (0)1493 658546 jcamp93857@aol.com Very relaxed affair. No entry fee and no entry criteria. If you think it's a classic - bring it along!

AUGUST (DATE TBC)

Conwy River Festival North Wales

Tel: +44 (0)1492 596253 www.conwyriverfestival.org Racing, cruising in company and social events. Nobbies, gaffers, classics and modern. 200+ boats

9-14 AUGUST Pendennis Cup

Falmouth, Cornwall Tel: +44 (0)1326 211344, www.thependenniscup.com. Big yachts invitation event

12-20 AUGUST

Scottish Traditional Sailing Company Cruise

W Coast, Scotland, Tel: +44 (0)1397 772719, www.sail-mascotte.co.uk Five classic workboat yachts for charter on a week-long Scottish cruise. *Mascotte* (pilot cutter yacht), *Ezra* (pilot cutter yacht), *Eda Fransen* (gaff cutter), *Lizzie May* (pilot cutter yacht) and *Rosa & Ada* (oyster smack)

14 AUGUST Beaulieu River Row

Beaulieu Village, Hampshire Jenny Brewis, Tel: +44 (0)1590 614621 All types of human-powered craft

Portsoy: Home of the popular Scottish Traditional Boat Festival



Thames sailing barge matches

Tel: +44 (0)1202 552582, www.sailingbargeassociation.co.uk

- 22 MAY Medway**
- 5 JUNE Blackwater**
- 12 JUNE Gravesend/Southend**
- 19 JUNE Pin Mill**
- 3 JULY Thames**
- 7 AUGUST Swale**
- 28 AUGUST Southend**
- 4 SEPTEMBER Colne**

Racing past the quay at the Maldon Town Regatta, 2009



Tall ships

Sail Training International, Tel: +44 (0)23 9258 4661, www.sailtraininginternational.org

8-11 APRIL

Garibaldi Tall Ships Regatta

Genoa, Italy

16-19 APRIL

Race: Genoa to Sicily

9 MAY - 7 JUNE

Historical Seas Tall Ships Regatta

Volos (Greece), Vama (Bulgaria), Istanbul (Turkey), Lavrion (Greece)

10 JULY - 10 AUGUST

The Tall Ships Races 2010

Antwerp (Belgium), Aalborg (Denmark), Kristiansand (Norway), Hartlepool (UK)

10 AUGUST

North Sea Tall Ships Regatta

Hartlepool (UK) to IJmuiden, Netherlands

19-23 AUGUST

Sail Amsterdam

(Netherlands)

Tel: +31 (0)20 681 1804,

www.sail2010-nl/en

Tall Ships feature prominently at this big festival of the sea

25-29 AUGUST

Sail Bremerhaven

(Germany)

Tel: +49 0471 946 46430,

www.sail-bremerhaven.de

Tall Ships feature prominently at this big festival of the sea

14 AUGUST West Mersea Town Regatta

Dick Waylen, Commodore Tel: +44 (0)1206 383709

www.mersearegatta.org.uk

This event, dating from 1838, attracts over 100 entries made up of smacks, other East Coast working boats, classics and modern yachts.

20-22 AUGUST Cardigan Quays Festival

South Wales, Nick Newland,

Tel: +44 (0)1239 615 140

OGA small boats and other trailer sailers at a new festival, which will include crafts, food, music, a big firework display and the Welsh version of the Great River Race

21 AUGUST (TBC)

Vintage Wooden Boat Association

National Rally, Beccles Yacht Harbour

John Bailey, Tel: +44 (0)1692 650486,

www.vwba.org

27-30 AUGUST Oyster Run

Queenborough (Thames Estuary) to London

Ian Welsh, Tel: +44 (0)7711 069544,

www.oysterrun.co.uk. Revived last year, a century-old race that sees smacks and other East Coast working vessels bring the first of the new season's oysters into London

28-30 AUGUST Newlyn Fish Festival

Tel: +44 (0)1736 363499

www.newlynfishfestival.org.uk

Over 20,000 visitors come for the fish auctions, fish tasting and classic boats

28 AUGUST - 4 SEPTEMBER Burnham Week

Burnham-on-Crouch, Essex

Tel: +44 (0)1621 786251 www.burnhamweek.org.uk

The East Coast's answer to Cowes Week: 100+ boats in many classes

29 AUGUST Cowes-Torquay-Cowes Race

50TH ANNIVERSARY

www.britishpowerboatclub.co.uk

Commemorative event to celebrate 50 years of the famous powerboat race

29 AUGUST Bosham SC Classic Dayboat Regatta

Bosham, Chichester Harbour

Stephen Pritchard, Tel: +44 (0)1243 572341

www.boshamsailingclub.com

The club runs a regular series of classic dayboat racing and events throughout the summer.

3-5 SEPTEMBER British 6-M Nationals

Hamble/Solent Royal Southern YC, Tel: +44 (0)2380

450302 royal-southern.co.uk; www.6mr.org.uk

3-5 SEPTEMBER

Holyhead Traditional Boat Festival

Anglesey, North Wales Tel: +44 (0)1270 874174,

www.oldgaffersassociation.org

30+ classic yachts, from 10ft-90ft (3m-27m)

4 SEPTEMBER

Colne Smack and Barge Race

River Colne, Essex
Tel: +44 (0)1206 304690, M: +44 (0)7768 522957
robin@strong-point.co.uk
Open to Thames barges, smacks and bawleys

10-12 SEPTEMBER

Thames Festival Classic Rally

St Katharine Docks, London
Ian Welsh, Tel: +44 (0)7711 069544
www.thamesfestivalclassically.com
The second edition of this gathering of classic yachts to coincide with the Thames Festival

11 SEPTEMBER Maldon Town Regatta

River Blackwater, Essex
geraldine.courtney@btinternet.com

11-12 SEPTEMBER

Maritime Woodbridge

Woodbridge, Suffolk
Mike Rines, Tel +44 (0)1394 610034
www.maritimewoodbridge.org.uk
Amiable event combining boats, entertainment, with a historical theme. This year, the Normans

11 SEPTEMBER Boats in the Bay, St Ives

Fifth edition, featuring St Ives Jumbo, in conjunction with St Ives Festival, Cornwall
Tel: +44 (0)1736 366077 www.stivesjumbo.com

12 SEPTEMBER

West Mersea Oyster Dredging Match

William Barker, Tel: +44 (0)7866 777219www.mersearegatta.org.uk
Unique event for smacks, bawleys and other traditional East Coast workboats, where the winner is the one who dredges the most oysters.

MID-SEPTEMBER (DATE TBC)

Waterways Ireland Classic Boat Regatta

Lough Derg, Ireland
Tel +353 (0)67 24455 www.ldyc.ie
About 100 river classics, sail and power

13 SEPTEMBER (DATE TBC)

Stoke Gabriel Regatta

River Dart, Devon
Barry Jobson, Tel: +44 (0)1803 523152
Small village regatta for low-draught classics

18 SEPTEMBER

Yare Navigation Race

Coldham Hall Sailing Club, Norfolk Broads
www.coldhamhallsailingclub.co.uk, geoffpinder@wasteofinc.co.uk 32-mile passage race. 47 classic Broads yachts took part last year

25 SEPTEMBER Great River Race

Thames, London Tel: +44 (0)208 3989057
www.greatriverrace.co.uk
Rowing from London's Docklands upriver to Ham, a distance of about 22 miles. Av 300 boats

Classic motor boat events

For details of international events, visit: www.classic-boat-rallies.co.uk

17-18 JULY

Pageant of Power

Cholmondeley Castle, Cheshire
Rod Champkin, Tel: +44 (0)1603 507554

30 JULY – 2 AUGUST

21st British Classic Motorboat Rally

Windermere, Lake District
Chris Barker, Tel: +44 (0)1253 813007

13-15 AUGUST

Cardiff Bay Classic Weekend

Steve Carpenter, Tel: +44 (0)1243 527875, www.cmba-uk.com
Main annual rally and AGM for the Classic Motorboat Association 40-50 boats

16-19 SEPTEMBER

Falmouth Rally

National Maritime Museum, Falmouth, Cornwall
Tim Parr, Tel: +44 (0)1841 520023, www.cmba-uk.com
Rally, trips and other events, 15+ boats

17-19 SEPTEMBER

Autumn Weekend

Loch Lomond, Stirlingshire/ Dumbartonshire
Chris Barker, Tel: +44 (0)1253 813007, www.cmba-uk.com
Informal event - 15 boats expected



Pilot cutter *Mascotte*, cruising Scottish waters this summer

4-5 OCTOBER Battle of Britain Regatta

Royal Air Force YC, River Hamble, Hampshire
Tel: +44 (0)23 8045 2208; www.rafyc.co.uk
This club is open to civilians as well as RAF personnel. The annual regatta features many XODs and Salterns-built Memory gaffers.

1-3 OCTOBER ASTO Small Ships Race

Cowes, IoW; Tel: +44 (0)2392 503222
www.asto.org.uk. Race for youth-training sailing vessels up to 120ft (36m) in length.

21 NOVEMBER

Clovelly Herring Festival

North Devon Tel: +44 (0)1271 863969, www.ilfracombeyc.org.uk
To support sustainable, traditional fishing. Mike Smylie with his smokehouse, Simon and Ann Cooper with their curragh, making nets

Below, top: Old Gaffers in Devon Bottom: Pilot cutters contesting Cock o' The Bristol Channel



Europe

Baltic

BALTIC REGATTA CIRCUIT

NEW classic series (see CB261)

Tel: +46 8559 21830, www.sailtrust.org

7-10 JULY Classic Baltic Race

Sandhamn, Sweden

8-10 JULY Hanko Regatta

Hanko, Finland

15-18 JULY St Petersburg Classic Regatta

St Petersburg, Russia

3-8 AUGUST Trosa Tullgarn Royal Palace

Regatta Trosa, Sweden

13-14 AUGUST Viaporin Trophy

Helsinki, Finland

JULY/AUGUST Baltic Sail

Gdansk, Sassnitz, Halmstad, Klaipeda, Rostock,

Karlskrona, Gävle, Swinoujscie: [linked festivals](#)

Tel: +48 (58) 323 6736, www.balticsail.info

Belgium

27-30 MAY Oostende voor Anker

Tel: +32 (0)59 701199, www.oostendevooranker.be

Denmark

12-14 AUGUST Svenborg Classic Regatta

Tel: +45 6222 5104, www.classicregatta.dk

7-12 SEPTEMBER Limfjorden Rundt

Tel: +45 6222 5104, www.classicregatta.dk

www.limfjordenrundt.dk

Finland

JULY (TBC) Loviisa Small Ships Race

Tel: +358 40 718 9897, www.loviisa.fi

France

4-6 JUNE Tregor Classique Regatta

Trebeurden, N Brittany, Tel: +33 (0)2 9623 6400

www.yctrebeurden.free.fr. Av 50 boats

17-20 JUNE Rare Boat Show

Lake Annecy, Tel: +33 (0)6 6235 0482

www.rivaclubdefrance.com. Yachts, Rivas, cars



Left: Svenborg
Classic Regatta
12-14 August

24-27 JUNE Belle Plaisance Regatta

Bénodet, Brittany; Tel: +33 (0)2 9857 2609

www.yco-voile.com

26 JUNE - 22 JULY French Resistance 70th

Anniversary Crossing ONE-OFF EVENT

Brittany-Cornwall-Brittany (see Telltales, p7)

Tel: +44 (0)1326 372121, www.mylor.com

A historic flotilla will celebrate the role of small boats in the French resistance. 30+ boats

5-10 JULY Brest Classic Week NEW EVENT

Tel: +33 (0)2 98 92972 www.brestclassicweek.com

Limited to 50 boats (classics only) and one of

the first events in the new Port of Brest Castle

14-17 JULY Voiles Classiques de la Trinité

Brittany, Tel: +33 (0)2 9755 7348

www.snt-voile.org; accueil@snt-voile.org

22-25 JULY Douarnenez

Brittany, Tel: +33 (0)2 9892 2929

www.tempsfete-dz.com. 200+ boats

6-8 AUGUST Paimpol Sea Shanty Festival

Tel: +33 (0)2 9655 1277, paimpol.fcm@wanadoo.fr

6-16 AUGUST Coupe des Trois Phares

Fowey/Cork to Brest and La Rochelle; 500-nM

decennial race, with starts in UK and Eire for first

time. bruce@blindwell.plus.com. 100+ boats

27-29 AUGUST Voiles de Légende

YC de la Baule, Brittany, Tel: +33 (0)2 4088 9146

Germany

21-23 MAY Max Oertz regatta

Neustadt, Germany www.max-oertz-regatta.de

Tel: +49 (0)4561 525601. Av 80 yachts

11-20 JUNE Robbe & Berking Classic Week

Flensburg-Sonderborg-Kappeln-Kiel, Tel: +49 (0)

461 903060, www.classic-week.de. Av 200 boats

26-27 JUNE Havel-Klassik

Berlin, Germany

Tel: +49 (0)30 3615 000, www.asv-berlin.de. Av 80

7-8 AUGUST Hamburg Summer Classics

www.summerclassics.de, Tel: +49 (0)40

2802400. Av 70 boats

19-22 AUGUST German Classics

Kiel-Laboe, Germany www.german-classics.info

Tel: +49 (0)431 76277. Av 150 boats

4-5 SEPTEMBER Holzbootregatta Schwerin

www.segeln-in-schwerin.de. Av 80 boats

Italy

13-16 MAY

Portofino Rolex Classic

Invitation only. www.yachtclubitaliano.it

8-12 JUNE Loro Piana Super Yacht Regatta

Porto Cervo, Sardinia, Tel: +44 0208 545 9338

www.loropianasuperyachtregatta.com

23 AUGUST Vogalonga

Venice, Italy +39 041 521 0544, www.vogalonga.it

1,500+ traditionally rowed boats.

9 OCTOBER Barcolana Classic

Trieste, www.barcolana.it

All summer ASDEC Classics

Asdec (Associazione Scafi d'epoca e Classici)

Tel: +39 02 7600 2751, www.asdec.it

This year, includes revival half-ton trophy

Netherlands

5-11 April Race of the Classics

Rotterdam-Oostende-Ipswich-Amsterdam

Tel: +31 (0)6 1230 8392 www.rotc.nl



A fleet of Vertues at
Barcolana Classic in
Italy, October 2009

CIM EVENTS

www.cim-classicyachts.org

6-11 APRIL

Les Voiles de Saint Barth

Saint Barth, Antilles
+59 0590 278727
www.lesvoilesdesaintbarth

7-9 MAY

Ladies' Cup

Monaco
Tel: +377 9310 6300
www.yacht-club-monaco.mc

7-9 MAY

Calanque Classic

Marseille, France
Tel: +33 (0)4 9170 2582
www.yachting-club-calanques-cassis.com

24-30 MAY

Régates Impériales

Ajaccio, Corsica, France
www.regates-imperiales.com

30 MAY-1 JUNE

Coupe de Printemps du YCF

Ajaccio - Antibes, France
Tel: +33 (0)4 704 10 00
www.ycf-club.fr

2-6 JUNE

Les Voiles d'Antibes

Antibes, France
Tel: +33 (0)4 9334 4247
www.voilesdantibes.com

11-13 JUNE

Porquerolles Classic

Porquerolles, France
Tel: +1 (0)4 9458 3449

17-20 JUNE

Les Voiles du Vieux Port

Marseille, France
Tel: +33 (0)4 9154 3203
www.lesvoilesduvieuxport.com

23-27 JUNE

Vele d'Epoca a Napoli

Napoli, Italy
Tel: +39 081 764 6162
www.leveledepoca.it

26 JUNE-8 JULY

Trophée Bailli de Suffren

St-Tropez, France-Malta
Tel: +33 (0)4 9497 7378
www.tropheebaillidesuffren.com

14-17 JULY

Barcelona Vela Clasica Puig

Barcelona, Spain
Tel: +33 93 221 6521
www.barcelonavelaclasica.com

22-25 JULY

Copa Gitana

Bilbao
Contact CIM for details

12-14 AUGUST

Regata Balear Classic

Palma de Mallorca
Tel: +34 (0)971 40 36 11
www.clubdemar-mallorca.com

15-18 AUGUST

Regata Illes Balears

Palma de Mallorca
Contact CIM for details

30 AUGUST-3 SEPTEMBER

Mahon - Imperia

Mahon, Imperia
Contact CIM for details

8- 12 SEPTEMBER

Vele d'Epoca di Imperia

Imperia, Italy
www.veledepoca.com

15-19 SEPTEMBER

Trophée Belle Classe

Nice, France
Tel: +377 9310 6300
www.yacht-club-monaco.mc

20-25 SEPTEMBER

Régates Royales

Cannes, France
Tel: +33 (0)4 9394 7167
www.regatesroyales.com

26 SEPTEMBER

Coupe d'Automne du YCF

Cannes - Saint Tropez, France
Tel: +33 (0)1 4704 1000
www.ycf-club.fr

26 SEPTEMBER-3 OCTOBER

Les Voiles de Saint-Tropez

St. Tropez, France
Tel: +33 (0)4 9497 3054
www.societe-nautique-saint-tropez.fr

2-3 OCTOBER

Raduno Città di Trieste

Trieste, Italy
www.ycadriaco.it



Traditional workboats in Portugal

25-27 JUNE Gouda Havnstad

Enkhuizen, www.havnstadgouda.nl

19-23 AUGUST Sail 2010

Amsterdam: Music, culture and nautical riches
Tel: +31 (0)20 681 1804 www.sail2010.nl

6-7 NOVEMBER Klassieke Schepen

Enkhuizen, www.klassieke-schepen.nl
All types of classics at this covered boat show

Norway

5-8 AUGUST Risør Wooden Boat Festival

Tel: +47 (913) 87 355 www.trebatfestivalen.no

Portugal

Associação Náutica Marina Parque das Nações

Busy calendar for workboats and classic yachts
Tel: +351 218 949 066 www.anmpn.pt

Sweden

3-4 JULY Sandhamn Race Week Sandhamn

Tel: +46 (0)8 556 16680 www.ksss.se

9-14 AUGUST Archipelago Raid

Stockholm, Åland and Finnish archipelagos
Tel: +46 (0) 8555 20700, www.archipelagoraid.com

Switzerland

1-3 OCTOBER Geneva Classics

Tel: +41 (22) 761 1111 www.geneva-classics.ch

Turkey

19-24 OCTOBER Bodrum Cup

Tel: +90 252 316 2310 www.bodrumcup.com

Traditional gulet schooners at Turkey's Bodrum Cup



Rest of World



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Canada

29 JULY-1 AUGUST Mahone Bay Festival
Nova Scotia, Tel: +1 902 624 0348
www.mahonebayclassicboatfestival.org
General regatta with a good show of classics

20-22 AUGUST
Montreal Classic Boat Festival
Montreal, www.fbcmontreal.com

26-29 AUGUST
Vancouver Wooden Boat Festival
Vancouver, Tel: +1 604 519 7400
www.vancouverwoodenboat.com

Caribbean

6-11 APRIL Les Voiles de St Barth NEW
A new pre-Antigua event including a classics class
www.lesvoilesdestbarth.com

15-20 APRIL Antigua Classics Week
Tel: +1 (268) 460 1799
www.antiguaclassics.com

Southern hemisphere

11-14 FEBRUARY 2011, Hobart, Tasmania
Australian Wooden Boat Festival
www.australianwoodenboatfestival.com.au

Other Australia and New Zealand events will appear in our regular Calendar pages

USA

23-24 APRIL
Apalachicola Antique and Classic Boat Show
Apalachicola, Florida
Tel: +1 850 653 9419
www.antiqueboatshow.org
Info@apalachicolabay.org

1 MAY
36th Annual Wooden Boat Show
Tel: +1 252 728 7317
www.ncmaritimemuseum.org

1-2 MAY
Keels and Wheels
Concours d'Elegance
Houston, Texas
www.keels-wheels.com

14-16 MAY
Bass Lake Rendezvous
North California
Tel: +1 714 524 2210
www.acbs-tahoe.org

5 JUNE
IYRS Graduation Day
Newport, Rhode Island
Tel: +1 401 847 1018
www.moy.org

11-13 JUNE
Classic Crusin' weekend
Branson, Missouri
Tel: +1 402 770 5400
www.heartland-classics.org

18-20 JUNE
St Michaels Antique and Classic Boat Festival
Chesapeake, Maryland,
Tel: +1 410 437 8108
www.chesapeakebayacbs.net

JUNE (TBC)
Antique and Classic Boat Show
Arlington, New Jersey
www.lhacbs.org

25-27 JUNE
The Wooden Boat Show
Mystic, Connecticut
Tel: +1 207 359 4651
www.thewoodenboatshow.com

8-11 JULY
Chris Craft Rendezvous
Port Orchard, Washington
www.chriscraftrendezvous.com

JULY (TBC)
Chain of Lakes Classic
Alexandria, Minnesota
Tel: +1 320 759 1114
www.mnlakesmaritime.org

23-25 JULY
Maritime Heritage Festival
Portland, Oregon
Tel: +1 503 657 6009

24-25 JULY
Antique and Classic Boat rendezvous Mystic Seaport, Connecticut
Tel: +1 860 572 5315
www.mysticseaport.org

30 JULY-1 AUGUST
Antique Boat Show & Auction
Clayton, New York
Tel: +1 315 686 4104
www.abm.org

7 AUGUST
Eggemoggin Reach Regatta
Brooklin, Maine
Tel: +1 207 669 8268
www.erregatta.com

14 AUGUST
Les Cheneaux Antique Wooden Boat Show Chedarville, Michigan
Tel: +1 906 484 2821
www.lchistorical.org

15 AUGUST
Opera House Cup Regatta
Nantucket, Massachusetts
Tel: +1 508 325 7755
www.operahousecup.org

28-29 AUGUST
Boston Antique and Classic Boat Festival
Salem, Massachusetts
Tel: +1 617 666 8530
www.boatfestival.org

SEPTEMBER (TBC)
Six-Metre World Cup
Newport, Rhode Island
www.6metreworldcup.com

10-12 SEPTEMBER
Port Townsend Wooden Boat Festival Washington
Tel: +1 360 385 3628

1-7 OCTOBER
New York City Classic Week
Tel: +1 212 786 3323 www.myc.org



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Mallorca from the 16th to the 22nd of August 2010*



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www.fundacionhispania.org



Puertos del Estado



MARINE WORKSHOP

THIS MONTH...

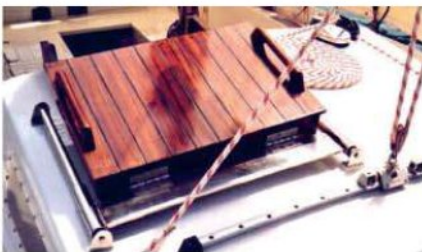


Building a pilot cutter

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Traditional tool

Drawknife, by Robin Gates, p63

Tool box

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Marine directory

Products and services p88

Yard News

Edited by Peter Willis



ISLE OF WIGHT

Hope remains buoyant in Sandown Bay

Getting ready for an Easter launch is this new Sandown Bay Cutter, *Hope*, built by Isle of Wight boatbuilders H Attrill and Sons of St Helens, and based on a turn-of-the-century boat, *Sheila*, owned and raced by Chris Attrill's grandfather.

These longshoreman's boats were traditionally used for fishing during the winter and cleaned up for charter and racing during the summer. They were

shallow-draft, beamy and roomy beach boats, but built with a turn of speed in mind.

The new version, strip-plank, 27ft 8in (8.4m) on deck, with an 8ft 1in (2.5m) beam has been built with pleasure rather than hard work in mind for local fisherman and sculptor Jeremy Gulley. Here she is in a capsize test, from which she righted with 6in (15cm) of freeboard and stayed stable. A second boat is currently being planked up.

LEVINGTON

Suffolk bunch in the shed

This time of year, the workshops of Suffolk Yacht Harbour, the marina at Levington on the River Orwell, are fairly stuffed with an array of tasty classics.

In this photo, front left, is *Lora*, built 1910 and in for a conversion back from bermudan to her original gaff rig to celebrate her centenary. Next to her is an Otter class motor cruiser, *Julia Gee*, from one of YN's favourite designers, J Francis Jones. Back row from left is *Toccata*, an S&S Finisterre class;



Gudgeon, a Mylne yawl (new counter and engine), and - hidden behind the Otter - lurks a Knud Reimers sloop, *Cameleon*, in for heavy structural repairs. Outside in the yard, *Croix des*

Gardes, the Henri Dervin sloop, is having her keel rebbed and her floors and mast step repaired.

All of these, and more no doubt, will be taking part in SYH's Classic

Regatta, 12/13 June, and a good selection will then be heading south for Cowes Classics where, says marina boss Jonathan Dyke modestly: "We usually do pretty well."

“I became fascinated by the concept of making a boat without any materials other than wood”

BOAT BUILDING ACADEMY GRADUATE

Trunnel vision

Nigel Sabin, recent graduate of the Boat Building Academy, Lyme Regis, decided to eschew metal fittings or glue in the building of his project dinghy. Instead, she's held together with wooden trunnels (or trenails, if you prefer), held in position with ash wedges.

The boat is an 8ft (2.4m) long traditional clinker Norwegian pram, designed by BBA instructor Mike Broom and built chiefly in yellow cedar and European oak.

Nigel hadn't intended to build a boat when he joined the course, but, as he says, "I gradually became fascinated by the concept of making one without any materials other than wood and which depended entirely for its structural integrity upon the fit of its components and the quality of the build."

Trunnels are still used in India and the Far East, but chiefly, Nigel found, "on large working boats using a carvel or plank on



Trunnel dinghy: new techniques devised



frame construction and where the thickness of the timber absorbs the forces needed to secure the fixing."

For clinker, where the planks are much thinner, and the shell has to be completed before any timbers are fitted, he had to devise new techniques, as well as pre-plan the location of each one of the 720 trunnels

used - sometimes before design details had been settled.

Pleased, and somewhat relieved, that his boat floated, Nigel now plans to develop the concept. "I believe that the unique individual character of this type of build will appeal to those who want something special," he says.

POLAND

Gdansk sailmaker visits UK

A welcome visitor to the CB stand at the Boat Show was Polish sailmaker Tadeusz Wojtowicz from Gdansk. His firm, Sail Service (en.sailservice.pl) has been making sails for 20 years - for ships tall and small.

He'd be very happy to talk to UK sailmakers about co-operative projects, and issued an invitation: "If you or anybody else is interested in visiting Poland in the summer time we are ready to arrange the visit and show you some Polish classic yachts."

Apparently there are meetings in Ryn on 9-11 August and in Mikolajki, 27-29 August.



Above: Sails for Tall Ship Tre Kronor...

Below: ...and for small boats



SOUTHAMPTON

Alinda V, back from Greece

Alinda V, the 78ft (23.8m) teak on wrought iron ketch designed by Alfred Mylne and built by Alexander Stephen and son in Glasgow in 1934, is currently undergoing an extensive refit and restoration at Southampton Yacht Services.

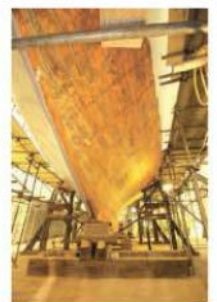
Based in Greece, she has spent some 50 years under the care of two generations of the same family, her

present captain, Panayotis Tsanis having taken over from his father some years ago.

As well as repairs to hull and deck, and re-engineering of mechanical and electrical systems, a new teak deckhouse and new joinery in figured European oak will follow the original designs as closely as possible.

Completion is planned for this summer.

“She spent some 50 years in the care of the same family”





7 STAGES OF BUILDING A PILOT CUTTER

Stage 4 Constructing the deck

With carlins, coamings, and custom-made cast bronze fittings. By Nigel Sharp

The first stage of the deck construction was to fit the oak deck beams. While the camber of the deck was nothing like as pronounced as the curve of the hull frames, it was still advantageous to be able to select the timber for each beam so that the grain followed the shape of the camber as closely as possible.

Once the beams were cut to shape, they were fastened to the beam shelf with 1/2in diameter copper rivets. Substantial oak lodging knees were then fitted in the angles between most of the deck beams and the top plank, with spacers filling the space above the beam shelf.

Carlins

Next to be fitted were the fore-and-aft carlins between the beams wherever openings in the deck such as hatches and the cockpit were to be created. The fairness of the whole deck structure was then checked with long battens, and hand planes were used to make small adjustments. Upstands were fitted onto the inboard faces of the beams and carlins, wherever deck hatches would later be fitted.



Two views of the ply sub-deck. Would the old boatbuilders have used ply if they could? Probably – it helps stiffen and waterproof the boat

Sub-deck

Cockwells believes in fitting a plywood sub-deck in its pilot cutters and this is a major difference to the way in which the 1904 *Peggy* and other boats of her era were built. It will be an enormous advantage – partly in the way that it makes the whole boat considerably stiffer and stronger, and partly because it will considerably reduce the risk of water ingress. Both of these factors will help to prolong the boat's life greatly. The boatbuilders of a century ago

didn't have plywood, but it seems highly likely that they would have used it if it had been available to them.

For additional strength, the plywood was fitted in two layers. The first layer (15mm) was initially dry-fitted to a line within 7in (180mm) of the outside of the boat, to allow for later fitting of the covering board.

The sheets were then removed, and a series of fore-and-aft v-grooves were routed into the underside face to match the seams in the teak planking which would later be laid. This exact replication involves considerable thought and planning, and perhaps for that reason is unusual. In fact it is not uncommon to see straight fore-and-aft v-grooves on the underside of a deck, while the planking above is actually swept parallel to the covering board.

The undersides of the sheets were then painted, although not in the areas that would be glued to the top faces of the deck beams and carlins. These had been carefully marked during the initial dry-fitting of the ply and then masked up to ensure thorough adhesion of the epoxy. When this first layer had been finally fitted, the second layer was

Deckbeams, thwartships, and carlins, fore-and-aft around cut-out areas



Above: The teak deck, with mast aperture, skylight frame, hatch, coamings and bulwarks

Left: Fitting the covering board

added - with the joints between the ply sheets carefully avoiding the joints in the first layer which lined up with beams and carlins - and also glued with epoxy.

The whole of the plywood deck, with particular attention to the end-grain edges, was then sealed with a thin layer of fibreglass roving and epoxy resin.

Covering boards

Next, the iroko covering board - 38mm (1½in) thick to match the combined thickness of the ply and the laid teak deck - was fitted around the outside of the sub-deck. Before it was finally fixed, the square holes and seams for the bulwark stanchions were cut into it.

Teak deck

The teak decking was fitted in straight fore-and-aft planks, as was the tradition on the pilot cutters, and a rebate was machined in one edge of each plank for the seams. The easiest way to hold the planks in place while the epoxy glue cured would have been to screw them to the sub-deck and then glue dowels over the heads of the

screws. However, no fastenings were used at all - weights were used instead - for two reasons. All laid decks experience wear over time, and the effective life of a deck which is screwed down is considerably reduced as the dowels will disappear and expose the screw heads long before there is a problem with the decking itself. Also, having hundreds of screws penetrating the glass/epoxy layer and ply sub-deck could just be inviting future problems in terms of water ingress.



The cockpit, with its coamings

Once all the teak was laid, the seams were neatly raked out to remove any epoxy which had squeezed out and to ensure they were of a uniform 5mm width. They were then primed and caulked with Sikaflex 290DC.

Hatches and skylights

While all this work was being carried out, the deck hatches were under construction on the bench. These consisted of a skylight over the owner's cabin aft, the companionway hatch combined with the saloon skylight, and the forehatch. They were built in iroko, to traditional construction and styling with dovetail joints and brass round bar to protect the glass in the skylights. As soon as the decking was laid, the lower edges of these three hatches were spiled and trimmed to match the camber and sheer, and they were then fixed around the previously-fitted upstands.

Cockpit coamings

After discussions regarding various ways of building the cockpit, Lance, the owner, chose to have the cockpit coaming enclosing a large area, primarily to give a more secure



Far left: Preparing the teak deck



Left: Frame for deck prism



Left: Aft corner of bulwark

feeling when moving between the cockpit well and the companionway at sea. The coamings were made from solid iroko 3in (75mm) thick at their base with angled inboard faces for leaning comfort. They were fitted to the aft corners of the companionway hatch at their forward ends.

Bulwark stanchions

Meanwhile, other members of the team were busy bolting the bulwark stanchions to the hull planking, and then fitting the bulwark planking and the iroko capping rail.

Ten coats of Coelan Boat Coating (a long-lasting polyurethane based liquid polymer which Lance preferred to conventional varnish) were then applied to all the external iroko.

Custom-made deck fittings

A few of the deck fittings were available from suppliers such as Davey and Co, Classic Marine and Toplicht. However, many of them had to be custom-made - some in fabricated bronze or stainless steel and some in cast bronze.

Cockwells has plenty of experience in the processes necessary to achieve the latter. First of all, drawings were produced so that timber patterns could be made - replicating the fittings but slightly larger to allow for the shrinkage that occurs during the casting process. The patterns were then sent to Bristol Foundry which created sand moulds, into which the molten bronze was poured. When they had cooled, the rough castings were

returned to Falmouth, where they were polished to produce a smooth, shiny surface, and machined as necessary. In some cases this machining process just consisted of drilling and countersinking for the fastenings. In other cases it was more involved - the boom crutch, for

instance, consisted of a U-shaped top fitting which had to be machined to match the bronze tube which supported it, which in turn had to fit into three separate bases, each of which had to have flanges at different angles to match the deck camber where they were positioned.

Some fittings, such as the chainplates for instance, needed to be of stainless steel and Lance and Cockwells agreed that these would not look the part if they were bright polished. A dull mill finish however would replicate the traditional look of galvanising without the disadvantage of rust steaks appearing should the coating become damaged, so this was decided upon.

The detail of some of the deck fittings will be discussed along with the rig in Part 6. 🌐

In the meantime, next month, it will be time to look at the interior and the systems.

Caulking the teak deck with Sikaflex



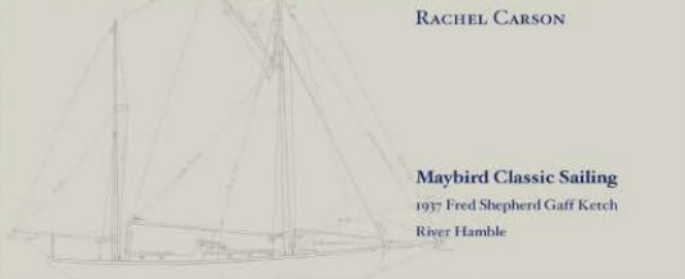
The companionway hatch and saloon skylight being made up 'on the bench'



Copy deadline for May issue is 23/03/10 (before 3pm)

"Beginnings are apt to be shadowy, and so it is with the beginnings of that great mother of life, the sea."

RACHEL CARSON



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Boatbuilder's Notes

WATERTIGHT HATCH

Hatch trick

BY RICHARD TOYNE

Among the many things in need of improvement when Magali and I bought *Sigfrid*, our 34ft 6in (10.5m) steel ketch, was the companionway hatch. This had been made from plywood, presumably by the boat's original owner, and at some stage during the intervening years, coated with a polyester gauze and rubberised paint to try and keep it waterproof. When this failed, various rubber flaps had been tacked in place to try to cure the leaks in what was an intrinsically bad design. When we decided to refurbish the whole of *Sigfrid's* coachroof, fitting a watertight hatch was obviously high on our list of priorities.

Initially, we assumed that finding a suitable design would be straightforward. There are, after all, plenty of sailing boats with satisfactory hatches, so we imagined we would be able to model our new hatch on one of those. A more detailed examination, however, revealed that a lot of hatches are protected by a sprayhood and seem to work on the assumption that the boat will be head to wind, at anchor or on a mooring, if there is heavy rain.

Sealed hatch

What we were looking for was a sliding hatch that would be easy to open and completely rainproof when closed. On top of this we wanted one that could be secured so that it would be completely watertight in the event of heavy weather.

At first this seemed to present us with some fairly insoluble problems. If our new hatch was to be immersion proof it would require some sort of rubber seal, which would then create far too much friction for it to slide easily. Even if this was overcome

with a system whereby the hatch dropped onto its seals at the end of its travel, how were we to make it watertight around the end of the rails that it slid on?

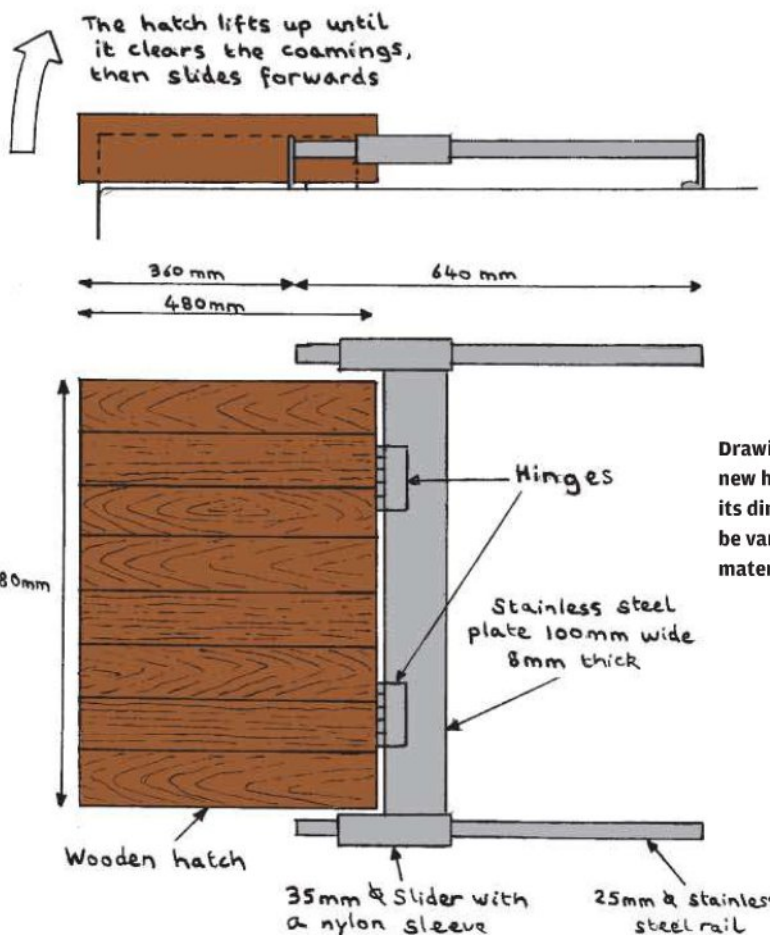
Old catalogue of designs

After quite a lot of time spent puzzling over this, we came across an old catalogue of designs supplied by Meta, the yard in France famous for building Bernard Moitessier's boat *Joshua*. This listed a hatch that promised to be both sliding and watertight.

Hoping that this design, from the 1970s, would still be available, we contacted the yard owner M Joseph Fricaud. He mentioned

that it might be considered old-fashioned, but assured us it was effective, and though no one had asked for it for years, he would be glad to send us a copy. When we received the drawing through the post, we found that, like most good ideas, the principle it worked on was very simple.

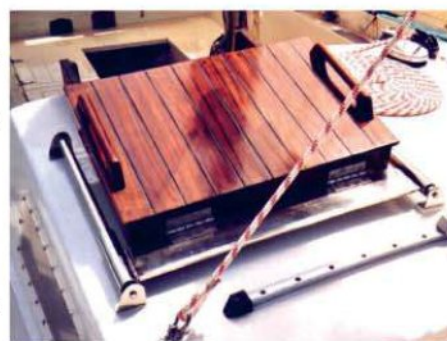
The hatch is simply a shallow box, which drops over substantial coamings and is hinged to a completely external slider mechanism. The hinges allow the aft end of the hatch to be lifted high enough to clear the coaming at which point it can be slid forwards. This system also lifts it off any seals before it slides.



Drawing: *Sigfrid's* new hatch, showing its dimensions. It can be varied in size and materials



Left: The new hatch in the closed position viewed from ahead.
Right: The new hatch in the open position taken from the same angle. The hinges allow the hatch to lift until it clears the coamings, allowing it to slide open



“For removing wood with satisfying speed nothing beats the drawknife”



WOOD

Hue affected by exposure

In the March issue we shone the Wood Guide spotlight on khaya, alias African mahogany, writes *Richard Hare*. In it we mentioned its ability to turn a richer hue on exposure to the atmosphere, so we decided to do a little test using the same piece used to illustrate the feature.

Paper was wrapped around half the sample, the other half left exposed to the elements. It was left on my desk beneath a Velux window for a month from 7 January. The weather was gloomy and, obviously, there was little daylight.

Nonetheless the change in colour has been quite remarkable. Now would probably be a good time to varnish it. We'll leave it there to catch the stronger sunlight as summer approaches and see what happens.

CLEANER

A dab hand

Growing up in a house that was half workshop, writes *Robin Gates*, there was always a tub of this green jelly next to the washing-up liquid, but since it was invariably scooped out with grimy fingers I hesitated to dip into it. Now the maker, Deb, has come up with a new smooth-formula Swarfega, dispensed from a pump pot so every squirt is squeaky-clean and you won't take more than you need. They've also added a moisturiser and mild citrus scent. It's useful in the galley too. Applied to the cooker at around 10 squirts per 250ml water it dissolves the baked-on grease, and can even clean oily marks from upholstery.

Above: One deep winter month and the khaya has reddened significantly

“The weather was gloomy and, obviously, there was little daylight. Nonetheless the change in colour has been quite remarkable”



A 450ml pump pot is £5.45 inc VAT at your local hardware store

Traditional Tool

The drawknife



BY ROBIN GATES

For removing wood with satisfying speed nothing beats the drawknife. Down the years it has appeared with adjustable and folding handles, chamfer guides and various degrees of curvature designed for specific tasks, but what I like about this one, handed down from Grandad, is what the drawknife epitomises for me: simplicity. Forged from flat steel bar with tangs for ash handles perpendicular to the cutting edge, in the British style, it remains as solid as the day it left the smithy.

A large drawknife can be an intimidating tool but a 6in (15cm) blade such as this quickly becomes one with the user. Unencumbered by sole, fence or depth stop it lets you see exactly what you are doing and is capable of roughing out rounds and hollows otherwise awkward to achieve.

Historically the drawknife has been a standard of the shipwright's toolbox and some still favour it for roughing out the bevels on planking or reducing the quarters of a hollow mast.

Yet being a narrow, naked blade it demands close scrutiny of the grain if you are not to dig deep in error. If it does dig in you simply switch the direction of cut, and for finer shavings use with the bevel down. This versatile tool also cuts well, using a push stroke with the edge facing away.

Happily, traditional drawknife making is alive and well in Britain. You may find a blacksmith to make exactly what you want, otherwise try Ray Iles in Horncastle, whose range includes a 6in (15cm) model at around £32, or Crown Hand Tools of Sheffield, whose 11in (27.5cm) model is about £41.

“Unencumbered by sole, fence or depth stop it lets you see exactly what you are doing and is capable of roughing out rounds and hollows otherwise awkward to achieve”

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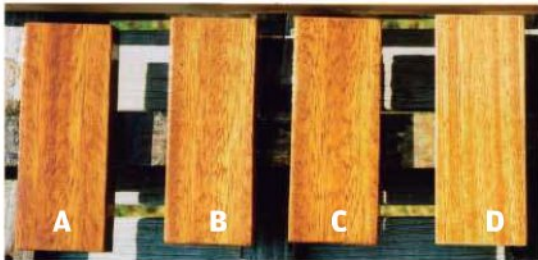
Oulton Broad, Lowestoft, Suffolk, NR32 3LQ
01502 569663 ibtc@globalnet.co.uk

www.ibtc.co.uk

WOOD FINISH UPDATE



30 months into CB's Series 2 exterior woodfinishing test, *Richard Hare* reviews the contenders, with an update on series 1



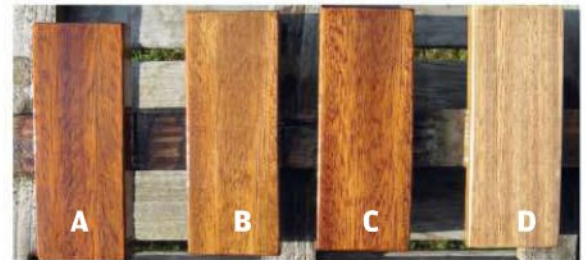
THE FOUR CANDIDATES

A UV-Tech
B Uroxsys
C Blakes Classic
D Blakes Seatech

Left: Start of test



Left: After 6 months



Above: After 18 months



Left: After 30 months

Top: The test rig

In terms of UV the summer of 2009 was more normal than of late – plenty of sunshine in early summer, a decent amount in late summer too but dismal and wet in July when the sun ought to have been at its most punishing. On balance though, our test pieces were not let off lightly.

To gain a CB 'Pass', a product must manage 18 months without the integrity of the finish rupturing or eroding. This puts its performance well above the usual annual maintenance cycle. Three of the original contenders had to be retired from the test because they failed to meet these criteria (details in CB251). One of them, a teak oil, was withdrawn as such products, although cheap and easy to apply, need to be refreshed every two to three months.

Uroxys, then a new flexible polyurethane, was found wanting, but the product was withdrawn by the manufacturer during the test period and replaced by a new formula which is currently under test as part of Series 3 – to be introduced in next month's CB. The third casualty was a water-based polyurethane, Blakes Seatech.

Two of the original contenders have made it to 30 months though: Blakes (Hempel) Classic Varnish and UV-Tech. For the record, failure is deemed when the film becomes detached and/or bare wood is

exposed. In other words, serious remedial action is needed imminently. This applies as much to the end-grain as it does to the surface. Hairline cracks along the very sharp upper corners have been allowed so long as they do not affect the quality of the surrounding finish and its adhesion to the substrate, or allow water access beneath the film.

The test rig faces SW onto a Suffolk tidal river and the back of each test piece is coated with flexible PU to ensure its watertightness.



Looks can deceive - UV-Tech surface blistering, but it retains its integrity beneath.

A UV-TECH

PASS** and ongoing

UV-Tech comprises a 'saturating' oil base coat and a varnish topcoat. It is produced in Denmark (see www.uv-tech.net) and distributed in the UK by Mark Rolt's Bristol Classic Boat Company (www.bristolclassicboat.co.uk).

Application notes

15 dressings of Evo Basic Oil at roughly two-hour intervals, then allowed to cure completely over three days and de-nibbed with 120 grit paper, followed by six coats of Evo Classic Varnish, one per day. The 21-coat application took 10 days.

Recommended ongoing maintenance

Manufacturer's instructions call for two coats of the varnish for the two subsequent years and then one thereafter. Light sanding beforehand. Given the performance at 30 months we wouldn't challenge this.

Performance after 30 months

Totally intact on surface and all four edges but the surface varnish has degraded in a display of tiny blisters. This has only occurred on the main surface, where UV is most intense, and the test piece sides are unaffected (low UV). Significantly, the Evo

PRODUCT	TECHNICAL DESCRIPTION	COATS (1)	AREA (2)	COST per litre (3)	COST per m ²	DAYS TO APPLY	RESULTS 18 MTHS	RESULTS 30 MTHS
TWO-POT VARNISH								
A UV-TECH (4)	Alkyd-based + tung oil & others	Evo Oil: 15 Varnish: 6	19 15	£18 £24	£14.20 £9.60	10	*PASS	**PASS
FLEXIBLE POLYURETHANE								
B UROXSYS	Aliphatic flexible PU	5	8	£30	£18.75	2	FAIL	-
SINGLE-POT VARNISH								
C BLAKES (HEMPEL) CLASSIC	Oil-based, alkyd varnish	5	19	£21	£5.53	5	*PASS	** PASS
WATER-BASED VARNISH								
D BLAKES SEATECH	Waterborne polyurethane	5	12	£24	£10	2	FAIL	-
(1) Primer(s) included where applicable.			(4) We used the same application schedule as in our Series 1 test for two-pot varnish. For more detailed information see CB 238.					
(2) Claimed m ² /litre; on single-coat basis except for UV-Tech.								
(3) Cost per litre at 2007 prices.								



Oil undercoat has remained intact and is attached to the substrate throughout. Gloss remained good at 30 months and since the manufacturer's recommendation is that it should be refreshed annually, and that the integrity of the finish has remained intact (no moisture ingress or access), the product gains two stars and continues into next year.

G HEMPEL (BLAKES) CLASSIC VARNISH

PASS and ongoing**

This is a conventional alkyd and tung oil-based varnish, very similar - if not the same - as the Hempel varnish we tested in the Ionian (see CB226). It behaved like any good quality conventional varnish - good high salinity resistance but its Achilles heel, as always with conventional varnish, was its weak resistance to high UV.

Application notes

Five coats applied over five days, the first thinned about 30 per cent with white spirit, the second coat de-nibbed with 400 grade paper.



Recommended ongoing maintenance

Giving last year's varnish an annual light sanding followed by thorough cleansing to remove all dust and grease, then applying a single fresh coat should be sufficient.

Cleansing the old surface (warm soapy water/white spirit) is the key to success, in our view, not so much the volume of coats applied.

Performance after 30 months

It looks like new. Totally intact on surface and all four edges and retains an impressive high gloss, darkened slightly to a rich nutty colour during the first 6 months and then stabilised. All the conventional varnishes tested to date have made two stars. Will this one raise the bar?

PAST PASSES

When the results of Series 1 CB March 2008 and Series 2 April 2009 are amalgamated we find we're building a useful body of CB 'Pass' products. So, for the first time, here they are all together.

Series 1 and 2 CB 'Pass' Products and their star ratings

Product	Stars (*)	Cost, applied (z) (group basis)
Conventional varnishes		
Prima varnish	**	Low
Epifanes varnish	**	
Skippers Starwind UV varnish	**	
Blakes (Hempel) Classic varnish	** to date	
Le Tonkinois organic varnish	**(*)	
Two-tin varnish		
UV-Tech 2-tin varnish	** to date	High
Water-based woodsealer		
Burgess Hydrosol water-based woodsealer	*	Very low
Exterior woodstain		
Sikkens Novatech high solids ext' woodstain	****	Very low
Two-pack (catalysed) varnish		
Skippers Poliglass/Acriglass 2 pack varnish	*(*)	Moderately low
Flexible polyurethane		
Coelan flexible polyurethane	****(*)	Very high

(*) The star rating

The star rating works as follows. By implication, all star ratings are CB 'Pass' products. * Excess of 18mths. ** Excess of 30mths. *** Excess of 42mths. **** Excess of 54mths. (*) Distinction (z): Based on coverage rate at number of coats required, not cost per litre.



The survivors from Series 1 - Novatech (left) and Coelan (right) carry on into their 7th year, their faultlines unexploited

SERIES 1 UPDATE

COMMENCED MAY 2003

In 2008 we announced our joint winners from Series 1; high-solids exterior woodstain **Sikkens Novatech** and flexible polyurethane, **Coelan**. Both gained four stars. Coelan had the edge on Novatech - as it ought to, given the vast difference in cost - and for this it was awarded an additional distinction star.

Neither product made it to five stars (5½ years' exposure) though, due to the cruel sharp upper corners of the test pieces which nudged their way through and did their damage. Such sharp corners should not be found externally on a boat but we have them here to accelerate the ageing process.

That said, we've kept both these warhorses up on the rig because they both continued to perform brilliantly with little or no further degradation during the subsequent two years.

The defect at the sharp corners has not spread, as would be the case with other generic types of exterior woodfinish. Ma Nature has been unable to exploit her bridgehead, and she must be fuming.

Her annoyance is great news for us though as all we need do is keep on top of the maintenance schedule - and it's very forgiving with both of these products - and we can keep her talons at bay indefinitely.

Next month Series 3

Introducing 10 new products, and how they fared in their first season on the test rig



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Tool Box

Random orbital sanders

It's that time again when even as the snow is still blowing in flurries one's mind starts to think of fettling the boat. This means paint, but before painting can be thought of there is all the preparation to do and that means scapers and... sanders.

We thought we'd look at sanders, which come in all shapes and sizes, starting with random orbital sanders. Tradesmen have for years used air-powered versions but for those without the use of compressed

air there are plenty of electrically powered models in the shops and catalogues.

These sanders have a rotating circular pad that also orbits upon a sanding disk held usually by Velcro-like hooks and eyes. Holes in both the pad and the sanding disk facilitate dust extraction. In professional workshops sanders are designed to be connected to the hose of a dust extraction system, but all these sanders come with a dust collecting bag, which makes them

more versatile and convenient to use. They cover a wide price range, under £30 to over £300, and comments take this into account.

A thought on safety: these are powered by 230volt mains. Mixing that with water is a dangerous business so these are best used when the boat is on the slip or snug in its cradle. Given that any tool is hard to keep in one place on a boat or around the marina I've given the highest marks to those that are supplied in cases. *David Stokes*

Bosch GEX 125-AE

Price £81.69
Wattage 250
Orbits per minute 7,500 - 12,000
Pad diameter 125mm
Weight 1.3kg
Contact 0844 736 0107



A very neat and well made and designed sander with lots of soft grip, rubber coated surfaces where the hands have to go for comfort and good grip. Motor speed control is by a thumbwheel at the rear of the motor housing, on/off switch is a rocker switch at the front of the housing. All this comes in a carry case with one spare 80 grit sanding disc and a dust filter box.



Dewalt DW443

Dewalt DW443
£154.95
from www.dm-tools.co.uk
Wattage 530
Orbits per minute 4,000 - 7,600
Pad diameter 150mm
Weight 2.7kg
Contact +44 (0)1753 567055
www.dewalt.co.uk

A 150mm diameter pad not only rotates but also orbits, removing material efficiently. The variable speed motor is controlled by a thumbwheel on the side of the motor casing; the on/off switch is of the sliding type. Sanding discs have six holes for dust extraction and use the hook- and-eye system to attach to the pad.

Draper 41466

Price £34.94
www.pvrdirect.co.uk
Wattage 480
Orbits per minute 5,000 - 12,000
Pad diameter 125mm
Weight 2.6kg
Contact +44 (0)2380 494333



Sander with a variable speed motor, on/off switch is a trigger and the speed control is by thumbwheel on the side of the rear handle; the front handle is moulded into the main motor casing. Comes in a plastic case; apart from containing the sander there is also just the one 120 grit sanding disc and a dust bag.



Sealey EDA150.V3

Price £305.44
List £203.55
From www.justoffbase.co.uk
Wattage 360
Orbits per minute 7,000
Pad diameter 150mm
Weight 2.1kg
Contact +44 (0)1284 757500

Looking a little like an angle grinder but with a sanding disc at the business end, it has a rubber pad using the self-adhesive method of sticking a disc to the pad. With a side handle and a spanner to attach the screw-in rubber pad securely, it comes in a cardboard box.

ClassicBoat Online Forum



Topsail spar stowage

Q I have two topsails for my gaff-rigged Leigh cockler. One is small and not a problem, the other is quite a bit larger and needs spars to set. Where do other people stow their spars for the topsail when not in use? Also do they stow the spars with the topsail secured? Trying to find a decent spot before I make the spars and clutter up the cabin with yet more gear... *AndrewF*

◆ How do you reef? If you use points and have twin topping lifts the received wisdom is to fit lazyjacks and drop the topsail on its spars into the lazyjacks. This is really easy. If, like me, you use roller-reefing, things are more awkward and the common solution is to roll the topsail round its spars and stuff the lot into a sausage-shaped sailbag stowed up a shroud. It's a bore, but I've put up with it for a long time. *Minn*

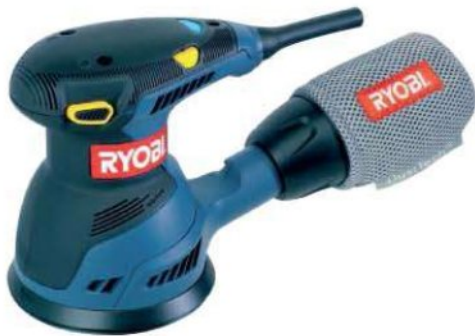
◆ I've seen people on the Broads spend over half an hour rigging a topsail for a 40-minute race. If they're not rigged (or set) properly, the damn things actually make the boat go slower. In my thoroughly biased opinion, topsails are the single most compelling argument in favour of bermudan rig. Those who persist with these aberrations often stow them in a bag and hang them off the whisker shrouds - where at least they're out of the way. Don't underestimate the relatively newly developed integral topsails. The gaff becomes a top batten and all sail goes up at once. When there's too much wind, a slab is taken into the main (centre of effort remains constant). They work well: remarkably family

The single most compelling argument in favour of bermudan rig

friendly, and faster. Mike Mcnamara and Chris Jeckells have cut many; probably the only development in gaff rig in 100 years. *oldfrank*

◆ If the spars are short enough, stow on the coachroof. Next best bet is to rig rope grommets round the boom and stow them alongside the boom. Third option is to make a ring out of brass bar and lash it up a shroud. Not elegant. Option four is a combination of stowing the shorter jenny yard on the coachroof and stowing the long spar up the rigging. You could also stow it up the front of the mast, unless you already have a spinny pole there... *Seagreen*

Got a problem? See our Forum on www.classicboat.co.uk



Ryobi ERO-2412VN

Best buy

Price £39.99
Wattage 240
Orbits per minute 7,000-12,000
Pad diameter 125mm
Weight 1.7kg
Contact +44 (0)1628 894400

A neat and well made lightweight sander, this uses the

hook-and-loop means of attaching the sanding discs to the pad. Supplied in a case with 10 various spare discs and a dust box. Motor speed is controlled by a thumbwheel on the top of the rubber-coated motor casing and at the front of the casing is the sliding on/off switch.

Makita B05030

Most desirable

Price £65.00
www.makita-direct.co.uk
Wattage 300
Orbits per minute 12,000
Pad diameter 125mm
Weight 1.3kg
Contact +44 (0)1908 211678

Despite coming in a cardboard box with

one sanding 120-grit sheet, this is an attractive machine, being a very compact design, with a single, 12,000 orbits-per-minute speed. The motor housing is coated in a rubberised material; the on/off switch is on the front of the casing at the top. It uses hook-and-loop sheet attachment.



Clarke CROSI

Price £27.01
From Machine Mart
Wattage 420
Orbits per minute 4,000 - 11,000
Pad diameter 125mm
Weight 2.2kg
Contact +44 (0)1992 565300
www.clarkeinternational.com

This is one of the few sanders with a side handle and unlike many this sander has no rubber coating on the handles. Motor speed is set by a small wheel on the trigger. Dust collection is either in the cloth bag provided or by connecting to a vacuum dust extraction system.



B&Q MAC450C

Best budget buy

Price £39.98
Wattage 450
Orbits per minute 4,000 - 11,000
Pad diameter 125mm
Weight 3.0kg
Contact www.diy.com or local store

Quite a chunky beast for a 125mm random orbit sander,

it has a variable speed motor controlled by a thumbwheel on the front of the motor casing and on top is the sliding on/off switch. Comes in a plastic carry case, with three spare discs using the hook-and-loop method and an integral dust box.



ON THE WATER

Voyages

THIS MONTH...

Lazarette
Rewind hand held VHF p74



Victualling
Catch of the day: cooking whitebait p75



Books
The Arctic... and the Roaring Forties p76



Dazed kipper
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Getting afloat
Buy Don Street's lolaire p79

Brokerage
Find your boat p80

Boatbuilder, feral cat and an abandoned Buchanan

Across the Atlantic on a sack of rice and a fishing line



Part 1: Ben Jefferies adopts *Dhanu*, dumped at the back of a yard in Trinidad, and Cato the cat and heads for the Antigua Classics

This story starts in the rain forest of Guyana where I had been living for two years. An old friend came up the Barama river with the news of his recent acquisition – a 1940s 42ft (12.8m) Philip Rhodes in need of serious attention. Within 24 hours my bag was packed and we were on our way downriver – headed for Trinidad to fix my friend's boat.

By the end of my first month in the boatyard in Trinidad, I'd noticed *Dhanu*. Dumped at the back of the yard, bushes were growing up around her keel, and the

caulking cotton was hanging out of the seams. With the peeling paint and rust stains streaking the hull and a couple of planks sprung from the transom it was easy to ignore her wonderful lines.

With her long, deep keel and a typical Buchanan/Kim Holman shape, it was clear she had an ocean-crossing pedigree.

My first step on board I fell through the rotten deck, landed on the chart table, went cleanly through that and found myself in the bilge waist deep in water. Even at this early stage it was too late – the seed had been sown. All I could think

“My first step on board I fell through the rotten deck, landed on the chart table and went cleanly through”

Right: *Dhanu*, dumped at the back of the yard in Trinidad





“I admired their ‘can-do’ approach to things. So different to the folk who would toss a box of matches at me, shouting ‘Do yourself a favour’”

Dhanu, following her eventual full restoration

about whilst wading through the bilge, was that if she could keep the water in she could probably keep it out too.

It took a few days to negotiate a deal with the yard and owner. *Dhanu* had been dumped. The storage bill hadn't been paid in four years. US\$1,000 bought me the boat and three months to get her so she'd float.

The next day was probably one of the happiest of my life. I let out all the brackish water, and sat there in the dank dark hull dreaming of cobalt water, fresh dorado and flying fish. On board were half a dozen rust-stained sails (but the seams were mostly fine), an anchor with plenty of chain, rope, jerry cans and a lovely old B&G compass. A bare minimum, perhaps, but I thought in times gone by people have sailed with far less.

Straight away I set to fixing the deck. It was worse than I thought. Both carlins were rhubarb and several deck beams were broken or rotten at the ends. I shored up the coachroof and set to tearing up the old deck. New beams were cut from 'discarded' boat shores (two of which were greenheart!).

Shuttering ply deck

Marine ply was way beyond my budget as was even half-decent WBP so I had to ferret around. On my way back from Port of Spain one morning I called in at a large construction site. For the price of a round of drinks they delivered all their used concrete shuttering ply. The next few days were spent grinding the cement off - but I

had a deck. Cheap ply maybe, but I knew it would be directionally stable and, when painted, waterproof.

I was halfway through nailing down my new deck when packages started appearing beneath the boat. Sails, coils of rope, a spare compass, an old VHF, stainless screws. The list was endless. I will never forget the huge generosity shown to me over those couple of months. It was largely led by our American cousins - I admired their 'can-do' approach to things. So different to the folk who would toss a box of matches at me, shouting "Do yourself a favour".

Three months went into four - and *Dhanu* had been re-decked, re-caulked, a few new frames laminated in and

45'

50'

completely painted. Finally I antifouled her with a mixture of ends of tins. We launched and were towed out to the anchorage to contemplate our next move.

A week later Cato the tomcat turned up. The jungle drums had warned that the yard was having a cull of all the feral cats. I knew where a young litter was, so for a packet of fags I persuaded the security guard to look the other way while under cover of darkness I climbed into the cockpit of a gleaming speedboat, put the five furry balls into a sail bag, and rowed out to *Dhanu*. They were clever kittens. Within a day they were all litter trained, and within two weeks Cato's four brothers and sisters had begun a life at sea each one on board a different boat.

Cato the survivor

Cato was very much the pick of the litter. At least twice I came back swaying in the early hours to find a tiny shivering ball of wet fur clinging to the anchor chain - he'd obviously slipped overboard. He would turn out to be a real survivor.

I didn't hang around in Trinidad for long. After a couple of weeks we were heading up the Windward Isles destined for Antigua. *Dhanu* handled the strong

"It was decision time. I had about £40 in my back pocket and the beginning of the hurricane season was days away"

tradewinds with ease. I was thrilled with my new boat. The only serious mishap was losing the foresail halyard winch. It tore out of the mast while my crew was hoisting the jib, bounced off his forehead - left a good gash - and flew overboard.

Cato was loving life afloat. Flying fish would land flapping on the deck, and he would tear out of the cabin and return proudly offering the fish to me in my bunk. These were formative times for him - when he retired from sailing and went to my parents' farm he never really 'got' mice.

A week in Antigua for the Classics and then I set sail on my first singlehanded passage to St Maarten, some 80 miles away.



On this trip I learnt some hard lessons. In celebration I'd had a couple of toasts to Neptune and before long I was gently snoring on the floor of the cockpit. A few hours later Cato woke me with one of his fish - to my horror I was about three miles off the south coast of St Maarten. My old plywood dinghy which I'd been towing was gone, and a spare mainsail had been swept off the coachroof. I would take sailing singlehanded a little more seriously from now on.

Goodbye to the anchor

It was decision time. I had about £40 in my back pocket and the beginning of the hurricane season was days away. I had no intention of staying in St Maarten - I had to move north. Dave of the *Black Pig*, an old friend, offered to buy an anchor from me - "You won't need two." So I said goodbye to my 45lb CQR and with the \$120 cash took Dave for a drink in town. Half way through the night it seemed a good idea to check out the casino. Plied with free rums we sat and watched the roulette table but didn't play. That is until the ball had gone to red six times in a row. The seventh spin I slapped \$140 on black. My luck was in. I walked out immediately with my \$280.

On the way back to *Dhanu* I'd had an idea. I climbed aboard and woke Cato up. "We're going to cross the Atlantic." He yawned and fell back asleep.

In the three days that followed I provisioned for the trip. It seems incredible now that my supplies took me over 4000 miles at a total cost of \$260. I figured that if I could catch fish and had a couple of sacks of rice, with enough water I could stay at sea almost indefinitely. Over half the money I spent on good lures, wire trace and lines. The other half went on tobacco, rice, limes, vitamin pills and a few treats. It was a good call. We dined well - two months at sea and Cato and I were never short of fish.

Next month: The leak, the becalming, the gale as Dhanu crosses the Atlantic

"A few hours later Cato woke me with one of his fish - to my horror I was about three miles off St Maarten"

Above: Cato aboard the Black Pig

Left: Dhanu, facing the Atlantic



55' 50' 45' 40' 35' 30'



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Andreyale 33, 40, 50

Lazarette

Rewind hand-held VHF radio

The thing that sets the Cobra MR HH415 LI apart from the competition is its Rewind feature, whereby recent transmissions are stored in the unit and can be replayed to clarify what was said.

The Cobra has all the other features you'd expect from a VHF, such as tri-band watch, scanning and dedicated channel 16 button, but the replay system is a new one on us. At any stage during a transmission, the button marked REW can be pressed to hear again the last 20 seconds of what has been said. Though the REW feature must be turned off if this is to be stored for longer.

It's a useful trick and the unit stands up well to the competition in other areas too - there are three power settings, 1, 3 or 5 watts and it's waterproof to 1 metre. One niggle, though, is that the squelch control, mounted concentrically with the on/off/volume knob, is rather loose and continually gets reset accidentally. Cost is around £130.

For stockists, see www.marathonleisure.co.uk



Swiss multitool

Multitools are multiplying year on year, but the ruler of them all is the Swisstool Spirit from Victorinox. As soon as the folded tool sits in your hand it becomes apparent that this is a tool of quality. Of course, it has blades with multifarious intentions, upwards of 25 functions at the last count, but

all tools deploy slickly and without clumping with their neighbours. All the blades lock into place and they perform their various functions without the usual multitool compromise, and, best of all, the needle-nosed pliers are genuinely usable. A couple of

drawbacks, though: the knife blade itself is rather flexible and, woe of woes, a corkscrew needs to be purchased separately. RRP £89.99. www.victorinox.com

Food flask

Fitting-out is upon us and some hot food is a welcome thought on a chilly day in the yard. This stainless-steel food flask from camping specialist Vango, at 1.8 litres capacity, take a lot of grub. It's perfect for stews or chillis as the neck is almost as wide as the internal cylinder. This not only means that you can get the food out, but makes cleaning easy. But watch out for the black plastic mouldings, such as the carry handle. They trap water behind them meaning that old washing-up water drips from it for a couple of hours if you immerse it in the sink. Cost around £18. For stockists go to www.vango.co.uk



Cleaning kits online

It's important to keep your boat looking good - particularly considering you may have spent a great deal of money on getting it pristine in the first place. And in this endeavour, the good people at Shipshape Norfolk Ltd provide for all our needs online.

Detergents, cloths and long-lasting waxes are all available on the website. There are also pre-packaged boat-specific kits to

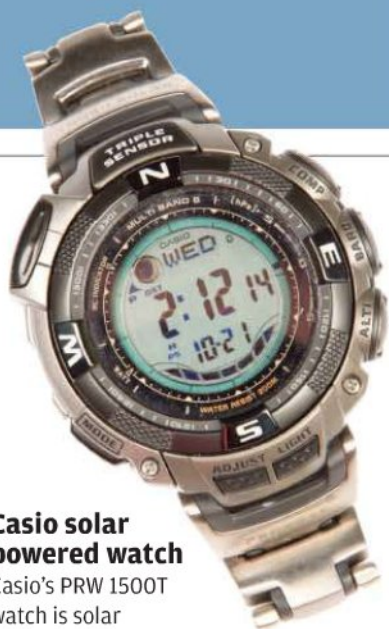


take the strain out of working out what you need.

Shown here is the Deluxe Boat Maintenance Gift Pack, which sells for £42.99 and contains a cleaner and liquid wax as well as a

second wax for protecting metal. The pack also contains a microfibre polishing cloth and comes tidily packaged in a drawstring bag. Plenty more at www.shipshape-norfolk.co.uk

Victualling



Casio solar powered watch

Casio's PRW 1500T watch is solar powered and updated by radio signal three times a day - in Europe, the USA and Australia. It includes a compass, barometer, moon phase and tide indicator. You choose a date and find out what the tide will be doing on that day. It's most of the instrumentation you need to drive a boat, on your wrist. Price around £250.

www.casio-europe.com

Waterproof bag

Need a tough bag as a grab bag or a go-shore bag that's going to get kicked around in the wet dinghy? Then, for £19.99 consider this 20 litre sack by Overboard; 30 and 40 litre versions and various colours also available. In 600d PVC tarpaulin, they have a fold seal system to protect gear, plus strap and handle. They float too. www.overboard.co.uk



EMILY HARRIS

Meet Larry and Wanda - two whitebait caught in January when going stowboating with *Maria* (see p28). Whitebait in Europe, and especially a place like the Thames estuary, is an umbrella term for the fry of a variety of fish, including young herring as here, sea bass, eel, plaice, whiting, shrimp and even jellyfish. Indeed we caught all these, it seemed, in our boxful at the time. The brown-backed sea bass were quickly thrown back into the sea where they lay dazed at the surface for a few seconds before the genetic programming kicked in and with a shake of the tail they disappeared back into the brown water. But we kept these blue backed young herring - mostly just a couple of inches long - to enjoy as whitebait. That lovely iridescent blue on their backs, by the way, disappears to a dull grey within an hour or so.

Larry it must be said, was quickly dispatched, with my teeth incising him at the tail. Fresh and as silver as the sunlight on the winter sea, he tasted very good. Wanda was kept with a few handfuls of her shoally friends to become a fry fry.

We do like whitebait and it's mostly a restaurant starter although some supermarkets and fish mongers will stock it. Whitebait is a great low fat source of protein. It contains small amounts of



Left: Straight out of the sea, these whitebait are young herring - that blue tinge quickly fades

Below: Rolled in flour and served with some fresh parsley and lemon

omega 3, the fatty acid heart protector, and some iodine which is good for our thyroid glands. Calcium, selenium and vitamin E are all good for us too. Seek it out, it's worth it!

With fresh whitebait you should always cook it as soon as you can, don't leave it more than 20 hours in a fridge without cooking it and enjoy it as plain as possible.

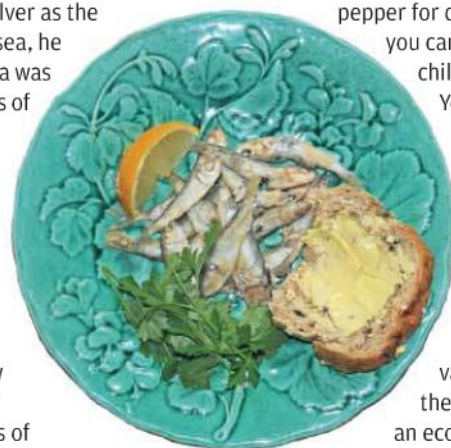
Whitebait are traditionally eaten whole, heads and all - no gutting is required for these tiny fish. The favoured way is to wash them in plain tap water and then roll in seasoned flour before deep frying or sautéing it in a good hot oil. They cook very fast - a minute or two should do it and you can transfer them onto paper to keep them warm in the oven while you do the next lot.

Serving should be simple too, a wedge of lemon for flavour and maybe a hunk of bread and butter if you are making a lunch of it. For those who like their fish spicy the flour can be heated with some cayenne

pepper for devilled whitebait, or you can fry some small red chillies in the fat first.

You can also fry them with garlic for a more Mediterranean taste.

It's right that we don't eat whitebait too often. As the young fry of fish which are sometimes valuable when mature, they can hardly be called an eco fish dish.



LUNCH BY GUB GUB

Bookshelf

A history of Arctic exploration

by **Matti Lainema and Juha Nurminen**, 349pp hardback, pub Conway Nautical, 2009, £40

It was an Arctic explorer, William Scoresby Senior, who invented the crow's nest – placing an inverted barrel at the masthead of a whaling ship so that a lookout could spend time aloft without freezing up completely.

This book is full of such fascinations and links and celebrates the explorer's continuing interest in those frozen wastes to the north. It's a huge book and seems packed with information, as it has to be to distill hundreds of years of polar wanderings by those who had to know what was at the top of the world.

It's also an artwork part work, with hundreds of paintings, photos and ancient and modern maps forming a collection across the whole of the Arctic regions.

"It's a great start which then gets better"

The book begins with the Greek Pytheas' voyage to the north, to the sometime mythical land of Thule. The authors muse as to where this really was, while also describing his boat and reported writings (which do not survive) in great detail – it's a great start which then gets better and we are introduced to the several waves of Arctic exploration, from the Vikings to the expeditions of

Admiral Robert Peary. Nor do the authors shy from Peary's false accounts in 1909 about reaching the true North Pole; giving him due credit for his work.

What they don't say, however is how Peary's claims affected, and possibly even caused the death of Captain Robert Falcon Scott. Scott's own plans to reach the North Pole, having been scuppered by Peary, led him to go south, in a race with Amundsen. Some argue that it was his disappointment at coming second which killed him. *DMH*



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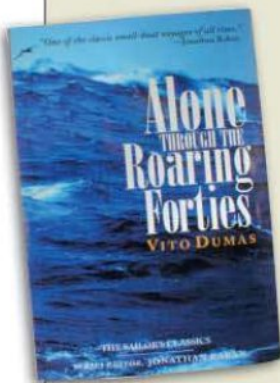
Alone through the roaring forties

by **Vito Dumas, Sailor's Classics edition**, introduction by **Jonathan Raban**

When the Moitessiers were nearly pitched in their first Southern Ocean gale, Bernard turned to Vito Dumas and was inspired to cut loose all the drogues and hawsers *Joshua* has been towing, releasing her to run 'unimpeded'. *Alone through the Roaring Forties* is Dumas' autobiographical account of his 1942 circumnavigation, leaving his native Argentina to sail through the Southern ocean, aboard *Lehg II* his 31ft (9.5m) double-ended ketch.

This book not only recounts this extraordinary voyage through some of the roughest seas on earth, it also reveals the character of Vito Dumas himself, tough enough to endure incredible hardship, to the extent of considering the amputation of his own arm, yet with a childlike delight in the pleasures he discovers en-route, such as his "great and simple joy" when he crosses the Greenwich meridian, which is celebrated with a good lunch washed down with lemonade. *Richard Toyne*

"Tough enough to endure incredible hardship yet with a childlike delight"



FILM Widescreen Windjammer returns

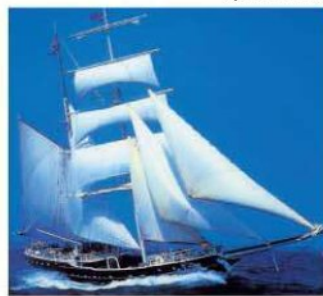
Windjammer, the Voyage of the Christian Radich was one of the great successes of the spectacular but short-lived 1950s CineMiracle format. Costly and technically challenging, this delivered a dramatic widescreen viewing experience by means of shooting on three synchronised cameras and then showing

through three synchronised projectors onto a curved screen (and never quite managing to eradicate the join between the three images).

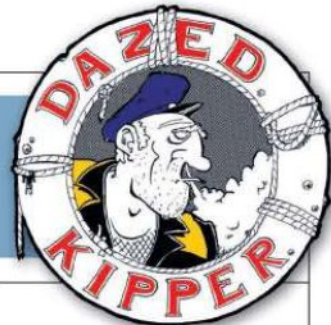
Windjammer was shot on the 17,000-mile voyage of the above Norwegian Tall Ship, from Oslo to Madeira, the Caribbean, and New York. With a screenplay by Alan

Villiers and stunning camerawork, it was both a critical and commercial success, until the demise of the format restricted its availability.

Now, through a digital remastering, the film is once more available – and without the visible joins. It will be premiered at the Widescreen Weekend of the National Museum's Bradford Film Festival of 27 March, with other formats, including Blu-Ray DVD in the pipeline. www.nationalmediamuseum.org.uk/biff *Thad Koza*



"It was both a critical and commercial success"



Dazed Kipper

12: Meet your instructors

Samson Post introduces members of Ray Doggett's Academy

Here at Dazed Kipper HQ we reckon that everyone in the country should learn to sail. There is a basic reason for this, namely that members of our island race should be able to visit Abroad without getting their feet wet.

Unfortunately, bureaucrats have got hold of sailing instruction and started to measure it, instituting the well-known series of exams that commences with Competent Cradle and progresses via 36 intermediate stages to Burial at Sea.

At DKHQ we believe that bureaucracy will never be a substitute for character. With a view to this, we are pleased to be publishing details of the Dazed Kipper Instructors' Collective with Ray, aka The Academy.

Ray is of course too well known to require introduction.

His philosophy of seamanship is summed up neatly in the Academy's motto: 'Give Us the Money and We Will Give You the Sustificate.'

New recruits to the Academy include:

1. Colin de Vere Smythe.

After a brilliant career in the Navy, Colin has swallowed the anchor and can now be found at the helm of the William Fife-designed *Luxuria*,

steering with one languid finger. Pupils are encouraged to sleep late and drink heavily. NB, they should come aboard prepared to move their feet if requested by a crew member anxious to swab the teak under their deck shoes. Sauna, spa, various massages.

2. Dave Hitler. Ex-Special Forces. Instructs on his own Contessa 32. Can easily teach six pupils at once and reckons that any fewer on board shows weakness of character, which he does not like. Sleeps 2 hrs/night with almanac open on face and *Mein Kampf* under pillow. All navigation exercises take place under simulated sleeplessness conditions simulated by not sleeping for 36 hours. Look out for his Fun with Gales weeks (Oct and March).

3. Big Irma de Groot. Tall Ships bosun since age 14, winner, Britain's Most Tattooed Woman, 1997-present day. An acknowledged expert in the disciplined ways of the 18th-century Navy, Irma conducts her lessons through the medium of the lungs, her voice being easily audible at the foretopgallant yard when she herself is standing abaft the wheel. Her favoured teaching aids are rum, sodomy and the lash, which explains her rather specialised clientele, many of whom walk with a limp.

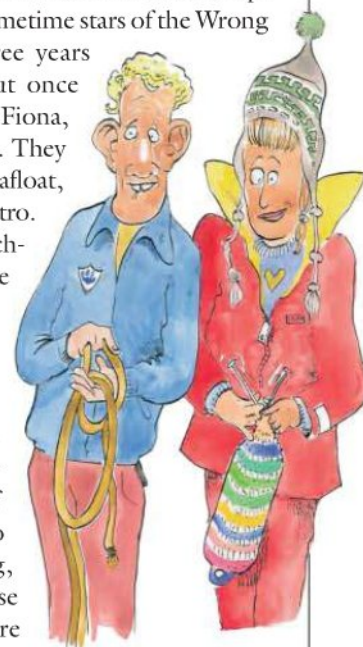
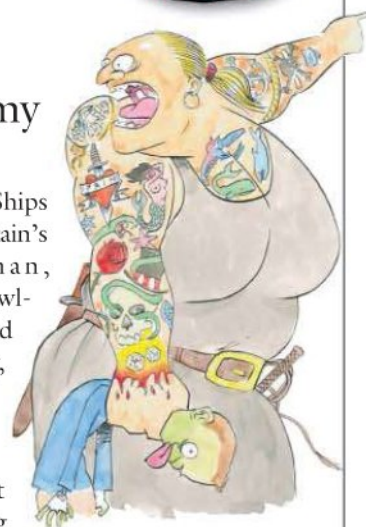
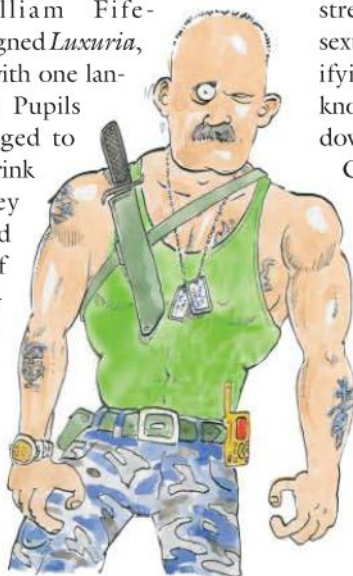
4. Eddie and Fiona Cleancut. Sometime stars of the Wrong Way Round Race, involving three years hammering to windward without once stopping smiling. For Eddie and Fiona, sailing is an awfully big adventure. They specialise in management training afloat, including self-realisation through astro.

Ray says: Plus I do a bit of teaching myself. Up on the promenade deck of the *Pride of Barfleur* on the Calais run, shooting the streetlights of Dover with our sextants and putting in the qualifying DK sea miles, alltime knowing that in my white Tranny down on the car deck half a ton of Golden Virginia is waiting to come ashore. Magic feeling, familiar to all seafarers. Course when I learned, it was more kicks than ha'pence and Henry the Chief Stoker. Happy days, happy days. You lot don't know if you're punched or bored or –

Thank you, Ray. Would you tell us about the Academy?
Sorry. What it is, folks, I am on a percentage of –
Ray!

Ah. Right. Results guaranteed, is what it is. One week's instruction in what might as well be the Garden of Eden, ie Canvey Island and surroundings. Followed by sustificate award ceremony featuring Miss Thames Estuary 1983. You pays your money, you gets your sustificate. No money, no –

Thank you, Ray.
That it? Any chance of fifty till next month?
Absolutely none.
Oh, ah. Mine's a rum.



ILLUSTRATIONS BY GUY VENABLES

Getting afloat

AROUND THE WORLD

Don Street's Iolaire

Iolaire, the 1905 Harris Brothers yawl owned for over half her long life by ex-USN submariner and Caribbean pilot Don Street, is finally ready ready to change hands, as Don, now 80, is finding that the mast is "growing taller", the winches smaller and the anchor heavier.

Famously engineless for many years, the teak-on-oak yawl now has a diesel-electric system, fitted in 2007, and with her 6,000-man hour refit carried out in 2005, Don reckons she'll go without structural repair for another 20-30 years. According to her Don, she's easily handled – something he's proved by taking her a dozen times engineless (see CB209) up and down the Thames to St Katharine Docks and Limehouse Basin. She's also crossed the Atlantic 12 times and has often averaged 160-mile days. "If you're



thinking of the Med or Caribbean, she's well-ventilated," Don says, "yet in cold climates she has a good solid fuel stove."

The 46ft (14m) yacht is rigged as a double-headsail bermudan yawl, but would convert back easily to her original rig of gaff cutter, as the position of the mainmast has not changed. *Iolaire* was red for decades, which matched the colour of

Don's bank balance, but on her 100th birthday in 2005, Don painted her white under insistence from his wife. *Iolaire* might have been known as the "old red race horse" but as Trich pointed out, *iolaire* actually means 'white-tailed seagull' in Gaelic.

For £60,000, *Iolaire* is a lot of boat with a rich, well-documented history, in commission throughout her life. Don is absolutely confident of her condition and rig: if the buyer blows the rig out in the first 24 months of ownership, he will pay the insurance deductible.



Iolaire: below-decks comfort and passage making

Lying: Baltimore, Eire, www.street-iolaire.com
Email DMS@street-iolaire.com

AROUND THE LAKE

Cruising Dinghy

Conceptually, the Pocketship is like a reworking of the Yachting Monthly Senior, or a West Wight Potter, a 'cruising dinghy' for adults. The design comes from Chesapeake Light

Craft, designers and builders of kits boats in the USA. This kit is supplied in Britain by Fyne Boat Kits.

The Pocketship is well named: with a displacement of 360kg (on a boat that's just 14ft 10in/4.5m), she definitely counts as a 'little big'un'. She was developed



as a fast-sailing pocket cruiser for towing on an unbraked trailer behind a four-cylinder car. The layout emphasises the cockpit, but two

adults can spend the night or sit out a shower, and a portable head can be stowed under the cockpit, sliding forward into the cuddy for use.

According to her designer, John Harris, "The enclosed cabin is identical to the average four-man tent but drier, more private and more secure." The mast is on a tabernacle and comes down to rest in the boom gallows at the stern, making her ideal for low bridges, canals and boom tents: the stuff of Lilliputian adventure.

Various videos on YouTube show her tacking easily and skimming along in a breeze.

Her designer reckons a pair of oars would provide auxiliary power, though he concedes that some of us will want to carry an 'egg-beater' too.

The pro/con is that you have to build it yourself, from kit or plans, using stitch and glue. Allow about 525 hours, and around £8,800.

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Class notes

Luders 16

BY VANESSA BIRD

For the Luders Marine Construction Company of Stamford, CT, an order for 10 boats to a new design from Fishers Island Yacht Club, New York, couldn't have come at a better time. The Great Depression of the 1930s had plunged America into hard economic times and the firm was suffering. The Luders 16, as the new design became known, however, provided not only much-needed work, but also became one of the company's bestsellers.

Designed by AE (Bill) Luders, the new one-design was developed for use by Fishers Island YC's junior sailors to give them a bigger and more challenging boat to move up to. It was similar in design to a 6-Metre, featuring long, elegant overhangs, an attractive sheer, fin keel and a tall, narrow rig. Planked in 5/8in white cedar on steamed oak timbers, the 26ft (8m) L-16 also included very basic accommodation.

By 1938, 14 had been launched and were racing to great success, but in September of that year, disaster struck: a Category 5 hurricane hit the New England coast, destroying or damaging 57,000 homes and 2,600 boats. Only three L-16s survived, and even these were not totally unscathed. The advent of World War II halted the class further, and although a new boat was launched in 1939, it wasn't until 1944 that the class began to reform.

The interruption of World War II did, however, have a positive effect in that new construction techniques honed during this time helped reincarnate the design. During the war, Luders Marine produced 18ft (5.5m) airborne life-boats, which were hot-moulded in construction and, following a small redesign, the L-16s were built using this method, too.

The new boats were 4in (10cm) longer overall, had an inch more freeboard and were of a lighter displacement, with double-diagonal hulls built of five 1/8in mahogany laminations, glued with resorcinol. Initially they were designed with a long coachroof and three port lights, but it was eventually shortened to improve the cockpit size. Interestingly, despite Luders



Marine's obvious skill at hot-moulding, the hulls were built by two sub-contractors, US Plywood of Long Island and Allied Aviation of Cockeysville, who between them built 150, while they were fitted out by Luders Marine. In 1945, some were also fitted out by South Coast Company at Newport Beach, which also helped promote the class.

The class became an instant hit, and, marketed as "hot racers for the common man", fleets were soon established at Chicago, Newport Beach, New Orleans and Bermuda. Of these, it is the Chicago Yacht Club's fleet that has proved the most enduring, as it has raced continuously since 1945, and today has 12 boats, five of which regularly race.

Designed for juniors to sail, the L-16 offers both exhilaration and a stable learning platform. With its long hull, relatively narrow beam, 2/3 fractional bermudan rig and 180 per cent genoa, crewing a L-16 has been described like "sailing on a needle", and according to fleet archivist Bill Simpson, "it takes very little wind to begin heeling the boat. In 15 knots you will be heeled 25-30 degrees, but it is not unusual to 'bury' the inclinometer, which stops measuring at 45 degrees!" However, although initially tender, the 1,600lb lead keel makes them inherently stable, so knockdowns are rare.

Like many classes of its era, the L-16 saw its heyday in the 1960s when 20 boats were regularly seen on the startline. By this time, GRP hulls had infiltrated the class and, although Luders Marine built the first two, they ceased production in 1959, and it was taken over by Easterly Yachts, Midwest Marine and Continental Plastics.

In 1986, four more were built in Bermuda, and there are plans, if enough interest can be generated, to build more in Maine.

Original name

The class was initially called the Fishers Island L-Class, before being renamed the Luders 16. 'Luders' refers to the class's designer AE (Bill) Luders and '16' to the design's waterline length.

Race success

The design quickly showed its potential on the racing course as during a 26-mile race from Duck Island, Connecticut, to West Harbour on Fishers Island, two L-16s beat the rest of the fleet, including three M-Class boats, a New York 40 and a 6-Metre, on corrected time.

Five fleets

Around 229 L-16s have been built; there are currently five fleets in existence.

Longer version

The L-16 was followed in 1944 by the L-24, a 38ft (11.6m) LOA version that Luders designed as a possible replacement for the 6-Metre class. Bill Luders owned the first one, *Temptress*, himself, and designed her with twin cockpits and a loose-footed mainsail. In total, 13 were built. Luders also designed a 40ft (12.2m) version - the L-27 - the largest hot-moulded boat that the company could build, which also had accommodation for six. Seven were built to the design, of which one, *Storm*, was owned and raced by Luders.

Cost

A new L-16 in 1934 cost \$1,950. Luders built them for \$1,500 (Approx £370).

www.l16.org



LOA: 26ft 4in (8m)

LWL: 16ft 4in (5m)

Beam: 5ft 9in (1.8m)

Draught: 4ft (1.2m)

Disp: 2,950lb (1.338kg)

Sail area: 207sqft (19.2m²)

Designer: AE (Bill) Luders

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1965, Platt, clinker mahogany 4 berth. Roller reefing main and genoa. Lifting keel. Stuart P5 petrol engine. New genoa and fix cabin top leaks desirable hence only **£2,950.**

0131 665 2817 or e-mail:
nickcowannewton@yahoo.co.uk

**Classic Watson 46'9"**

Ex-lifeboat built 1954 Saved 160 lives. Mahogany / Oak, excellent condition, 6 berths Owned 19yrs, fully converted long distance cruiser. **£75,000 Spain**
07734 057746 tony.ellis@lycos.com

**Fairey Swordsman 1966**

33 Aft Cockpit plus wheelhouse all factory fitted, New 225 mtl Sabre Perkins diesels fitted 1995 Refit and repaint 2009. Teak decks. Concourse condition. I have owned for past 6 years and had much pleasure with family. Offers around **£49950** Bargain for quick sale due to purchase of other boat!!
07917 726885 paulharlow2@aol.co.uk



Photo by Chris Boynton

Robb Lion Class 35', "Leonie"

Built 1952 Woodnuts IOW, mahogany on oak, unique tumble home transom. Epoxy splined hull, Quantum sails, continuously upgraded since 2001 and much admired. New cruising interior, BCYC regatta winner 06,07,08,09, endorsed IRC. Transported/barn stored each winter on custom HGV trailer. Tow/Sail away **GBP 35,000**

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**45' TEAK KETCH**

Built Germany 1951. Keel up restoration 2006. Lying BC Canada. Shipping easily arranged. **£150,000. Specs:**
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or (778) 678.6875

**Oysterman 22**

1988, refurbished with a huge inventory of new equipment, for sale due to ill health, lying Hamble **£23,750.**
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Oysterman 16 or similar

**"19ft. Barrellback**

New build. One hour's running time for trial purposes. Professionally built by retired boat builder. Mahogany on plywood, with an epoxy cloth on hull and deck, two pack varnish finish. Epoxy finish interior with two pack white paint, 4.3 lt Mercury engine, twin straight exhausts, straight drive, 13" three bladed prop. 50mph confirmed by GPS. Red hide upholstery. Carries 6 people. Extraction fan. Navigation lights. Cover. 65lt tank. Hydraulic steering.

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Both in good condition with good sails. Owner getting on a bit! Offers please around **£1,000 each.**

Details: 01404 871394 or
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9' Dinghy Eversons Built.
Spruce planking nimble rower mast for
lights, bottom boards drain plug
Excellent condition. £850
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RESTORATION

Saunterer 1947 27ft Bangor S Class
Gentlemen's Yacht in need of restoration. Many new parts incl Beta engine sails and upholstery. No reasonable offer refused. **£3,500** South Wales,
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steve_hampson2004@yahoo.co.uk

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Classic Boat Issues For Sale.
February 1997 - January 2010
£100 Dorset
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Approx 30-40ft 1930/1940 era
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Riva Junior
Varnished mahogany, chrome,
alcantara 5.6m, 260hp V8, four
wheel trailer. Photos and full details
at www.beautifulboat.co.uk

Copy deadline for the May issue is 23/03/2010 (before 3pm)

Attention to detail...

AGENCY | BROKERAGE | MANAGEMENT | CHARTER | REFIT & REPAIR



VESTA

21.21m (69ft), Lautrup Cutter, 1892/2003-2005 Vesta, a stunning classic yacht, built to a design by Colin Archer in 1892 in the Lautrup yacht yard in Copenhagen, believed to have been built for the King of Denmark and remaining the flag ship of the Royal Danish yacht club until the mid 1960's. Current owner personally oversaw restoration project carried out on hull, machinery and interiors over a period of two dedicated years. During her career she has won a number of races testifying to her great design and balance.

Euros 650.000 VAT Exempt,
Contact George M. Hapipis,
Lying South Greece



MAGDA XIII- 22.91M (75FT), ANKER & JENSEN
15MCR 1937/2004

BORN AS MAGDA XIII, JOHAN ANKER DESIGN, BUILT BY ANKER & JENSEN IN ASKER, NORWAY IN 1937 FOR ALFRED LARSEN. LIGHT BUT VERY STRONG CONSTRUCTION LIKE THE YACHTS OF THE METRIC CLASSES SHE HAS BEEN PERFECTLY RESTORED WITH LOVE AND CARE.

EUROS 1.9M, CONTACT GEORGE M. HAPIPIS,
LYING IN ITALY



40M (131FT) MAASKANT SHIPYARD
EXPLORATION YACHT, 1985/2008

EX BEAM TRAWLER BUILT IN 1985 UNDER DUTCH SHIPPING REGISTRY AND OPERATING IN NORTH SEA BEFORE HER PURCHASE IN OCT. 2006 BY CURRENT OWNER AND CONVERTED INTO A LIVE-ON-BOARD PLEASURE YACHT. NUMEROUS, TOO LONG TO LIST, WORKS HAVE BEEN CARRIED OUT AND A LOT OF EXTRA MACHINERIES.

EUROS 730.000, CONTACT GEORGE M. HAPIPIS,
LYING MUMBAI



32 M. GREEK TRADITIONAL M/S

BUILT IN GREECE IN 1993 IN PSAROS YARD PERAMA, LOA 32 M., 2 X 540 HP G.M. ENGINES, 2 X 16 KW. ONAN GEN. WATER MAKER, FULL NAVIGATION EQUIPMENT, AIR-CONDITION, 1 X MASTER SUITE AND 4 X DOUBLE GUEST CABINS ALL WITH PRIVATE FACILITIES. ONE OF THE MOST BEAUTIFUL YACHTS OF HER KIND VERY WELL MAINTAINED BY A FULL TIME CREW AND HER OWNER/CAPTAIN.

EUROS 1.350.000, CONTACT MICHALIS PAPAETHODOULOU,
LYING GREECE



TRADITIONAL STAY SAIL SCHOONER

BUILT IN GREECE IN 2000, LOA 20.2 M., 2 X 185 HP LEYLAND ENGINES (LESS THAN 200 HOURS), 1 X 12 KW. AND 1 X 5.5 KW. GENERATORS, 2 X ANCHOR WINDLASSES, FULL NAVIGATION EQUIPMENT, WATER MAKER, AIR-CONDITION, 3 X DOUBLE GUEST CABINS WITH PRIVATE FACILITIES, ONE CREW CABIN. VERY LITTLE USED, WELL MAINTAINED.

EUROS 420.000, CONTACT MICHALIS PAPAETHODOULOU,
LYING GREECE



J.C. FORBES WORLD CLASS TRADITIONAL KETCH

BUILT BY J.C. FORBES IN ENGLAND IN 1921, REBUILT IN 1955 BY C. & N. AND TOTALLY REBUILT IN GREECE IN 2002, LOA 22.35 M., 2 X 75 HP PERKINS ENGINES, BOW THRUSTER, ELECTRIC CAPSTAN ON MID-DECK WITH REMOTE CONTROL, WATER MAKER, AIR-CONDITION, 4 DOUBLE GUEST CABINS WITH PRIVATE FACILITIES, 1 CREW CABIN.

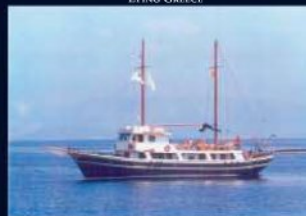
EUROS 500.000, CONTACT MICHALIS PAPAETHODOULOU,
LYING GREECE



GREEK TRADITIONAL M/S

BUILT IN 1989 IN GREECE IN KILADA ARGOLIDAS TOTALLY REBUILT IN 1995, LOA 19 M., 2 X 220 HP IVECO AIPO ENGINES, 2 X 14 KW. GENERATORS, FULL NAVIGATION EQUIPMENT, AIR-CONDITION, 4 DOUBLE GUEST CABINS SHARING 2 SPACIOUS BATHROOMS.

EUROS 350.000, CONTACT MICHALIS PAPAETHODOULOU,
LYING GREECE



PSAROS GREEK TRADITIONAL M/S

(A GREEK LISTED HISTORICAL MONUMENT) BUILT IN 1955 IN GREECE BY THE FAMOUS G. PSAROS IN HIS YARD IN PERAMA. TOTALLY REBUILT IN 1997, LOA 27 M. (31 M. INCL. BOW SPRITE), 2 X 411 HP VOLVO P. ENGINES, 1 X 33 KW. AND 1 X 43 KW. ONAN GEN. AIR-CONDITION, 5 DOUBLE GUEST CABINS WITH PRIVATE FACILITIES, 50 SQ. M. SALOON. SINCE 1999 SHE IS QUALIFIED AS "LISTED HISTORICAL MONUMENT" BY THE GREEK MINISTRY OF CULTURE.

EUROS 790.000 VAT EXEMPT, CONTACT MICHALIS
PAPAETHODOULOU, LYING GREECE



19,30 M. GREEK TRADITIONAL M/S

BUILT IN 1969 IN PERAMA, TOTALLY REBUILT IN 2000, LOA 19.30 M., 1 X 400 HP BAYDOUIN ENGINE INSTALLED IN 1975 AND OVERHAULED IN 2006, BALBOUIN HYDRAULIC STEERING GEAR, 1 X 14 KW. KOHLER GEN. INVERTER 700 W. WATER MAKER 140 LTRS./HOUR, DOUBLE HYDRAULIC ANCHOR WINDLASS (INSTALLED IN 2000), 3 X HYDRAULIC CAPSTANS (INSTALLED IN 2000), FULL NAVIGATION EQUIPMENT, COMPRESSOR FOR SCUBA DIVING, ONE DOUBLE LARGE FULL BEAM CABIN AND ONE CABIN WITH 3 BERTHS BOTH WITH PRIVATE FACILITIES, ONE TWIN CREW CABIN.

EUROS 250.000 VAT PAID, CONTACT MICHALIS PAPAETHODOULOU,
LYING GREECE

CONTRIBUTOR

ATHENS

Akti Themistocleous 8, Marina Zea, Pireaus 18536, Greece
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Classic Yacht Brokers



86 ft Stow & Son Gaff Yawl 1904/1996
This yacht has been owned by the same family for over 50 years! A total restoration in 1996/7 updated every system, allowing ROSALIND to be used as a modern luxury yacht; where there was renewal, the original layout and plans were adhered to - her teak structure made perfect and her gaff yawl rig reinstated - the authenticity and focus on detail outstanding. It is clear that her current owners not only adore her, but have understood how to use a classic of this size - now seriously for sale.
€1,250,000 Lying Spain



80 ft Fred Shepherd Gaff Schooner 1902
CORAL is a devastatingly beautiful yacht - a "sleeping beauty" whose 40 year period as a house boat saved her from the whims and new fashions that developed to spoil the character of such vessels from the 1950s onward and thus she remains a magnificent example of her genre - lovingly and generously brought back to life by her current owner over the last 18 years.
£750,000 Lying Cape Town



58 ft Ed Burnett Schooner 2007
AMELIA is a supremely elegant schooner launched in 2007 - beautiful, fast and seaworthy; Burnett succeeds in creating a yacht in the style of an earlier age whilst achieving interior volume and retaining the subtlety that lends performance and grace. The owner wanted a yacht that could be sailed with family and friends in comfort - special attention was given to some particular aspects such as wide berths and generous space on deck to seat 6 for alfresco dining. Her condition is faultless and her inventory complete. It would be hard to find a yacht as ready.
£875,000 Lying Spain



60 ft Gannon & Benjamin Schooner 2001
Designed by Nat Benjamin and built by Gannon & Benjamin of Martha's Vineyard whose yachts are famous for their speed, seaworthiness, practicality and simplicity - accommodation for 8 in four cabins she displays superb craftsmanship both above and below deck. REBECCA was conceived as his "dream yacht" by her designer to combine blue water cruising with classic racing.
£695,000 Lying UK



70 ft Laurent Giles Motor Yacht 1948
The sweeping elegant simplicity of WOODPECKER is certainly memorable - her semi-displacement hull probably represents a pinnacle in this hull form and she has been listed as the "beau ideal" among medium sized fast motor cruisers. A full restoration 5 years ago ensured her original character was retained with modifications to enhance practicality as a family cruising yacht - stunning classic contemporary interior.
€650,000 Lying Spain



75 ft Thornycroft Gentleman's Motor Yacht 1961
SEAFIN combines the period elegance of a classic English motor yacht with all the luxuries and amenities needed for modern day cruising - chartering, she has been a serious revenue earner, but she equally provides the discerning owner with an extremely well equipped and laid out yacht of considerable style and ambience. Substantial refit in 2007 satisfying the requirements of the MCA and holds a Class 6 Certificate.
£395,000 Lying UK



72 ft James Silver Motor Yacht 1952
THELMA VI was built at the renowned yard of James Silver and Sons at Rosneath on the Clyde under their designer John Bain. The wheelhouse and saloon roof were "modernized" in the early 1970s although she still retains much of her original character and style and is as an exceptional sea-boat with her trusty Gardner diesel engines and Vosper Maxi Fin stabilizers - accommodation boasts 6 berths in 4 cabins and a large double crew cabin forward.
£165,000 Lying UK



33 ft Fairey Swordsman 1964
3 times winner of the Fairey Owners' Concours d'Elegance is testament enough to WHITE SWORDSMAN's condition - every detail has been sympathetically addressed without detriment to the purity of her origins or her original spirit. A romance between owner and boat means that she is not just cosmetically impressive but the foundations - her structure, the engines and every detail inspire confidence in her as a thoroughly usable family cruiser; she is possibly the finest original Swordsman afloat.
£89,500 Lying UK



30 ft Ed Burnett Gaff Cutter 1998
Ed Burnett, in association with Nigel Irens designed and built by the Elephant Boatyard in 1998. ZINNIA may owe her easy lines not a little to West Country pilot boats with maybe just a hint of Laurent Giles and Harrison Butler. Her extremely experienced owners wanted a yacht for offshore and coastal sailing; as sure footed and well mannered as her looks imply and fast enough to win at gaffer events with embarrassing ease - her condition is hard to fault.
£130,000 Lying UK



52 ft Johan Anker Flush Deck Cutter 1937
Johan Anker was an artist in yacht design and was greatly concerned with the beauty of lines - BOJAR does not disappoint; in fact she is a yacht of such breathtaking and effortless beauty, she genuinely lifts the human spirit and perhaps even defines the term "classic yacht". The same ownership for 28 years, short Norwegian seasons and the quality of her timber and original build make her truly exceptional.
€800,000 Lying Norway



57 ft Sparkman & Stephens Yawl 1948
ARGYLL was designed by Olin Stephens and built on the success of STORMY WEATHER and DORADE - she has a successful race record in her own right - her potential to win on the classic race circuit is almost as exciting as the balance of her lines. Considerable attention has been paid to ensure that she retains her original character, with small modifications made to enhance her practicality as a cruising yacht. Her owner's affection for her inherent qualities have inspired him to even greater efforts in bringing her up to a standard of finish which frankly places ARGYLL second to none.
€600,000 Lying UK



58 ft Alfred Mylne Bermudan Cutter 1931
Designed by Mylne in 1930, this yacht excelled as a cruiser racer - EILIDH was still breaking course records in 1994! Found by her French owner in 2001, she underwent a very sympathetic, but total restoration ... now a darling of the Mediterranean classic circuit, certainly with all the Mylne trade marks of beauty, proportion and speed, but fully equipped again to cruise and race in incredible style.
€635,000 Lying France



42 ft Holman Cutter Rigged Sloop 1963
WHIRLAWAY is sea kindly, fast and beautiful... Many yacht owners would be happy to settle for any one of these three qualities - she has a history and underlying beauty that has inspired her owners continuously to upgrade and enhance her - with significant refits since 1998. Given her top quality original construction by one of the best UK yards of the time she is now in superb condition and is undoubtedly more than a match for any un-refitted yacht even if such a beautiful example could be found.
£129,000 Lying Greece



44 ft Schooner rigged French Pilot Vessel 2002
Based on a John Leather French pilot - apart from her schooner rig - her lines have been adapted with finer sections below the waterline to improve general sailing and upwind capabilities. RAGNAR is an incredibly seaworthy blue water sailer; spacious and comfortable below decks she is nevertheless easy to handle by just two people. Current owners have thus just completed a four year circumnavigation (30,000 nm) - registered on the Mediterranean Circuit as a Classic (not Spirit of Tradition).
€245,000 Lying Spain



46 ft John Alden Ketch 1939
DELFINO is pure Alden, a husky and capable ketch; graceful and fast enough but comfortable at sea. There is a shortage of well restored yachts of this size that can be cruised extensively as well as exhibited at regattas - Alden's designs are known for their beauty as well as their ability offshore; recently awarded prizes for DELFINO's restoration acknowledge that her condition is hard to fault but it must surely be her potential in the open sea that truly excites.....
£395,000 Lying Spain



44 ft McGruer Yawl 1961
FRENESI's pedigree from the board and yard of McGruer is without question, noting that it was in the establishment of the cruiser racer class for which James McGruer really came to prominence - her unmistakable lines delight discerning yachtsmen and spectators in any marina or anchorage. She has had, for the last 11 years, owners who have left no stone unturned with respect to maintenance and updates, resulting in a yacht that is admired for her finish and fine condition.
£130,000 Lying UK

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Nelson 42

£175,000.00



Superb classic in excellent condition, built 1978. Just completed major refit incl. new 300hp Sabre Perkins turbo engines, hull epoxy treated, complete repaint with AWLGRIP, new deck covering, new heads, new cooker, new upholstery and carpets, new windlass etc, etc. Lying our moorings.

Rossiter Curlew

£56,500.00



1987, 32ft loa bilge keel, high quality grp sloop, in excellent condition, bottom epoxy coated from new, 4/5 berths in 2 cabins, galley, separate heads, usual equipment Beta 37 5hp 4 cyl. diesel engine, well maintained. Offers on the asking price will be considered. Lying our yard.

Rossiter Lapwing

£59,000.00



Built 1992, stunning centre cockpit ketch, 32'+ bowsprit loa, 5' draft, Bukh 36hp diesel engine, 5 berths in 3 cabins, 2 sea toilets, galley, heating, bowthruster, usual electronics. Lying our yard.

Sealine S28

£55,000.00



Built 1996, well maintained by present owner. Twin A31 Volvo diesel 450hp engines to 230 leg units. Usual Sealine spec and design, with spacious well equipped galley, Separate shower/sea toilet, large cockpit with seating for 8, dual helm seats, transom door to bathing platform, VHF, GPS, autohelm, echo sounder, etc. Lying our yard.

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BURDOWN: Classic Motor Cruiser by TOM JONES of Windsor 1961. Twin ford 1600 diesels. Priced to sell: £13,500



BLUE RIPPLE: 25ft Slipper Launch by ANDREWS of Bourne End 1937. Ford Watermota 45hp engine.

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46' lod Gaff Cutter 1950



48' lod Philip Rhodes 1930



47' lod J. G. Alden Schooner 1998



52' Bill Tripp Yawl 1967



103' lod W. Fife Replica 2003



47' Giles/Sangermani Sloop 1969



35' Enderlein Sloop 1970



22' Molinari Runabout 1960



41' lod Canoesterned Ketch 1962



49' Bill Luders Sloop/Yawl 1946



61' lod Soper/Berthons Schooner 1931



64' lod A&R steel Ketch 1920



44' Nicholson/Lallows Sloop 1961



48' Åbo Salon-Boat 1923



50' lod Racing Cutter 1923

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Norfolk Gypsy 20, 1995, Charlie Ward, GRP, diesel, road trailer, Essex £22,500



Essex Smack Yacht, 1998, GRP, long kell, very traditional, Essex £29,500

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| Essex Smack Yacht 2002 | £45,000 |
| Prior Coaster 33 | £36,000 |
| Warrior 35 Mk III | £29,995 |
| Lauren t Giles Vertue | £27,500 |
| Robert Clark 33 | £26,500 |
| Vancouver 27 | £16,750 |
| Golden Hind 31 | £14,000 |
| Norfolk Hoveller | £10,500 |
| Dragon | £10,000 |
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78ft Sailing Barge, 1924
Dutch steel hull. Accom for 8.
Hold as yet unconverted.
Suffolk £175,000



46ft Sailing Smack, 1908
A total rebuild. Traditional gaff.
No engine.
Essex £95,000



42ft Looe Lugger, 1920
Traditional gear. Ford eng.
Accom for 6. Good headroom.
Cornwall £63,000



31ft Prawner, 1929
Major rebuild '02. Kelvin eng.
North Wales £25,500



35ft Sailing Smack, 1907
Traditional Gaff rig. Yanmar eng.
Sleeps 3/4.
Essex £39,950



32ft Ferro Bawley, 1976
Extensive refit Aug.'09.
Inboard eng. A home afloat.
Sleeps 6. **Essex £30,000**



30ft Smack Yacht, 1896
Needs commissioning.
Accom for 2. Inboard engine.
Suffolk £17,500 ONO



50ft Silver Motor Sailer, 1937
2 cabins, bath, 2 x Fords engs,
re decked '09.
Essex £45,000



42ft ex Steam Pinnace, 1903 An historic vessel.
D/D. Lister eng. 3 cabins.
Kent £39,500



30ft Ferro Smack, 1980
Well fitted out, 5 berths,
standing head'm. Ford 40hp eng.
Isle of Wight £21,500



37ft Priors Sloop, 1964
A1. Well found.
Accom for 5. **South Wales £67,500**



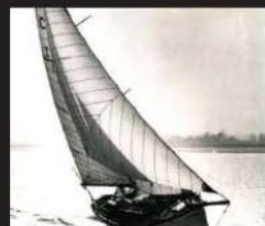
36ft Teak Ketch, 1970
A one off, refit 2008/9.
42hp 6ft h'drm.
Suffolk £35,500 ONO



30ft ECOD, 1912
G.U. Laws Day Racer.
No 9 of only 10. Accolade winner
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29ft Peter Duck Ketch, 1965
Good solid yacht.
4 berths. In very good order.
Suffolk £26,000



30ft Guernsey Oyster boat, 1863
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Cornish Crabber 24, 1995
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31ft Hai Requin Day Racer, 1963
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22ft Deben 4 tonner, 1938
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22ft Hillyard 2.5 tonner, 1925
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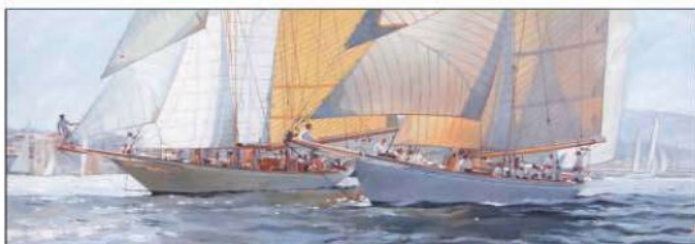
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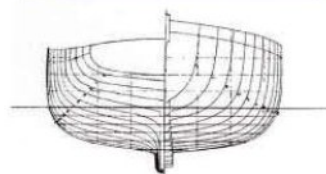


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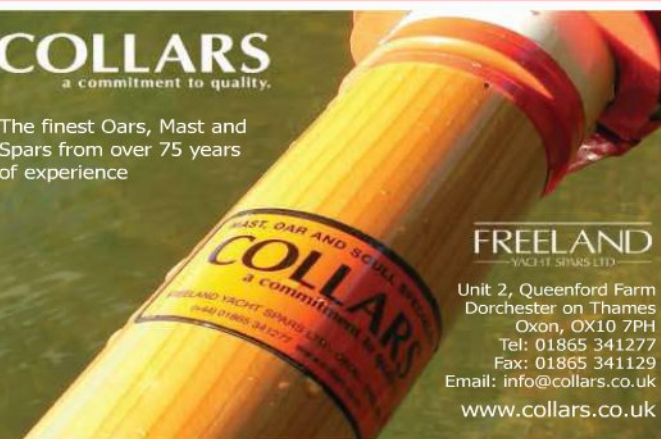
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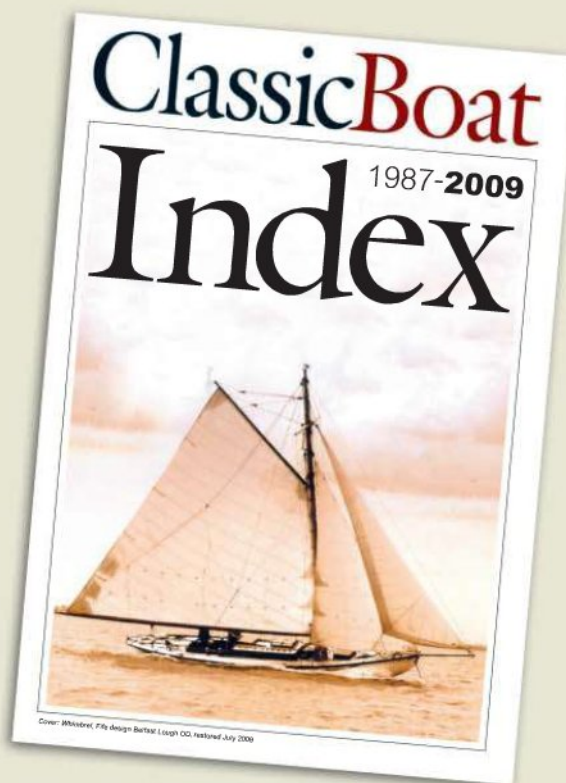
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Letters



LETTER OF THE MONTH supported by Old Pulteney Whisky

The Reg Freeman hundred pounder

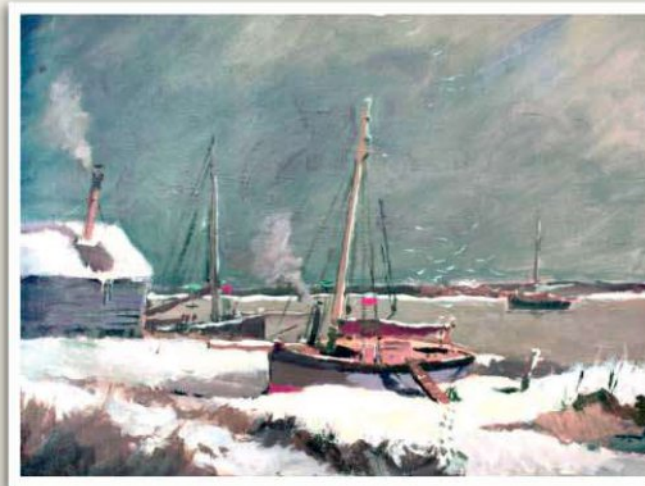
The £200 2½-tonner offered for restoration in Getting Afloat (CB259) could indeed be a worthwhile project as the boat in question is a Reg Freeman hundred pounder!

Built as a stock boat for just £100 ready to sail away by Johnson and Jago at Leigh-on-Sea and designed by local designer Reg Freeman, rigged to the owner's requirements of bermudan or gaff, sloop or cutter, and complete with anchor, chain and warps, the hundred pounder is a true 'little ship'. Thirty or more were built before the Second World War.

These boats always look bigger than their 17ft (5.2m) waterline – 18ft (5.5m) overall – and because they were intended for Thames Estuary sailing, draught was limited to 3ft (0.9m), which meant they could go almost anywhere and lie on moorings that dry out.

In the short seas kicked up in channels like the Swin they behaved and performed extremely well for such a small boat. Below decks with two comfortable berths, 4ft 9in (1.45m) headroom, galley and coal stove it would have been difficult to build a better boat for the price.

Dawning Light, a boat of my youth, was bermudan cutter rigged and had spent most of her life on the Crouch at North Fambridge. Inspired by the enthusiasm of marine artist the late Vic Ellis RSMA, owner of *Scud*, a gaff cutter-rigged hundred pounder kept on a mooring visible from his Leigh Hill studio, I decided to convert *Dawning Light* to gaff cutter rig and had some



A painting by Vic Ellis RSMA of his gaff cutter *Scud*

Below: The £200 restoration project



"It would have been difficult to build a better boat for the price"

interesting correspondence with Reg Freeman who supplied me with detailed gaff rig drawings free of charge on condition I kept him informed of progress and gave him my thoughts of *Dawning Light*'s performance with her new rig.

Reg Freeman like Vic Ellis was very much a gaff rig man and was of the opinion that all his hundred pounders should have been gaff rigged – the only rig with the power to drive a 17ft hull through the short sea of the Thames Estuary. Sadly I believe the majority of his hundred pounders had bermudan rig.

Dawning Light, like all her sisters, was an excellent 'little ship' and much admired in her new gaff cutter rig. In truth she performed equally well under bermudan or gaff, but was much more fun with her tan gaff mainsail and topsail set.

John Harris, Goldhanger, Essex

Oldest yacht log?

I am working on a book based on a yachting log written in the year 1814, covering a voyage from Ireland to Iona and Fingal's Cave.

The interest lies in this having taken place some 50 years earlier than any other surviving yacht log that I have so far been able to trace.

The *Rambler* was a sloop of some 20 tons, carrying a gaff topsail, with a crew of three paid hands and three amateur yachtsmen.

The owner, my kinsman Robert Harvey, died in 1820 and the *Rambler* was probably sold at that time. She may have been owned by the Young family of Culdaff, Inishowen, County Donegal, or the Gage family of Rathlin Island, County Antrim.

Have any CB readers come across any record of this vessel?

Wallace Clark, Co Londonderry, Tel +44 (0)28 796 42737

Pre-war Vertues

Re pre-war Vertues (CB261, p80), ten were built but two – *Epeneta* V5 and *Kawan* V7 – have foundered. *Epeneta* sank off Cape St Vincent en route to the Med in 1971 and *Kawan* was shipwrecked on passage from Papeete to the Red Sea.

It is good to hear *Caupona* is in good shape. And of course we have news of *Sally* V2 and *Andrillot* V1. I would welcome news of the others – *Monie* V3, *Charis* V4, *Francolin* V6, *Mary* (ex-*Karreera*, ex-*Candy*) V9, *Almena* (ex-*Tudor Rose*) V10.

David Dow, owner, *Drumler* V125

Davis Sextant

Since my early days at sea as a deck officer in the Merchant Navy I have been using the sextant, when it was maybe the only available and reliable instrument to find a position on open seas, and I do agree that every sailor 'worth his salt' should be able to use one. Even today with the GPS it is a pleasure to find out that your sextant fix is close to the (presumably correct) GPS fix.

However I have to disagree with, and find misleading, Davis's

description of its Mark 15 sextant (CB259, p73). I have never seen micrometer (drum) and Vernier together on the sextant.

It is, as found on older types of sextants, the Vernier scale from which one reads fractions of 1 degree of arc, or drum (not micrometer although similar principle) where minutes of 1 degree of arc are read from. The drum sextant is

much easier to work with and readings are more accurate and less prone to errors.

To new 'salts' I recommend buying a drum sextant.

Capt T Trnovski, by email



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Ply would?

Adrian Morgan's latest diatribe (CB261) against what he sees as the evils of plywood suggests he is more stuck-up than a pile of epoxied planks.

As a working wooden boatbuilder who can spile a plank as well as anyone, I love working in timber but resent Adrian's condemnation of anyone working with plywood and dispute his assertion that "a small wooden boat revival must be based on traditional methods".

History shows that boatbuilders have always used the best and most accessible materials available. In the past this has included animal skins and ropes of twisted heather. I assume these are not the materials Adrian has in mind. Plywood is currently one of the most accessible wood materials available to small boatbuilders.

His two-faced attitude is puzzling. He mentions the splendid Scottish Coastal Rowing Project then sighs with self-righteous condemnation when referring to the lovely plywood St Ayles skiffs now spearheading a revival of interest in small



CHARLIE HUSSEY

Pretty in ply: St Ayles skiff

wooden rowing boats in Scotland. Such a splendid popular revival would never have happened in Adrian's snooty world.

It's galling to see him demeaning the efforts of fellow boatbuilders, especially Iain Oughtred, Alec Jordan and David Tod of the Scottish Fisheries Museum, who have made the coastal rowing project a reality thanks to plywood construction.

Plywood boats are definitely wooden boats, no matter what the self-appointed Sage of Ullapool might argue. Instead of boring us to death with his myopic moaning, I suggest Adrian takes a long walk off a short plank – traditional or ply.
Mike Lawson, Aberdeenshire

Well said, sir. It's about time someone stood up for poor, much-maligned, ecologically suspect, toxic-dust producing, allergy-inducing, scarce energy resource-wasting, old-growth destroying, expensive plywood and epoxy – which makes excellent lapstrake boats, as I have always stated, while expressing my preference for 'real wood'.

Plywood is a wonderful, man-made laminate and has produced many wonderful boats, again as I have always acknowledged, including the St Ayles skiff, which, incidentally is being built in my workshop, alongside my traditional boats.

Indeed, as Alec Jordan and Iain Oughtred will tell you, I was responsible for kick-starting three of the Ullapool area St Ayles skiff projects and am a founder member of the first of the syndicates, whose skiff will be in the water by the time you read this.

*So, yes, plywood clinker makes good boats, but don't call them wood and don't varnish them. I just wish more people would attempt the joyful business of building in solid timber. Thankfully, many people are.
Adrian Morgan*

C Raymond Hunt

I have the privilege of conducting research for a biography of C Raymond Hunt (1908-1978), American yacht designer of sail and power boats who was productive in the period 1935-1967.

He was responsible for the deep-V design that revolutionised powerboats – performing well at the 1961 Cowes-Torquay race among others. But he was also an excellent racing helmsman, remembered in Britain for his six victories at Cowes Week, 1955, aboard *Harrier*, a Concordia 41ft (12.5m) sloop he designed.

He went on to design *Drumbeat* for Sir Max Aitken (1958), *Philante V* for TOM Sopwith (1961) and others. He had the "Huntsman 28" built to his design at Fairey Marine.

I would be most interested in receiving (via mwksail@msn.com) correspondence from your readers who may remember Ray Hunt, raced against him, owned one of his boats, or know stories of his design and boating activities in England.

**Mark W Kellogg, Director of Research
Severn Marine Consultants
309 Holland Road, Severna Park,
Maryland 21146, USA**

Original Elena recalled

I was delighted to read Kathy Mansfield's article on the born-again Herreshoff yacht *Elena* (CB259). As stated, after her last racing season, the original *Elena* did not return to America, but was hauled up and stored in Whites' yard, on the Itchen.

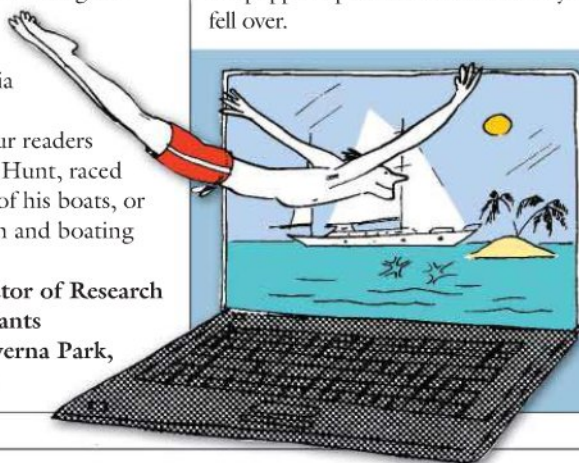
My father, a boatbuilder employee at the time, often talked of her wonderful lines and of seeing her standing on her slender shores, long grass growing between her keel blocks, and her purpose-made gabled wood cover.

With dismay, he also talked of seeing her huge bronze centreplate removed and the lead being melted from her 75-ton ballast keel beneath her. This continued until she popped up on her shores and very nearly fell over.

She became very lively and tender as a result of her raised waterline. Herreshoff's masterpiece was filled with shingle, almost to the cabin sole, in efforts to remedy the effect. The yacht was then towed out and moored just off Hythe pier and used as a floating isolation hospital.

It is incredible the indignity bestowed upon this beautiful yacht, but we must remember that it was wartime. We are also reminded of the deliberate fate of her sister ship, the renowned *Westward*, towed out from Dartmouth and sunk in 94 fathoms of water off the Casquets.

We can only be truly thankful for the classic revival and all those yachts restored to their former glory, for our pleasure, again with *Elena* in pride of place.
Stanley F Moody, Southampton



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Sternpost

Peggy Bawn's waterline plate

This little item is a relic of a long abandoned way of rating yachts.

Peggy's owner *Hal Sisk* explains

The adoption of a new measurement rule in 1886 was a watershed event in yacht design, perhaps more so than any other change before or since. Until that date yachts were measured for handicapping with a modified version of an ancient tonnage rule hull, intended to assess the cargo-carrying capacity of merchant ships by approximating the volume of the hull.

The new formula was first proposed in Britain by Dixon Kemp in England in 1880, and while the Seawanhaka Yacht Club in America was the first to use it in 1882, it was eventually adopted throughout Britain and Ireland in 1886. It simply measured actual sail area (SA), multiplied this by the length on the waterline (LWL), and divided the result by an arbitrary constant. The result was a 'Rating' which did not relate to any single physical dimension.

Previously length was measured on deck from the stem to the sternpost, and sail area was totally unrestricted; hence the clouds of canvas on the older yachts. Under the new rule, the sail area was taken by measuring the spars, and not until the 1920s was there a 'free area' concession for overlapping headsails which resulted in genoas, with all the attendant stressing of rigs and hulls and the need for powerful winches.

When my *Peggy Bawn* was launched in 1894, her commissioning owner, Alfred JA Lepper, asked her designer George Lennox Watson to squeeze her into a 2½ rating in order to compete in a class of similarly rated craft. The rig she carried in her first few racing seasons was therefore somewhat cut down, even though Lepper acknowledged that in his intended role for her as a fast cruiser, she could and should carry more sail. So soon after her initial racing career, she was re-rigged with the sail plan she now carries.

While the sail area could be easily altered, the LWL was fixed. Well, not quite. If a Rater was made lighter she would be faster, but because of her overhangs, her waterline length would be marginally shortened. Race organisers and rival yacht owners needed a simple visual check if yachts had been modified after measurement.

During the extensive rebuilding of *Peggy Bawn* in 2004, a 3-inch pewter plate fell off the hull near the sternpost. It had been overpainted many times. The two retaining screws were long corroded – it was probably only the paint which kept it in place. Beautifully engraved with serifs typical of the Victorian age are the letters 'YRA'. It might have gone unnoticed but for the presence of yachting historian Iain McAllister who was coordinating and supervising *Peggy's*

"If a Rater was made lighter, her waterline length would be shorter"



Peggy Bawn's YRA plate, above, and, left, see the relationship between overhangs and waterline



rebuilding, with meticulous attention to authenticity. He recognised this tiny plate as a remarkable link to the 1886 measurement rule and to Dixon Kemp, who was the YRA's sole measurer from 1875 to 1898.

Is this the only surviving waterline plate from the 1890s? We can't be sure but we believe it may be unique. It survived simply because her previous owners, father and son Michael and James MacAsey, content to simply day sail her and only very rarely race, never changed any of her fixtures and fittings.

The YRA's Rater rule did not endure because it was too simple. At first in the smallest Rater classes and later in larger yachts, it led to the development of lightly built and short-lived racers with long overhangs which increase the effective sailing length when yachts heel. Eventually the 1903 giant America's Cup defender *Reliance* had 54ft (16.5m) of overhangs on a 90ft (27.4m) waterline. Right up to the 1950s, new one-designs, such as the Dragons, followed this fashion, even though they didn't need them to exploit a measurement rule. For modern production yachts with almost straight bows, sugar scoop sterns, and length limited by marina charges, LWL has become irrelevant. But it recently again became an issue. For the recent battle of the America's Cup multihulls, an American court had to rule on whether a rudder is part of the waterline length.

For many decades, Americans used length overall to describe a yacht's size, while the British tradition was to use the LWL, and several one-design classes were known by this dimension, like Dublin Bay 25s, 21s and 24s. When people enquire about the size of one's yacht, we classic owners know what an unrepresentative measure overall length is, and some of us prefer to modestly mention only her length on the waterline!



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