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THE CAPE HORNER

JOURNAL OF THE INTERNATIONAL ASSOCIATION OF CAPE HORNERS



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Editors Note:

I have had a pretty traumatic 4 months of computer problems. I now have to go to grips to new soft ware and computer I use MS office sitting on windows7 run conjunction with Nuance OCR software. Is there a member who by visit or emc can offer support. In the longer term. I have been gifted support in setting th system up which has helped enormously. Offers of on-going help would be gre as they say many hands maketh the job lighter. I apologise for being so late wi your Journal.

Chris

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2011 – 2012 Volvo Ocean Race.

The IACH will as usual be presenting a Special Prize to the first Volvo Ocean Race yacht to round the Horn in March 2012. A speech will be made, by our representative, at the end of leg five prize giving at Itajal, Brazil, and the current draft is below:--

“The special Cape Horner’s prize.

The International Association of Cape Horners, IACH, has metamorphosed from the original 1936 Amicale Internationale des Capitaines au Long Cours Cap Horniers, which was composed solely of those who had rounded the Horn under square rig.

Today, the IACH is an association for members who have rounded the Horn under sail. Our minimum entry requirement is that *“the Horn rounding shall be part of a non-stop passage, under sail alone, of at least 3000nm and shall pass through fifty degrees south in both Pacific, or Indian, and Atlantic Oceans”*.

The Association provides an opportunity for members to attend reunions with their old ship mates and colleagues from other yachts and races who have similarly experienced the Southern Ocean and have the knowledge of the uniqueness of experience that a rounding of Cape Horn involves.

On behalf of the IACH, I am pleased to present a burgee to commemorate the leading of the Volvo Ocean Race fleet 2010/2012 to Cape Horn and into the South Atlantic. This burgee goes to *(the name of the skipper) of (the name of the yacht)*.

We hope that this presentation will continue the link within the membership of the Association between the first Whitbread Round the World race, subsequent round the world races and these latest Volvo Ocean Races of the modern era.

We will be very pleased to welcome into membership all participants of the current race who have rounded Cape Horn. Details to apply for membership are with the Volvo Race Office.

The committee of the IACH wishes the Volvo fleet fair wind for the future legs of this race”.

The 2011 Legends Regatta and Reunion, 1st to 5th November 2011.

All Whitbread Round the World Race veterans, like myself, will be

interested in this regatta, to be held in Alicante. Full details can be found at www.volvoceanrace.com/legends .

A rich programme of activities includes a full racing schedule, a regatta prize giving and a host of social events in the week running up to the start of the Volvo Ocean Race 2011-12. The event will be held in the week between the weekend of the Alicante In-Port Race and Pro-A Race on 29-30 October 2011, and the start of the Volvo Ocean Race leg one on Saturday 5 November. This will be held in Alicante, I would like to attend since this will be a valuable recruiting and publicity opportunity for us. Seven Yachts, listed below, are involved so far so the potential for getting new IACH members is good.

Copernicus 1973-74 (45': the smallest boat ever to race);
Great Britain II/Whitbread Heritage (Maxi) took part in the first five races; **Berge Viking** 1981-82 (Swan 57);
Gauloises III (1981-82 sailed by the French crew of **Grand Louis/Japy-Hermes and Kritier IX**);
Charles Jourdan 1989-90 (Maxi);
Rothmans 1989-90 (Maxi);
Steinlager 2 1989-90(Maxi).

The shore side programme which includes a regatta prize giving, a gala dinner and a host of other social events:-

- The first ever official reunion of all who have sailed in the world's premier ocean race since the inaugural race in 1973-74
- A full racing schedule over two days
- Will conclude with a departure ceremony and parade of sail to escort the Volvo Ocean Race fleet to the start line for leg one
- A rich shore side programme includes a regatta prize giving, a gala dinner and a host of other social events
- Public Q&A after racing
- Legends entries open for public viewing
- 148 boats have crossed the start line in the 37-year history of The Whitbread/Volvo Ocean Race
- 1974 crew competed in the first 10 events
- The first 31,250 nautical-mile race first took place 37 years ago (at the Whitbread Round the World Race 1973-74), testing the crews against some of the most ferocious elements that man can encounter.

The programme is as follows:-

Tuesday 1st November: All boats to arrive at Puerto de Alicante for registration. Skippers' briefing followed by Welcome Cocktail Party at the Volvo Ocean Race Pavilion.

Wednesday 2nd November - Race Day 1: Skippers and navigators' briefing. Post-race interviews and skippers' forum at Volvo Ocean Race Museum. Dock party and barbeque.

Thursday 3rd November - Race Day 2: Skippers and navigators' briefing. Post-race interviews and skippers' forum at Volvo Ocean Race Museum. Formal dinner and presentations in Alicante.

Friday 4th November - Lay Day: Selected boats open to the public. Legends' forum at Volvo Ocean Race Museum. Legends Prize-giving on the main stage at Puerto de Alicante. Eve of Volvo Ocean Race Rock Concert and Fireworks.

Saturday 5th November - Parade of Sail: Dock departures/ Parade of Sail of the Legends fleet followed by Volvo Open 70 fleet. Start of the Volvo Ocean Race, Bay of Alicante. Return to Puerto de Alicante, end of the Legends event. ⚓

© Marc Kerry. IACH Membership Secretary.

IT IS YOUR AGM IT IS YOUR TIME TO SPEAK

**The Cape Horner's are in need of reinvigoration
The Committee needs new blood think how you might
help as a member? Could you for instance give help by
email. It is not easy or possible for all members to attend
meetings generally held in London and the South East**

**I urge you to think what you can do for your association
as well as what it can do for you
All suggestions are welcome**

THE 2011 IACH REUNION AND AGM.

**Sunday December 4th from 11.00 am to 17.30 pm.
Ticket price £46 - including wine during the reception
and during lunch.**

As announced in the June Newsletter, the 2011 AGM and Reunion Lunch will be held, once more, aboard the unique square rigged irc battleship *HMS Warrior* (1860) at Portsmouth. The low ticket price, held for the third year, has been achieved by the IACH underwriting the cost of the event. Contact your crew and have an enjoyable and memorable occasion.

A Detailed Flyer is enclosed with this Journal.

Last year we had a large attendance of over 50 skippers and crews friends and guests, so it was a great occasion. We had several letters expressing how much those who attended enjoyed themselves and the *"the venue was terrific, such a great atmosphere. The food was superb and (in) such generous quantities. I was also very surprised that all the wine was included. I left having had a very good day and feeling that had been worth every penny of the ticket price."*

We can seat 130, so let us all get cracking and really get the gun deck heaving

Tickets from: Marc Kerry, 8 Tudor Court, Old Station Way,
Godalming, Surrey. GU7 3LB.
Tel 01483 861205 or email marckerry@btinternet.com

Payment : By cheque payable to IACH **with a stamped addressed envelope.**
Give the FULL name of each person requiring a ticket. (For seating plan and boarding arrangements).

The Eye of the Wind Centennial Voyage 2011:

June the 4th saw a gathering of Friends of the *Eye of the Wind* for one more time, possibly the last time. Tiger had phoned me a year earlier to say that as the Germans could not say what they were doing in 2011 for the centenary so quote "I put my head above the parapet and said how much", so it was that the smart and much travelled little brigantine was booked for a few weeks sailing. This had to be divided up among the many that had sailed with the ship during her ocean wanderings during the intervening years since 1970 under, the ownership of Tiger Timbs and partners, there were five. Four times round the globe once to Cape Horn that was in 1991. Once winning the first and overall best in race prize in the Tall Ships Races. The Concours de Elegance. A real pinnacle of achievement for a privately owned vessel. Even dividing up the sailing into five day trips and a couple of day sails, the latter out of Weymouth there was a waiting list for berths nine months in advance of sailing days.

Much work had gone into collecting photographs for the CD-ROM and then putting all that together as a photo display, this along with a CD-ROM detailing the ships life up to now both well worth a look. Many of you will know what drives Tiger, well it all started when he was crewing the 1919 Svenborg built Barquentine *New Endeavour* ex *Dana* in 1965 they were in the Pacific when with the crew called on deck Captain Kemble said "Who threw the holystones over the side, come on own up" he went on a bit then said " all right I won't take you to the Marquesas" That is when Tiger said that we decided to own our own ship so we could go to the places we wanted to go. Captain Kemble had been famous on the Dulverton trust Schooner *Captain Scott* for standing on deck in the all together after removing his coat and asking to be hosed down when crews of trainees refused to take salt water washes on dour October mornings in the North Atlantic. So we come to June 2011.

Gillian Allen who I sailed with from Antigua on the delivery trip when the Eye was sold to Ole the Dane had offered her and her partner Guy's delightful farm at Chelwood Dorset as a base and party venue. The local Public school had a large hall which was extended by attaching a marquee, so with camping in the fields and breakfasts in the tented farm yard area the scene was set. There were Voyagers, Young Voyagers, Operation Drake and those of us who over the years just adventured to foreign parts all over the world. I for instance had not seen or been in contact with Ian Walker of Charleston Virginia since 1997 at Papeete. Ian told me that Mickey Douglas who had been with us then now in her late eighties is still hale and hearty and as up for it as, she was when she climbed up to the t'gallant yard at seventy three. Thew, who I had stood

watch with many a time is now as he put it working for the dark side designing Sun seeker Yachts, he did say not for ever. We reminisce about the Kava we had on Maewo all those years ago a tuff drink by a standard made by, crushing the plant root and straining the water it mixed with through a sock into a pot then offering it at ceremonies that involved a coconut shell followed by some difficulty standing up which probably why it is taken on your knees from the giver. Fred made one his special punches lots of very good rum in that one and only a guess the other contents. Beer from the barrel real ale only I am afraid. Tig had intended a raffle for pieces of the main boom that had been prepared by Fred who had saved the damaged spar. It broke off the Spanish coast in 1994 crushing Geoff Andrew-Arthurs hand, he was on the heli at the time, and he had to be evacuated by helicopter for his repairs. the event the raffle had been forgotten and so it was all comers for piece of history. The following morning Tiger was caught on camera putting his signature to these little pieces of history. There were two planned day sails on Saturday many went down to the Quay Weymouth a thirty minute drive away to take a look at the birthday girl. seemed odd to watch her coming into moor up using bow thrusters and not as formally, with a rubber ducky pushing her bow round. It also seemed odd to see her sails hanging in their gear. Tiger would have had a harbour stow was the cry of many. The old lady apart is being well looked after, all nice and shiny except that the varnish may not be quite. Perhaps: a smidgen off Tigers standard. Well that was the party all filled up with Chocolate cake, beer and rum punch it was a happy crowd that made their way home from Weymouth. Frank Essen trundled off in his Land Rover with collapsible tent on the roof the sort of thing you might see on safari, towing behind him his? I believe a 1909 built trail caravan, very lovely but primitive accommodation by today's standard have the memory of a not so young 'Young Voyager' after a heavy night of it on the Saturday night curling up in his sleeping bag in the corner of a marquee. He was still there the following morning FAST ASLEEP. (there was Johnno who else! Well he said it was a long way from Tass but he had to be there for the last hurrah, had to do it mate, just had to. Only here for a week.

I had not been home long before the phone rings, Debbie here we have a problem can you help? Robin had not realized that the leg she is from Weymouth is not returning there, if we can get her car to you. Will you take it on to Yarmouth, that is Great Yarmouth for her. Miranda will bring the car to you for onward delivery she is flying home from Heathrow. Yes that's ok we leave here on the morning of the 10th to join the ship, it was a pity that my son Stephen and I had booked rail tickets that we could not cancel but hey never mind. Mirander whose father was Mike Captain Kitchenside arrived with car Stephen and I packed our stuff

into it and set off for Great Yarmouth dropping Miranda off at the Station. Miranda was eighteen months old when she was in *New Endeavour* with her father who was the bosun at the time. Now the mother of four: The children have been left at home in Sydney with their Dad; my Pat said he is a brave man?

Stephen and I arrived in a windswept and wet East Anglian town to find the *Eye of the Wind* moored up alongside the town quay on the Yar. With the Tall Ships Youth Trust's *Stavros S Niarchos* in the process of mooring astern of her. It was pretty alien to this seafarer to see crew on the fore and aft decks wearing hard hats, high viz jackets life vests, full body harnesses and probably steel toed boots, health and safety gone mad no doubt, most of the trainees were in the well-deck of the brig. I was told there is even a running line to clip on while climbing, I was told if one falls off the shrouds then the others follow and all end up in a heap on the deck?

The car handed over to Robin we set off for the Nelson museum on the other side of the quay. I learnt that Emma had two daughters' twins, Horatia was kept, and the sister was passed to a foundling home, perhaps not such a nice family after all. We ate ashore as a group after which a few of us went on to a pub. The King Johns Arms for a sing, when Stephen and I arrived at the pub the mob from the Stavros were being led in singing by Sue and John formerly of the Mollyhawks shanty group. It did not take long to join in with them; Sue said a week ago this crowd had not sung a word. My old mate Stocks'y who I had met on *Grand Turk* and sailed with in *Julia* in 2000 was in full flow, both in beer and voice. It was not long before I joined in leading Donkey Riding and Maui, the first a capstan shanty the latter the finest of the whaling songs ever collected. I get a mobile phone waved under my nose by Sue who asks do you know this one. I can sing it from these words on the web but do you know it? So I sung Spanish ladies a pumping shanty and forebitter it was a request, hey not bad the person who requested it bought me a pint for my trouble CHEERS: We were in our bunks by midnight as it was to be an early start. My ears still wringing with the sound of shanty singing as I closed the pub door and walked along the quay to the ship.

Ian had told me last night that he remained a supporter of the Confederacy and was there and on parade when they reburied the *CSS H L Hunley's* lost crew. The *H L Hunley* was the first submarine to sink another vessel when using a spar torpedo she struck the Federal warship the *Housatonic* on the 17th of February 1864, during what to most is the American Civil War, but to Southerners remains: The War of Northern Aggression. They will often add there was nothing civil at all about it.

Saturday the 11th June: It is 0630 and we have the pilot aboard just after we had coffee. No trouble getting the crew up this morning it is done one after all a dull grey day as we motor out down the Yare to open sea, bit wet but otherwise not so bad. The pilot is fare-welled, we go about setting sail for Germany and the Kiel Canal, all a bit experimental really sails had hung in their gear and the lines had become a little tangled, not put away cleanly as they should have been. The crew are both rusty on our part and on the ship's part some do not have a great deal of experience, the skipper is Dutch and so are a number of his crew who are 7 in number Captain Julius, AB Alida Cook Jac, are Dutch, the Master Nora is doubling up as engineer as he is still in Germany ill and could not sail for this charter, AB Laura is from Barcelona which makes two Spanish girls in the crew, Jonas and Ola the Swedish brothers both AB make up the balance of the ship's crew. We set the usual relaxed three watch system, 4 on and 8 off. Tiger, former master and part owner myself and Kate made the 12-4. Terri, Peter, Stephen (my son), Kaye and Claire made up the 4-8 the soldiers watch. Stan, Ian and Inga made the 8-12 and with Leslie Ritter one of the former owners completes the voyagers on this passage to Kiel. I believe Inga is the only one not to have sailed in the Eye previously. Skipper is not expecting a blow through the trip, he says that he expects a fair wind for the passage across as far as the Elbe estuary. For me these five days are to be special as I have my birthday coming up in a day or two. Time for a welcome breakfast: bacon and egg with toast and coffee. I get to do the first stint as Peggy washing up well! Someone has to; the rule is the ship's cook does not wash up ever. The crew and voyagers stand around the helm chatting no sitting on the life rafts any more as they are now forward mounted in brackets above head height no doubt giving more wind-age. A far cry from the Pacific when I had at one time been sitting on the raft with Tiger and Peter, Kerry the Australian Nurse was at the helm when I was asked by one of the female crew who stood in front of us looking for somewhere to sit, can you give me seven inches? There was a great laugh as Kerry turned round and said well can you. On another occasion an Italian gentleman stood in front of the helm at change-over and contrary to the usual rule at hand over which should have been what course, shouted give it me! The English language is a wonderful thing. I digress for now we have stood there being no sitting position available.

The new owners have thoughtfully provided seating on the monkey-pot which behind the deckhouse protrudes a little too far above it, great in harbour not so at sea. I get a trick at the helm and then lunch of pie and a great mushroom soup. Rather too close to my lunch I am asked if I will go up to loose the main course! But ok someone has to. My rowing harness that I have worn since *Sørlandet* when we made them during the Atlantic crossing in 1981 was, deemed unsuitable; although it was

said by Captain Julius "it will save your life". I have always trusted my life to a yard and a half of line a karabiner in one end and tied a bowline around me; it also carries my knife and spike. So quick simple and comfortable I always wear it when on deck. I bet if there was a need to go aloft suddenly I would be allowed. It took a full five minutes to clamber into the rather restrictive and uncomfortable full body harness. I did not go aloft again or out on the bowsprit which I should have because of this foolish rule. I had come adequately prepared after all. In the event it was only the main course that was furled the entire trip at sea. I will continue the menu it was not so bad and a lot better than on the old windjammers of course. For dinner we had salmon with a spinach cake, baked potato and a crême bramble, I am still unsure what that was. We also had artichoke with a garlic dip I found the artichoke rather tasteless and best left in the field. My Stephen had a hand in the garlic dip when cookie Jac asked him to prepare two cloves of garlic, old cloth ears miss heard and did two bowls of garlic the source of much later amusement and of course garlic for the rest of the trip. Jac is the mother of a fourteen year old son left at home so she could do this trip to sea, she is also the author of a couple of books and lives on a house boat in the Netherlands.

Sunday 12th: Midnight and up for watch, it is cold but dry. Those waking the watch have completely forgotten to the rule to tell the oncoming watch what to expect to prepare them for what kit to arrive on deck with. Dry, wet, cold, warm etc.

We have a compass and a Satellite GPS repeater the latter something new to me. Whoever designed the colours of these things did so without me in mind. I am a touch colour blind and could not read the display with any accuracy and so asked to be taken off the helm. When I was in the Yankee owned, Baltimore clipper: *Amistad* in 2008. I had a similar problem but with a red display on the compass, a compass not at all conducive to a traditional sailing ship, a tiddly little yachting compass very out of place on that vessel, set to the left of the helm so could only be seen when steering from the Port side even when the helm should have been from the Starboard when it was the weather side. White is no problem, my car has a red speedo display on a silver background which I cannot see at all with the lights on at dusk or in daylight.

During the watch when nothing was going on I was talking with Kate and came to understand that she had a distant relative in the Victoria Land expedition, this was the secondary expedition when Scott died on his Polar expedition. Had Scott lived the South Victoria Land expeditions survival would be better known, six men were put down on the ice expecting to find a hut that had been washed away. They built an ice cave and survived for seven months on penguin and seal meat and

blubber both were being used for heating, cooking and eating. TI reports when they were rescued, said they were all black from it.

The members of that party led by Victor Campbell were: Levick surgeon and zoologist his papers and log from that expedition and the Gallipoli later campaign were auctioned some several years ago. Abbot AB was the carpenter and a fine singer. Browning AB was the Acetylene g man. Dickason AB was cook, and baker and Priestley geologist. Abt had resigned his commission as petty officer RN to join the expedition he was one of 8000 who applied to join in the adventure.

By breakfast we were steering 050 in a freshening wind and the mast stays I had been taken in. For lunch we had a cold Spanish soup with it for some reason I did not take to that but the Potato casing which he molten cheese was pretty impressive. Leslie Ritter who was not standing watches came up on deck wobbling she some time earlier had a nasal fall. Leslie needed a smoke. I sat and talked with her, she told me how she had been with Tiger in the van driving through central London when he stopped it and got out rushing into a building that was being demolished, excitedly he came back and told her he had bought a bar Tiger had bought for something like a tenner a whole bunch of boiler room panelling provided he got it out before Monday when the building was to come down. Leslie, Rodney and Tiger spent the week stripping everything they could. That panelling is still in the Eye today. Tiger had told us during a talk how the girls including Leslie had gone to a ship breaker's at Sittingbourne and got locked in, when they got back to the gate with the Standard compass binnacle, complete with the iron balls they had to struggle over the gate with it and then get it back to the Eye on their bicycles. A day later they were back at the breaker's when they were asked did you find anything, 'yes', 'was there any iron on 'yes', give us £10.00. That too is still aboard ship on the monkey post protected by a nicely made all encompassing cover. Many parts were obtained in similar ways.

Oh Leslie came on deck because she needed a smoke!

The yards are squared to cope with wind shift; it is pretty squally around us, presently the jibs are dropped the yards are braced; it is now wet but easy sailing. My oil skins are leaking, The jacket is ok but my Goretex trousers that I have had since Cape Horn nearly twenty years ago need replacement, do they still make this stuff I wonder, could I get a refurbishment. As usual when it gets wet most leave the deck to be in the dry, wimble. We are off the Dutch coast past Terschelling Island heading into the channel that leads to the Elbe and Kiel Kanal. The dread Iron tops were fired up; we are in a mirror flat sea so flat you could almost walk on it

In the LR for 1938 she was owned by the Earl of Arran, she was then described as an auxiliary sloop. She is now rigged as a three masted schooner. I was given a guided tour of her below decks during the evening with a beer in hand and another happy birthday ringing in my ears this time in German. *Amphitrite's* engine room looks in the original place she still sports twin props and has so many tiny spaces to put sailors and retains the rather fancy spiral staircase that leads below lots and lots of teak to keep varnished outside. All the upkeep is done by club members skilled and enthusiastic. The schooner has berths for 27 so. The club engages the services of a professional skipper by the season. So I was told by the present cook a German policeman. Before I left there was a sing song with the cook and the Dutchman, more beer along with Shanties and rum. Yes I am very grateful for this day, very grateful.

Wednesday 15th: Breakfast then, the floor is up in the saloon, rods are being put down the shower in cabin ten. I had been unable to take a proper shower all trip as it kept backing up, shades of Cape Horn where I washed up on deck as the old timers might have done. Later that day we berthed alongside outside the Kiel Kanal and left for town. With the wonderful Ina who had come to meet us and be our guide. ⚓

NEW MEMBERS and some lost members!

We welcome aboard the following new members. This list is accurate to 1st July 2011. I shall put the full addresses, and telephone numbers, in the December 2011 Membership Newsletter. The usual amendments to the Membership Book will appear in the Newsletter.

+ = former members who have rejoined.

Mr. Garry Beverley. *Save The Children II*. BT Challenge.

Mr. Andrew Clark. *Save The Children II*. BT Challenge.

Mr. Nick Houchin. *Musandam*. Omansail.

Janene Waudby. *Save The Children III*. Global Challenge.

I hope all our new members will remain loyal to us for many years to come! Perhaps we shall see you at our AGM and Sunday lunch this year!

We are about to enter a period when attracting new members from round the world races will be slim. Therefore, it is up to existing Cape Horner's to seek out crew who have not yet joined us!! Point them in my direction and I will enrol them as members. I look forward to hearing from them.

All IACH mailing labels come from me; to address the mail shots, the

Membership Newsletter and to send out "The Cape Horner". You may e-mail me at memsec@capehorners.org

Some members have moved, do you know where they are? Can you find any of the members listed below? I would be very glad if any of these members could be traced so we can send them their journals. They are still paying their subscription by standing order.

Mr John Bass. *BP Explorer*. *
Mr David Brydon. *Rhone Poulenc*. *
Mr Graham Carpenter. *Heath's Condor*. *
Mr. Alex Daly. *Discoverer of Hornet*.. *
Dr Alex Finos. *Olympic Group*. *
Mr. Charles Greener. *VAIO*. *
Mr. Richard Griffith. *Coopers And Lybrand*. *
Mr Paul Hebblethwaite. *Time & Tide*. *
Mr. Tony Marsden. *Group 4*. *
Dr Robert Milnes. *Pride of Teeside*. *
Mr. Michael O'Regan. *Group 4*. *
Dr. Chris Price. *Pause to Remember*. *
Mr. Peter Rudge. *Global Teamwork*. *
Mr. Charles Taylor. *Spirit of Hong Kong*. *
Miss Lisa-Marie Wood. *Heath Insured*. *

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Notes from our Australian Cousins:

Dear Chris,

Just a few lines to fill you in on what is happening with the Australia Cape Horner's. The Adelaide members continue to meet for a monthly luncheon with about sixteen people attending, four of whom are 'Cape Horner's. At 96 Alf Jarvis *Lawhill* 1937 is our oldest member and still rides his bike. Other regular attendees are the president, Maurizio Corigliano *Passat* 1948 Keith McKoy *Pamir* 1949 and Bob Walsby *Passat* 1949

When I was in Hobart in February for the Australian Wooden Boat Festival I called on my old friend Captain Don Garnham (*Herzog Cecilie* 1935 and *Moshulu* 1936) Don is 95 and lives in a two story house and says using the stairs helps to get some exercise. He keeps in contact with his friends by email and travelled in Vietnam last year.

Brian Peters *Passat* 1948 is still actively repairing square rig sails at

rigging. He has recently carried out some repairs on the replica **Endeavour's** sails, which has been refitting for a voyage around Australia.

I called on Len Foxcroft in Cairns recently. Len is 87 and still rides a push-bike the two miles down to the boat harbour to check on his boat. Len came out in **Passat** in 1949 but didn't stay on for the round voyage. Brian Hay Joined **Passat** in Port Victoria the same year and now enjoys quiet retirement near Sydney.

Two of the Edwardes sisters of Port Victoria, Allison and Kath, are still very much alive. Allison is 97 and Kath a couple of years younger. While they are not Cape Horner's themselves, they socialised with Erikson's captains and mates while the barques were loading at Port Vic in the 1930's. Dances were organised when the ships were in and there were even dances held on board ship on occasions. I think it is incredible that we still have people living who were personal friends of the likes of Captains Sven Eriksson, Karl Granith and Karl Broman. (Kath has a personal letter from Broman written in the Atlantic on the homeward voyage)

Sadly our golden oldies continue to 'cross the bar'. Bob Broughton **Lawhill** 1941 – 1945 passed away last year. You will be aware that **Lawhill** was taken over by the South African Government at the beginning of the war and traded between South Africa and Australia for the duration. Chris Halls **Pamir** 1948 slipped his cable over a year ago.

Bill Buch passed away in December. German born Bill did five rounding's of 'the Horn' east to west, in the **Priwall** in the late 1930's, including the all-time record, five days 14 hours from 50 degrees south in the Atlantic to 50 degrees south in the Pacific in 1938.

Bill spent most of his life in the merchant marine in New Guinea and Australian waters, settling in Brisbane. Unfortunately I didn't know of Bill when I produced the documentary film 'The Last Cape Horner's'. I'm sure he would have had some horror stories of rounding the Horn east to west in Priwall.

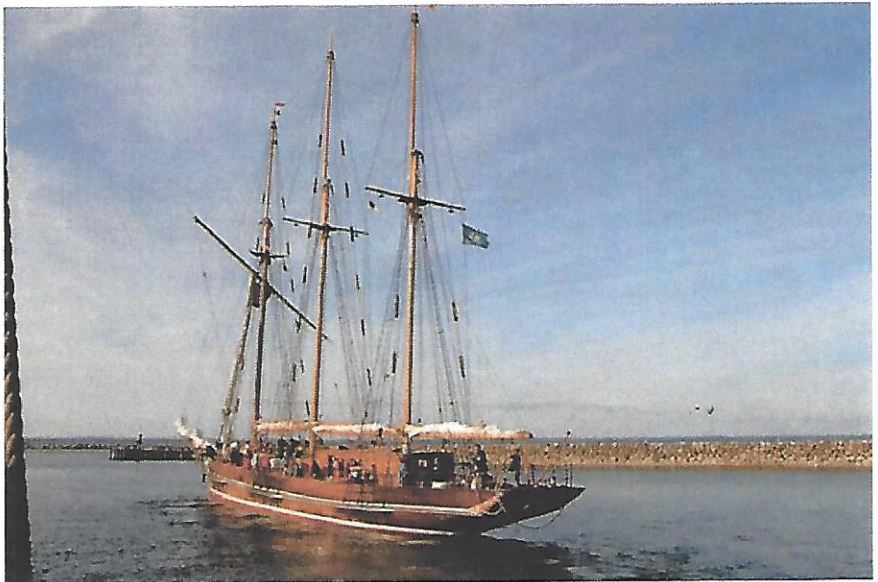
My DVD 'The Last Cape Horner's' still sells in such diverse places as the Falklands Museum and the Hong Kong Maritime Museum, but I can't get Greenwich to stock it in their gift shop! If anyone wants to order any of my maritime history documentaries they can order them through my website www.maritimehistory.net ↓

Regards, Garry Kerr.



Above :- Tiger Timbs at the helm of *Eye of the Wind*.
© Chris Roche.

Below :- *Amphitrite of Bremen*, Colonel Charters' "old house boat".
© Chris Roche.



The Whitbread Legends Regatta November 2011.

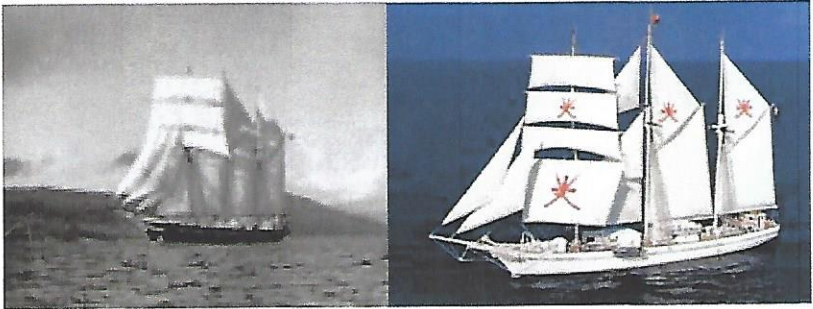


Above :- *Whitbread Heritage ex Great Britain II*. © Paul Rushton.

Below :- *Great Britain II* in 1977 at the start of the Whitbread race with *Heath's Condor* to left. © Barry Pickthall / PPL.



The STS *Captain Scott*.



Above left :- STS *Captain Scott*. © St Andrews University Library.

Above right :- STS *Shabab Oman*. © Omani Navy.



Above :- *Centurion*, The 'Eye of the Wind' arriving at Weymouth.
© Chris Roche.



Above :- Don Garnham riding his bike around Cape Horn onboard *Moshulu* in 1936. © Don Garnham.

Below :- Don Garnham steering *Herzogin Cecilie* by the wind in 1935. © Don Garnham.



GIRLS ARE BACK IN TOWN: HEINEKEN JOINS LEGENDS FLEET

The first Whitbread 60 ever built will be taking part in the Volvo Ocean Race Legends Regatta and Reunion in Alicante from November 1-5 2011. Among her crew will be her original skipper Dawn Riley and a host of female sailors who have been part of previous all-female crews.

Heineken is the second Whitbread 60 / Volvo Ocean 60 to enter the event and she will line up against *Assa Abloy* which finished second during the first Volvo Ocean Race in 2001-02. She will be raced by a predominantly female crew which will include Dawn Riley, her original skipper, as well as some of her original all-female line-up. They will be joined by members of the pioneering crew of *Maiden*, the first all-female team to contest the round the world race, as well as, *EF Education* 1997-98 and *Amer Sports Too* 2001-02, which took part in subsequent races: *Heineken* will be brought to the Legends regatta by current owner, Johannes Schwarz, who says: "The reunion will be a very special event for me as I will not only get to know the former skipper Dawn Riley and some crew of my present boat, but also meet up and race against my previous boat *Assa Abloy 1*."

Originally built for the 1993-94 Whitbread 60 class winner Ross Field and named *Yamaha 1*, *Heineken* was used as a training boat for Field's team. On completion of his race boat, *Yamaha 1* was chartered to an American all-female team. Funds ran out during leg one, and race sponsor Heineken stepped in, promoting Riley to skipper and repainting the boat in their green and white colours. Riley brought with her a handful of experienced sailors from the *Maiden* campaign of the previous race and set off into the Southern Ocean towards Fremantle, Western Australia.

The 1993-94 events were the last to include the giant maxi yachts, and they lined up against 10 sleek Whitbread 60s, specially designed for the Whitbread Round the World Race. The Whitbread 60s were a threat to the maxis and had established themselves early on by finishing first, second and third in the Fastnet Race which preceded the start of leg one from Southampton, England. The use of masthead spinnakers on the Whitbread 60s during the Southern Ocean legs was banned by the race committee, fearing that the new breed of racer would either be uncontrollable or, worse, beat the maxi yachts into port, a fear that turned to reality when four of them beat Pierre Fehlmann's leading maxi on the first Southern Ocean leg. Many competitors claimed that the final leg to Southampton was the toughest. Dawn Riley and her crew lost the rudder 800 nautical miles from the finish and were helped by the crew of maxi *Uruguay Natural* who handed over their spare rudder to help

Heineken crew finish the leg, albeit six days after the winner.

Yacht *Heineken*

Rig: sloop

Designer: Farr Yacht Design

LOA 64' (19.5m)

Crew: 12

Finished: 9th in the Whitbread 60 Class

Elapsed time: 138.16 hours

Skipper: Dawn Riley/USA

Entries in the Volvo Ocean Race Legends Regatta and Reunion are:

1. *Tauranga* (1973-74)
2. *Adventure* (1973-74 1977-78)
3. *Great Britain II* (first five races)
4. *King's Legend* (1977-78)
5. *Berge Viking* (1981-82)
6. *Gauloises III* (1981-82)
7. *L'Esprit d'Equipe* (1985-86)
8. *Rothmans* (1989-90)
9. *Charles Jourdan* (1989-90)
10. *Steinlager 2* (1989-90)
11. *Fisher & Paykel* (1989-90)
12. *Heineken* (1993-94)
13. *Assa Abloy* (2001-02)
14. *Telefónica Black* (2008-09)
15. *Green Dragon* (2008-09)

Perhaps with these reunion regattas we can find again sailing inform the past some lost members. I think we had one from *Kings Legend* and what a name that is for a boat. ED ⚓

Obits Crossing the Bar:

Commander Oliver Russell Moore, R.N., A490.

Oliver was born on May 18th 1917 at Brentwood, Essex, and he made his first voyage as a R.N. cadet in 1934. In March 1948 he joined, as an O.S. the *Passat*. She was a steel four-masted barque of 3,130 tons built in 1911 by Blohm & Voss for F. Laeisz. (322'l, 47.2'b, 26.5'd) (a). Allocated to the French after the war she returned to Laeisz when he bought her back. She survived a collision in the Channel, in 1928, with the steamer *Daphne*, which was cut in two. A similar mishap occurred in 1929, and later Erikson purchased her in 1932. *Passat* survived the

Second World War and was re-commissioned in 1947. During 1948 and rounded Cape Horn in June. Little is known about Oliver but he joined the *Passat* in Australia for the voyage back to England with Jasor Hopton, who was also to join the AICH in the future. A passenger, Betty Northmore, also joined *Passat* and she also joined the then named AICH. Already on board were three other future AICH members Terrance Dwyer, Martin Lee and Adrian Small. They set sail from Port Victoria with 4,547 tons of grain on May 17th 1948 and rounded Cape Horn on July 3rd. *Passat* arrived at Falmouth for orders on October 6th 143 days out she unloaded the cargo of wheat at Avonmouth (b). Here Oliver signed off with Terry, Martin, Adrian and Max Wood. © Max late wrote about this voyage .

Commander Moore retired from the R.N. in 1959, to Kingston Magna Dorset, and joined the AICH in November 1966. He died on March 1st 2011 aged 94.

References:

- a. Kahre, G. The last tall ships. P198.
- b. Hurst, A.A. Square-riggers: the final epoch. P489.
- c. Wood, Max. Sailing tall: around the world on the square-rigged *Passat* (1946-1947).

Marc Kerry.

I recollect that Captain Adrian Small told me Dinty as he was known grew his own tobacco, and as I recall the smell of rolled and scented tobacco pervaded his house. ED ↕

Bill Buch aged 87

German Bill passed away in December 2010. He made five roundings of the Horn east to west, in the *Priwall* in the late 1930's. Including the all time record of five days 14 hours from 50 degrees south in the Atlantic to 50 degrees south in the Pacific in 1938.

Born Willy Epsilon Buch, Hans Peter Jürgen tells me they were together for six years, both were born in Cuxhaven. "Bill had been in *Priwall* and was on his third voyage in her when I joined for my first aged only 1 years. We had been laid up in Chile at Valparaiso when in 1941 we were transferred to the *Erlangen* in May 1941 *Priwall* being then given to the Chileans. The Chinese crew of the Erlangen were not of a mind to war to try and get the steamer back to Germany so we were taken off our fore-mast bark and asked to crew her". (Remember the film 'Sea Chase with John Wayne. This was the real thing. ED) First as coal was limited they ran to the South Auckland Islands where some long time was spent

prize of war, and *Passat*, which after the war was still Finnish owned. Equipped with a Brownie box camera, Belton made an astonishing photographic record of his voyages, the ships, and his shipmates. Belton himself died young in tragic circumstances, and it was only the chance discovery by Joshua Spencer of his photo album and log that has preserved this unique record for posterity. This large-format book contains over 250 photographs in duotone, as well as extracts from Belton's log describing a voyage from Cape Town to Australia and back, a comprehensive history of 'Lucky *Lawhill*', and a brief biography of Gordon Belton. With a foreword by Captain Philip Nankin, Third Mate of *Lawhill* at the time Belton was aboard. ISBN 0-620-21333-7

Captain Martin Lee said that he knew George had a camera "I just did not realize he took that many pictures when in *Passat*". ED ⚓

http://www.seafarerbooks.com/shop/index.php?route=product/product&path=37&product_id=58

SAIL TRAINING SHIP CAPTAIN SCOTT. **Personal recollections by Marc Kerry.**

Before I joined *Great Britain II* for the 77-78 Whitbread I spent two months on board the *STS Captain Scott*, a three mast topgallant schooner, which was at that time operated by the Dulverton Trust in waters off the west coast of Scotland. The first was in March 1975, as crew, and the second in November 1975 as an assistant mountaineering instructor and watch leader. This was the last course run by the Trust prior to them selling the ship to Oman, where she is still used by the Royal Navy of Oman as the *Shabab Oman*. She was refitted as a barquentine in 1984.

The 170 foot, 460 ton *Captain Scott* was built in 1971 by Herd and McKenzie of Buckie, Scotland, in Scottish oak on larch with pine decking. Her hull was designed by Robert Clark while the rigging was designed by Michael Willoughby. The lower masts are of aluminum and the upper of rattan plywood. The height from deck to truck of the main mast was 98 feet. The Dulverton Trust ran nonprofit making 26 day courses in seamanship and mountaineering for 36 young men between 16 and 20 years of age. Adults were offered the first course of the year in early spring. The permanent crew numbered 7 and they were backed up on each course by three volunteer watch instructors and one RN cook.

My first sight of "Biggles", the *Captain Scott's* nickname, was of her moored in Loch Eil. Our course started with a training week cruising

slowly south to Mull, westwards to Rhum and then northwards to Loch Duich were the first mountaineering expedition was staged. This was a three day hike starting and ending at Loch Duich where we were landed by sea boats.

From here we sailed north to Cape Wrath and Loch Eriboll and returned to Ullapool for the second expedition. These were overnight sails. After this expedition, sailing overnight to Castle Bay, Barra, where we were landed to run up Heval! I came back 3rd in 57 minutes! (1,286 ft. and 4 miles) The first runner back was 56 minutes. Our final expedition was crossing Mull and the final four days was a cruise totally under the control of the three watches with a near silent sail into Oban stowing sails one by one to anchor. All orders made by hand signals. Quite impressive I thought at the time considering the majority of the course had never sailed or done any mountaineering before. The weather off the western coast of Scotland can be very changeable and we experienced several days of force 6 and above; for example, off Cape Wrath and during the anchorage in Loch Eriboll. The passage overnight from Loch Kanaird to Barra was also particularly rough.

These courses were over twice the length of the STA courses run on the old *Malcolm Miller* or *Winston Churchill* and consequently trainees learnt much more and had more opportunity to improve their newly found skills. The course sailed about 1,000 nm over 18 days at sea, with 4 overnight passages. Also the deck space aboard the *Captain Scott* is greater compared to the cramped lay out of the old STA schooners. This alone made the *Captain Scott* far easier to handle. My second experience of the *Captain Scott* as a watch and mountaineering instructor was similar but more rewarding personally. These courses were, of course, nothing compared with completing the 77-78 Whitbread!

© Marc Kerry. IACH Membership Secretary. ⚓

How was it for you Alison 7: My rounding of Cape Horn 18th Dec 2000 in *Quadstone*

10th December 2000. Race start; leg 3 Buenos Aires to Wellington. No a good start as we have already broken one of the spinnaker pole's when the flanker blew out; another repair job needed. We also have one crew member on antibiotics, one with a severe laceration to his shin that has staples in it, and another with a bad back and guess whose job it is as a medic!! Wind is 32 knots and we are flying along, but would be ever quicker with the flanker. We have a team working on it round the clock hand stitching the huge seams and tapes back together. 12th December 2000. Our marvellous "handyman" has made an excellent repair of the spinnaker pole; it is now called "stumpy" as it is much shorter than the

other one, but will have to do for this leg. All he has to now is to fix our ill fated water maker that has once again given up, and so soon into the leg with the Southern Ocean rapidly approaching. 14th December 2000. The wind is 32 knots, the boat is crashing off waves, but nothing, we are told, to what is to come, the temperature is dropping daily. The dry suits have come out and we are practicing putting them on. I can't imagine going into the Southern Ocean in gum boots, woolly pulley and a sou-waster. Still, the dry suits give some light entertainment as we will be relying on ship mates to undo the zip as these are conveniently placed at the back! As usual these things are made for the male person, so we ladies will have to achieve a level of gymnastic artistry if we are unfortunate enough to want to use the heads during our watch! The alternative, that was discretely demonstrated by one of the female crew, does not bear even thinking about especially in a force 9 gale with waves a big as a block of flats bearing down on us. The neck and wrist seals feel that they will cut off all remaining circulation from cold hands and while most of the dry suit is breathable, the foot part is rubber, so along with the damp atmosphere, there will be a lovely aroma below before long. Thinking about it, it probably smells similar to the dried food that we are back to eating!

17th December 2000. We should be in the del la Maire straight at night fall. The generator has packed up now along with, yes, you've guessed it, the water maker; we now have 3 crew members working on these desperately trying to fix them before Cape Horn. Still, the racing is exciting, we are very close to most of the fleet and neck and neck with 3 other boats. We all have our spinnakers up and so far "stumpy" is working very well.

18th December 2000 56° 12'S 67° 29'W Here we are at last, Cape Horn. However a sightseeing trip of the rock is not on the agenda. The wind is blowing 57 knots and the sea state is "a bit choppy"! The gale is whipping up the frigid waters of the Southern Ocean and hurling gigantic waves of white hissing water down onto the decks and unsuspecting crew who suddenly find themselves at the full stretch of their life lines sliding along the deck only to stop when something hard gets in the way. We are crashing off waves with a force that makes us think the yacht will break in two very soon. I have to say though, the dry suits, despite some design faults, are brilliant. I wish I could say the same for the water maker; it does not like being thrown around, neither, I have to say, do the poor crew, who, in a very tight confined space are nursing this piece of equipment for all their worth. Never the less, we all got presented with a "Cabo Hornos" badge and had a small drink to celebrate this historic moment. However, I would have liked to have seen this landmark along with the tall peaks of the "land of fire," Tierra del Fuego, but this will have to wait for another day as we press on with our west ward adventure

around the world. Only 1,819 miles to go to Wellington!

19th December 2000. Wind 42 knots, sea state - awesome huge waves. It was confirmed today from race HQ that we were the first of the 12 yachts to round Cape Horn.

Quadstone was part of the BT Global Challenge 2000/2001 ↓

Cape Horn Second Time Round:

Chris, I will be away this week. But will consult my log book for some saturated thoughts written at the time I rounded The Horn.

Max.

Hello Chris,

Just back from a cruise through Latin America, The Falklands, Antarctica and Cape Horn. After my initial rounding in ***Great Britain II*** in the 1977-78 Whitbread round the world race, the second sighting was slightly different. I had sworn throughout my life never to board a cruise ship. Not my idea of sea life. However, with age, comes a mellowing in attitude? The opportunity came to complete a 5,000 mile voyage on board ***Celebity Infinity*** that encapsulated the Patagonian coastline with visits to Punta Tombo and Ushuaia. Here I found a store called Cape Horn that specialised in all manner of extreme weather wear. I also made a second visit to The Falkland Islands. At Port Stanley I made a bee line for the Upland goose pub where I had happily stayed before. Today, it is closed. Nevertheless, the mizzen mast from the SS *Great Britain* was still on display on the Victory Green along Ross Road. I had the pleasure of having tea and cake with Governor Nigel Haywood and proudly talked of my crewing of GBII and rounding the Horn.

Next stop was the Antarctic Peninsula. We bypassed Elephant Island where Sir Ernest Shackleton was ship wrecked along with 27 members of his forlorn expedition to the South Pole. I learnt that he along with a handful of men set out to seek rescue aboard the life boat ***James Caird*** four months later, Shackleton returned aboard a Chilean tug to find the remaining men still alive. If nothing else, he kept his promise to bring his men back in one piece. That evening we watched Channel 4's documentary of that aborted trip. It was strange to see the sad story reiterate on the screen and realise that a swelling sea was moving beneath us amidst the ice bergs. *Infinity* spent two days trickling through the Gerlache Strait to Paradise Bay. We did not actually cross the Antarctic Circle. Nevertheless, savouring this initial impression of Antarctica during

the mid-summer in the Southern Hemisphere was a rare privilege. The experience was shared by 2,000 other "egg heads" from 65 different nations.

Our traverse across the Drake Strait to Cape Horn was for most people quite sickening. We had an 80mph westerly blowing across the deck. I relished the feeling virtually alone on the top most deck. Infinity, with stabilisers fully extended, made easy work in the disturbed sea. Cape Horn loomed through a morning mist. Seeing the rock from a south-easterly angle was not familiar. In fact I initially doubted that it was The Horn we were approaching. I was joined on my lonely vigil by a veteran of the Australian Navy. He was a Sydney-sider who informed me that he had witnessed the yachts on the first Whitbread race as they sailed into the harbour. He was aghast that I had been on **GBII** in the second racing circumnavigation. I felt slightly shy of showing him my membership card. He took a picture of me for posterity.

I was miffed at the sight of a second cruise liner anchored off Cape Horn with a tender taking a small group ashore. My Australian acquaintance put it all into perspective when he pointed out that it was good that people could view what is still a legendary land mark among sailors of the world. He was right of course. I was being somewhat elitist in my attitude. My mind was probably influenced by the fact that all sailors who had rounded The Horn had fought the hard battle. Many had paid with their lives. Time marches on, but I believe some of you may have a small inkling of what I am trying to say. Cape Horn is akin to the Statue of Liberty, yet another land mark to tick off on a cruisers list. Back home, my feelings have been re-aligned. I am extremely proud of my association with this far off land monolithic in all our lives.

To share the experience is right. ⚓

Max Le Grand

Every inch a sailor:

Jack did his Horn passages in the schooner **Lord Jim** 17th April 1983 and again in **Blue Nomad** 10th February 1995. His first rounding was with Mike Johnson then owner of **Lord Jim**, it was not enough to finish him off he continued sailing and sailing and sailing. A message from Jacks son Mark in Canada tells that his dad is currently on his 18th Trans-Atlantic crossing, he says:

I thought you might like to know about my fathers (hopefully) final Trans-Atlantic double crossing. Jack Nye from Mississauga, Ontario, is currently just north of Flemish Cap (the Grand Banks) sailing to Long Pond, Newfoundland from Bantry Bay, Ireland. He is aboard his specially rigged 29ft **Alburg** sailboat with a good Irish friend. He started out from Halifax Nova Scotia earlier this summer, he sailed across, non-stop to England, then up to Ireland and now he is nearly back home. He is about 10 days late which means he should have some good stories to tell. perhaps of an encounter with hurricane **Irene**, we don't know yet.

Mark further says, we just received a one-way radio message from the boat to say that they are OK. Dad is an 86 year old WW2 Royal Navy veteran! He should be arriving in Long Pond around Sep 3rd or 4th, (we hope). His is a great story teller, there is lot's to tell if anyone is interested.

You bet we are waiting a substantial story for the Journal.

Just heard by phone that Jack Nye is at home safe and sound. ED↕

Clipper Ship Salvation The latest position:

The historic clipper ship **City of Adelaide** of 1864 sits languishing on the Hall Russell railway slip at Irvine where she has been since 1992. Now this very old lady is awaiting her saviours to arrive from Australia early in 2012. The Scottish government is working closely with interests in Adelaide, much is going on that is behind the scenes, in the shadows if you will. There have been two pieces of differing journalism lately:

15th of October 2011 the Adelaide Advertiser had the following by its reporter Stuart Innes:

*THE arrival of the historic Clipper **City of Adelaide** has been delayed until next year. The Clipper Ship **City of Adelaide** Preservation Trust needed luck and more funding to get the world's oldest clipper ship here for the State's 175th birthday on December 28th. But as neither of these were forthcoming, it is now likely to arrive in Adelaide around the middle of next year.*

An officer from the Australia Quarantine and Inspection Service is in Scotland today completing his inspection of the iron-framed, timber-hulled ship that was built in 1864 and now sits on a slipway. AQIS checks any wooden items coming into Australia and looks for, unwanted pests, insects and diseases. The inspector's trip has been paid for by the trust. "The Scottish Maritime Museum previously funded a biologic:

cleaning of the ship," preservation trust director Peter Roberts said yesterday. In Adelaide, work is nearing completion on a 100-tonne steel cradle that will be sent to Scotland and placed under the ship in the first stage of its transport to bring it to Adelaide. Where the historic clipper will be the centrepiece of a maritime history display at Port Adelaide:

Meanwhile in England on the 14th October the Sunderland Echo had a rather poor piece of uncorroborated reporting best described as scurrilous the following was reported:

*FEARS are mounting once more for Wearside's most historic ship after a fresh funding row. An Australian team was given the go-ahead last year to take the Wear-built **City of Adelaide** to her namesake city Down Under. Preparation work has already begun, but a question mark now hangs over the project after Australian Culture Minister John Hill said his Government would not fund the project. Mr Hill reportedly said in a letter to his Scottish counterpart Fiona Hyslop: "This is a private venture and the South Australian Government cannot be considered to be a partner in this undertaking. "As you can imagine, South Australia already has a rich collection of heritage projects that merit funding. "These include several historic vessels and they leave the South Australian Government unable to provide funding to the **City of Adelaide**, either now or in the future."*

*Mr Hill also said he needed guarantees that Clipper Ship City of Adelaide Ltd had enough money to restore the vessel before allowing it a permanent berth on the city's quayside. Ms Hyslop approved the Australian plan as the most "viable" last year, choosing it over a bid by the Sunderland **City of Adelaide** Recovery Foundation (Scarf).*

Peter Maddison, chairman of Scarf, said his team was still determined to bring the ship home. Speaking after hearing of Mr Hill's letter, he said: "This is devastating news for the South Australian campaign and also very worrying for us because our greatest fear is that it would have to be broken up. "The Australians were only the preferred bidders Scarf are stronger and more able to recover the ship now than we were this time last year."

It was the case when he was interviewed on Australian Radio an interview I heard. Peter Maddison chairman of Scarf say that he would support the Australian option if Sunderland failed, and that he would turn over the Sunderland funding to the project if it were to be preferred to that of Sunderland's SCARF project. "Just allow me to travel out with the ship" he pleaded. Everything he has done since that time has been as he would have appeared to have intended divisive. I would suggest that he throws what weigh he has into the ships survival and be a part of the

magnificent vision of the Adelaide project. ED

I am printing the letter I have had from Adelaide Australia Peter Robe heads up the recovery project. I urge all to look up the web s www.cityofadelaide.org.au and donate. Had I won the recent lotto recc sum I would have given them all they needed by now.

Chris

It is a mischievous and fabricated story by persons trying to keep the st in the UK. The journalist publishing that tripe has made zero efforts check with us on the voracity of the details.

The SA Government has never been providing money. They e providing land worth several million dollars as in-kind support. There no row. The Scottish Government has always known tt situation. There has been no change of circumstances, except for t better.

The construction of the cradle is well advanced. Within two weeks v will be commencing the trial assembly to check for any fabricati errors. It will then be disassembled and packed into shipping containe and dispatched on a ship departing for Europe on 11th November. It v arrive at Irvine in the New Year where assembly beneath the clipper v commence in February or early March. The clipper and transportati cradle will then be jacked 1.5 metres off the ground, ready for se propelled multi-wheel trailers to roll it onto a barge. The cradle is bei built with donated steel from One Steel and labour donated by a doz South Australian engineering firms. The cradle is valued A\$1,000,000!!

We had two excellent fundraising events in August and September wh we raised over \$175,000 in cash. We also have a pledge of \$50,0 from the Adelaide City Council and a cash donation already receiv from the Port Adelaide Enfield Council. More fundraising events e planned in a continual campaign.

The sad thing about this sort of trashy journalism is that it reduc confidence in supporters and toys at the emotions of the Sunderla people (who have been offering us their support behind the scenes ov recent months). There is no doubt that there are two outcomes for t 'City of Adelaide': destruction or transport to Australia. The Scots ha given other groups their opportunities to be considered, but t Australian option is the only technically viable option. The Scots have sympathy for any other options, and do not have the appetite or patien

to wait for another strategy. If we were to fail, the Scots would demolish the ship within months (if not weeks).

Anyway, for us it is business as usual. It is unnecessary to give the trashy journalism any more oxygen. We are planning on holding our next media event on 28th October to display the first half of the trial assembled cradle. That media coverage will demonstrate that the project is very much alive and well; and we are well advanced on the path for moving the clipper next year. Attached are some recent images of the cradle under construction here in Adelaide. www.cityofadelaide.org.au

I presume you saw our e-newsletter that came out about 5 or 6 weeks ago that gave more details of progress and planned activities.

Best Regards

Peter

Stop Press:

Martyn Heighton of the Historic Ship Preservation Trust, Today 20th October told me the Australians are not there yet, but have recently done some great fundraising. ED ⚓

A Beach Adventure:

By: Gabrielle Stewart

I experienced some part of this tale during 1988.

Creaking, slowly coming apart, the Main mast split!

A C shaped, iron ring was made by the Boson, from a bicycle wheel found in the foc's'le. This was slid around the opening crack and tightened as best they could, by strands of wire gradually twisted and clamped, to hold long enough for us to reach the west coast of New Zealand.

A day later we approached the long low cloud which we knew by the chart to be the loom of the land of the hidden coast of the South Island. We drew so near jagged rocks threatened as the ship became so close in there was little wind in our sails. The sight of land birds and scents of vegetation were welcome signs of arrival, but also of danger ahead. A strong swell carried her along the steep, sandy shore-line and close in to a gravelly beach. Casting out the largest anchor, she hove too. Some crew climbed down the rope ladder and into the life boat to row ashore,

then scramble over the rocks and enter the dark forest to find a large tree to cut and shape as a replacement mast. Those remaining aboard made ready to careen the ship on the sand as the tide receded. This is done to give access for repairs, by gently laying her, heaving her down on one side, on the beach. First the keel had touched bottom. The crew gathered on one side and heavy items on the deck were moved a ballast, slowly pushing them to give sufficient list to the heeling port side. The ebbing tide lapped against her hull, exposing a few barnacles. So she was laid on the steeply sloping beach, parallel to the shore-line, hove down by means of tackles attached to the mast.

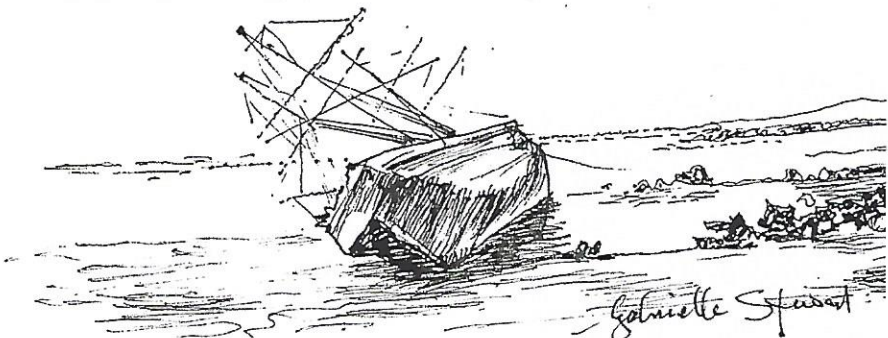
They waited for the tide to go out far enough for the sand to become firm so that pegs and lines could be placed from ship to beach, to hold her still long enough to make her fast when the tide came in and out again where she would be held to remove and replace the old mast.

Relieving tackles, running under the ship's keel, were secured to convenient points on the exposed side, so that the angle of heel could be controlled and the vessel brought back to an even keel after the repair had been made.

Each time the water returned, crew took the opportunity to go aboard again to eat and sleep.

All the while the general running of the ship continued. It took days to find and then fell a tree by hand axes, then to cut and trim and finally take out the old mast and replace with the new.

The ship was righted again by floating on a high tide. Then the re-rigging took almost as long as the whole escapade of the mast's replacement. We sailed on our way giving thanks to the kindly forest for her gift.



Careening is to beach a ship to expose the hull for maintenance below the water line when the tide goes out.

Book Review

Last Voyage of the *Olivebank*

Len Townend: Edited by Elvin Carter

Blue Elvan Books 2010 ISBN 978 0 9559950-1-9

This paperback book is in the tradition of authors such as Eric Newby. The book is fundamentally the log of Len Townsend's voyage as a 'before the mast' seaman in the four masted barque *Olivebank* as seen from the deck, from aloft and from the fo'c'sle by a man who made a voyage in the Last Grain Race in 1938-1939. There were 13 great tall ships involved, ten Finnish owned by Erikson, one Swedish and two German. While *Moshulu* came first this is, nevertheless a great tale. Lovers of these last great trading sailing vessels will find this book hard to put down. I read almost all of its 167 pages in my first session.

Olivebank was built in 1892 by Mackie & Thomson in Glasgow and was 4,400 tons deadweight. She was thus smaller than *Moshulu*, *Passat*, *Lawhill* and *Pamir* in the Erikson fleet of 14 sailing vessels. The book describes the ship, its accommodation, the excellent food and the comradeship of life on board despite the hardships endured. She could carry 33 sails if she set Royal stay sails from main and mizzen plus jigger topgallant staysail. Townsend notes that she normally carried 18 square sails, 4 head sails, spanker and spanker gaff topsail, main and mizzen topmast, topgallant staysails and 3 staysails from the jigger. Photographs in this book show what an awesome spectacle she was with this rig.

Olivebank completed discharging her cargo in Barry Docks South Wales and sailed for Finland on 28th August 1939. At approximately 14.00 hrs on September 8th in 55°N 05°07"E. she struck a German mine which tore out her bottom and she sank with the loss of 14 hands. It was the sad end to a lovely vessel and the first neutral vessel to be sunk in the 1939/45 war. Townsend's love of his ship, her crew and of his experiences in this voyage shine out of his log of events like a beacon. The whole book is illustrated with great photographs. The style is straight forward, the descriptions of events are without elaboration and it is a truly great read. ⚓

Eric Cowell

Sam Davies bambino coming

Sam has had to put on hold her sailing ambitions for a while Sam is a new mother of a boy at 37. She as many of you will know came fourth in the Vendee Globe in 2009. She has lived in France for a number of

years and is engaged to her Frenchman Romain Attanasio. Portsmouth born Sam is the granddaughter of an RN submarine Commander. She plans to be at sea again in the 2012 Vendee Globe. ⚓

The Tall Ships Youth Trust

Now reduced to the brig **Stavros S Niarchos** as their only traditional vessel having sold the Brig **Prince William** to the Pakistani navy now renamed **Rah Naward** in English that means 'Swift Mover'. The brig under its new name sailed from Hull on 27th September 2010 arriving after 6,800 miles arriving at Karachi on 6th December 2010.

The trust is very much concentrated now on yachting for the under 65 presently on a fundraising bent the trust is encouraging donations help fund its work. www.justgiving.com/tallships/donate

The Trust has berths for most of its sailings but will not let over six fives go off shore ocean voyaging, doubtless due to an over aggressive bout of health and safety on its part. ⚓

South Africa Cape Horner's

On the 14th February, Fred Muller, Dutchy Van Dyl, Bill Damerell, Joe Brownless, ***Lawhill**. Paul Staples ***Lawhill** and ***Commodore II**. Tom Newton ***Passat**. Cedric Hunter **Eye of the Wind**. Elise Soderlund **Sedov**. Arni Soderlund **Libertad**. Captain Dan Moreland **Picton Castle** and Joshua Spencer of **Picton Castle, Phoenix, Earl of Pembroke, Kaskalot** and **Ruth**. Gathered together to wind up the South Africa Cape Horner's while there were still a few of the real old timers left to go. The meeting took place aboard the barque **Picton Castle** at the Cape Town waterfront. The South Africa Cape Horner's topsails were hoisted and for several hours the deck buzzed with conversation as they concerned relived some of their experiences at sea and poured over old photographs. At the sound of three whistles the association mustered around the main mast for a photo call to listen to a short address by Dan Moreland it was the Cape Horner's president Bill Damerell who officially declared the association ended. The SA Cape Horner's bank account is now closed and the contents given equally to the Ship Society and the Sea Cadets. The Topsails has been given to the care of Arni Soderlund to be placed among his collection of artefacts. ⚓

Joshua Spencer

* indicates Cape Horner.

Book Review

Martello Towers Worldwide

By Bill Clements

Pub: Pen and Sword 2011

ISBN 978 1 84884 535 0

www.pen-and-sword.co.uk

This work published at £19.95 in hardback is a new edition of the work Towers of Strength now out of print. The author claims this to be an up to date revision of that book and well it may be. I have some interest in the south coast towers in England known as Pit's puddings after a style of hat that Pit wore. For the record MT1 is still being converted this has been on-going for twenty years now. MT9 is privately owned and the National and Historic Buildings Trust has refused the owner permission to convert to a house. MT30 is currently being converted back to a dwelling by the owners the Hook family. MT64 is a council store. MT66 is still in use by the coastguard. There are similar discrepancies relating to the east coast towers all of which I have visited. The Author has expanded his book to include fortress towers world wide. He has certainly travelled well to record these curious structures. Seen in the context that most were built of brick or stone around 485,000 bricks in each of the south coast towers. They usually stood one 24pdr gun, where built were 600 yards apart on the open beaches to be able to give their neighbour covering fire, with walls so thick they could not be breached by any cannon of their day. It was the breach loading cannon firing explosive pointed shells that made any structure of stone or brick obsolete in 1861, the weapon was test fired on an abandoned south coast Martello tower. The book is a study in depth, well illustrated with drawings and black and white photographs recent and archival. The British seem to have exported the Martello principle worldwide across their empire, with this in mind examples of fortified towers can be found in Ireland, America, Canada, British territories in the Caribbean, Australia, India and beyond. Give a thought to the engineers when you see on your world travels an odd building maybe round sometimes square with embrasures and somehow out of place in todays world. Set out on 240 pages in a binding as tough as the towers themselves. I found this entrancing reading. ED

Footnote:

For my 60th birthday, I had bought for me a four day stay in secure accommodation in MTCC owned by the Landmark Trust at Aldeburgh. Suffolk. This MT is the only quatrefoil to have been built. Book it pull up the drawbridge shout Ya-boo to tourists light the fire and live it like it is in the sunshine on the roof. Great, just great. ED.⚡