

The Hillyarder

The newsletter of the Hillyard Owners Association
www.hillyardyachts.com



Issue 60, April 2009

FROM MICHAEL WALDEN. HOA, COMMODORE

Dear Friends

All the signs are that the restoration and desire to own and sail wooden yachts is enjoying a resurgence. We get this encouraging impression from news and enquiries via email and through the post and activity on our website: www.hillyardyachts.com and, gratifyingly, being able to welcome more new Members to the Association (nine since October). In part this may be due to the recession, which bears out the old saying: "Its an ill wind that blows nobody a good !"

This popularity isn't so surprising to those of us who appreciate the qualities of Hillyard yachts which give us all so much satisfaction. Anyway, it must be the case that, the news is out, "wooden boats are fun and worthwhile!".

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WELCOME ABOARD

Christopher Hedger Landshipping, Milford Haven MINUET	9 Tons	1957
Ralph Howick (Re joining HOA) Brighton Marina SPINDRIFT OF BEAULIEU. Ex WENDY WOO	20 tons	
Simon Hyde Woodbridge. Waldringfield. SOOTHSAYER	8 tons	1960
Edward Jones Burry Port, Carmarthenshire. MARI	7 Tons	1924
David Petridge Kinloss. Findhorn. PUFFIN	2.5Tons	1936
Hugh Quinn New Ross Ireland GAVOTTE	2.5tons	1943
Robert Rohrup Els Poblets Spain QUINTET	12 Tons	1957
Cathy Woodhead Porthmadog Ex PUFFIN	4.5tons	1930's
Yacht lying Bristol see article.		
Abigail Makiello Boulogne PETMAR	6 tons	1954
Edward Huntley and Susan Mcdermott Printed .West Sussex MEMMERT 11	5tons	1956

From Front Cover

To coincide with this wave of enthusiasm we have a new image for our newsletter renamed THE HILLYARDER. I hope you like it, and that it conveys all the things you like to read and see about our boats and the people who restore and sail them. Our Editor for this 60th issue is Tracey Daley who is experienced in public relations and publishing. On your behalf I wish her a very warm welcome and express the wish that she will enjoy the task and remain for many issues to come. Please do not fail to let Tracey have your own articles and photographs which are the lifeblood of any publication.

Alongside this progress, we soon will

have an elected committee to keep the Association pointed in the right direction. I am confident that this keen group of Hillyarders will have all the support from the Membership they will need.

Whatever may be our success in the future we will not forget it is built upon the enthusiasm and input of those who served the HOA for so many years like our President Michael Joyce, who now sadly, does not enjoy the best of health.

Although I believe that our new committee structure will be more effective, I promise that we will not get bogged down in bureaucracy, 'pc and elf and safety'! The HOA will always be that open friendly place it

has been for the past 30 odd years since our foundation.

Nature Note. A swarm of bees were on the Aconites, (the first tiny yellow flowers, harbingers of Spring), in our garden on the 15th February. It must be time for us to get to work!

From Gillian and I ; "Good luck and FAIR WINDS".

Michael Walden



BY WAY OF THE GOLDEN ISLES: RAGGED ROBIN III'S CRUISE, 2008

Ragged Robin's (6T, 1951) second owner after Arthur Ransome was another author - Anthony Rushworth-Lund. He wrote a charming book "By Way Of The Golden Isles" about his voyage across the Channel from Littlehampton to Honfleur, through Paris and to Corsica and back through the French canals in the late 1950's.

During our last season's cruise of over 1500 nautical miles along the UK south coast and back via Brittany and Normandy, we were reminded several times of the book, which has been passed down from owner to owner. For this cruise, though, our Golden Isles were not the Isles d'Hyères,

but the Isles of Scilly and the Isles de Bréhat.

Our motivation for the cruise was the international Annual General Meeting of the Arthur Ransome Society held in the National Maritime Museum in Falmouth over the late May Bank Holiday weekend. In preparation, we fitted out Ragged Robin in the autumn of 2007 so that she would be ready as soon as there were hints of Easterlies in the weather forecasts in April. By the second week, we were off, and the easterlies started



Bateau Jolie, Honfleur

on 15th as we left Eastbourne for Brighton. They continued for well over a month except to a head us as we crossed Lyme Bay and across to Brittany! We were pleased to encounter many Hillyards on the way: Winfrith in Brighton, Tashana in Haslar, Snoqualmie and Vivona in Mylor and Dawn II in St Just Pool.

In Mylor, we also encountered a north-easterly gale which threatened to lift us from the visitors berth on to the concrete Pontoon. The harbour staff were exemplary, blowing up large fenders and finally towing most of the visitors inside the harbour for shelter. However, the weather steadily improved and we were able to sample the many delights of cruising in Falmouth: St Mawes, St Just, Trelissick, Malpas and even Truro (by tender). We enjoyed meeting up with Hillyards and their owners for the SW Meet in Fowey.

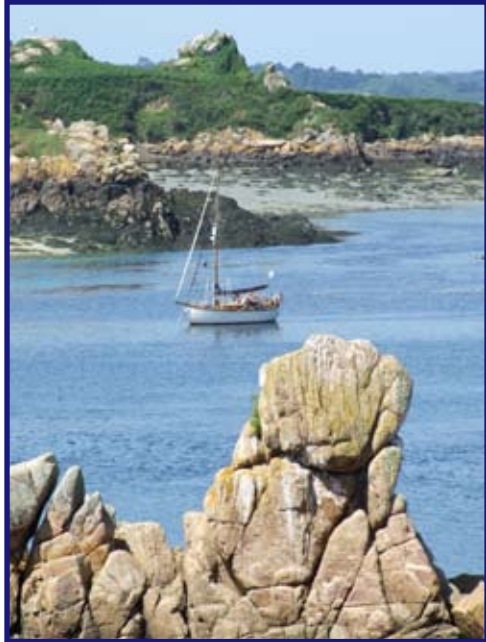
The Scillies were shrouded in fog most of the time we were there,

but the sun shone for Diana's 70th birthday celebrated in style in the Island Hotel on Treco.

Coming back to the Scillies for the first time for 15 years we were greatly relieved to find visitors moorings in profusion in St. Mary's Pool and in New and Old Grimsby Harbours. Early in season is certainly the time to go to the Scillies. We were the only vessel at anchor in Gugh Cove; in the summer it is packed.

The Brittany leg was an opportunity for us to visit harbours we had missed out in previous cruises: Morlaix (where we saw Santa Maria III), Ploumanach, Paimpol, St Quay and Binic, where we left the boat and caught the TGV and Eurostar home to catch up on admin (as we had done earlier from Weymouth and Falmouth).

The weather steadily improved, so we made it back from Binic to the Isles de Bréhat, nestling between Lezardrieux



At anchor Isle de Brehat

and Paimpol. We anchored in the south end of the Kerpont channel at a spot kindly pointed out by a passing fisherman. A quick row to the main island and we were surrounded by



Dinan, from the river

flowers and the pink folded rocks of the Côte de Granit Rose. There are only two other places in the world possessing these remarkable rock formations: China and Corsica. The islands are car-less and once the day-trippers have left on the ferries to the mainland they are almost deserted. They are easily walked in one or two days.

St Malo, Dinan and the Channel Islands were our ports of call for the first time, on the way back. We arrived in Dinan for the two-yearly Fêtes des Remparts where most visitors were dressed up in medieval costumes, some complete with donkeys, chickens and human urchins. The medieval town, high up on the hillside and approached by a steep cobbled road, is a maze of beautifully restored buildings and so was a superb setting for the Fête and for celebrating our 45th wedding anniversary. Having moored in the only spot we could find alongside the Quay, we found that we were in exactly the same location where Anthony Rushworth-Lund had left her on his return journey through the French canals.

Then on to Normandy, where we

were able to enjoy mooring in the centre of Caen (worth getting CEVNI endorsement on our ICC!) and several days in one of our favourite locations: Honfleur. Tied alongside the harbour wall waiting for the opening of the bridge into the 16th century Vieux Bassin, we were accosted by an impressive gentleman with: "You, very pretty boat. We give you free mooring in the Vieux Bassin for as long as you like." Up went the flags to dress us overall and in we went, into a perfect location - for us and the artists - outside the medieval Lieutenance. There are some advantages in having a funny-looking old boat!

We were reminded of Anthony Rushworth-Lund's words at the end of "By Way Of The Golden Isles" as he left her in Dinan, just where we had moored: "I did not like leaving Ragged Robin in this way, and, when the bus took me over the high viaduct above the basin, I looked down to where she lay and felt that I was abandoning her. I came very near to tears, for by now I was quite certain that I loved this boat very much indeed."

LONDON DINNER,
NAVAL CLUB.
9TH JAN 2009

By Nim Campbell

There are two words that rule our lives today – the infamous ‘Credit Crunch’ and, with this in mind I expected a much smaller attendance this year. But no; we had twenty seven members and guests, exactly the same as last year, and we all seemed in good heart. Indeed there was a sense that by spending at the Boat Show, rather than as previously, having that feeling of guilt when justifying one’s purchases to the wife, one now had the satisfaction of having performed a civic duty.

The East Coast Heavies were occupying the bar by the time I made my entry at 6.15pm. Ken Andrews had driven all five of them to London, free from the viral infections rife in that part of the world. And he drove them back again resisting the temptations of the Naval Club. Ian Barnes was in the chair when I arrived, and with the other members of Ken’s crew – namely Michael Scoot, David Tait and Michael Roff, I was not allowed to put my hand in my pocket, surely a recommendation for any guest. I’m hoping to have the chance to return their kindness when Lucy Maud ventures westward later this year.

The honour of sending the first cheque this year (usually Ken Pausey) fell to John Chambers, who came with his wife Kersty and two guests, Graham and Ruth Herbert. John has had a bad year in that he required a knee replacement. Beastly uncomfortable in itself without the complications he had to endure, but he is optimistic now (and you will all be happy to learn that I recently read a long term weather forecast, confidently predicting a hot

summer and favourable conditions ahead). So I am looking forward to meeting Ken and Margaret Pausey in Cherbourg soon. A good place for me to meet them where, as in the Naval Club, our boats are a respectable distance apart – too far for odious comparisons.

Vincent and Kaja, as always, managed to fit in something interesting on the way, when they called in to the National Portrait Gallery to view the special exhibition of photography. They, too, were unable to do much sailing this year due to pressure of work and family commitments. Why do people allow their sons to visit faraway places like New Zealand when they know the girls are so pretty and the weather so lovely that marriage and permanent residence is inevitable? Lots of trips to New Zealand I suppose.

Ted and Diana put us all to shame. When I was only contemplating lifting the boat out for its annual paint and antifouling, they were fighting westerly winds on their gallant six ton Ragged Robin, making way to the West Country and Milford Haven. And then back to France against Easterlies, finding a hidey hole at Brehat, and free berthing at Honfleur. They deserve both.

Dr. John Kelly completed the East Coast contingent – unfortunately he had escaped before I had a chance to ask him about things, but I surmise, he, like me, is content now with gentle pottering locally. Difficult enough on the East Coast as I heard from Ken Andrews when (sotto voce) he described a prolonged encounter with the mud. It reminded me of an Army boat which went aground at the entrance to Portsmouth harbour. The Navy signalled – ‘Consider yourselves honorary members while ashore’. Douglas Coulson is another faithful attender. He too likes local pottering, on Hannah, and who wouldn’t with a berth at Hythe Marina.

John and Jan Ridgeway on the other hand take sailing very seriously. I well remember their fourteen tonner, Winfrith, when she was in Littlehampton having a major refit. This year, they, too, fought their way to Milford Haven and then to the Brest Festival! I will leave the tale of their exciting voyage to be related by them! No meet would be complete without the presence of our President, Michael Joyce, who initiated our Association and has been active in it ever since. He valiantly came this year with the help of Queenie, who brought a touch of glamour to the proceedings.

Our thanks to Gillian and our Commodore Michael, without whose insistence I would probably not be writing this. They work very hard to keep us on our toes and our Association healthy. I was sorry to hear that the Poole event (his event) was cancelled this past season and we must wait to hear whether it will be offered again. Finally, it was good to see Carol and David Stickland. They are still restricted in sailing time by his Church activities. As ever, he was called upon to say Grace before we dined, and I will close my article with a copy of that Grace written by Terry Waite:-

“Oh Lord: in a world where many are lonely: We thank you for our friendships.

In a world where many are captives: we thank you for our freedom.

In a world where many are hungry: we thank you for our provision.

We pray that You will: enlarge our sympathy, deepen our compassion and give us grateful hearts.

In Christ’s name, Amen”

A worthy note on which to end!

GIROUETTE – UNDER RESTORATION

By Nick Gates, Wooden Boat Specialist

Hillyard owners may be interested to hear about Girouette, a 3 ton 1936 Hillyard that we are currently restoring. She has been owned by a French family for forty-odd years, and her restoration started back in the mid eighties at Burnes Shipyard in Bosham. That yard closed just as most of the boat had been dismantled, and she was moved to Combes Boatyard, also in Bosham, where I worked from 1987 until its closure in 1999.

During that time she was almost completely reframed, the ballast keel was removed, the wooden keel and garboards replaced. A new pine T&G deck was fitted, traditionally canvassed, and trimmed in Brazilian mahogany. She was relaunched and

kept in a mudberth for a few years.

When Combes closed in 1999, I moved her for the owners by road to Thornham Marina, Emsworth, where she was stored outside, but well covered, for the next nine years. During this time I have established my own business maintaining and restoring wooden boats, many of which are ex-Combes customers.

This spring the French owners were keen to get their boat back afloat, so asked us to continue the restoration. We stopped up Girouette's dried-out hull, and relaunched her into the marina pool where she stayed afloat (after a fashion!) for most of this summer. In the autumn we put her in the workshop, and have removed the now-rotten canvas deck covering. We have fitted an interface of plywood and have sheathed the deck in epoxy and glass cloth, giving a 'canvas look'. To complete Girouette we will be fitting

a new interior, engine and refurbishing the mast and spars. Apart from the deck, we have a 'no plywood' policy



with this type of restoration, and by using a wealth of family photographs will return her to her appearance of fifty years ago.

If you are in the Chichester area you are more than welcome to pop into the workshop for a hello and if it's tea break - you may even be lucky!

For more information on Nick and his work visit: www.nickgates.co.uk or Call 07957422941.

HILLYARD RALLIES and contacts for your diary.

Events Co-ordinator, David Hubbard. hubbard@talktalk.net

Date	Event	Location	Contact
22nd, 23rd & 24th May 2009	Social & Round the Island	South Coast	Guy Smith guysmith@ntlworld.com
6th June 2009	Rally & Dinner	South West Newton Ferrers, Plymouth	David Hubbard hubbard@talktalk.net
22nd August 2009	AGM	South Coast Hythe Marina, off Southampton water	Vincent van Walt vincent@vanwalt.com
22nd August 2009	Rally & Dinner	South Coast Hythe Marina, off Southampton water	Douglas Coulson dtcc8866@yahoo.co.uk
September 2009	Rally & Dinner	East Coast Woodbridge	Ted Evans e.f.evans@keele.ac.uk (Details to be posted to members)

TRAGIC NEWS FROM LITTLEHAMPTON

Sadly, we understand that Hillyards (David Hillyard Ltd) have ceased trading. Our sympathy must lie with the Cullingford family, and the employees of the Company. All Members and owners of Hillyard yachts will feel the tragedy of this event most keenly and we can only hope that some continuity of marine activity at this famous yard will prevail. John Lambson is currently coordinating operations. For more information call John on 07730525886.

A BIT OF A DISASTER!

By Peter Norman

There were three of us in a 12 ton Hillyard. We planned to sail from the Villaine River in Southern Brittany, across Biscay and continue down the coast to Vigo. Then spend a month cruising the coast of Spain. Long sail but extremely exciting!

The weather had not been good, but now we were expecting Northerly or at least North Easterly winds not above a Force 5 so we set off in high spirits, basking in the hot sun.

Three nights later the wind had changed to WSW, heading us, at the top end of a Force 5, with a truly dreadful swell. The engine was on; genoa rolled; two reefs in the main to steady the boat slightly. The night was very black and all I could hope was that things might improve!

However, at 0015 there was an almighty bang followed by wild sail flapping. We shot on deck, the engine slowed and stopped and we saw we had lost the mast.

On deck, by torch light we pulled shrouds and trailing ropes from the water and assessed the damage. The top 4 feet of mast had snapped off and was dangling, held by a tangle of rope and cable over the remaining piece of crosstrees. The rota stay and forestay were collapsed and lying part on deck and part over the guard rails. Only the lower shrouds remained. Aft was no better. The wind generator on its steel support was at a crazy angle, part over the side and there was no sign of the backstay.

We stared in shock and horror – how could this happen, our lovely holiday gone, our lovely boat hurt.

We checked all round the hull for damage or anything in the water that might foul the propeller. All clear. Sadly and silently we turned the boat around and headed back the way we'd come. There was nothing else to do.

We were 176 nautical miles south of Hoedic, the nearest French island and 157 miles from La Corufia. No lights. No VHF. The main sail a triangle up the mast and a baggy mess where the boom had collapsed onto the gallows. But this did give us jury rig, and we had fuel. Neither the hull, engine or any of us were damaged.

In daylight things looked worse. Aft we discovered the bolt securing the backstay to the jaws of the bottle screw wasn't there, just gone and with no backstay the top of the mast had sheared off. We tidied dangling wires and cables, at last using those bolt cutters we had carried for so long. The broken mast section was cut free using a knife lashed to the boat hook and then lowered and at some stage the partially hoisted main sail fell.

All in all – a bit of a disaster!



Sail-Away!

WORK, WORK AND MORE WORK - A LOT HAS HAPPENED TO CORSARO SINCE THE LAST UPDATE

For those who are not familiar with my story, I was laid up for 8 years ashore at QAB in Plymouth before being launched last April, with the barest minimum of loving care. I was, in short, unloved – but last September a new custodian came



Ouch!

aboard and I started to receive some much needed attention.

Just after Christmas, on returning from a trip for refuelling, I had a bit of a seizure - having grown up around classic cars, it should have come as no surprise to my custodian that this would happen. Smoke had been pouring from my exhaust for sometime, and despite efforts to solve the problems with my (original?) iron topsail, the faults persisted.

This time, however, the problems were acute - the engine seized up after overheating! My skipper set the two foresails, and returned to Saltash. Upon inspection, it transpired that the rubber hose attached to the heat exchanger had come loose, dumping my coolant water into the bilges. A professional opinion was needed. Fortunately, my custodian knew just the chap, along came Pete, our local marine engineering wizard!

I needed a spot to stay whilst Pete

investigated - fortunately Torpoint Ballast Pond was just able to accommodate my 40'. The initial diagnosis was a cracked head gasket, and so Pete started to strip the engine down. On taking the head off, it could now be seen the true extent of the problems. A snapped pushrod, completely seized valve on the no. 4 cylinder, and fuel in the sump oil. A rebuild of the top half of my engine was in order, work started on reconditioning the head. Whilst that was in the workshop, Pete's attention switched to the heat exchanger, and a compression test soon showed it was beyond repair.

After an exhaustive, unsuccessful search for a second hand one, my custodian finally opted to go to Bowman for a new one, off the shelf and delivered in 24 hrs!

The next part to get attention was the exhaust system. On close examination, we came upon the root cause of the engine problems; corrosion was allowing raw water back into the engine!



A completely new exhaust was then designed, and made locally. Finally attention was needed on the engine instrumentation, (my temperature gauge having broken on taking the sender unit off) A new gauge, and complete rewiring of the instruments was accomplished by my custodian - he is good for something!

It was then time to put me back together, but two of the head bolts

were u/s! Another search was on, and it seemed that I was going to have to have them specially made, as more and more places we went to had nothing like them. However, Pete came to the rescue, calling in at a scrap dealer near Castle Air on the A38, he located a sad looking tractor under a bush in a corner of the yard, with the same non-marinated version of my engine. The bolts had been found!

At last, my engine was in one piece, and the time had come to see if it had a heartbeat! It started on the 3rd attempt and ran like a dream!



All this unscheduled work was done in three weeks, and the fact that this was possible was not only a testament to a great engineer, but also to the wide range of specialist services and firms in the local area! My skipper also received a warm welcome at the Torpoint Mosquito Sailing Club.

I returned to my mooring on the 31st January in a much better state of health! In the mean time my custodian has been getting on with the planned winter maintenance - a complete overhaul of my electrics. A new switch panel has been built, and all the systems have now been rewired, solar panels added for charging together with monitoring meters, new batteries, and even a new hi fi! My fresh water system has also been overhauled, the pump stripped and cleaned, hose clips changed, and the tanks filled with 100 gallons!



I am now looking forward to the new season and having some much needed attention

to my woodwork, the first job being the restoration of my, rather sad looking, mast. This is to be craned off, and stripped in April if all goes to plan!



In the meantime, I sit on my mooring on the Tamar proudly flying the HOA pennant!

By Corsaro (Tim Wallis)

WHAT COLOUR SHOULD YOUR HILLYARD BE PAINTED?

It's all down to personal taste; however the consensus seems to be: blue or red antifoul below water line. A contrasting (either blue or red 4" to 6" strip) boot top on waterline betwixt antifoul and hull topsides which are typically white.

Varnished or Sikkens Cetol oil for easy maintenance, upper works ie. gunwale, toe rail and cabin up stands. Varnished mast and boom, bowsprit and bumpkin if any and tiller - up to 10 coats.

Yacht name and port of registry painted or carved on board on transom. If double ended canoe stern - name only on port and starboard on bow.

Originally Hillyard did paint decks light blue but again a light colour (biscuit) looks nice but needs painting every year.

What are your views on what colour best suits a Hillyard. Forward to the editor at russetts@7sun.com together with your pictures.

PUFFIN AROUND

A heartening story involving the daughter, one of a family cruising their Hillyard in the 1950's, wishing, more than half a century later, to publish the log written by her mother with accompanying photographs and her father's sketches, wondering if the yacht PUFFIN might still be around.

Coming across the HOA website hillyardyachts.com and communicating with us, Cathy's enquiry revealed three PUFFINS found respectively in Forres Scotland, owner David Pestridge; Pin Mill Suffolk, owner Charles Proud, both Members of the Association, and a third feared lost by neglect actually being restored in Bristol which proved to be her family's old yacht. Confusion in our records caused by there being three yachts of the same name is now put to bed.

I hope all Hillyarders will buy their own copy of the book, soon to be published.

Michael Walden.

FINDING PUFFIN

By Cathy Woodhead

From about 1952 to 1958 my parents, Robert and Jocelyn Greenway, owned a 22-ft Hillyard sloop called Puffin that they kept in Poole Harbour at Parkstone Yacht Club. My mother wrote articles about our holidays and Robert illustrated them with sketches, maps and photographs. Many of the articles were published at the time and after my mother died in 2003 I decided to put her articles about our voyages in Puffin into a book which I have called 'Puffin's Log'.

In January 2009 just before the book went to the printers I searched for Puffin on the internet. 'Puffin Hillyard' brought up the Hillyard Owners Association website of which I had no idea, and also the book, 'Two and half Ton Dream "Puffin"' by Ray Whitaker (Herbert Jenkins Ltd. 1959). I was already a bit confused about the tonnage of our Puffin. My father always said she was four-and-a-half-tons, but a sailing friend of mine said that this was too much for a 22-ft boat. Even though Whitaker would only have had a year to write his book I wondered if they were the same boat.

I phoned HOA commodore, Michael Walden. He was most interested and had a look in his card index. Yes, there was a Puffin but he had a note to say a boatyard in Bristol had rung in 2006 to say that a Hillyard Puffin would be scrapped in two weeks if no home was found for her. I think Michael then rang back to say he had found out that a David Pestridge had been in touch with the HOA as he had recently bought a Hillyard Puffin and taken her to Forres in Invernesshire. I spoke to David later and he seemed convinced that his boat was the same one as Whitaker's. He had not measured her yet but he would email me with some photographs.

Meanwhile Michael emailed to say he was mailing a copy

of the index card on Puffin, and he mentioned an article being published in the yachting press in 1999 or 2000 in either PBO, Classic Boat or Yachting Monthly. The owner at that time, he wrote, was Daniel Darwall.

I found Dan Darwall on Facebook and received a tentative 'Yes?' reply to my email asking if he had ever owned a boat called Puffin. I explained more and we spoke on the telephone. His Puffin (1) was the one in Whitaker's book. He was very pleased to hear the whereabouts of his Puffin (1) and he and his co-owner will be able to help David with his renovations.



Puffin (1) (photograph by David Pestridge)

In the meantime I began to wonder if Puffin (1) was our Puffin. Two photos settled it. Puffin (1) has the square portholes, and even if the type of porthole had been changed the position of the portholes and the general size of the cabin were wrong.



Our Puffin

Nextday(01/02/09) Michael emailed me with a new lead: 'Checking my email address list against our owners Association Membership, I have turned up the name

Charles Proud. Charles is restoring Puffin 4.5 tons 1936 at Pin Mill on the River Orwell, Suffolk.' I found Charles' telephone number on the internet. We soon established that despite his Puffin (2) having the same length and weight as our one they are definitely not the same boat. His Puffin (2) has a canoe stern and a centreboard.



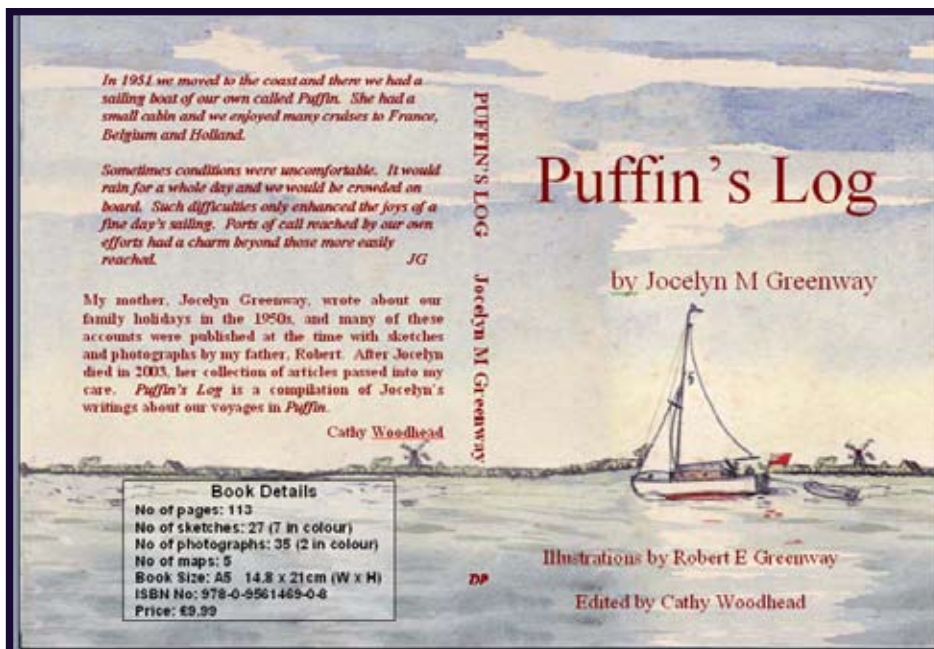
Puffin (2) (photograph by Charles Proud)

names and dates for the different Puffins were mixed up. But I did find the note that said 'April 2006 Underfall Yard Bristol tel call from Win Cnoops yacht will be broken up within 2 weeks if no buyer found'. Had this Puffin been destroyed? I phoned Win. 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.



Our Puffin today or let's call her Puffin (3) (photograph by Win Cnoops)

On the following day I received Michael's envelope with the copy of the card index. I could already tell that the



Interested in buying your own copy of Puffins Log? Cathy Woodhead, Delfryn, Borth y Gest Porthmadog, LL49 9TW
 Then visit: www.delfrynpublications.co.uk. Tel: 01766 512115
 Or contact Cathy on cathy.woodhead@btinternet.com Mob: 07708636953

FOR SALE
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THE RECENTLY RE-LAUNCHED AND RE-CHRISTENED SYLVIG, HILLYARD BUILD NUMBER 307379

The keel was laid down at the Hillyard yard in Littlehampton, Sussex, England in 1965, designed as a sloop rig.

On the 27th January 1966 she was launched and christened "Gyngleboy". Between 1966 and 1981 she was owned by various owners, all of whom are listed on the "Certificate of British Registry".

On the 27th October 1981 she was in turn bought by Brian Hooper, who, amongst other alterations changed her rig to a two-masted ketch. In 1990 she was treated to a new suit of sails. 1995 saw her being sold to Herrn Kessler and sailed to her new home at Wilhelmshafen in Germany.

On the 16th March 2002 she was spotted by boat builder Frank Steinbeck of the Havnsoe yard and bought by fellow Dane Claus Olesen from Charlottenlund. After a dramatic passage to Denmark including leaking diesel pump and water ingress through the stern drive gland, she was taken to the Havnsoe yard, during which time her hull was a dark blue colour.

At some point during the next 4 years she travelled to Mariager Fjord and finally was brought on to dry land at Mariager Havn to lie, uncovered and with her wooden mast lying on the ground and everything covered in algae and moss. This was until November 2006.

When we saw "Gyngleboy" for the first time she was leaning over in a wooden frame, we quickly made

a deal with the owner, Carsten Jacobsen, for her to change hands again. Just before New Year 2006 a truck drove through Jutland to the yard at Havnsoe. With a little creativity and effort she just managed to fit inside the workshop, we shut the doors and went home to celebrate the New Year.

In January 2007 work started on her renovation. There was a lot of work required and when everything was stripped back and cleaned a costly but necessary decision was made to lay a new teak deck. A complete teak log was purchased and cut into 7mm planks. These planks were laid, glued, caulked and re-sanded and finished along with other parts that had been replaced using spare wood from the teak log.

June 2007 saw the doors to the workshop opened and she was rolled out in to the sunshine, a very happy owner and a proud boat builder were ready for the launch, all she needed was the anti-fouling on her hull. On the 1st of July 2007 she was floated and sat nicely in the water and, despite having being out of the water for so long the leaks between the boards were minimal and ceased after a couple of days

And so the mast was raised and the rigging completed. The deck in the cockpit was replaced and some steps added to help those climbing in and out, something which our wire haired daschunde very much appreciate! In the saloon the wood work and fittings were finished with a matt varnish and the hull with white paint. In the aft cabin the single bunk was replaced with a practical desk and

on the port side a blacksmith has made a fitting to allow the office chair to swing out of the way when not in use. In the heads is a new electric toilet and new sink.

The electrical system was replaced along with navigation



instruments etc. We have new upholstery everywhere with a material designed to be easy to clean. In the forward cabin we have painted everything white and fitted it out with an old brass lamp. The pillows are finished off with a fabric called "Marimekko" which was designed in the same year "Gyngleboy" was first launched.

We re-christened her "Sylvig" after our company Sylvester og Toksvig and have been sailing her in Danish waters for the last 2 seasons. She has given us and our family the greatest of pleasure.





Data on "Sylvig"

Length: 11 meters
 Beam: 3.05 meters
 Draught: 1.5 meters
 Engine: Thornycroft MK 108 Diesel, 4 cylinders, 38 bhp at 3000 rpm
 Displacement: 12 tonnes
 Construction: Mahogany over oak frame.
 Rig: Ketch rig with rust red sails
 Accommodation: 3 cabins (1 cabin, 1 office, 1 saloon) and centre cockpit
 Holding tanks: Water -330 ltrs Diesel - 250 ltrs
 Power Supply: 4 batteries and a 230v 3kW Inverter
 Instruments: Autopilot, chart plotter, radar, AIS and VHF
 Owners: Anne Mette and Arne Sylvester Toksvig
 Valdemarsvej 12
 DK-2960 Rungsted Kyst
 Denmark
 Phone: +45 4576 3611
 Mobile: +45 2840 3611
 E-mail: skipper@sylvig.dk

If you want to see and read more visit: www.sylvig.dk

Where is she now?

SAKURA

My father owned Sakura from new in 1972{12ton Ketch}. He sold her in 1973, she was based in Dartmouth for a while, then sold again. I think she then went to Spain. I would love to know of her whereabouts, can you help, please?

I still sail, sadly not a Hillyard, but a Rossiter Curlew.

We came across a lot of Hillyards this summer on our cruise of the West Country. I still keep an eye on you all through your web site.

David Richardson

YALA

Hillyard 8 tonner.

Any news please contact noeldonagh@gmail.com

DAISY

1925 4 TONS (Possibly Big Fizzer!)

Any News of this yacht sailed out of Poole, Dorset in the 40's and 50's by the enquirers Grandfather and Father.

Please communicate any news to Robert Aish: robert-aish@tcp.co.uk or tel 01962 863 087.

Note : Robert's Dad, Roslyn Aish was Skipper of yacht ,Ondine of Wych, in which HOA Commodore, Michael Walden was crew for the voyage to West Spitzbergen, and return to Poole,in 1995. A 3.5 month 4850 NM voyage to the high Arctic.

NOTE FROM EDITOR

The Hillyarder is only possible with contributions from members. A huge 'thank you' to everyone who has contributed items for my first issue, I have been overwhelmed by your enthusiasm and obvious love for your boats. Now we have established a new layout and format please keep your articles, items of interest, photographs coming. If you would like to see any other items please forward your suggestions, together with any articles/photographs to michael@mwalden.demon.co.uk or to myself at russetts@7sun.com.

The next issue is due in the autumn so keep your pens poised and cameras at the ready throughout the season to see if you can make Issue 61 - even better. Deadline for the next issue is 15th September 2009

Tracey Daley

PART 1 OF WINFRITHS EPIC VOYAGE

by Jan & John Ridgeway



This cruise had been planned for four years ever since our trip to the Brest Festival in 2004 (our honeymoon!). At that time we crewed for Bill Chapman on LEIONA. This time we were planning to go to as many festivals as possible (free moorings!) and have as much fun as we could – and boy did we have fun!

We set out from Brighton Marina on Thursday 29th May 2008. Getting up bright and early we cast off and went to fill up at the fuel dock at 08.00. Waving us off on the sea wall was my mother, brother, sister-in-law and nephew taking photo's of Winfrith's brand new Birthday Sails - lovely tan with new curly, whirly, furly jib and smart bag to catch the main!

A beautiful start except for a foresail problem – soon sorted by a resourceful captain with a boat hook!

We had a lovely sail in hot sunshine down to Yarmouth for the 'Old Gaffers' 'do'. This festival was great fun – good bands, food and company. We met new and old friend and our hand operated outboard took everyone by storm – as usual. Even Classic Boat couldn't resist capturing it in a photograph!

Off again down to Poole. All was well

until we entered Quay Yacht Haven when a nasty current caught us and we ended up sideways between two pontoons with the owner of a 'Gin Palace' screaming at us to keep our lovely ("heap of junk") away from his "three quarters of a million pounds f—ing boat"! Suffice to say – we did, but it was not a good start, particularly as they also charge £37.38 a night. I don't think we will be going there again!

Weymouth was next on the agenda for a great folk festival, including Morris Men and Clog Dancers and the best Pea Fritters in the world! It was also an opportunity to catch up with old friends and have a wonderful time. We set sail again on after watching Pelican (Tall Ship) get stuck across the river and having to be pushed in by the Harbour Master's Rib. See – it's not just Hillyards who get into these scraps.

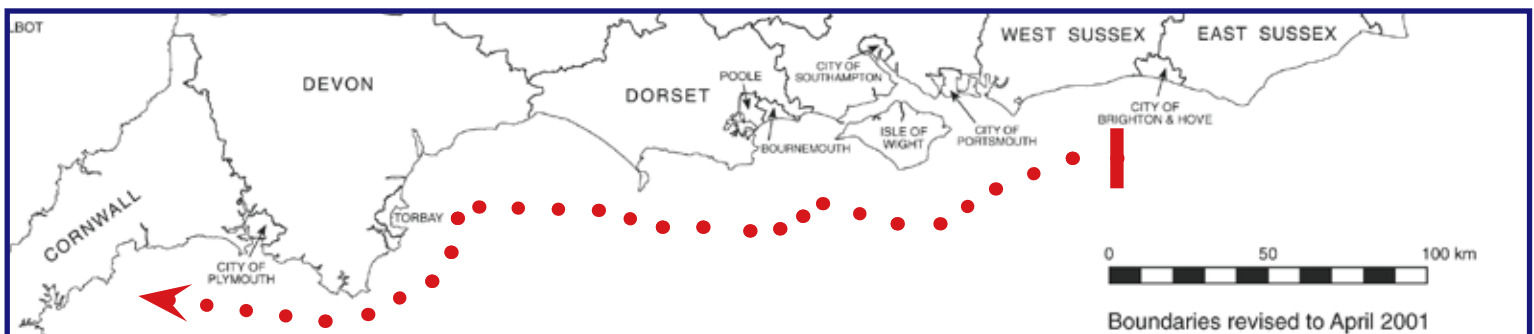
We crossed Lyme Bay at a good pace in bright sunshine but a chilly NW breeze and rounded Mew Rock at 21.00 hours and into Dartmouth.

The next day, Monday we motor sailed to Fowey passing basking sharks off Plymouth but no dolphins. There was not much room on the pontoon

at Fowey but with the help of our Commodore we tied up behind Trimley Maid, safe and sound.

Next day we tried out the petrol outboard on the dingy – what a performance! When I got back in with bags full of shopping, John started the engine however the harness for lifting the engine stuck round the throttle and the dingy went mad! Round and round in circles at top revs. Under the pontoon, nearly over the pontoon, shopping everywhere, John and I hurled about looking very un-cool until eventually we remembered the kill-cord! With our credibility dented we were relieved when our dear friend Bill Chapman and LEIONA arrived and much G & T was consumed as more and more Hillyarders joined us for our annual get-together. The meal at the yacht club was as wonderful as ever and the event was only marred by – not the dingy incident – but the fact John only came second in the fancy waistcoat competition. We must try harder next year!

Look out for the next installment of Winfrith's great adventure in the next issue of The Hillyarder!



DISCLAIMER:

The content of any written material supplied or published by the Hillyarder may not necessarily represent the views of the writers, the editor, the HOA committee or the majority of the members of the Hillyard Owners Association (HOA).

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