

Commodore's Thoughts

Here's hoping all our members have had an enjoyable season both off and on the water, although many will however have had to alter their plans again this year. It is said the "lockdowns" have encouraged more people to invest in boats and enjoy the wonderful coastline our islands have to offer. Whilst it is cheering to hear of a number of Hillyards finding new homes there are also sad stories of recently "well found" yachts being broken up. Yes, there is a significant work required in the upkeep of a wooden vessel but the same is also true of older GRP yachts. So please, whenever and wherever the opportunity presents, champion the merits of Hillyard yachts!

With a heavy heart we have to report the death of Ken Andrews on 25th June this year after a short illness. In mid May his crew helped him move *Lucy Maud* from Walton Marina to Royal Harwich, Wolverston with the hope of some sailing in the near future (see photo on next page). That sadly did not come to pass but Ken spent his last few weeks surrounded by family and friends, to whom we send our condolences. Ken was a real gentleman and together with his loyal crew (known affectionately as the Orwell Mafia) was a great supporter of the East Coast meets and the Naval Club dinner. His passing is a great loss to all of us whose paths were fortunate to cross with his. Overleaf are tributes from two

Adj Lucy Maud,
River Orwell - photo courtesy of Paul Norrington

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Special thanks to all our contributors to this newsletter. Please continue sending us your restoration projects, sailing stories and anything else you think may be of interest to other HOA Members. Thank you.

Ken Andrews Tribute

of his regular crew, Paul Norrington and Ian Barnes. Reproduced opposite is an excellent article from a previous newsletter written by Ken about his experiences sailing with our past Commodore Michael Walden. Ken's sailing skills, generosity and wit shine through. **Steve Tiffin**

Ian Barnes and I have known Ken for over 40 years and during that time we had the pleasure and honour of his valued friendship, hospitality and generosity.

We crewed his beautifully maintained Hillyard "Lucy Maud" over many years. In the summer months she was based in Falmouth and then back to the Orwell for the over winter period where she was put in dry dock and worked on by skilled craftsmen and prepared for the next season. During Ken's period of ownership, she made many trips across the channel to Gravelines where Ken formed a long and lasting friendship with the harbourmaster Alain Butin.

When Ken wasn't sailing, he was very much involved with the village of Reed, Hertfordshire where he lived, spreading his generosity by helping to support the Church, Village Hall and many other local organisations. Ken lived respected, died regretted and will be sadly missed.

Paul Norrington November 2021

Some Expert Helmanship and a Tree

About 20 years ago Ken made a trip to Gravelines in Northern France where he struck up a long-lasting friendship with the harbourmaster Alain Butin who complimented him on the lines and condition of Lucy Maud. This led to several trips there afterwards and I was privileged to accompany him on some of them. On this occasion Ken with his grandson Brandon, friend Tony and I serving as crew were returning from France. Ken expressed the yen to visit Sandwich in Kent so we turned into Pegwell Bay, navigated around the shallows and found the mouth of the river Stour. A call to the Sandwich harbourmaster found him extremely helpful, he was undertaking a "seal" watching trip at the time and suggested we should follow him back up the river.

After a couple of miles on this serpentine river we arrived at Sandwich and observed our pilot boat

nudge into the bank, swing around and then drift/reverse upstream to moor. Ahead of us arranged on the swing bridge over the river we noticed lots of tourists waiting expectantly with cameras to record whatever they thought might occur when a heavy high masted yacht collides with it! As intended the bow held in the mud and the stern was swung by the considerable incoming flow so that we finished up pointing seaward again. Some more precision helming by Ken and we are soon moored where we stayed to explore the lovely town for a day or two.

Boarded by French Customs

On this trip to Gravelines once just inside the channel we are joined alongside by a RIB which turns out to be from the French Customs and three of their number leaps aboard. All are armed to the teeth, which comes as a slight shock but they are friendly, polite and obviously familiar in dealing with visiting yachts, their bleary-eyed crews and their scattered paperwork. Fortunately, Ken finds his ships documents, fuel duty certificate, insurances, passports etc and all is well. I am at the helm but conscious that having to maintain way for steerage while this search is going on is reducing time to lower sails, make ready fenders etc. I also notice that our friend Alain has just waved at us when passing us in the opposite direction going to sea in his fishing boat. Later we were moored safely in the marina and met up with our host, was I the only one who thought the early morning Customs inspection might not just have been a coincidence?

Ian Barnes November 2021



Ken Andrews and Lucy Maud in May 2021. Built in 1977 she was a one off although based on the lines of a 13 tonner. Her sailing abilities were enhanced with addition of the bowsprit.

Ken Andrews Tribute cont.

From the HOA Newsletter Autumn 2007

The sailing season with *Lucy Maud* really began with a call from our Commodore, Michael Walden, suggesting that we join him at some point on his intended trip to Holland in *Trimley Maid*. The plan was for us to meet in Dover with *Trimley Maid* sailing from Poole and *Lucy Maud* sailing from Woolverstone, Suffolk. From Dover we would cross the Channel and visit Gravelines to the East of Calais. A date was set and *Lucy Maud* left her mooring in the Orwell River early one sunny morning. The day quickly changed to fog patches as we cleared Felixstowe Dock and gradually got worse until at Dover the fog provided no more than a quarter of a mile visibility. The trip had turned into a classic test of navigation through the sandbanks of the Thames Estuary using G.P.S. and radar. Meeting with *Trimley Maid* in Dover that afternoon was a great event given the conditions & both skippers and crew celebrated with an excellent Italian meal in town. The following morning both boats left Dover to a point east of South Foreland. At the northern edge of the shipping lane the positive decision to cross was taken. This was to be in close company as the visibility was no more than half a mile. Donald, who was crewing aboard *Trimley Maid* and had flown from Australia to be on this trip, returned home with a photograph of the boat's radar screen showing eight ships at one time within a four mile radius. Due to the fog we had only seen one ship during the whole crossing. We were visiting Gravelines as *Lucy Maud* is well known there. On approaching the harbour entrance the fog cleared, the sun came out, and there was a warm welcome provided by Alain the Harbour Master of the Bassin Vauban. Now came Michael's first taste of French officialdom. Having left home without his ship's documents he had crossed the English Channel apprehensive as to how he would be treated if asked to produce them. He decided to come clean by admitting his mistake and by making an appeal for clemency. "*This is a very serious matter*" exclaimed Alain maintaining a deadpan face for quite some time before a broad smile indicated that all was well. During our short visit Alain took some of us in his car to visit places of interest, to meet the locals and sample the beers in his favourite café all to the backdrop of the accordion — very French. It was not only Michael Walden who was overwhelmed by the hospitality provided. This then was the beginning of Michael's cruise towards Holland leaving *Lucy Maud* to return to Woolverstone via a brief stopover in Ramsgate to catch some rest and to wait the next favourable tide. The sight of our Commodore aboard *Trimley Maid* in Gravelines at 2am dressed only in his birthday suit wishing us a safe trip home remains pos-

itively etched in our memory!! Indeed my crew member, Ian, still wonders if there are certain points of sailing which have yet to be fully explained to him. Some weeks later Michael telephoned me to advise that having reached the Dutch Island of Texel *Trimley Maid* was moored in Ijmuiden and was there any chance of assistance to get her back to Poole? It appeared then that I was to be involved in both the Alpha and the Omega of Michael's grand tour. A few days later I was cross the North Sea, this time by Easyjet from Luton to Schiphol then by hydrofoil along the North Sea Canal from Amsterdam to Ijmuiden. At the marina I was greeted by an immaculately attired Commodore topped off with a new HOA baseball cap. Before long we were underway into a SW3-4 south bound along the Dutch coast "going like a greyhound" as Michael commented. The arrival of darkness coincided with a crossing of the busy waterway leading to Europoort and Rotterdam with many ship movements which required the close attention of us both. Michael's attention was particularly drawn to the fact that during my off watch periods I was sleeping with my HOA tie on, which according to his log was an all time first. As the coastline swung around to the southwest so the wind began to head us and so began a long slog to windward with reefed main and engine until, having crossed the busy waterway of the Westerschelde, we reached Ostend. Early the following day at 4am we left Ostend bound for Dover into a forecast SW 4-5 on the nose. With the sun rising like a giant orange on our starboard quarter & a slight sea all went well until a misplaced digit on the autopilot control caused the boat to perform a figure of eight manoeuvre in front of the Ostend to Dover Ferry. (I can only advise that it was not the writer's digit and that the comment from the bridge of the ferry was barely audible at 400 metres.) With a foul tide and some miles to go to the intended crossing point to Dover from a loud continuous shriek from the engine control panel we became aware that the engine was over-heating and worse still there was no water coming from the exhaust. We had a water intake blockage, a foul tide, a headwind from the SW F6, a big sea running and we had to shut off the engine. We were in a position just south of the west to east shipping lane unable to make Dover under sail and no engine. A call was put out to Dover Coastguard by our skipper to advise of our situation and confirm that we intended to cross the shipping lanes to South Foreland under sail but not strictly in accordance with the regulations ie 90° relative to ship movements. We were in no mood to accept that the west to east shipping lane came under the control of the French Authorities whereas the east to west came under the control of the British. Our skipper decided to play the

Ken Andrews Tribute cont.

"old soldier card". He advised Dover that the two persons on board had a combined age of 142 years and "I should mention in passing that we are rather tired". All of this came as some surprise to me as Michael had previously admitted that he resented being referred to as elderly! The plan then was to cross the shipping lanes under sail only from our position east of Calais to the South Foreland keeping well clear of the South Goodwins. Then to go through the buoyed Gull Stream and arrive at the entrance to Ramsgate harbour. At this point we hoped to use the cooled engine and enter under our own steam. This we almost achieved but as the engine was being used in the harbour approach channel the alarm again went off with a penetrating shriek. We pressed on for a few minutes more but it became obvious that the strong north-going tide was going to be too much for us. With the alarm sounding and Michael becoming enveloped in steam coming from the cockpit sole stating that "this is not at all good for my nerves you know" the engine was turned off. It was 11pm and the offer of assistance from Ramsgate Port Control was gratefully accepted. As we set our anchor and payed out the chain a trail of smoke raced into the night sky above Ramsgate. A maroon exploded to summon the crew of the inshore Lifeboat and to announce to us that we were now in safe hands. No disgrace in any of this. We had been disabled by an object entering the cooling water intake. We had communicated with the coastguard. We had kept inconvenience to others to an absolute minimum and with their assistance we had kept ourselves safe. After a good night's sleep the question of what to do next had to be addressed. Our attempts to repair the blocked cooling system were not successful so assistance was required and found in the person of Renard (The Fox) of Davis Marine. Faced with a possible delay of two to three days for repairs and with Michael in the safe hands of Renard there was little more that I could do. "Paid off" at Ramsgate I found my way to the station to return home, but I did purchase a return ticket just in case. Not many hours passed before a jubilant Michael called me at home to say that repairs had been completed and that there was no damage to the engine. *Trimley Maid* was again in seaworthy condition but that the offer of help from another crew member had come to naught so was there any possibility that I could join him to finish the trip? This was a tough decision for me as I had received a £200 bid on Ebay for the return half of the rail ticket (Michael I am joking). Back in Ramsgate the following Tuesday, 10th July, I found a rather dejected Michael considering a less than favourable forecast. Despite this we decided to press on leaving the Harbour entrance with Michael singing "Goodbye Ramsgate I must

leave you, though it breaks my heart to do" to the tune of Dolly Grey. There was a gentle breeze from the north east. Past Dover, Folkestone & Dungeness then into the night of the south coast, the VHF gave the unwelcome news — sea area Dover Gale F8 imminent — and so it came but fortunately off the land. The following morning we were pleased to call in at Newhaven for a break and to wait for the next favourable tide. Newhaven, the first marina to be constructed in the UK, is now primarily a ferry terminal and the marina itself has become silted up so that most boats are in mud berths at low water. By the time we were ready to leave Newhaven the wind had backed into the SW and was expected to increase. This ruled out Littlehampton as a possible stopover so it was decided to press on. There was some discussion whether we should go south of the Owers Shoals, where many years ago Ted Heath's Morning Cloud foundered, or to pass through the Looe Channel at night. To save time the latter was chosen and it was good to see that both channel marker buoys are now well lit with their lights visible for 2/3 miles. We entered the Eastern Solent around 2am and as we neared Cowes the skipper came on watch to the sound of the starboard jib winch and the silenced engine. Peace in the Solent with the sun rising on our starboard quarter — a brief but very welcome relief. At the Hurst Narrows and away from the shelter of the Isle of Wight conditions became very different with a strong SWF6-7 creating a big sea in Christchurch Bay. Coming under the lee of Old Harry rocks we turned into the Poole Harbour approach channel. Passing Studland Bay, the chain ferry and then Brownsea Island we finally tied up in Poole Harbour Yacht Marina. Home at last for *Trimley Maid*, her adventurous skipper and worthy Commodore of our Hillyard Owners Association.

Ken Andrews

Falmouth Classics

Thankfully the 34th Falmouth Classics was able to take place again this year, if not the Shanty Festival. Earlier worries of curtailment by not only Covid 19 restrictions but also the G7 summit did not materialise. Whilst the G7 was not taking place in Falmouth itself, the press being based here made for some interesting sights, including boarder force patrols regularly patrolling the harbour on ultra-fast jet skis. Quiet Falmouth was not, attracting some demonstrators amongst others. Notwithstanding the Classics were very successful, with over 150 entries (most being accom-

Falmouth Classics cont.



Left: *Ianthe*
Right: *Maffick*,
Vivona &
Seraphina
Bottom Left &
Right: *Vivona*



modated at Falmouth Haven, and on the nearby moorings, as well as Pendennis Marina) and some two thirds of those enthusiastically racing (despite challenging wind shifts) on the Saturday and Sunday in the Carrick Roads. Whilst this year we did not have any Hillyard's racing, *Maffick*, *Seraphina* & *Vivona* took part as well as *Ianthe* & *Isobel of Stanton*. Hopefully we will have a large presence next year at this friendly event.

Thanks to the generous sponsorship, and an army of volunteers, without which the FC would not happen, some creativity was shown to allow socially distanced mingling of crews, enabling genial pontoon receptions on both Thursday and Friday night (when the weather gods were kind to us) with music by Bryhers Boys & Hardiesse Harmonies. The only casualty was sadly the Club supper for participating crews on Saturday night at the Royal Cornwall Yacht Club, which was cancelled due staffing issues, inevitably related to Covid. However those of us attending quickly made other plans and all on the Haven pontoon had the benefit of another socialy distanced meet up, accompanied by music that evening from 'Jumping Out' a strolling jazz duo who did indeed stroll from the RCYC down to Falmouth Haven! And thereby reached a wider audience! The Parade of Sail on the Sunday morning in the Carrick Road was a

delight as the sunny weather & light breezes gave more time to soak up the atmosphere and enjoy the sights of the other participating vessels. It was led by the two RN Patrol vessels, then a topsail schooner, *Anny of Charlestown*. Marking the Falmouth Harbour Commissioners 150th anniversary, the two current pilot boats led a flotilla highlighting Falmouth's maritime history. Last, but not least, the two Falmouth lifeboats then preceded us, the classic vessels in all shapes and sizes! Several crews dressed to reflect the theme – 1870 to 1900. The Award for



best dressed crew was given to a yacht called *Liberty Jane* although credit should be given to Lynne & Keith Tullett on *Vivona* captured here by their friend Kathy Mansfield (a Maritime and Yachting Photographer/Writer, covering the Classics.) Just possibly Keith being the Chairman of the Classics meant he was never going to win! Crowds gathered on Pendennis Point to watch and the sight as the fleet began to round Black Rock was surely spectacular. **Next year the Classics is 17th to 19th June.**



Ianthe's Summer Cruise

Early in 2021, whilst initially optimistic of a return to cruising abroad, it gradually became clear our best option was again to head west from Chichester. We hoped to visit the Isles of Scilly before the Falmouth Classics. Leaving on 19 May should have given us fair tides through Needles/Portland Bill tidal gates and onto Dartmouth/Torbay. The "Weather Gods" however had other ideas and we eventually left a week later enduring a wet and windy trip to Yarmouth. Suffice to say we had lost our favourable tides and short hops became the order of the day via Weymouth, Torquay, Brixham and Salcombe to arrive in Plymouth at the end of the month. A mixture of crew feeling below par (not Covid although we heard of plenty of cases whilst we were away!) and weather altered our plans, resulting in a leisurely cruise to Falmouth via The Yealm and Fowey, where we enjoyed sailing in company with David and Gay Richardson on *Isobel of Stanton*. After a successful Falmouth Classics (although we missed not seeing David Stickland and his 9 tonner *Tashana* this time) we headed back to the Solent in late June.



Ianthe & Isobel of Stanton in Fowey

We still hankered for more cruising so were keeping a close watch on the Channel Islands where opening up plans were in the offing. Early July this happened and we heard from Keith and Lynne Tullett aboard *Vivona* on a Cruising Association Rally they were aiming for Guernsey. With France still inaccessible, we decided we would try for the first time ever to get to St Peter Port in one hop from Yarmouth – usually the lure of Cherbourg and the opportunity to stock up on French wine etc. is far too great for the skipper to resist! We left Yarmouth at 0340 on 14 July to take the ebb out past The Needles. Our target

was 1400 at the Race entrance and full use was made of a favourable North Westerly plus a Nanni diesel to be there at 1415. An increasing heading wind slowed us down through the Race inspiring the following ditty to David Richardson, purveyor of excellent Welsh baked whisky cakes.

A skipper and his mate

Decided to go for a tidal gate

Into the Alderney Race they sped

But there was also a need to be fed

So with wind over tide

And a fairly rough ride

Tea and cake was served

As standards must be preserved!

Delicious & with a nautical theme

As red and green could be seen!

(Nb red & green glace cherries in case you were wondering!!!)

1750 we moored up at St Peter Port and by the skin of our teeth cleared Covid Procedures by last call at 1800. This meant we were allowed ashore off the "Quarantine" Pontoon, important as there was a G&T waiting for us on *Vivona* (who had arrived a few days before via Portland and Alderney) moored inside Victoria Marina! Usually in July boats are rafted three plus deep and you can practically walk from one side of the marina to the other. It was therefore surreal to be tied up alongside one of the long pontoons with just 5 others. In all there were no more than 30 vessels with quite a large proportion from Jersey (who had been encouraged to visit) and of course no visiting French yachts! The Island was very quiet, the weather superb and 5 days of exploring, swimming, and socialising made for a relaxing break. With Jersey now off limits due to much higher Covid levels, NE winds due to set in and more unfavourable tides, we had another 0340 start to head back to Chichester (via Portland this time). We were rewarded with a spectacular sunrise over Alderney and had another practice using our newish AIS in the shipping lanes. We felt fortunate to make the trip and glad to support Guernsey's economy - an island we have visited many times over the years, although usually as a transit port. Hopefully next year we will be able to venture further afield as well as visiting home waters.

Steve & Liz Tiffin, Ianthe

Pangchi

As we write this, we have now parted company with our much-loved Pangchi after 14 years. Regrettably, ill health and growing family commitments forced the sale. However, we have many good times to look back on, including some memorable Falmouth Classic events and excellent social evenings at Hillyard rallies at Poole, Fowey and Newton Ferrers. You are a very hospitable crowd and made us feel very welcome from the start, although special mention must be made of Steve and Liz Tiffin and their exceptional kindness and help on various occasions.

So, what of Pangchi? Well, she is looking in pretty good shape for a 50 year old and is still one of the most comfortable and well laid-out Hillyards that we've ever seen, even allowing for our inevitable bias! We wish you all the best and hope to catch up with you in the future. Happy sailing!

Best Regards **Ann and Mark Swabey**

We have enjoyed Ann and Mark's company and support over the years and also grateful thanks are due to Mark for all his help in the past with the HOA website.

We are fortunate to have a full history for this 11 tonner built in 1970, unlike many. Her first owner who kept her in Ramsgate, was a Yorkshire farmer and named her *Forest & Vale*. In 1978 Lorna & Dennis Vance bought her. They were involved in founding the HOA and Lorna organised the Cowes Rally for many years. Sadly when Dennis passed away suddenly in 1983 she had to be sold and Eric & Mary Bardell bought her.

Eric wrote "*First find your boat - Simon Cullingford offered several and after a survey we chose Forest & Vale with a transom stern. She was named after a Yorkshire pub. It was love at first sight and we could live aboard comfortably for 6 or 7 months of the year whilst we explored Turkey. We could not put to sea in a pub but changing a boat's name takes time. Eight names were submitted to the Ministry in order of preference. They accepted No 7 Pangchi! (A minor peak in the Western Himalayas but a family triumph in the days when my wife and I had sufficient puff for high altitudes.) Timetable and route planning was six months to cover some 3000 miles!*"



They left Littlehampton in April 1987, crossed to Le Havre, through 1280km of canals and 181 locks, then at Port St Louis *Sarakl* helped step their masts. They sailed to San Remo, Italy, Via Reggio, Punta Ala beyond Elba. Beyond Capri bad weather dogged their passage to Straits of Messina, then they sailed via Corfu & the Corinth Canal, to Kusadasi, Turkey. Eric wrote "*We gave ourselves ample time to cross the Aegean the meltemi blows hard and the katabatic effect off high ground even 2 miles off shore can increase F5 to F7 out of a clear sky. Occasionally it may be indicated by a small cigar shaped cloud over the spine of the islands hills. It is then that the sea keeping qualities of the Hillyard come into their own, a valuable safety feature for a husband and wife crew. We arrived in Kusadasi 5 days ahead of schedule*"

There they met Tankut Akalin (then owner of 19 ton *Pappengo*) and seeing the standard of her work had *Pangchi's* hull taken down to the bare mahogany. They left her in the Marina for winter and the following year didn't get as far planned



Pangchi cont.

(Istanbul - due to typhoid outbreak,) so deciding to go no further east, visited the Greek Islands, and left the Dardanells in style .

“As we lay in Canakkale the sun shone and out of a clear sky the wind rose, followed by heavy rain and for good measure, large hailstones beat the waves into submission. We cleared Customs & Immigration and set off at a cracking pace with the genoa pulling hard. It was the most exhilarating ride to the Kum Head Shoals at the entrance 15 miles away.

The current provides an extra 3 knots to your speed over the ground on the southern side and flings you into the Aegean. A few miles south we stopped at Bozcaada and drew breath. It's the island where Agamemnon mounted his first operation against Troy.” They again wintered in Kusadasi.

“We returned home in September and took the car to Carmargue to seek a winter berth for "PANGCHI" in 1990. We found one or two off the Rhone between Arles and Avignon, but since our return have changed our mind and as we are still fit, we'll spend next year in the Ionian Sea and the Adriatic rather than make our way home.”

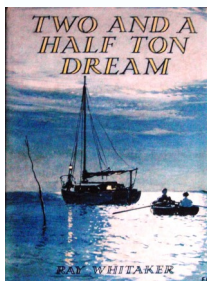
All adventures come to an end and in 1991 Pangchi was sold to Neil & Anne Edge. In 2007 Mark & Ann Swaby bought her and have taken great care of her, berthing her in the West Country.

Below: Pangchi “dressed overall” at English Harbour, South West Turkey in 1988!!



A Tale of Two Puffins

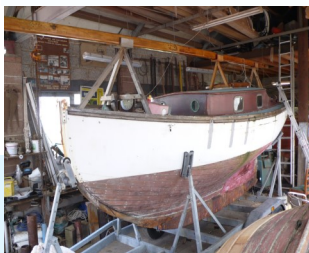
The 1936 2½ ton *Puffin* has been in the ownership of David Pestrige since 2008. Believed to be the ‘*Puffin*’ referred to in Ray Whittaker’s book ‘Two and a Half Ton Dream’, (featuring the au-



thor’s accounts of sailing in the Blackwater Estuary in the 1950’s, published in 1959) Ray Whitaker is probably a pseudonym. It was illustrated by Frederick Bertrand Harnack (Fid) 1897—1983, a well known artist, specialising in

marine subjects, living in West Mersea, also a keen yachtsman. In 1979 *Puffin* was lying in Littlehampton, owned by an Australian resident. In 1990 her next owner lived in Gosport so it is likely she spent these years in the Solent area. This *Puffin* also featured in PBO (Issue 403 July 2000) whilst owned by Dan Darwell & Alex Henderson. Bought the year before, she was structurally sound after repaired storm damage in 1987. They sailed her in the Solent & to Dorset.

Taken on as a restoration project by David she



Above: Puffin in Mears Boat Yard in 2015

Below: in 2008 being sailed by Dan & Alex

has been out of the water but not yet completed due to his other commitments over the years. *Puffin* was recently advertised for sale with a full inventory and spares purchased for the restoration, including a partially stripped down 7 Yanmar 1GM10 engine.

Puffin was lying in West Devon and David is pleased (and sad) to report that *Puffin* thankfully has now found a good home and been moved to Gweek, Cornwall.

Her new owner Kyle Abingdon, is a boat builder and has the skills & space to continue her restoration. We wish Kyle well and look forward to following her progress.



A Tale of Two Puffins cont.

This is a tale of mainly two Puffins – but a third is involved! It has always been more of a challenge with our records for smaller boats as fewer were Lloyds registered, unlike the majority of the larger tonnages.

“PUFFIN AROUND” was a heartening story in our 2009 Spring newsletter involving Cathy Woodhead, the daughter of a family cruising their Hillyard in the 1950’s to France, Belgium and the Netherlands. She wished, more than half a century later to publish the log written by her mother with accompanying illustrations by her father. This led Cathy to wonder if their yacht *Puffin*, might still be around. Finding the HOA website and contacting the then Commodore Michael Walden, Cathy’s enquiry revealed three **PUFFINS!**

Firstly (see adj. page) the 2½ tonner at the time recently acquired by David Petridge and taken to Inverness, secondly a 1936 4½ tonner owned by Charles Proud in Pin Mill, Suffolk, also an HOA member. However it appeared the third, another 4½ tonner built in the 1930’s might have been lost as there was a note in our records in 2006 from Win Coops at Underfalls Boat yard in Bristol saying a yacht called *Puffin* would be broken up if no buyer found within 2 weeks. Cathy was able to contact Win to see if she had survived and;

“Amazingly the boat was still in the boatyard and one of the boatyard employees, Jasper, was renovating her. I emailed some photos of our *Puffin* to see if they recognised her, and then Win emailed me back with his photos. There she was. I had found *Puffin*”



Adj; Puffin in 1996 when she was owned by Michael Palmer. As can be seen, apart from her size she has a very different profile from a 2½ tonner.

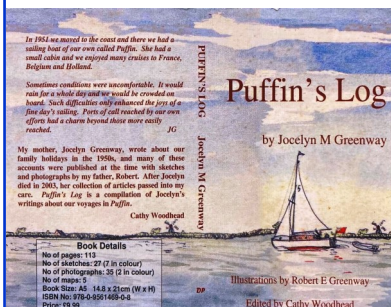
So this *Puffin* was fortunate to have a professional re-fit at Underfalls Boat Yard including a new stem and apron, replacement of some timbers and hull planks, new hatches, new sheathed marine-ply decks with new rigging. The interior was fully finished but left for fitting out.

Earlier this year *Puffin* found a good home and was sold to new HOA member Tom Unia. He initially brought her from Bristol to Port Solent to fit her out and make her seaworthy. Having completed these works Tom has enjoyed sailing in the Solent this summer. *Puffin* is now tucked up in Emsworth, Chichester Harbour for the winter.

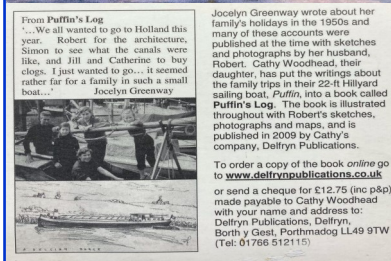
We hope Tom has many happy years ownership with this distinguished Hillyard and look forward to seeing her sailing in the Solent.



Above; - Puffin trying out her new main at Port Solent: Right hand top & lower — Sailing in the Solent 2021 & Left hand lower - the new foc'sle



Adj; Puffin’s Log edited by Cathy Woodford, written by Jocelyn Greenwood with illustrations by her husband



Arun Swan



Left: Arun Swan at anchor
Right; in 2001
Below Left; At Ridge Wharf, Poole 2021



The previous owner could no longer look after her and placed *Arun Swan* on the market earlier in the year. New HOA member Dan Uren has been posting about his progress since purchasing this 13 tonner, built in 1973, for a Mr DJ Clapham, of iroko on oak and ketch rigged. She had had been laid up at Ridge Wharf for several years, having had a refit between 2010-12 and it seems in 1994/5. It appears being outside for a while has allowed deterioration from the elements. As featured previously in our newsletters, as we know, wooden boats do not like being left uncovered! Dan has been in contact with her second owner Stephen Blackaller who kept her in Salcombe for a number of years from 1977 onwards and now knows more of her history.

Dan's initial assessment was that much of her condition was cosmetic and there was a beautiful boat underneath. So Dan set to in the summer and here is his record of what he has achieved to date.

11th June

The main mast was an absolute pig to unstep, being seriously stuck fast in the tabernacle, prob-

ably caused by the mast being siliconed in place and also coated in a very thick layer of Coelan (which is horrible stuff and traps water underneath, very much to the detriment of the mizzen). It was only released with the intervention of wooden wedges to break the seal, which was somewhat traumatic!

Major progress! The masts were subsequently stripped and placed across all four trestles, not just the two in each in the photo.



20th June

I have some more history for the old girl, I found this (*a handwritten note*) under the decaying plywood in the doghouse: "*This boat was completely refurbished by J D Stubbs between Aug 94 & May 95*"

29th June

I'm slowly working my way through removing her ballast, and have removed about a tonne so far. The speed of removal is hampered not only by the payload of the car but also by pretty much



Arun Swan cont

everything below the sole boards being coated in a foul diesel slime from when the fuel tank rusted out a year or more previously. I even have to jet wash the ballast prior to putting it in the car, it is that grim! It just gets everywhere. I am aiming to remove the remaining ballast this coming weekend and also get her fuel tank out, or at least start on it, which will be one less thing that smells of diesel. She'll take some serious cleaning to get rid of this.

5th July

After dumping its contents into the bilge a year or more ago before I bought her, removal of the diesel tank was scheduled to be one of the first major jobs. Just a bit of corrosion in the fuel filler! It was quite heart-breaking to dismantle a rather beautiful iroko locker, but for possibly the first time in 48 years the tank sees the light of day. And at 60 gallons, it's a beast!



25th July

The masts had the misfortune of being treated with Coelan, a hideous polyurethane finish which is exceptionally hardwearing and difficult to remove. It's all well and good when in good condition, but if water gets in behind, which it will, it stays trapped and does evil things to the wood. The coating on the masts was over 1mm thick and almost indestructible and it has fought me the whole way when removing it. Even with heat, various scrapers and a lot of TLC and despair, it has been hideous to remove. Also, where the wood is wet and soft behind it, when you do remove the Coelan it destroys the surface in the process. Not a great day at all.

With the Coelan removed the mast can finally breathe and start to dry. And come apart at the joints in the process.



Above: Stripping the mast

Left : One decayed diesel tank!

Below: One clean engine compartment!

*"Systematic abuse of a wet and dry vacuum!
I'm not entirely sure it was designed for the
sludge and diesel under the engine, but it
certainly did the job."*



After various other demands on his time Dan has taken the decision to move *Arun Swan* to Gweek Classic Boatyard, located in the upper reaches of the beautiful Helford River in Cornwall. This yard has a good reputation for dealing with wooden boats.

Dan is enrolling on a full time boat building course at Falmouth Marine School. We wish him well with this endeavour as well as his ongoing refurbishment of *Arun Swan*. She is one of sixteen 12/13 tonners built between 1970 and 1974, plus *Seadrift of Ridge* in 1976 and the very last *Lucy Maud* in 1977. Her attractive name keeps good company with *Autumn of Arun* and *Crusader of Arun*, both built in 1971.

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Maid of Shannon

The 11 tonner *Maid of Shannon* was built in 1968: we know little about her first owner but her second kept her in Chichester. In 1980 Ken and Margaret Pausey bought her and became active HOA members. They sailed with their boys from an early age (their son had his first channel crossing to Cherbourg at three weeks old!) and regularly visited the Channel Islands, Normandy and Brittany.

Maid of Shannon attended the Brest Festival three times, always being noted for her immaculate condition - she wintered in the shed at WicorMarine at Portchester and was kept on their moorings in the summer. Many happy times were spent in Yarmouth as a family and in later years Ken and Margaret still made good use of *Maid of Shannon*, spending time at Lyminster Marina (with by then, very sensibly, all home comforts including electric blankets) and also regularly visited Hythe Marina, where Doug

NEW MEMBERS

Tom Unia	Puffin	4½ tons	1930's	Emsworth, Hampshire
Dan Uren	Arun Swan	13 tons	1973	Gweek, Cornwall
Dave and Caz Ashman	Maid of Shannon	11 tons	1968	River Exe, Devon

Coulson always made them very welcome. Ken kept very fit and is remembered for his dextrous cycling along even narrow marina pontoons! After Ken passed away she was sold to Guy Watkins some seven years ago and he moved her to the West Country, including Plymouth Yacht Haven where, aboard *lanthe*, we spotted her in 2020.

This year she was sold to new HOA members Dave and Caz Ashman who were impressed with the condition she had been kept in, which would have delighted Ken.

They have experience of wooden boat ownership over many years, including their most recent - a classic and very attractive 28' Holman Sterling. Prior to the end of this year's season they had over two weeks cruising on *Maid of Shannon* and more time getting to know the boat on their mooring on the



Above: Maid of Shannon, Old Gaffers Yarmouth 2007. **Below:** Maid of Shannon, Plymouth Sound 2020.



River Exe. She will overwinter there being craned out next Spring for maintenance. Dave and Caz are updating some of her equipment. They plan to sail to Scotland next year, following in the path of many Hillyards. We look forward to hearing about their adventures.



Maid of Shannon, River Exe 2021

Date of next issue Spring 2022

If you have any articles, photos or news which would interest other HOA members please email to Steve Tiffin at hoa.commodore@gmail.com

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