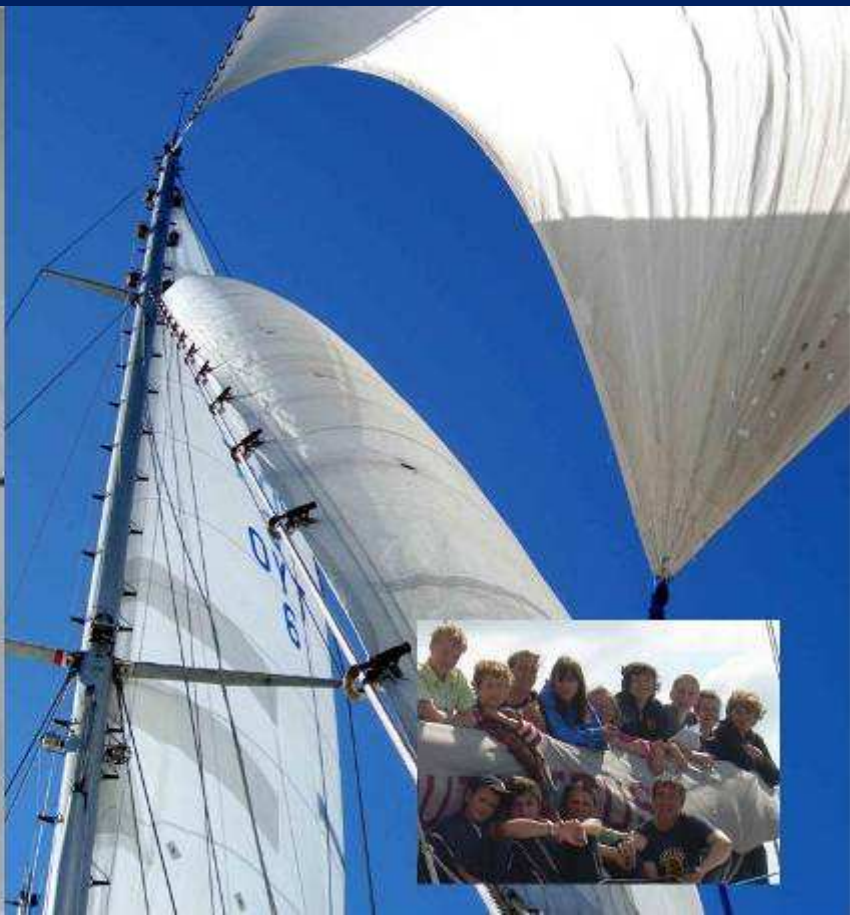




Ocean Youth Club ~ Ocean Youth Trust

50th anniversary reunion and celebration

16 October 2010



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Hosted by





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Ocean Youth Trust on
its 50th anniversary.

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We are a brand and design company located in New York City
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Helen enjoyed sailing with the OYT from 1976-1982 (crew).

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Ocean Youth Club ~ Ocean Youth Trust

1960 ~ 2010



Founded by Chris Ellis and Chris Courtauld with David Tonkin and Jo Habens

50th anniversary reunion and celebration

16 October 2010

Portsmouth Historic Dockyard

hosted by OYT South

"It made me understand that everything is possible! Plus I learned a lot and made a lot of friends."

Peter, aged 19 in 1963

"I have just returned from one of the most amazing experiences of my life. I learned so much about sailing, and got so much out of it. We joined the voyage with most of us not knowing anybody, but we soon developed a team, and have stayed in touch as very good friends!" Alice, aged 15 in 2010

OYC's co-founder Chris Ellis wrote in his memoirs that "organisations, like children, have to grow up and change. I knew that OYC would have to go its own way and change its life style..... but surprisingly, much of the original spirit has remained".

For fifty years, the Ocean Youth Club and Ocean Youth Trust have delivered adventure under sail to thousands of young people. Our aims and ideals - and the impact we have on those young crew members - are essentially unchanged since the early days.

Welcome to the Ocean Youth Club / Ocean Youth Trust 50th anniversary celebrations hosted by Ocean Youth Trust South. This event is bringing together an extraordinary blend of people who have contributed so much and in so many ways, from the organisation's inception in 1960 to the present day.

I hope that together we can share a memorable event which will celebrate 50 years of delivering something truly remarkable - and look forward to some of the new and exciting ways in which we can continue to offer the same opportunities to young people in the future.

Mark Todd, Chief Executive, OYT South



This commemorative publication is dedicated to:

All the many thousands of volunteers and staff who have made OYC/T possible

With thanks to those who have helped with its production: Reverend David Tonkin, Reverend Chris Courtauld, Graeme Smith, Friends and Family of Brian Denley in his memory, Barry Johnson, Sean Patterson, Kirsten Mackay, Irene Wilde, Lorraine Toner, Steve Lennon, Caroline White, Patrick Crosley and Danny Foster from Stanbury Chameleon,

Contributors to and Editors of: Spunyarns, OYC/T Annual Reports and Notices to OYC Mariners, and everyone else who has helped in some way.

Compiled by Emma Ellis in memory of Chris Ellis, Fred Dovaston and Mac Noble.

Front cover black and white photos: *Theodora's* sails and (inset) crew on *Billy Bray* by Joan Openshaw nee Hives.

With apologies for any errors in this publication.

OYT South

Patron: Lord Iliffe

Unit 8 North Meadow, Weevil Lane, Gosport PO12 1BP

02392 602278

www.oigtsouth.org

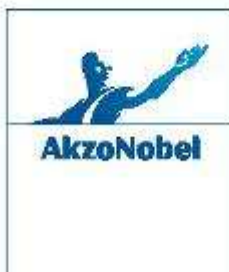


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Saturday 16 October 2010

Morning and afternoon

1000 Dockyard opens to the public

- Discounted tickets for the attractions are available from the Visitor Centre

1200 OYT South Reception Desk opens

- Meeting point
- Collect name badges

Location: Boathouse No.7

1200 - 1700 Boathouse No. 7

- Lunch can be purchased
- Archive OYC film footage
- Exhibition
- Large seating area with tables

Location: Boathouse No.7

1300 - 1700 *John Laing and Duet* arrive

Location: Pontoon by HMS Warrior or Gunwharf Quays in the case of bad weather

1330 - 1445 OYT South AGM

Location: Conference Room in Action Stations

1500 - 1530 Guest musician Phil Beer*

Location: Boathouse No.7

1500 -1600 Illustrated talk

'John Laing in Antarctica' by Andy Bristow

Location: Conference Room in Action Stations

1545 - 1615 Guest musician Hughie Jones from the Spinners**

Location: Boathouse No. 7

1700 Boathouse No.7 closes to the public

Action Stations opens to evening ticket holders. Boats return to Gunwharf Quays.

Saturday 16 October 2010

Evening

1630 - 1745 Illustrated talk

*'The restoration of **Kindly Light** - OYC's founding vessel **Theodora**' by owner Malcolm McKeand*

Location: Conference Room in Action Stations

1700 Action Stations opens to OYC/T guests, with interactive naval simulators running

Location: Action Stations

1800 Welcome Drinks Reception

sponsored by
International Paint

Location: Action Stations

1840 Welcome Speech

by OYT South Chief Executive Mark Todd

Location: Action Stations

1930 Hot Buffet Supper

- Guest speaker - Libby Purves
- Live music - *Nine Mile Ride* with guest appearance from Hughie Jones

Location: Boathouse No.7

0000 Carriages

0100 Dockyard closes

**Phil is one of the most popular ambassadors for acoustic roots music. A dazzling instrumentalist, he is perhaps best known as a top flight fiddler and plays with *Show of Hands* - widely acknowledged as the finest acoustic roots duo in England.*

***The Spinners made a record of sea shanties and a film with OYC in 1978 and we are delighted to welcome Hughie to be part of this celebration.*

Thank you

to all those who helped make this event possible

Fred Cole, Naomi Lee and International Paint, TMI, Libby Purves, Chris Lane and West Sussex Support Group, Sue Cheshire, Reverend Chris Courtauld, Eric Orme, the Cirdan Sailing Trust, A & A Business Supplies, Helen Keyes, Donna Hadfield and Blue Ink Co., Arthurs Chandlery Gosport, Mark Todd, Caroline White, Sally Croly, Kirsten Mackay, James Boyce, Brian Eyres from OYT South, Trustees of OYT South, Pete Croly, Phil Beer, George Wilson, Bill McKinnon, Hughie Jones, Dave Heffer, Nigel Hurst, Jonathan Mulgrew, Kim Marsh and Ampersand, staff of Boathouse No 7, Action Stations and Portsmouth Historic Dockyard, United Brands, Stanbury Chameleon, Colin Baxter and the many others who have helped in some way.





ENGAGING PEOPLE

TMI is proud to have supported OYT South for many years. We have seen the real difference the charity's work has made to the lives of young people, encouraging them to stretch their horizons so that they are better equipped to meet the challenges of tomorrow's business world.

Our partnership with OYT South is ideally aligned with our business mission to inspire change in individuals to engage with the aims of their organisation - giving people the skills, tools and desire to make a difference in whatever job they do.

www.tmi.co.uk

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The advertisement features a background of a sunset over a city skyline with silhouettes of sailboats. A central graphic reads '50 YEARS of ADVENTURE UNDER SAIL' with a small sailboat icon. To the right, text states: 'Raymarine is proud to support Ocean Youth Trust South and its work to expand the horizons of today's young people – it's a great way to help them recognise both their own potential and that of others in the big wide world.' The bottom of the ad shows a collection of Raymarine marine electronics, including various display screens, control panels, and dome-shaped sensors. The Raymarine logo is prominently displayed in the bottom left corner.

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Raymarine is proud to support **Ocean Youth Trust South** and its work to expand the horizons of today's young people – it's a great way to help them recognise both their own potential and that of others in the big wide world.

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of
ADVENTURE
UNDER SAIL



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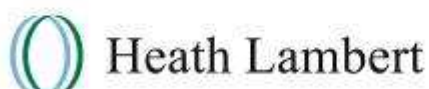
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Listens, tries harder, delivers

How the OYC started

.....adventure under sail

1934.....My life started to change when I was fourteen. Frank Carr invited me to sail with him from Fowey to the Solent in his pilot cutter *Cariad*. If I had been asked to go with Shackleton to the South Pole I could not have been more excited. In the event I was terribly sick but this did not diminish my enthusiasm and the voyage was the pace-setter for all my subsequent enterprises. I can still recall the emotions of that first trip up the Channel, when the land started to fall away and the ship bow to her element. Many times since have I sat at the helm, alone on deck, and looked down into the swaying cabin where a dim light burned and the others slept – with the noises of the sea sometimes sounding like voices alongside, the creak of the rigging and the periodical clank of loose gear in the galley – with the phosphorus of the wave tops and the foam alongside, lit green and red by the side lights – with the heave and lurch of the vessel, the kick of the tiller, the lift and dip of the boom, the blackness of the sail against the stars.....But never with the intensity of emotion of that first trip up the Channel.

Chris Ellis memoirs



Chris Ellis

Chris Ellis suffered from chronic asthma and found a merciful release from it at sea during his teenage years. At this formative stage of his life, while doing as much sailing as he could, he developed a strong desire to make it possible for others to experience the same opportunities that had meant so much to him. It was not only about the sailing itself; in his view it was the interaction of people on board and the influence of the leaders that counted as much as anything. Chris wrote in his memoirs that “Frank was a superb skipper and I adored both him and his wife. They were just what I needed. Frank was always laughing with irrepressible good humour. He could sing shanties and knew *everything* (it seemed) about sea and the ships”. And he later wrote of subsequent voyages that “it is the personalities that make the thing worthwhile”.

While serving as a bomb disposal officer in the Second World War with the RNVR, Chris spent his spare time devising a scheme for a fleet of vessels that could take young people to sea. After the war he became a school master at Radley and first found a way of starting to carry out his plan by borrowing *Cariad* in 1952 and sailing her to Norway with a crew of young Radley pupils. In 1955 Chris found his dream vessel, ex Bristol Channel pilot cutter *Kindly Light* converted to a yacht called *Theodora*.

Albemarle Report 1960

The Albemarle Report was produced by a committee that had been appointed in November 1958 to review the contribution which the Youth Service in England and Wales could make in assisting young people to play their part in the life of their communities. The Report is commonly viewed as a watershed in the history of youth work - and is associated with the expansion and professionalisation of youth work in the 1960s and 1970s. It provided a very influential rationale and framework in England and Wales - and was a key element in substantially increasing funding for youth work.

The Report stressed the need for a more comprehensive youth service and suggested ways in which statutory and voluntary bodies could work together to make this possible. Its aims and ideals included: “To offer individual young people in their leisure time opportunities of various kinds, complementary to those of home, formal education and work, to discover and develop their personal resources of body, mind and spirit and thus the better equip themselves to live the life of mature, creative and responsible members of a free society”.

Ministry of Education 1960

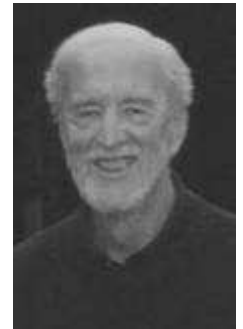
Theodora was in a sorry state but Chris refitted and sailed her with a team of young Radleians, which he described as “the fulfilment of a twenty year old ambition”. After taking part in the first Tall Ships Race in 1956 and an eleven-month voyage to the West Indies, America and Canada in 1958, all with young Radleians, Chris took a job as a youth worker in Stevenage (then a new town).

He found that his boat was a more powerful tool for youth work than anything he was able to do in the way of land-based activities. He soon picked up a group of followers who travelled with him in an old ambulance almost every weekend to Ipswich where *Theodora* lay. The sailing was somewhat hair-raising in those days and Chris later told how the first half of a two week voyage usually consisted of sitting on the mooring and teaching the young people how to maintain ship – because unless he did, it was not particularly safe to go sailing during the second week.

Chris wanted to expand the scheme so that more young people could take part but he needed administrative help and contacts. An idealist by nature, it is unlikely he would ever have got his scheme off the ground if he had not been assisted by the right people. By a twist of fate, Chris met the Reverend David Tonkin, a curate at the Eton Mission in Hackney Wick, on 21 September 1960.

David was in the process of forming a Sea Scout Troop and it had been suggested to him that Chris might be able to help. Chris showed slides of his 1958 transatlantic voyage and David was enthused by the idea of ‘big boat’ ocean sailing and arranged for some of the Eton Mission Sea Scouts to sail with Stevenage youth in *Theodora* in October.

Chris explained to David that he had always dreamed of being able to take young people to sea on a larger scale and full time, because he did not think that a purely voluntary organisation could provide sailing experience on a scale sufficient to make a significant impact on even a minority of young people. He suggested the possibility of joining forces and even running another vessel.



David Tonkin

Through Eton College and a mutual friend called Archie Nicholson, Chris came to learn of *Duet*, whose owner the Reverend Christopher Courtauld had inherited the yacht the previous year and independently decided that he would like to find a way to make her available for young people to enjoy sailing. Chris Ellis, David Tonkin, Chris Courtauld and the latter’s friends Kit Power, Tony Butler and Ted Playne had meetings during November and December 1960 to discuss the detail and Chris generously agreed to loan *Duet* to the scheme. David Tonkin wrote that “The loan of *Duet* made it possible for us to begin”.

The plan was to pay for food and running expenses out of income of £1 a day from crew participants. On Chris Ellis’ past figures for *Theodora* over five years, this appeared to be a realistic possibility.



Chris Courtauld

The decision was also taken to apply for grant aid in order to employ a full-time skipper for *Duet* and so David Tonkin put together an official statement of the scheme for submission to grant making authorities.

The ethos behind the scheme was to create a 'youth club' on the water where everything, including the maintenance of the vessels, would be done by teams of young members. There were no particular criteria set as to who could take part. Anyone with a sense of adventure was welcome. However there was from the start a desire to mix young people from different backgrounds, and some voyages were undertaken early on with young disabled crews.

At the end of 1960, David was successful in raising a grant of £1,000 from the Ministry of Education's Experimental Fund. The money came through in March 1961. The 1960 Albemarle Report helped to make this possible, because it brought Government recognition to schemes that would complement the work of the Youth Service and it opened doors to contact with influential people who now accepted that youth schemes were worthwhile.



Chris Courtauld

Meanwhile *Duet* was being refitted in Tollesbury. At this time David was successful in obtaining additional money from the King George V Trust and from the boys of Eton College who supported the Eton Mission Hackney Wick where David was on the clergy staff.

A skipper was sought for *Duet* and the right man seemed to be Jo Habens from the Longridge Sea Scout Camp on the Thames; he was employed by the scheme in April 1961. The plans for development progressed and Jo looked for a home in Gosport with a view to running the scheme from the Solent, and basing it at Camper & Nicholson's yard and moorings at Gosport. At this time Chris Ellis was refitting *Theodora* with the Stevenage youth, where she lay at Ipswich. For the rest of that season *Theodora* was run from the Ipswich base. *Duet's* refit was completed in April 1961.

[Jo Habens] made the best cocoa (kai) from cocoa powder and condensed milk. Also he was the kindest and softest spoken skipper I have ever sailed with, even to the present day.

Frank Pullen

On 5 May, *Duet* sailed to Ipswich with a crew from the Eton Mission, and Jo Habens and Ted Playne were the afterguard. The next weekend she sailed in company with *Theodora* for the first time on the Orwell with another Eton Mission crew and Kit Power as afterguard. The following weekend, Jo and David Tonkin took her on overnight passage to Chatham for a Sea Scout Jamboree - where *Duet* stayed afterwards for 14 days.

Jo Habens took on more and more of the organising of the scheme and in many ways it was Jo who really created the Ocean Youth Club. He had a



Jo Habens

huge network of contacts, a very practical nature and a gift for communicating with and enthusing young people. But it was a team effort as well and as Chris Ellis later wrote: "Behind the scenes much more has always gone on than members realise. A colossal

amount of paperwork has passed through Jenny Habens' typewriter and Ted Playne has devoted about 5,000 hours work without any reward." It was clear very early on that fundraising was necessary to supplement voyage fees and the OYC was from the start dependent on the efforts of a huge network of volunteers, supporters and donors and a tiny number of paid staff.

The name 'Ocean Youth Club'

The scheme was given the name of 'Ocean Youth Club' - which was David Tonkin's suggestion. It combined the 'sea' of the sailing element with the 'youth work' element; youth schemes and youth work being very much in vogue in national thinking in the UK at that time.



Co-founders of OYC - Chris Ellis (left) meets up with Chris Courtauld on board his party boat DUET at the Glasgow Gordon Festival Boat Show, prior to their Scottish holiday cruise. Chris Ellis describes the adventure below. December 1988

The Ocean Youth Club

Telephone : AMHerst 5475-6

. . . of the Eton Mission

Management Committee :

CHRISTOPHER ST. J. ELLIS, G.M.,
The Revd. A. CHRISTOPHER COURTAULD,
The Revd. DAVID G. TONKIN.

Skipper & Sailing Secretary :

E. A. (JÖ) HABENS.

ETON HOUSE :: EASTWAY
HACKNEY WICK :: E.9

Founding vessel *Theodora*adventure under sail

Theodora was built as a Bristol Channel Pilot Cutter in 1911. Her original name was *Kindly Light*.



Kindly Light was designed by William Stoba to beat *Alpha* (a highly successful Newport Bristol Channel pilot cutter of 1904 - also designed by Stoba) for the Barry pilot Lewis Alexander. She represented the final evolution of the pure sailing pilot cutter and was considered to be the fastest and most successful of the one hundred and sixty or so pilot cutters working in the Bristol Channel immediately prior to the First World War. She set many records and made her owner a wealthy man.

Kindly Light was recommissioned after the war when almost all the pilots had amalgamated and were working a rota system from a steam cutter. She made as much money for her two pilots, Alexander and Davies, as all the other pilots put together. This created resentment amongst the other pilots and Alexander and Davies were forced to join the amalgamation with the threat of having their licenses revoked if they refused. *Kindly Light* was the last sailing pilot cutter to work out of Barry.

In 1922, she became the yacht *Theodora* and had an auxiliary engine installed. Her home port became Poole in Dorset until she was sold to the Royal Artillery Yacht Club in 1946 and converted for ocean racing. It was during this time that the author Hammond Innes sailed aboard her in a Fastnet Race and later wrote a story based on his experiences.

The Radley and Eton schoolmaster Chris Ellis bought *Theodora* as a sail training vessel in 1955 and refitted her with a team of young Radley pupils.

Theodora was what I always dreamed of owning - a powerful, over-rigged cutter, big enough to take parties of youngsters over the seas to foreign lands. I desired her so strongly that I could find no fault with her in spite of the warning voices - she became like a sin - I was powerless to resist. So I bought her - and the work started. She became a battlefield, and we fought over every inch of her. For two hundred man and woman, boy and girl days during the Easter holidays we burned and scraped and planed and rubbed and scrubbed and brushed and hammered and drilled and hauled and heaved and spliced and knotted and served and seized and sewed and sawed and polished - until instead of a derelict with a monstrous pile of ropes and wires and sails we had something like a ship to play with. I really believe we did almost everything to *Theodora* that one could do to any boat - from the truck on the topmast (which needed a new sheave) to the bottom of the keel; nothing escaped. We re-stepped the mast, stripped the engine and heads, dressed the wires, planed down the varnish work - and in the end we sailed her. For two days we had the delight of feeling our ship come to life - first as she ghosted down the river, turning to windward over the flood tide with only the faintest breeze - and then pressing forward out to sea as the wind freshened: five, six, seven, eight knots without effort. With regret we laid up again and returned to school.
Chris Ellis memoirs

Theodora sailed in the first Tall Ships Race to Lisbon in 1956; and beat thirteen yachts including the cutting edge Laurent Giles-designed *Myth of Malham* in a sail training race to La Coruña in 1958 with Radley pupils on the first leg of a voyage that took her across the Atlantic and back. On his return, Chris became a youth worker in Stevenage and continued to sail *Theodora* from Ipswich with young people from a variety of backgrounds - the boat proved the most useful and popular asset as a medium for youth work.

In 1960, *Theodora* was the founding vessel of the Ocean Youth Club and continued to take young people to sea until she was sold to the Maritime Trust in 1971 to become a museum exhibit at Cardiff Industrial Maritime Museum and was returned to her original name *Kindly Light*. In 1993 the Maritime Trust sold her back into private ownership on the understanding that she would be restored. She is now completing her long and meticulous restoration at Gweek in Cornwall and it is anticipated that she will be sailing again for her 100th birthday in late 2011.



Theodora's transatlantic voyage 1958

It was Great

As we made our way southwards across the Bay of Biscay [on route to the Caribbean] in *Sir Thomas Lipton*.... the conversation turned to trying to decide what the ideal yacht would be for this trip. The general opinion of the assembly of OYC talent and experience seemed to be in favour of *Theodora*. In fact this judgement was verified by me in one respect last summer when rounding Start Point with a fresh following wind on a flood tide that had just turned. The seas were big, yet *Theo* rose to them superbly and her decks remained as dry as one could wish. Not one of those large following waves came on board.

The greatest pleasure in my sailing life was to be asked, by a hurriedly sent telegram, to skipper *Theodora*. After having known her so long as a novice, crew and mate it was the perfect boat for a first command. The trip was gentle and trouble free. *Theo* was looking after her latest master as she had all the others before. Now *Theodora* is to leave the work of the Club to start a new career with the Maritime Trust where she will be shown to thousands as a fine example of a working sailing life that is now left behind in time. But we know what she was really like, don't we. So now the other founder boat of the Club gains a new lease of life, just as *Duet* has, and all the best to her. I would like, therefore, to extend my own personal thanks and I think that of all of those who have sailed in her with the Club, to her owner Chris Ellis for giving me the chance to sail in her. It was Great.

Ian Campbell, Spun yarns 1971

Founding vessel *Duet*

.....adventure under sail

Duet was built as a gentleman's yacht in 1912. Her original name was *Gaviota*. 2010 is her fiftieth year as a sail training vessel.



Duet rounding the Rock in the Fastnet Race 1975

Photo: Daily Telegraph

Duet was designed by Linton Hope and was built for H.B. Pyne, but he only had her a short time. From 1915 till 1926 she was in Kiel, Germany in the ownership of Konsul Heinrich Bruns. Then from 1927 she was based at Burnham and was owned by J.G. Burroughs who lived at Southend.

Duet was purchased by the Rev Christopher Courtauld's father Augustine Courtauld in 1931 and has remained in the family ever since. She has had an illustrious career including significant racing wins under Augustine Courtauld (usually known as August) and some 'Riddle of the Sands' type adventuring. Before World War II, August joined an organisation which later became known as SOE and in the summer of 1939 he was asked by Naval Intelligence to take *Duet* up the Norwegian coast from Bergen north to Trondheim, to gather all the information he could about harbours, lengths of quays, sites of factories, etc. He was a brilliant navigator at sea and the return journey across the North Sea to the Shetland Islands provided a remarkable example. As they were leaving the Norwegian coast a thick fog came down, only giving August one short glimpse of a misty sun before it was blotted out. The fog persisted but next day, still in thick visibility, he brought *Duet* right into Lerwick harbour.

Duet was built to the era's trend in racing yacht design known as 'plank on edge' which meant a narrow beam and a deep lead keel. One interesting modification carried out to an otherwise essentially flush decked Edwardian-era yacht was the addition of a doghouse forward of the cockpit. The laminated teak doghouse came from the Duke of Edinburgh's yacht *Bloodhound* and was added to *Duet* in the early 1960s when the two yachts were being refitted in Camper & Nicholson's yard, Gosport.

August Courtauld

In 1930 the arctic explorer Augustine Courtauld, virtually buried alive under snow in Greenland, kept himself together by dreaming about his ideal boat which would turn out to be *Duet*. He was part of an expedition that was trying to find an Arctic air route by taking important weather recordings through the darkness of the Arctic winter. They established a station but finding themselves short of rations went back to base while August volunteered to man it alone. He was there for five months, for six weeks of which he was actually trapped and buried in his tent under the snow with just a breather pipe and running out of food and fuel. Two plans occupied his thoughts; the first to marry his future wife Mollie and the second to design the best cruising yacht in the world. He was eventually rescued and after his safe return to England, found his bride and also the yacht *Gaviota* which he renamed *Duet* in honour of his marriage.

August loved *Duet* dearly and sailed her until 1955. He died in 1959.

August's son Christopher inherited *Duet* in 1959 and in late 1960 generously agreed to loan her as a founding vessel of the OYC. She sailed her first season as a sail training vessel in 1961.

Duet has taken part in numerous Tall Ships and Old Gaffer races over the years and has won many prizes, including 1st overall twice in The Tall Ships Races, in 1983 and in 1994. One highlight of her career was the 50th anniversary Fastnet Race when she won three trophies in the Old Gaffers section.

***Duet* – 70 years young:**.....she was a clear line honours winner in the gaff rigged section [of the 1975 50th anniversary Fastnet Race]. She would also be a clear winner were there a competition for the yacht which has contributed most to sailing in this century. In her own quiet way, *Duet* has had an unrivalled career, and will thoroughly deserve all the honours which come her way this month at the OYC [21st] birthday party."

Yachting Monthly *Cruising with W M Nixon* October 1981

Duet remained on permanent loan as the flagship of the OYC - with the support of the Augustine Courtauld Trust - until 1994. By this time the OYC were committed to a modern fleet of vessels and so decided to return *Duet* to her owner.

Duet is now operated by the Cirdan Sailing Trust, within a fleet of other historic vessels. In her 50 year history as a sail training vessel she has introduced literally thousands of young people to the sea. *Duet's* centenary year is 2012 and it is hoped that a history will be published and other events will take place to celebrate.

Memories.....

I arrived by train on a Friday evening and got across to Camper & Nicholson's yard in Gosport. We were met by Jo Habens who got us to move the sails from a sail loft down to *Duet*. We stayed on board that night. The following day we sailed across to Cowes. What a super trip. Fine weather and a fresh breeze. I was fine till I went below to the heads. All looked normal till I saw a tea towel hanging at an angle from the galley. *Duet* was heeling but I just wasn't expecting that and I ran back up top and was sick as a dog. The sail back was just as good on the Sunday.

If it had not been for that original experience I would not be a boat owner now. In addition I have sailed every year since.

Frank Pullen – young crew member 1962



Duet on the old OYC moorings at Gosport

Photo: Jonathan Cheshire



Review by decade: 1960 - 1969
.....adventure under sail

1960 OYC founded on the experience of Chris Ellis who had already sailed with large numbers of young people since 1952. The loan of *Duet* by Rev Christopher Courtauld made it possible to create an official scheme.

1961 OYC sailed *Duet* for 561 days with a total of 120 young people; and *Theodora* for 1196 days with a total of 187 young people. At that time everybody paid £1 a day to sail and this was nearly enough to cover food and running expenses. The first year ran at an operational loss of £158.15 but with donations it carried forward a balance of £841.16. Based mainly from East coast ports, *Duet* made five foreign going trips and *Theodora* made six.



Ted Playne in the stern

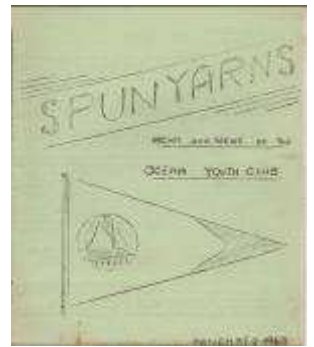
Photo: Janet Harber nee Coote

1962 Operating from Camper & Nicholson's yard, Gosport - crews arrived there and were ferried to the yachts at their moorings. A third vessel - *Equinoxe* - was purchased, made possible by the Calouste Gulbenkian Foundation. Jim Drewett was employed as skipper. Roger Hodgkinson was employed as skipper of *Theodora*. On 21 November 1962, OYC became a company limited by guarantee, which required establishing a Board of Governors and a Committee. The first Governors were Jasper Knight, Ted Playne, Chris Ellis, Lady R A Butler, Rev Chris Courtauld, the bishops of Norwich and Bath & Wells, J Newsom, Frank Carr and Jo Habens (secretary). The Committee were Ted Playne (Chair), Chris Ellis, Derek Gray (accountant), T H Bull (solicitor), Rev Chris Courtauld, Dr David Harrison (Eton College), Kit Power, Bishop of Norwich, T Brocklebank, David Tonkin and Jo Habens (secretary). Of the Committee, Playne, Gray, Harrison and Power were volunteer skippers in OYC. The Committee were effectively the practitioners and the Governors the well-connected and influential names to help with the formal establishment and funding.



Early Burgee

1963 Marine Biology Survey with *Theodora*. OYC moved to Marvins Yard, Cowes, better known as Shamblers Yard. *Ocean Pelican* under construction. South West Area opened. Spunyarns magazine began.

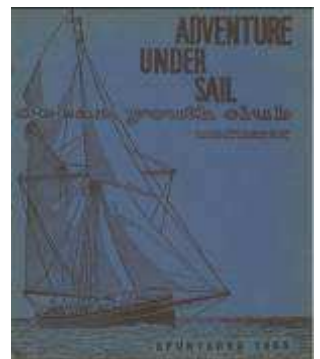


1964 Used *Billy Bray*, a Looe Lugger loaned by Gordon James. *St Kilda*, a 45ft MFV, given to the OYC by Colonel James McDonald. *Ocean Pelican* launched and named by Lady R A Butler, Chris Courtauld's mother. Shamblers Yard sold but the Club stayed in residence for another year.



Equinoxe

1965 OYC left Shamblers Yard. The Club was split into three areas with one Eastern and two Southern components. Jim Drewett moved the vessels *Equinoxe*, *Billy Bray* and *Mazurka* to Camper & Nicholson's yard at Itchen, Southampton. Ian Black joined OYC as a professional skipper for *Ocean Pelican* in Plymouth and Roger Hodgkinson moved to Brightlingsea with *Theodora* and *Duet*. Gradually over time, independent organisations were being developed in each of these areas with their own personnel and bookings. Jenny Habens had developed a real commitment to OYC and became the OYC's first Secretary at Gosport where a Central Office and Secretariat were established. Lord Caldecote joined the Board of Governors. *Mazurka* was used to give command experience to Mates.



Ocean Pelican



Billy Bray

Memories.....

We painted *Theo's* topsides in a snow storm (it all came off again 3 weeks later), we took our refreshments in The Castle Tavern round the corner, swinging round the lamp post on the way back. Nosh Dawes consumed an entire Swiss Roll to earn his name. Three of us in a Bubble car, all that grown up stuff.... I guess in the first few years it was bring your own oilskins or get wet, so we sailed in Donkey Jackets or Duffel Coats or whatever we could find in dad's wardrobe! I think it must have been during the early part of '65 that the Shiny Black Plastic Jackets arrived on board *Theodora*, which I understood had come from Heathrow (then London Airport). These were OK during the day and meant that you only got wet legs (I had wet legs for 50+ hours that Easter) but at night the crew became invisible. This may have been the reason why they were surplus to the Airport's requirements! I think that the other boats probably had them too and that they only lasted one season. The problem of walking round the deck prodding dark spaces to see if they might contain a lurking watch member or tripping over a semi-recumbent one in the process was too spooky to be much fun!

Pip Masters

1966 *Equinoxe* and *Duet* entered the STA race from Falmouth to Denmark; *Duet* gained second place in her class. Since then numerous OYC boats have participated in many Tall Ships Races. The OYC officially said farewell to Jo 'Gubbins' Habens and Spunyarns recorded "Jo's enormous contribution in building up the Club to what it is today....his magnetic enthusiasm, his own unique vocabulary, and his ability to get one doing most extraordinary things simply because it was 'good kit'...."



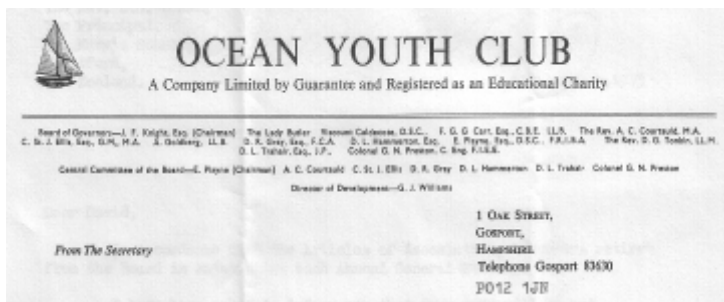
1967 Achieved a small surplus of income over expenditure. *Theodora* cruised for 4 weeks to Northern Spain. *Theodora* and *Duet* took part in an Old Gaffers Race. *Duet* took part in the STA race from Southsea to Cherbourg. The old Customs House in Brightlingsea was purchased as a base for the Eastern area. Ted Playne introduced a paper which was adopted by the Governors for a National Scheme for OYC with suggestions of expansion to bases in the Tyne, Firth of Forth, and Holyhead, and for an approach to sources for grants. In it he referred to both OYC's 'old timers' (the gaff-rigged vessels) and the proposed Robert Clark designed 'club boat'. OYC had a stand for the first time at the Earl's Court International Boat Show in the Youth Afloat section.



Archiv



Old Customs House, Brightlingsea



Duet on the old pier at Brightlingsea

Photo: Angela Davey



1968 Geoffrey Williams appointed Director of Development after winning the 1968 Observer Singlehanded Transatlantic Race. He loaned his yacht *Sir Thomas Lipton*, in which he had won the race, to OYC. National Appeal launched for the new Robert Clark-designed vessels. Target: 12 new vessels, 5 shore bases and a yard for building and major overhauls: cost approx £400,000. *Sir Thomas Lipton* exhibited at the London Boat Show. Sailing membership fee 10/- (50p). Southern area acquired *Archiv*,



a 34 ft steel sloop loaned by Ralph Gabriel, Chairman of Charles Churchill Machine Tool Corporation. *Mazurka* handed back to her owner. Jim Drewett replaced by Peter Hambly.

It won't be long before none of the original gang is left. The old boats will soon be forgotten with their 'peak halyard purchases' and other out-of-date gadgets (*Theodora* is said to have had three miles of rope!) But I find it hard not to regret those early days, when it really was 'adventure under sail' and we never knew what would happen next. We shall never recapture Jo's pioneering spirit, with fitting-out in the snow, sea shanties round cabin 'cosy-stoves', pumping oily bilges for dear life in gales of wind, engines that wouldn't go and even crews that wouldn't pay. There was no question of comfort in those days - you were lucky to get a bunk at all, let alone a dry one. But it **was** fun!
Chris Ellis

1969 *Sir Thomas Lipton* served in the North West as a pilot scheme for a new base, with Polly Purkiss as skipper. *Billy Bray* handed back to her owner. Charles Nicholson retired as Southern Area Chairman. Later in the year, *Sir Thomas Lipton* set off across the Atlantic to winter in the Caribbean and a film of the voyage was made by Fred Dovaston (below, far left).



Photo: Barry Custance

Aims of the Ocean Youth Club

The Articles of the Association quote:
"To provide facilities for yachting and boat-sailing at sea and for seamanship and navigation generally as a recreation or leisure time occupation to improve the conditions of life of youth from all parts of the United Kingdom of Great Britain and Northern Ireland."

Later developed:
-To give young people between the ages of 15 and 21 the opportunity to go to sea offshore, under sail
-To foster the spirit of adventure latent in young people
-To inculcate a sense of responsibility among young people both for themselves and for others
-To encourage a wider outlook and greater understanding of other people

And again developed:
"To use a sailing ship as the classroom and the sea as a teacher to encourage young people to develop a sense of co-operative responsibility for themselves and the community in which they find themselves."



Review by decade: 1970 - 1979

.....adventure under sail

1970 The 10th year of OYC. As the annual report said, it was "impossible not to look back on those 'muddling through' days with nostalgia and a lot of affection for all who took part." The romance of the old gaffers was real, but they could not go on for ever and OYC embarked on building a new fleet of vessels and bought for the purpose the yard 'Freeman's Wharf' near Penryn, Cornwall. This project was masterminded by Geoffrey Williams. The first vessel to be built was *Scott Bader*. She was 71' 6" length overall and at the time was the longest production fibreglass sailing vessel in the world. Subsequent vessels were slightly larger - 72' 6" - and were planned to be launched at a rate of one every five months. In the Eastern area, *Lion d'Or*, a Nicholson 36' sloop, was chartered by the Club to replace *Duet* when out of commission in refit. *Sir Thomas Lipton* returned from her voyage to the Caribbean and then spent eight weeks doing service for the new North West area.



Sir Thomas Lipton

1971 *Scott Bader* launched in August and served in the South West. *Mjojo*, a Bawley rigged 42' vessel, chartered for one season from R S Pickering for the Eastern area. *Theodora* retired from service and sold by Chris Ellis to the Maritime Trust. *Archiv* retired and returned to her owner Ralph Gabriel. *Duet* served in the North West after a major refit and was skippered by Fred Dovaston as his first command for OYC.

Fred Dovaston far right



1972 *Falmouth Packet* launched in March for Southern area, skipper Peter Hambly. *Master Builder* launched in June for Eastern area, skipper Bruce Thorogood. The Robert Clark ketches performed well and "dispelled any early doubts about the Club having Tupperware boats and pointed sails - no mean achievement in this stronghold of old gaffers" (Bruce Thorogood 1972). *Falmouth Packet* won the STA Southsea to Cherbourg race. *Master Builder* on a two week cruise from Brightlingsea visited Kiel during Olympic regatta. *Ocean Pelican* sold. *Scott Bader* sold.

1973 *Samuel Whitbread* launched for Southern area. *Falmouth Packet* replaced *Scott Bader* in South West. *Taikoo* launched in August, to serve in North West. *Falmouth Packet* exhibited at the London International Boat Show. *Crusade*, on loan from Sir Max Aitken Bt, sailed back from USA via Azores by OYC crew and dismasted on passage.

1974 *Equinoxe* sold. *Sir Thomas Sopwith* launched to serve in Southern area. **OYC Scotland** established with *Crusade* skippered by Colin Lewry. OYC could claim it was "the Club which probably takes more young people sailing offshore than any other organisation".

At 1815 on Saturday 3 August 1974, the Scottish Area became a reality. *Crusade* slipped from the yard at Penryn manned by her first [Scottish] Area crew. [We arrived] in Oban just in time to find that the pubs closed five minutes ago. Oh well..... Getting to Scotland and sailing here was not without problems. Trying to establish anything new is always difficult. Setting up OYC Scotland had a fair share of frustrating snags, but as all those who went crusading this year know, and those who come in the future will find, it was well worth sorting them out. There are many people who are owed a debt of gratitude for their untiring and ceaseless effort to make the area come alive. And they can be repayed! HOW? Grab a pen, fill in a booking form and COME SAILING!
Colin Lewry, *Spunyarns* 1974

1975 *Sir Thomas Sopwith* sailed to the Caribbean and back with a crew from Swansea University. *Taikoo* completed a round England voyage and a six week voyage to the Azores and the Canaries. *Master Builder*, *Sir Thomas Sopwith* and *Samuel Whitbread* cruised the north coast of Spain. *Duet* took part in the 50th anniversary Old Gaffers Fastnet race and won 3 trophies. *Master Builder* and *Taikoo* were present at celebrations of Amsterdam's 700th anniversary and then at London Festival of Sail. *Arethusa* built by OYC and sold to Shaftesbury Homes and Arethusa. *Crusade*, crewed by 15 young Scots and Colin Lewry, won the STA race in the Clyde.



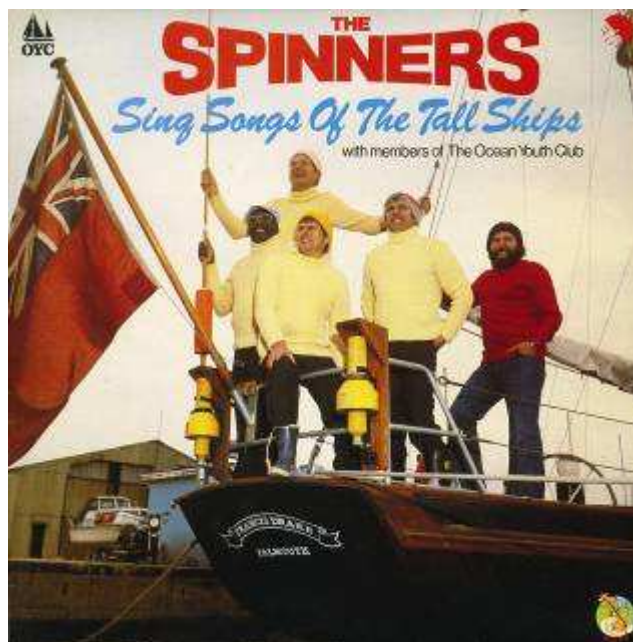
1976 *Francis Drake* launched to serve in the North West, skippered by Fred Dovaston. *Scott Bader Commonwealth* launched to serve in Eastern Area, skippered by David Hayles. *Taikoo* became OYC Scotland's boat. *Crusade* withdrawn from the fleet. First OYC participation in a Trans-Atlantic race: *Master Builder* took part in Tall Ships Transatlantic race and in Operation Sail America's bicentenary celebrations. She completed 7,600 miles without incident or gear failure. First OYC Rally of all vessels took place in the Solent. The event was covered by BBC TV Nationwide programme and *Master Builder* won the race that took place. OYC Penryn Boatyard was sold. New Robert Clark ketch silhouette OYC logo used for first time in Spunynarns.



1977 OYC Rally held in Scotland. *Master Builder* cruised for 5 weeks in the Baltic. *Francis Drake* in Her Majesty's Silver Jubilee year sailed with a message of goodwill from the youth of Britain to the youth of Iceland. For the first time in 20 years the Union Flag was hoisted alongside the Icelandic National Flag outside the Government Building in Reykjavik. David James was appointed Director of OYC.

1978 OYC Rally of the whole fleet from Cowes to Oslo. After suggestion from Governor Roger Murray, the Spinners sailed with OYC to Oslo in the Tall Ships Race of that year. They made a record with members of the OYC and an hour long documentary, 'Spinners under Sail', was produced for ITV. First woman staff skipper was appointed (Linda Bagshaw). A pilot project taking physically handicapped young people sailing was successful. **OYC Northern Ireland** and **OYC North East** were officially constituted as areas.

Northern Areas Rally 1976

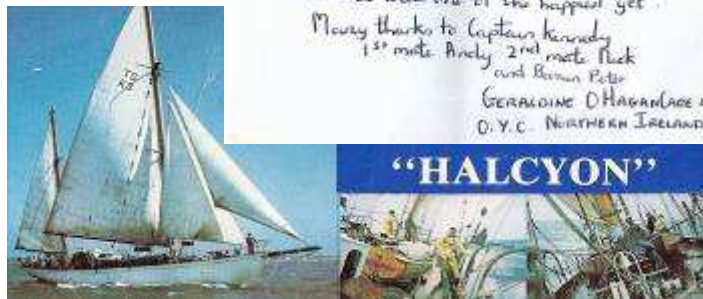


1979 The year of the Fastnet Storm - all OYC vessels were safe. *Master Builder* sailed from the North East on a 14 day cruise to Norway. OYC chartered *Halcyon*, a 78 ton ketch, to work out of Northern Ireland. OYC Rally at Plymouth (all vessels except *Scott Bader Commonwealth*). *Francis Drake* sailed to Iceland on a three week expedition. The debate was started on 'new yachts' with proposals for a 26 ton ketch designed by Laurent Giles Ltd. But building a new class of OYC boats was not gaining sponsorship, so it was decided that instead a Camper & Nicholson 55' yawl would be built to be named *Grania*. With 9 vessels sailing, OYC clocked up 18,793 voyage days with 2,181 members.

Telephone: Home: Bostmore 790 Business: Waterfoot 308
 'Eventide' Killowen Point, Eastrever, Newry BT34 3AN, Co. Down.

H is for the happy times we spent on board
 A is for the atmosphere that always brought a smile
 L is for the laughter at jokes which never ended
 C is for our cooking, colder than "Halcyon"
 Y is for yesterday when my photo's arrived
 O is for over and over again I wish you the best
 N is for never will I ever forget
 a fantastic week one of the happiest yet.

Many thanks to Captain Kennedy
 1st mate Andy 2nd mate Nick
 and Binna Peter
 GERALDINE O'HAGAN/AGE 4
 O.Y.C. NORTHERN IRELAND



BOAT BUILDING

1970 has been the year when the Club's long term development plan of basing twelve new vessels around the coast of the U.K. began to take shape. The old year finished badly when negotiations to buy Ponsharden Shipyard fell through. The search for boat building sheds of the right size with facilities for a controlled environment had already taken more than six months and rather than settle for inadequate premises we decided to build a new yard at Freeman's Wharf, which is four hundred yards upstream from Ponsharden. The architects were given their brief in early December and although site clearance began in May this change of plan meant an eight month delay in our boat building programme.

We moved into a partly completed yard in mid-August and were soon aware of the advantages of working in buildings planned for the series production of a single type of vessel. By mid-October the deck and hull moulds were complete and the first hull moulded by early December. These will be the longest production sailing vessels ever built in glass fibre and by employing direct labour and using a new method of moulding on a male former we hope to keep the cost of the first boat under £35,000.

Boats of 71 ft. 6 in. l.o.a. and 24 tons in weight present handling problems and we have built a special mobile boat gantry which can turn over the hulls after they have been built upside down, lift the deck onto the hull and launch the completed vessel by lowering it into the dock formed for this purpose.

The yard is equipped with a heated moulding shop which can accommodate two vessels at once, a fitting out bay with a raised level woodworking shop, a small office, a blacksmith's shop with facilities for forging, gas and electric welding, a store, toilets and staff galley.

The yard reached its maximum complement of 25 men under the management of Mr. Roy Dann in the first five months. Production is on schedule for a mid-August, 1971 launching of the first boat. The yard is laid out for building three boats in tandem and it is planned to launch a vessel every five months. The architects were Geoffrey Bazeley and Partners at Plymouth and the contractors G. Wallis of London.

FUND RAISING

Two further sponsors for new boats were Anglesey Aluminium, a subsidiary of Rio Tinto Zinc, and John Swire & Sons Limited. The Cripps Foundation, the Drapers Company and the Sir Maurice Laing Trust all donated money towards the boat yard and Cornwall County Council provided an interest free loan. A development grant from the Department of Trade and Industry is expected.

The names that have been chosen for the new boats are:—

"Scott Bader"; "Falmouth Packet"; "Master Builder"; "Samuel Whitbread"; "Sir Thomas Sopwith".

In 1968 the [OSTAR] was won again by a Robert Clark boat. This time the jockey was Geoffrey Williams and the boat was *Sir Thomas Lipton*. Long, lean and athletic, this exciting yacht was one of the finest long-distance windward sailing vessels ever conceived; she fulfilled her purpose gloriously. Winning the race enabled Williams to spearhead a campaign to finance and build a fine fleet of Robert Clark-designed 72ft ketches for the Ocean Youth Club, which in those days was operating with a variety of elderly craft, lent or donated by generous owners, but certainly not designed for the job. *Sir Thomas Sopwith*, *Scott Bader*, *Commonwealth*, *Falmouth Packet*, *Samuel Whitbread*; these handsome yachts have brought safe, fast seafaring within the reach of countless young people of a new generation. Many of them will never have heard of the man whose genius watches over them through the stormy night, but for those of us who see his boats driving effortlessly to windward and recognise their pedigree, there will always be a lump in the throat and a thrill in our hearts as we breathe, "There goes a Robert Clark."

YACHTING MONTHLY

A tribute to Robert Clark by Tom Cunliffe April 1988



Scott Bader: The first OYC Robert Clark ketch to be built, but in 1972 the OYC was pleased to receive and accept an offer for her. As the prototype, she was slower and slightly smaller (71' 6") than the subsequent builds (72' 6"). The extra length produced more graceful lines and the OYC wanted the fleet to be identical.



Master Builder: Named as a tribute to Norman Wates of Wates Ltd., whose ideals included the spirit of adventure and comradeship. In 1901 Edward and Arthur Wates, furniture sellers, decided to build houses. They saw that there was an alternative to badly designed Victorian terraces. Between then and World War II, the business became the second-largest house builder in the UK. During the war, Wates Ltd. developed a building method that became used worldwide, and adopted a distinct philosophy to care deeply for the welfare of employees and to improve conditions for site-workers.



Falmouth Packet: Sir Max Aitken (1910 - 1985), later Lord Beaverbrook, was Director of the Express Group and Chairman of Beaverbrook Newspapers Ltd. In 1967 Express Newspapers acquired the Falmouth Packet series of newspapers, initially as a training ground for journalists needed on its national newspapers. Sir Max Aitken, a keen yachtsman, became a patron of OYC in 1970. In 1992 the Beaverbrook Foundation gave another substantial donation to the OYC, and *Falmouth Packet* was renamed *Lady Beaverbrook* because the Foundation no longer owned the Falmouth Packet newspapers. *Falmouth Packet* was best known with a red hull colour.



Sir Thomas Sopwith: Sir Thomas Sopwith CBE (1888 -1989) was an English aviation pioneer and a celebrated yachtsman. Sopwith challenged for the America's Cup with his yachts, *Endeavour* in 1934, and *Endeavour II* in 1937. Sopwith funded, organised and helmed the yachts. He did not win the Cup but he became a Cup legend by nearly winning it in 1934. The Sopwith family sponsored the building of *Sir Thomas Sopwith* for OYC.



Francis Drake: When the City of London freed itself from feudal laws, it created Guilds for each trade with responsibility for fair dealing and the training of apprentices. Over eighty City Guilds have survived since medieval times and the Drapers Company is one of the largest. It is known to have existed since 1180. It gained its wealth from its successful members and invested in property and in charitable activities. The Drapers took a great interest in youth activities outside schools and enabled the purchase of Freemans Wharf for building the Robert Clark ketches. It also, in partnership with Rio Tinto Zinc, sponsored OYC 8 - which was named *Francis Drake* after the great Elizabethan admiral who was himself a freeman of the Company.



Scott Bader Commonwealth: Scott Bader Company Ltd was founded in 1920, and was named for its founder Ernest Bader and his wife's maiden-name, Scott. It sold celluloid and introduced the UK to low-viscosity nitro-cellulose finishes, oil-soluble synthetic resins and unsaturated polyester resins. Scott Bader therefore played a leading role in shaping the history of the glass-fibre reinforced plastics industry. In 1951 a charitable trust was created called the Scott Bader Commonwealth Ltd. Ernest Bader and his family gave their shares to the new organisation so that the Scott Bader Commonwealth owned all the shares of the industrial company.

Taikoo: Presented to OYC by John Swire and Sons Ltd., which was one of the 'great Far-Eastern houses' trading in Hong Kong, the Far-East and Australasia. The company had a long and historic association with the sea which began in 1867 during the very early days of trade with China. British goods were exported to China and Chinese tea imported to Britain. John Swire's company grew rapidly and extended its roots within China and took the famous 'Taikoo' flag right into the heart of the country. The Swire group diversified and in 1901 the Taikoo Dockyard and Engineering Company was founded. It became one of the most highly regarded marine and industrial concerns in the Far East.



Samuel Whitbread: Samuel Whitbread was a successful businessman and a philanthropist. In 1742 he established a brewery and ploughed all profit back into the business. He was elected an MP in 1768 and was reputedly the first man to bring the notoriety of the slave trade to the notice of William Pitt. His son, also called Samuel, inherited the business in 1796 and became an eloquent campaigner for the causes of liberty and peace, and against oppression and injustice. He was instrumental in many reforms to lessen the suffering of the poor. The business sponsored the building of OYC 4 in his name.

Arethusa/Spirit of Boadicea: Built by OYC as *Arethusa* for Shaftesbury Homes and *Arethusa*, a charity founded in 1843 by William Williams, a solicitor's clerk who wanted to use education to break the cycle of deprivation and poverty among street children in London. *Arethusa* was built to replace an ex-naval vessel which had been used by the charity as a training ship for the children. She returned to the OYC as the Eastern area boat in 1983 and was renamed *Spirit of Boadicea* to represent her strong ties with East Anglia - Boadicea had fought to prevent East Anglia from being ruled by the Romans.



Review by decade: 1980 - 1989

.....adventure under sail

1980 *Sir Thomas Sopwith's* transatlantic voyage to Boston with Welsh Youth Group Urdd Gobaith Cymru. They carried a commemorative message to the United Nations and joined in the 350th Anniversary celebrations of Boston. *Grania*, a Nicholson 55 built specially to serve in Northern Ireland, launched - £105,000 raised in ten months in the worst recession for years. OYC Rally took place in the North West and ended at Liverpool with the opening of the Merseyside Maritime Museum and the commissioning of *Spirit of Merseyside*, a replica Liverpool Pilot Schooner which was to be associated with the OYC fleet on completion in 1982. *Sir Thomas Sopwith* went by road on a lorry to Recro 80, the Barclaycard Leisure Festival, in the middle of England. Ian Black appointed OYC's first honorary Life Member. Establishment of OYC Australia using the 70' foot sloop *Buccaneer* and affiliation to the Adventure Ship *Huan* in Hong Kong.



Jenny Habens names *Grania*; OYC co-founder Chris Courtauld far right Photo: Joy Kretowicz



Sir Thomas Sopwith travels to Recro 80

1981 The 21st anniversary year of OYC, celebrated with a rally in Gosport. Fleet sail-past at the Southampton International Boat Show. Voyage fees increased to £15 a day. Centralised bookings established at Gosport Head Office which moved to the Bus Station.

1982 OYC operated in six areas with nine boats: Eastern area: *Master Builder*. Southern area: *Scott Bader Commonwealth*, *Samuel Whitbread*, *Sir Thomas Sopwith*. South Western area: *Falmouth Packet*. North Western area: *Francis Drake*. Scotland: *Taikoo*. Northern Ireland: *Grania*. *Duet* sailing with Eastern and South Western areas. *Duet* won the STA Race from Vigo to Southampton on her 70th birthday.

Dream yacht a step nearer

By **BERNARD SPILSBURY**

THE DREAM of a superb training yacht to give Greater Manchester youngsters a taste of adventure on the high seas has taken a major step toward reality.

A £100,000 contract has already been placed for the steel hull for a 76ft gaff-rigged ketch.

And today Mick Rawcliffe, chairman of the Greater Manchester Maritime Trust, announced that a building for fitting out the yacht has been loaned by the OWS.

The building is the old Lanchashire Dynamo factory in Trafford Park, near Salford docks.

It will house the boat while unemployed youngsters work under expert supervision to convert the bare steel hull into an ocean-going yacht.

"We are now embarking on a major fund-raising exercise for the purchase of materials for the fitting-out work," said Mr Rawcliffe.

"We are asking local firms to match the £45,000 which has been given for the project by nine of Greater Manchester's district councils.

The target is £100,000 for the hull and other materials to construct the yacht. The cost of labour will be provided under a Manpower Services scheme.

When completed the yacht will be permanently chartered by the Ocean Youth Club, which provides youngsters with the adventure experience of sailing a big boat.

Said Mr Rawcliffe: "I am thrilled that we have now taken the first major steps to fulfil the dream. We are grateful for the significant contributions local business has already made."

SHAPE OF THINGS TO COME — how the yacht will look.

1983 OYC and the Norfolk Boat (Sail Training) Ltd jointly bought *Arethusa*, which had been originally built by OYC for Shaftesbury Homes and *Arethusa*. She was renamed *Spirit of Boadicea*, for the Eastern area. The purchase was helped by a generous donation from the Marine Society. Appeal launched for the North East Boat and Bursaries. OYC actively engaged in working with MSC/YTS (Youth Training Scheme).

The "North East" Boat
ANNOUNCED BY THE NORFOLK BOAT LTD

The NORFOLK BOAT is being built to stand up to the highest standards of seaworthiness.

She has a projected hull speed of over 11 knots under sail alone and the design features incorporated the best techniques of modern boat building.

Young people in Yorkshire will be building a classic vessel using all the traditional skills and expertise that have been developed in the region over the centuries.

Length overall	28 feet	Displacement	10 tons
Waterline length	22 feet 6 inches	Beam	6 feet 6 inches
Depth	5 feet 6 inches	Weight	12,000 lbs
Beam	6 feet 6 inches	Price	£10,000
Weight	12,000 lbs	Construction	Steel hull with teak plating



1986 GMC was completed to be operated out of Liverpool from 1987. *James Cook*, the first of the Shipwright 70 class, was near completion for the North East, and a second, *John Laing*, under construction for the South.

1987 OYC operated twelve yachts taking 5,454 young people to sea. *James Cook* was commissioned. *Sir Thomas Sopwith* was sold to OYC Australia. Jenny Habens was awarded an MBE for her marvellous and sustained efforts for the Club over its 27 years.



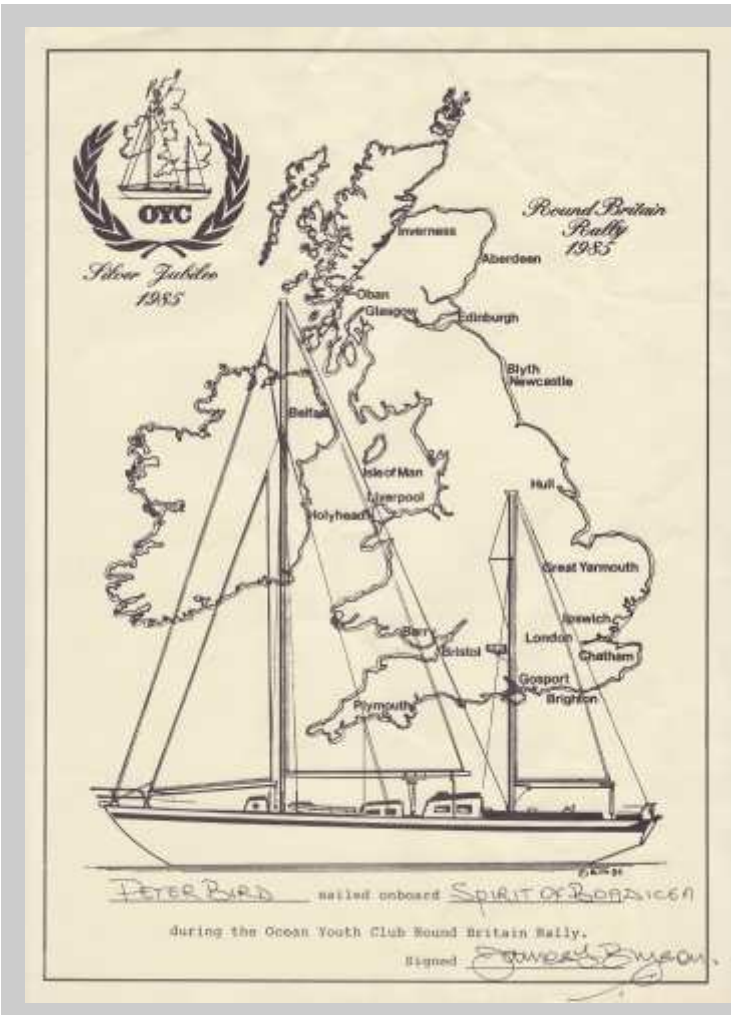
Jenny Habens was awarded an MBE

1988 OYC introduced a staff training element into its aims, to enable prospective volunteer Afterguard/Sea Staff to gain qualifications and experience in small boats. A training flotilla of three Hunter Duettes was operated from the piles in the Hamble river. A Skipper Training Scheme to develop professional skippers was also created. OYC Scotland operated a Scottish Waters Small Boat Sailing Scheme. *Sir Thomas Sopwith* arrived safely in Australia.

1989 *Samuel Whitbread* and *Grania* sold, keeping the OYC fleet at ten vessels. Trefor Jones retired and Jonathan Cheshire was appointed Director. *Francis Drake's* winter Caribbean voyage, the 'Great Caribbean Adventure'.

1984 Construction of North East vessel, 70' steel ketch designed by Laurent Giles Ltd, began on Tyneside using MSC/YTS manpower. *Greater Manchester Challenge* under construction by the Greater Manchester Maritime Trust which was set up by Mick Rawcliffe and Melvin Magnall. Bury Support Group formed. *Sir Thomas Sopwith's* four week voyage to Gibraltar with Drake Fellowship. *Master Builder's* Nortrek expedition to Norway. *Samuel Whitbread* voyaged to Spain.

1985 OYC's 25th anniversary year was under the Patronage of HRH Princess Alexandra. Silver Jubilee Round Britain Rally by whole fleet: eleven vessels, 35 ports visited, 2,800 miles sailed, 1,500 crew members. A record year with over 5,000 members taken to sea throughout the season. National Appeal launched with a target of £2.5 million to replace present ketches with fleet of 10 new steel Shipwright 70 class ketches to be built on Tyneside by AMARC (TES) Ltd. Trefor Jones succeeded David James as Director. The Sailing Programme for the Year proudly stated over 65,000 young people had sailed with OYC since 1960. Sir Timothy Bevan took over Chairmanship from Lord Caldecote following the Jubilee.



Photos: Patrick Roach



1990 *John Laing*, the second vessel of the Shipwright 70 class, was launched and named by Lady Laing in a ceremony in Poole in May. *John Laing* was funded by an extremely generous donation from Sir Maurice Laing. An Oyster 68 commissioned to be the new Northern Ireland vessel and to be called *Lord Rank*. John Barkworth awarded an MBE for his tremendous contribution to OYC as a member of its Board of Governors. Duet won the STA Ince Trophy (greatest distance covered by a vessel under 100 tons in 36 hours). OYC Sweatshirts 'pirated' in Taiwan and sold illegally round the Far East. HRH Prince Edward became Patron.



1991 The whole fleet was brought within the new Department of Transport Code of Practice. *Lord Rank* took over from *Master Builder* in Northern Ireland.



Photo: Hamo Thorneycroft

1992 *Falmouth Packet* renamed *Lady Beaverbrook* to mark a generous donation from the Beaverbrook Foundation. Grand Regatta Columbus – Tall Ships Race to celebrate the quincentenary of the discovery of the Americas by Columbus. GMC, *Francis Drake* and *Lady Beaverbrook* took part. *John Laing* carried medical supplies and fraternal greetings from the city of Plymouth to the city of Gdynia. *James Cook* circumnavigated the UK. *Elizabeth Cook*, a SHE 31 based in Hull marina, was added to 'OYC Training' (OYC's training programme for Sea Staff). She was used by OYC staff for boat handling experience, RYA exam preparation and mile-building. New logo introduced; the design was the result of a competition judged by Patron HRH Prince Edward. Colin Sharman became Chairman of OYC.



1993 *Barracuda of Tarrant* entered by OYC in Cowes Week, with HRH Prince Edward sailing aboard. Reception at Max Aitken museum in Cowes, when a benefactor announced that he would put up half the price for a new Oyster 80. GMC sailed to Iceland. Three young sailing members appointed to Board of Governors for the first time. Inaugural meeting of Club Carry-On which aimed to keep sailing members in touch through newsletters and social events. HRH Prince Edward visited OYC stand at the London Boat Show.



1994 Duet retired from service with OYC after 33 years as the OYC's flagship and having taken thousands of young people to sea. Colin Lewry retired after 20 years of service. GMC's expedition to Greenland.



1995 *John Laing* and *James Cook* departed on their 30,000 sea miles World Voyage. This prestigious project to circumnavigate with young people was a world first.



James Cook and John Laing depart on World Voyage

Photo: Mark Pepper

Team Spirit of Wight, Oyster 80, launched to serve on the south coast.



1996 OYC took its 100,000th young person to sea. Her name was Amy Parsons and she was presented with a voucher for a free OYC voyage by Sally Taylor, of BBC South, at the Southampton Boat Show. Over 200 young people sailed on Sea Quest voyages. These voyages were designed for participants from a single community and led by a Link Worker to work with the groups before and after the voyage, with more time programmed for activities and exercises when conditions at sea permitted. Jonathan Cheshire retired as Director and David Parkinson was appointed.



1997 March - Welcome Home Party for the World Voyage in Portsmouth Historic Dockyard. This was the conclusion of the most ambitious project ever undertaken by OYC. The circumnavigation in thirteen legs had involved over 350 young people who had worked hard to raise their voyage fees in a variety of ingenious ways. Melvin Magnall received MBE for services to OYT in the NW. All safety harnesses used aboard OYC vessels now equipped with two safety lines. New Child Protection arrangements introduced. Founder Chris Ellis died on 18 December.

1998 Three OYC vessels took part in the International Festival of the sea at Portsmouth. Martin Clough presented with the World Voyage Commemorative Tankard for his excellent work on the refit of *GMC Taikoo* celebrated her 25th birthday. OYC Scotland continued to provide sea staff training in *Cherry Ripe* kindly lent by Malcolm MacArthur. *Team Spirit of Wight* reluctantly put up for sale to help pay off bank loans that had been needed to help finance the OYC's new boat builds.

1999 *Alba Venturer*, Oyster 70, replaced *Taikoo* in Scotland. *Alba Venturer* was generously funded by Curly Mills. The OYC was renamed Ocean Youth Trust. This decision was taken by the Trustees because although the word 'club' encapsulated the spirit of the charity, it had been coined in its early days in the 1960s and it was felt that it no longer accurately reflected the charity's size or the nature of its activities in the area of youth work.



Late in 1999, owing to financial difficulties, the OYT's central office in Gosport closed and the Trust returned to the original vision of a number of separate regional charities: today these are OYT South, OYT Scotland, OYT North East and OYT Ireland.

World Voyage
1995 - 1997

**Ocean Youth Club
World Voyage Return
Saturday 22nd March**

Admit One to Portsmouth Historic Dockyard

For country cashiers, please bring this ticket with you.
This ticket entitles you to a discount on entry to
Portsmouth Historic Dockyard attractions.

57

VIP Guest ticket

13.45 Civil sea ashore from berth alongside Warrior
14.00 Civil welcome by Mayor of Portsmouth
14.30 VIP Guests make out to The Ship's Board
by exception with invited status.
15.50 Reception ends.

Dinner clothing is recommended



OYT South

OYT South was first established as an area of OYC in 1961. It was formalised as a charity in its own right in 1999 and took over operating the vessel *John Laing*.

In 2000, *John Laing* took part in the Transatlantic Tall Ships Race with a Radley College crew, generously assisted financially by some Radley alumni who had sailed on the OYC's founding vessel *Theodora*.

The following year *John Laing* was chartered to the British Army Antarctic Expedition for nine months.

OYT South then faced a considerable challenge: the area had previously been run from the now closed head office, and an independent organisation had to be built virtually from scratch, attracting clients, volunteers and income.

A decision was taken to focus term-time voyages on client groups which would benefit tremendously from the sailing experience at the same time as motivating volunteers and engaging the interest of donors; and to work hard to build the strongest possible links with these groups in order to give a core of regular bookings who would wish to sail every year. The first such partnerships were with local children's hospices, offering voyages to the brothers and sisters of life-limited children.

At the same time, OYT South continued to offer places – particularly in school holidays – to mainstream groups and individuals, many of whom take part in The Tall Ships Races each summer.

This strategy has paid dividends, with *John Laing* fully-booked each year since 2008; some strong and enduring partnerships with a wide range of client groups representing disadvantaged or vulnerable young people; a large and growing pool of active volunteers; and a reasonably steady stream of income from fundraising.

With the continuing support of their partners, volunteers, donors and other friends, OYT South looks forward to many more successful sailing seasons.

Photo: tallshipstock.com



OYT East

The Eastern area of OYT was fundamental to the original organisation and its history goes right back to the beginning of OYC, when Chris Ellis was operating *Theodora* from Ipswich in 1960. The two OYC founding vessels *Theodora* and *Duet* operated largely from the East coast in 1961. A base in Brightlingsea was established in 1965 and the old Customs House purchased as an office. The area's principal vessel for many years was the Robert Clark ketch *Spirit of Boadicea*, which was sold in 1999.

OYT East was formed in 2000 and as it did not own a vessel, it chartered various vessels (*Albatros*, *Johanna Lucretia*, *Pickle*, *Pioneer*), to serve its members and supporters.

The focal point of OYT East's efforts came in June/July 2005 when it chartered *Pickle* for the 2005 Trafalgar Bicentenary Celebrations. This involved bringing *Pickle*, a wooden topsail schooner built in Russia in 1995 (formerly *Alevtina* and *Tuy*) from Finland, participating in Brest 2004 and then during the following winter refitting her in Gloucester Docks as 'HMS' *Pickle*. OYT East then took part with her in the Spithead Review and Parade of Sail in the presence of HM The Queen. 'HMS' *Pickle* then completed a tour of UK Ports for the rest of the 2005 season, promoting the historic and famous story of *Pickle's* dash home to bring the news from Trafalgar in October 1805.

However, the following years became financially difficult and eventually the Board decided to cease operations in 2009.



OYT North East

The North East was first officially constituted as an OYC area in 1978. *James Cook* was built on the Tyne especially for the North East and commissioned in 1987.

It is estimated that since then she has taken well over 10,000 young people to sea, changing their lives and forging the futures of many.

Teething problems in *James Cook's* first season prompted a full strip out and the re-emergence from refit in her trade-mark yellow livery instead of the original Air Force blue. She has now become known, warmly and internationally, as 'the big yellow boat'.

During the period 1995 - 1997, *James Cook* was away from home sailing in company with *John Laing* and completing a 15 month round the world voyage. She subsequently spent time working in the North West area on her return.

In 1999, Ocean Youth Trust NE was established as an independent educational charity. *James Cook* and the OYT NE office are now permanently based at the mouth of the Tyne.

Her yellow hull and crews of young people are a regular sight in ports up and down the east coast as well as in ports across the North Sea and beyond into the Baltic. In 2006, OYT NE ran a very successful voyage to Iceland forging lasting international relationships between the British and Icelandic crews.

In the last 10 years OYT NE has concentrated on improving the vessel and rebuilding a strong local support network. There have been many moving moments for the staff and volunteers along the way, especially when *James Cook* led the Tall Ships Fleet out of the Tyne in 2005.

Most important of all, OYT NE has evidenced the - often dramatic - life changing effect of a voyage on *James Cook* upon the young people who have crewed her over the years and they look forward to many more such voyages in the years to come.



OYT Ireland

Formed in 1978, the Northern Ireland branch of OYC carried out its initial voyages by chartering vessels. In 1980 *Grania*, a Nicholson 55, was launched for the area.



Originally the club operated from the Barnett Dock in Belfast before moving to the newly built Carrickfergus Marina where it received generous support from Carrickfergus Borough Council. *Grania* was eventually replaced by the Robert Clark ketch *Master Builder*.

In 1991, the Oyster 68 *Lord Rank* became the flagship of the area for almost two decades. She was sponsored by the Rank Foundation and during her career, visited places far and wide. In 1997 she made history when along with *Asgard II* she entered the Newry Ship Canal. The two vessels were the first large sailing vessels to enter the historic port of Newry in over 50 years.

In 1999, OYT NI was formed, which became OYT Ireland in 2003 because it was felt that that economic necessity demanded an all Ireland dimension. As a result, new capital was put into the organisation.

Over the next few years OYTI operated several vessels. Due to mast corrosion, *Lord Rank* was temporarily taken out of commission and the sailing drifter *Silvery Light*, built in 1884, was chartered and for two years operated in tandem with *Lord Rank* when the latter returned to service.

In 2009, Belfast was a host port for the Tall Ships Atlantic Challenge and in preparation for this historic event, several young participants were trained in *Lord Rank* before they joined as crew in other vessels for the transatlantic leg of the race. The OYT Ireland vessel arrived in Belfast for the event having won the Small Ships Race from Scotland.

In June 2010, *Lord Rank* was sadly lost but this was by no means the end of OYT Ireland's activities. In March 2010 the Trust had acquired a fleet of state of the art sailing dinghies and was able to direct its sail training towards these vessels whilst providing other life skills training through related shore based activities such as its successful 'Adventure X' programme during August 2010.

Photo: tallshipstock.com



OYT North West

OYC vessels first voyaged to the North West as a potential area of operation in 1969. *Sir Thomas Lipton* was the first vessel to operate there, followed by *Duet* in 1971. *Francis Drake* was the area's vessel from 1976 until 1997 and she sailed in tandem with *Greater Manchester Challenge* (built by the Greater Manchester Maritime Trust) following GMC's launch in 1986. In 1999 OYT NW took over the operation of GMC.

In 2008 a joint bid by the Oakmere Community College, OYT NW and Glaciere Diving School for £2.5 million of government funding proved successful and resulted in the three organisations merging in 2009 under the Oakmere Community College name.

Oakmere Community College is a registered charity supporting vulnerable and disadvantaged young people aged 13 - 19 in Merseyside who are NEET - Not in Employment, Education or Training.

Following the opening of its new pool and classrooms in 2009 by Dame Ellen MacArthur DBE, Oakmere Community College now offers RYA and diving courses as well as a challenging programme of sailing.

In 2010 GMC was used to take part in the Home Office initiative 'Tackling Knives Action' Programme which resulted in a less than 5% re-offending rate post voyage, once again proving how successful sail training can be.

Oakmere's students also learn skills which are to be used in the coming refit of GMC during the winter of 2010/2011.



OYT Scotland

OYT Scotland began its life as the Scottish area of OYC in 1974. It was registered as a charity in Scotland in 1999.



In 1997 Mr and Mrs Mills, organisers of the Scottish Islands Peaks Race, offered to support the building of a new vessel to replace *Taikoo*, as a gift to the young people of Scotland. *Alba Venturer* was launched and officially named by Barbara Mills at a ceremony at the in the heart of Glasgow on 20 April 1999.

Perceiving an increasing need for training volunteer sea staff, Curly and Barbara Mills generously agreed to fund the purchase of a smaller vessel. *Alba Volunteer*, a Jeanneau Sun Odyssey 43, was commissioned in June 2003 for sea staff training.

To meet increasing demand, the Trust decided to expand the fleet. The ideal opportunity presented itself when the Global Challenge organisation put their 16 steel 72' ocean going vessels on the market. OYT Scotland bought *Samsung*, renaming her *Alba Explorer* in December 2006, in time for the 2007 season.

Alba Explorer proved to be a great success working in partnership with *Alba Venturer*, and OYT Scotland was the winner of the 'Sail Training Organisation of the Year' trophy awarded by Sail Training International in 2007. Encouraged by that success, and once again with the tremendous enthusiasm, trust and generosity of Mr and Mrs Mills, a second 72' Challenge vessel, named *Alba Endeavour*, was purchased and came into service in May 2008, enabling the Trust to take up to 1,300 young people to sea per year from ports around Scotland. Also in 2008, volunteer skipper Malcolm MacArthur received the YouthLink Scotland Lifetime Achievement Award, for his long-term commitment and achievement within the field of youth work.

In 2009, OYT Scotland moved to a waterfront office and pontoon berths at Victoria Harbour in Greenock, made possible by Riverside Inverclyde. Thanks to the support of hundreds of committed volunteers, a small team of dedicated permanent staff and the generous support of patrons, OYT Scotland continues to take over a thousand young people to sea each year for adventure under sail.



The Ocean Youth Club and Ocean Youth Trust have grown and developed in so many ways over the last fifty years. Here is a snapshot of where Ocean Youth Trust South stands today, and what the charity means to some of those involved with us.

OYT South takes up to 500 young people to sea each year.

In recent years we have filled around 95% of available berths – compared with an average closer to 70% across UK sail training.

"This boat is heaven on the high seas! Amazing people, great experience and the most fun I've had in such a long time." **Bobby, 18.**

"At the funeral her dad read a piece about her sailing experience and how it empowered her and made her feel strong when she was so sick. I just wanted you to know what an effect you had on her." **Teenage Cancer Trust worker, reporting on a girl who sadly died a few months after her voyage.**

Around 60% of young people sailing with us are disadvantaged or vulnerable in some way.

NAOMI HOUSE CHILDREN'S HOSPICE organises voyages for brothers and sisters of life-limited children: "They often don't get the same opportunities as their friends, so having this chance to have a week away with other young people in similar situations can relieve the isolation they may feel, give them time to share their experiences and to make new friends. They are given the freedom to have fun without feeling guilty." **Jenny Astall, Sibling Support Worker**



The **WHEATSHEAF TRUST** works with a wide variety of people in Southampton, including young people not in education, training or employment. "Sail Training is one of the most powerful tools we have found for teaching people self-confidence, teamwork, trust and the ability to take responsibility – which are exactly the qualities employers look for." **Jonathan Cheshire, Chief Executive**

"The group really grew in confidence and worked well as a team. They began to look after one another, which is a great achievement for youngsters with these difficulties. The voyage also helped our teachers grow as they learned more about the children away from a school environment. The OYT staff were absolutely brilliant and put in lots of effort to help our kids." **Ro Mackenzie, headteacher, Alfreton Park special school.**



All places for young people are subsidised through our fundraising.

All crew members aged 12-25 receive a basic subsidy of 50% of the cost of running their voyage. This keeps voyages affordable for young people from the widest possible range of backgrounds and is a key element of our charitable purpose. In addition, almost one in three young crew members receive further special bursaries if they cannot otherwise afford to sail.

"Thank you ever so much for helping out with funding my trip on the *John Laing* ship. I had an excellent time and I am very grateful. I also got my competent crew certificate, which I am chuffed to bits about. It has inspired me to get my own yacht when I am older, if I can, but I would love to sail with OYT again. All the staff were extremely friendly and a good laugh, and I made some good friends." **13-year old boy nominated because he suffers from post-traumatic stress disorder.**

"I would like to thank you so much for the support and enabling me to take part in one of the Tall Ships voyages this year. Sailing from Finland to Lithuania has been an amazing experience and without your help I would not have had the opportunity to take part." **17-year old girl who had been bereaved of both parents three years earlier.**



You do not need to be disadvantaged to sail with OYT South.

Especially in school holidays, *John Laing* still sails with mainstream groups and individuals. Some may be doing the Duke of Edinburgh Gold Award; others are looking for a sailing qualification; some will be keen young sailors wishing to try a bigger boat; some will be taking part in Tall Ships race events. All of them will be looking for fun and adventure.

The **GIRL GUIDES** provided 24 crew members for Tall Ships 2010 as part of the Guides' centenary celebrations: "Thank you for everything you have done for the Tall Ships girls. Both groups had a wonderful and memorable experience. Thank you again for being so easy to work with." **Miriam Butler, Guides Tall Ships organiser.**



John Laing sails around 8,000 miles every year.

John Laing sails with young people more or less every day from March to November. Her cruising area is generally on the south coast of England, plus France and the Channel Islands. But in high summer, we always do some longer adventure voyages, normally as part of The Tall Ships Races. Since returning from the British Army voyage to the Antarctic in 2002, *John Laing* has taken OYT South crews to 16 different countries: Belgium, Denmark, Estonia, Finland, France, Germany, Ireland, Lithuania, the Netherlands, Norway, Poland, Portugal, Russia, Scotland, Spain and Sweden.



OYT South has around 120 active volunteers.

Each year, volunteers give up over 900 days to sail on voyages with young people. Around a quarter are aged under 25; over 10% are aged 60+, and around a third are female.

Volunteers also give huge amounts of time to *John Laing's* refit: we had 572 days of volunteer labour in the last major refit, 2008-9, and 279 days in the smaller 2009-10 refit.

We also have volunteers who help in the office, or by raising funds, or bringing together groups of young people to sail – and much else besides!



OYT South needs to raise around £150,000 each year from voluntary donations.

Our key funding needs fall into three areas:

- Vessel refit, maintenance and equipment
- Bursaries for young people who cannot afford to sail
- Staff costs



OYT South works with local businesses.

International Paint – Provides coatings; advice and support at refit; and financial sponsorship.

Marina Developments Limited - Over 20 years, MDL's annual Sail Training Awards have offered more than 130 inspirational and deserving young people the opportunity to experience a week's adventure under sail.

Raymarine – Great electronics for a great charity: Raymarine is proud to be supporting young people in their quest for adventure.

TMI – Sponsors selected groups of disadvantaged young people; and gives general financial support.

BAE Systems Surface Ships – Provided technicians and support for the refit programme.

OYT South is linked to our origins through the Chris Ellis Award.

This invites young crew members to submit an account of their voyage for a competition with prizes in the form of a discount on a future voyage.



Chris Ellis with Isle of Wight Support Group members in 1993

“I have discovered a newfound sense of confidence in myself, and it has changed my perspective on the world. Now I see things through a brighter spectrum, and I can say “At least you’ve had a shower today!” or “Your bedroom is luxurious; there are not ten other people in it!” Despite all the hardships of the week, I enjoyed it immensely, and took away much more than I brought.” **Kizzie, 13, winner of the Chris Ellis Award 2009.**

“On the *John Laing* I enjoy every last second. Whatever we are doing, whether I’m helming, lookout, cooking, relaxing, learning, drills, and many more, I am ALWAYS living life to the max.” **David, 15, runner-up, Chris Ellis Award 2009**

“I really enjoyed my time on the *John Laing* and was amazed how much I had learnt about sailing by the end of the voyage. I am really proud of earning my Start Yachting Certificate...The sea staff were great and everyone made me feel really welcome. Everyone was really understanding about my back brace which helped me to feel more confident about meeting new people and by the end of the trip I had definitely decided that my brace couldn’t stop me doing what I wanted to!” **Ro, 14, runner-up, Chris Ellis Award 2009**



Photo: tallshipstock.com

Young people and volunteers can earn qualifications through OYT South.

The opportunity to earn recognised qualifications can make a real difference, especially to young people who are struggling academically. In an average year, OYT South awards:

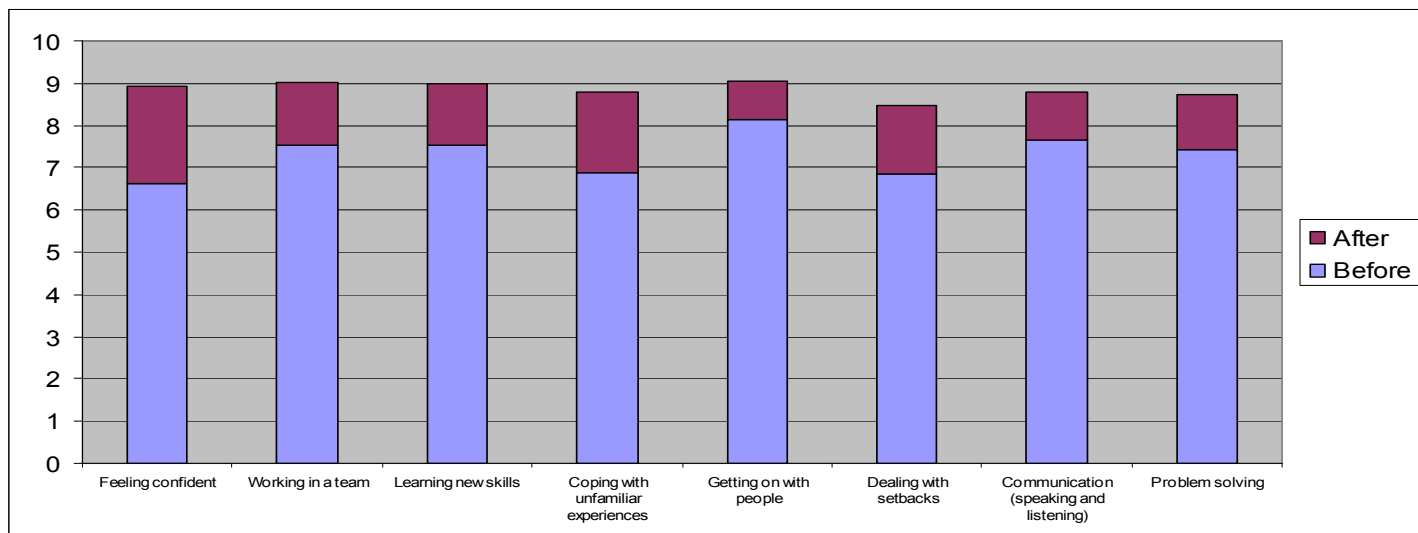
- 250 RYA Start Yachting certificates
- 40 RYA Competent Crew certificates
- 60 shorebased qualifications for volunteers – from first aid to radar.

We also offer residentials for the Duke of Edinburgh’s Gold Award; seagoing qualifications for volunteers, ranging from RYA Watchleader to Yachtmaster Offshore; and invaluable hands-on training and experience.



Young people rate their experience.

We use questionnaires to measure young people’s own views how the experience has changed them. They score themselves on a scale of 1-10 at the start and end of a voyage. The graph shows some of the key indicators from voyages in 2010.



Generations of young people have enjoyed adventure under sail with the Ocean Youth Club or Ocean Youth Trust.

The boats they have sailed have evolved over half a century. In every era, the OYC and OYT have sought to provide vessels that are strong and seaworthy; capable of being sailed by young people of different ages and abilities; and suited to developing the life skills which are a core part of the OYC / OYT experience.

Since 1970, the Club has commissioned purpose-built sail training vessels, incorporating the best of each generation's experience of sail training and yacht design.

John Laing, OYT South's current vessel, has been in continuous service for twenty years. It is time to think of the next generation.

OYT South has had a vessel specially designed to provide an outstanding sail training experience to young people over the next thirty years.



Appeal target: £2 million

Improved features for the new boat:

- Low maintenance: *John Laing's* maintenance is increasingly a burden on the charity's time and money.
- A shorter refit means a longer season and more voyages for young people.
- Improved accommodation: meeting the needs of clients, giving the option to screen off a group leaders' cabin - or to create privacy for crew members if required.
- Larger navigation area: space for crew members to be around and involved in navigation.
- Better traffic flow: avoiding the congestion that currently occurs at watch changes.
- Everything from boom height to the light switch height designed with young crew members in mind.
- Better sailing performance, especially in light winds - more sailing, less motoring.

The new boat will also retain many of the features which have made *John Laing* such a popular and successful sail training boat for 20 years:

- Large, light saloon with a table which can seat the whole crew for meals, games and training sessions.
- Sail plan which allows three watches to be actively involved.
- Safe, strong and thoroughly reliable.

A new boat for a new generation



OYT South's new boat comes from Owen Clarke Design: world leaders in yacht design, having produced record-breaking boats for internationally-renowned sailors such as Ellen MacArthur and Mike Golding. Merfyn Owen sailed with the Ocean Youth Club at the age of sixteen, and went on to skipper for the club – so he has a real understanding of and commitment to sail training with young people.

Owen Clarke Design has used all their experience of designing low-maintenance, ultra-strong, safe yet exciting and innovative vessels, and has worked with OYT South to adapt these ideas to crew members as young as twelve, or those with disabilities. The design they have produced is for a vessel which could set the standards in sail training for years to come.

Vessel details:

Length overall:	23.95m
Beam:	5.93m
Draught:	3.0m
Upwind sail area:	290m ²
Downwind sail area:	485m ²
Displacement:	42.1 tonnes
Engine:	130 HP
Sleeps:	20 people
Construction:	Multi-axial glass and Corecell foam sandwich

How you can help

- Make a one-off donation or regular gift.
- Spread the word - do you know an individual, company, club or charitable trust which might want to support OYT South's new boat?
- Remember Ocean Youth Trust South in your will.

Donors and sponsors will have opportunities to sail in the new boat and to see how our work helps young people. The major sponsor will have the chance to give the boat a name - an opportunity which could create a thirty-year association with a good cause and will help over 15,000 young people.

My sailing and design career, in fact my adult life, probably started when I joined *Samuel Whitbread* in August 1979 at the age of 16 as part of a school outward bound programme. This was my first exposure to the sport, it wasn't on my radar when I was growing up. I lived in the middle of Cheshire, my father was a locomotive driver and the closest my family had been to the sea was two uncles who'd served as ratings in the Royal Navy during the Second World War. By the time my joining date arrived I'd left school and had been accepted into the Merchant Navy as an engineer cadet. My personal ambitions until that week had been to hold down a 'normal job', but more importantly to play top level rugby.

However, seven days at sea in soggy jeans and Guernsey sweater, during which time we scampered back into Poole avoiding the worst of the famous Fastnet Storm of '79, only to be blown out of the anchorage in Alderney in the middle of the night, running scared and cold into Cherbourg in a gale was enough to change my life. I loved it. The challenge, the camaraderie, sunrises at sea, everything that there is to enjoy about the sea and sailing. I never looked back and can still remember things such as the smells below on the old Robert Clark ketches when trying to tackle the head while at sea. Working and sailing on the beautiful *Grania* with Belfast kids, not much younger than myself but infinitely more disadvantaged, was a highlight for me and I kept going back for more. It was character forming stuff in more ways than one as we all appreciate.

The experience and training I received from sailing with the then Ocean Youth Club began to point me in a direction that would change my chosen career and my life. It was the start of many things, including I think the beginning of my taking real responsibility as an adult for myself and others around me.

I didn't go to sea with the navy until I was eighteen, at the end of the '81 sailing season, by which time I was a first mate with the club. I imagine then that it was the OYC and its skippers, Jack Sharples, Colin Lewry, but particularly John Moore and Andy Brown who I sailed with most who were my first sailing role models and helped me develop early on as a manager and a leader. The ability to work with and co-ordinate people and teams has been a major factor since in the success of my business.

In '85, as a direct result of the high quality of navigation and pilotage skills the OYC taught me, I took part in my first big yacht race, the TAG Round Europe Race, as a twenty two year old navigator on the 85' catamaran, Novell Network. This led to my love of fast racing boats that was to break my bond with the OYC for twenty years and culminated in the peak of my on-water experiences, rounding the Horn for a second time as skipper on *Global Teamwork* in the 1996-97 BT Global Challenge.



London Marathon Appeal Fund

On April 17th, 1983, the 26 mile London Marathon starts from Greenwich Park. Two Ocean Youth Club Mates, Merfyn Owen and Andy Smith, will be on the start line and hopefully over the finish line, to raise money for the Sponsored Berth Appeal.

With the present economic recession, less young people have the money to sail with the Club. They do however, have the time and the need for the kind of challenge sailing an O.Y.C. ketch represents. Deep sea sailing will help these youngsters and others to gain confidence, understanding, and self respect. For those still at school, this unique challenge of the outside world will become more readily available with the money raised by this appeal.

If you wish to help, then pass this form around your family and friends. If you have sailed with the Club, then tell them about your experiences at the same time. Any contribution that can be made, from a few pence upwards, will help tremendously. Details of how to complete the form and payment can be found on the bottom of the page.

Thank you.

Spun yarns 1983

Merfyn and Andy

Participation in that event and my friendship with fellow skipper Mike Golding led me to project managing the design, construction and campaign of his first Open 60, *Team Group 4* for the 1998 Around Alone yacht race. The following year the design team that went on to create Ellen MacArthur's *Kingfisher* was formed and a string of eight Vendee Globe IMOCA Open 60's and countless other designs in between followed on from that.

The people one meets in life, the strokes of luck and breaks that you receive and those you make for yourself are part of the chain of events that help form who we are. Apart from the obvious influence of my parents, my sports and one science teacher in particular I had at school, I'd have to say that the OYC was the first major turning point, the first of a series of major 'leg up' moments that I've received in my life. That life has turned full circle and I'm part of the team that's working with OYT South to design the yacht that will take

young people sailing for the next twenty five years and I'm as proud of that already as of any project that I've been involved with so far. Thank you OYC and especially its skippers and sea staff of the past and also OYT for the chance to work with you on this fantastic new project.

Merfyn Owen, 2010



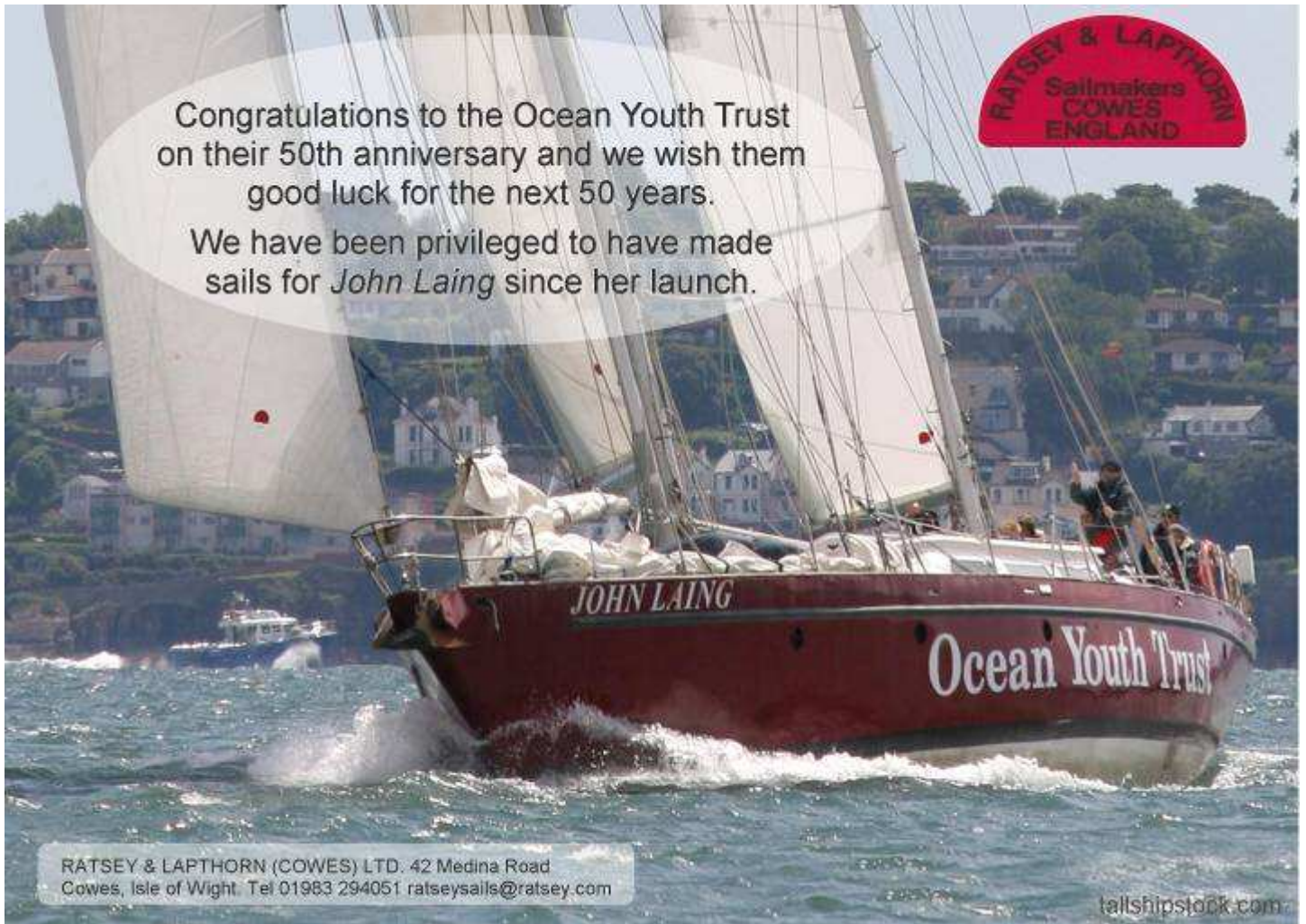
OWEN CLARKE
DESIGN LLP

YACHT DESIGN - NAVAL ARCHITECTS

Merfyn Owen MRINA
Allen Clarke

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DIANA ROBERTS B.Eng.(Hons) MRINA MIIMS



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Paul Bew – Skipper 1991-96

"My first experience of the OYC was stories from my father sailing on the *Samuel Whitbread* on the Medway with Ron Lovelady; later whilst working at Plas Menai I remember skipper George Fairhurst storming into Port Dinorwic with a huge smile and no worries in the world. From that moment I knew I wanted that job! Task one: interview at the high sheriff's office in York with Graeme Smith (Fleet Manager) and Jonathan Cheshire (Director) ending with myself climbing on the table and leaping backwards in a 'trust fall' hoping they would catch me (they did!) The next year was spent with the Skippers' Training Scheme meeting great people, learning heaps and having a lot of fun. My first command was *Greater Manchester Challenge* in 1991; we completed a fantastic circumnavigation of the UK. 1992 was the year of the Grand Columbus Regatta, another unbelievable year. I skippered a total of six seasons and sailed on all the vessels that the OYC had at that time. Since leaving, I have travelled Oz, sailed and examined in Thailand, worked on a Super Yacht in the Indian Ocean, worked on Square Riggers and formed my own company, Capital Sailing, which I sold in 2007.

Today I have an HSE First Aid Company www.citytraining.co.uk and also a new Sailing School www.citysailing.com

I thank all the people involved with the OYC/T doing such a great job, I learned so much and had so much fun. I look forward to sailing OYT again and long may it continue to do the invaluable job it does."



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FLAEMO



An anthology of OYC songs

.....adventure under sail

Shanty
Sara Hermes & Janet Griffiths
1966
Tune: Donkey Riding

Have you been on *Billy Bray*,
Across the Channel far away?
Sailing with the OYC
Starting from the Hamble?

Heave ho! Off we go,
Rolling, tossing,
Swinging, gybing.
Heave ho! Home we go
Weighing up the anchor.

Have you been on *Billy Bray*,
When the crew is sick all day,
And there's cramp in Sara's hands,
Just for Dr Hurley?

Were you ever in Cherbourg
With the skipper, mate and herd?
Singing, smoking, eating, drinking,
Making up for fasting?

James Cook Blues Mac Noble 1988
Tune: any 12 bar blues

I'm an Ocean Youth Club Bosun, somebody help me please,
You know I joined the Ocean Youth Club, to sail the seven seas,
But you know these *James Cook* blues have brought me to my knees.

Well the boat was built at AMARC, down on the river Tyne,
With its rope and paint and varnish, it was looking mighty fine,
And pretty soon the vessel, set sail on the foaming brine.

I joined the boat at (Hartlepool) thinking it would be a treat,
To sleep on deck in the sunshine, my joy would be complete.
(Till the skipper said)
You get every dirty job that's going, and all the Bolognese you can eat.

Well I woke up one morning, salty water running down my neck,
It was leaking into my cabin, between the coachroof and the deck.
My sleeping bag was soaking and my clothing was a wreck.

I headed for the bilge pump with disaster on my mind
but when I came to use it there was no handle of any kind
They say a frightened man with a bucket is the best bilge pump you
can find.

I went and called the skipper, I went and roused the crew
I asked our Scottish leader "what am I gonna do?"
He smiled and told me clearly "Och Aye, Hoots Mon, the noo".

So all you would be bosuns, a warning take by me
Take one or two precautions before you go to sea.
Take a crash course in Glaswegian, and wear your waders, naturally.

Ode to Archiv's endeavours in the 1969 STA Race
Barry Custance 1969
Tune: Spanish Ladies

Farewell and adieu to the Royal Albert Yacht Club
Farewell and adieu to old Southsea beach
For we're bound for Cherbourg via 'Owers' and 'Sovereign'
And we hope that the whole way will be a broad reach.

Chorus
We'll heave and we'll haul like the 'new youth' of Britain,
We'll moan and we'll groan when the wind backs away,
And we'll pull on the job sheets and tweak on the main sheets
Racing for glory with the great STA.

We tack down to Brighton..... and then back to Brighton,
And eventually to Beachy where the tide makes us stay,
Til six hours later we're rounding Royal Sovereign
A league and a half in Theodora's broad wake.

With the backstay in shreds and the wind in North East boys,
To run with a spinnny would have broken the mast,
Better to get there and all in one piece boys,
Though it will mean that we're bound to be last.

The wind's blowing up to around a force 8 boys
And we surf our way along 'neath mountains of sea
With three rolls in the main boys, we gybe our way
southwards
While the drift sets us west and the wind it's increased.

While the skippers below and the mate, boys, is on watch it
is two in the morning and blowing a gales
When the reefing gear snaps and boom comes down
crashing
It's enough to make even the stoutest heart quail.

So we lash down the main cos the boom crutch is broken
And carry on sailing down past Barfleur
At four in the morning the next watch is woken
...past Cap Levi and then on to Cherbourg.

It's 5.51 and 43 hours later
When we finally cross the finishing line
'Gallant little *Archiv*' says Admiral Madden
And the STA cheer as we sup up all their wine.

The OYC bosun song
Adam and Liz 1993
Tune: The Boxer - Simon and Garfunkel

I am just a bosun though my story's seldom told
I have squandered all my giros for a set of brand new oilskins
that are Mustos
All lies and jest, still the skipper hears what he wants to hear
and disregards the rest

When I left my home and my well-paid job I was no more than a boy
Just a come-on from Captain Lerner in the quiet of Gosport Bus Station
running scared
Laying low, cleaning dodgy bits in bilges where the bosun only goes
Painting badly places only he would know
La la lie la la lie lie

Asking only bosun's wages I come looking for a job but I get no offers
Just a come-on from Captain Lerner for the training scheme
I do declare there were times when I was so lonesome I took some
coffee there
La la lie la la lie lie

In the corner sits the skipper, a loser by his trade
And he carries a reminder of every boat that laid him low
Or cut him till he cried out in his anger and his pain
I am leaving I am leaving
BUT THE REFIT STILL REMAINS

The Boat of the Rising Fun
3 ex-trainees; Chris, Nick and Lindsay

There is a scheme called Trainee Skippis
It's full of woe and fun
It's been the ruin of many a poor boy
And God I know I'm one

It was a long and lonely winter
And I thought that I was through
I finished on the refit
There was nothing left to do

They sent me down to Hamble
To watch the river flow
To plot the tidal heights and times
And work out where to go

They sent me out into the fleet
To practise what I had learnt
Splicing, rigging and cooking the tea
I was only the cakes I burnt

I failed my first mate's assessment
The Decca was up the spout
I plotted an EP on the chart
And found out I was 5 miles out

I plotted the course and distance
Even allowed for tide
I allowed five degrees for variation
But forgot it was on the Western side

Now I roam around the country
With my rucksack and boots in tow
I travel on BR a lot
And leave a smell wherever I go

I had a shower in April
A bath in early June
If only I could afford some more shampoo
I'd have another one fairly soon

They sent me down to Gosport
To sort out Colin's files
If you put the paper end to end
It would stretch for thirty miles

I've got one foot on the pontoon
One foot on the deck
The boat is going out to sea
OH BLOODY HECK!!!!

So mothers tell your children
Not to join the OYC
I joined up five years ago
And look what happened to me!

Not so much a song, more a way of life
Barry Custance 1969
(Tune: *Blowing in the Wind*)

How many times will the crews sail away
Away from the sight of the land
And how many times will a skipper tear his hair
When the boat comes to rest in the sand
And how many times will he sadly wonder why
The horizon isn't quite what he planned
The answer, my friends, is blowing in the wind,
The answer is blowing in the wind.

How many years will *Theodora* survive
The ravages of OYC
And how many years will quietly slip by
Till the 'new boats' come into being
Then, how many hopes of the 'old crowd' will die
As Old Gaffers become just a dream
The answer, my friends, is blowing in the wind,
The answer is blowing in the wind.

Oh you never go to heaven

Oh you never go to heaven
In *Equinox*
Cos *Equinox*
Is an old fish box

A New Dance
Dean Butler 1993
Tune: *Locomotion*

Everybody's doing a brand new dance now
Come on baby, do the navigation
Got to get it right or we won't get to France now
Come on baby, do the navigation
Plot your course and distance and allow for tide
Remember variation on the Western side
So come on, come on, do the navigation with me

Chorus
You've got to swing your lead now baby
Slip up, step back
We'll try it one more time

If you're being technical you lay off leeway
Come on baby, do the navigation
Then you know just where you are across the seaway
Come on baby, do the navigation
There's never been a dance that's so easy to do
It'll even make you feel green when you're feeling blue
So come on, come on, do the navigation with me

Now that you can do it we'll all do it together
Come on baby, do the navigation
Set the sails and reef them to match the weather
Come on baby, do the navigation
Seat and haul the halyard around the cleat
Let the sail luff and then just tweak the sheet
So come on, come on, do the navigation with me

We'll make the boat go faster with a jib up too now
Come on baby, do the navigation
Rush up to the foredeck with our happy crew now
Come on baby, do the navigation
If you see us fall over you can point and shout
And if you're feeling seasick you can twist and spout
So come on, come on, do the navigation with me

Over the side

Health Warning: If you really want to read this, use a mirror. More sensitive
souls may wish to give it a miss. Please send the cleaning bills to Mark.

Song composed by Lord Rank cruise 31 crew, to be sung to the tune
of 'Ratcliffe'.

Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!
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Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!
Over the side! Over the side!

Waiting for Alex
Dean Butler 1995

We found him on the dinghy, his eyes were tightly closed
Exactly how he got there, well no-one really knows
So we woke him up to ask him and he said his name was Alex
We said he was a sweetie, he said so he'd been told
We gave him ropes to pull on and a nice tiller to hold
But each time we looked at the dinghy
There was Alex

Alex, who the heck is Alex?

Chorus
Twenty-four hours we've been living in hope
That he'd learn to use a fender or maybe coil a rope
But for twenty-four hours we've been waiting around for Alex
Twenty-four hours of "My suntan must be saved"
And I mustn't crease my t-shirt and I must adjust my shades"
I think we'll have to get used to waiting around for Alex
Alex, who the heck is Alex?

If he isn't in the dinghy, he's locked inside the loo
Especially if it's his turn to hoist a sail or two
His walkman turned up loud so he can't hear us shout "Alex!"
We tried to have a word with him to say that it's not fair
He said "We can talk later, but now I do my hair"
Seems the world's first dinghy mounted hair-dyer belongs to Alex.
Alex, who the heck is Alex?

He says he is a DJ, so given half a chance
He sleeps behind a table while the rest of us must dance
At the end of each song we must wait once more for Alex.
Now let's gather round the dinghy and tell Alex that he's great
We love you really Alex and we hope it's worth the wait
And now we await the last chorus sung by Alex.
Alex, who the heck is Alex?

With apologies to anyone living next door to Alice.

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on their 50th anniversary

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Sailing with a founder

[Chris Ellis joined *James Cook* in 1989 for a cadet voyage] Chris's sartorial elegance for the week included a true oilcloth Macintosh coat – which he seemed to sleep in as well as wander around the ship in. We had a nice quiet week on the NE coast (unusual!) and during one soft afternoon as we trundled downhill (also unusual) he was sitting with the standby watch in the saloon chatting with them. I overheard him say: "Let's all refuse to do what the skipper tells us". I rolled my eyes in horror but continued to work on deck with my watch. I heard great enthusiasm for the mutinous idea from the cadets. For the next 20 minutes they explored all the possibilities of mayhem and refusal of duty – but just occasionally Chris would drop in a comment or half question and let them continue with their fantasy. It was very cleverly done – gentle prods in the right direction and after about another 20 minutes the cadets had figured out it was not such a good idea and why it was not such a good idea. They thought they had figured out for themselves why the trip needed some structure and guidance – which they sort of had – with some almost silent help. Chris sat quietly in the corner and didn't say a thing – it was a brilliant piece of youth work.

Later in the week we had a barbecue on the beach at Seahouses. I used to do what I called "minimalist barbecues". Except for a huge tray to carry all the potatoes, bread and burgers, we took nothing ashore that would not end up getting burned on the fire so there would be no chance of leaving litter. That meant that the first task after lighting the fire was finding sufficient long sticks to put your burgers on to cook them and sticks to fish potatoes out of the ashes with. As it got dark and kids were cooking with varying degrees of success Chris moaned and grumbled about his lack of success and how he was going hungry because it was so hard to do. This didn't seem like Chris but then I noticed his comments – while apparently directed at my lousy idea – were actually "indirected" at a very weak young person in the group who was having a tough week doing anything well, fitting in and who was generally having a miserable time. But Chris had spotted that he could cook burgers quite well. After some more moaning about how hungry he was the youngster shyly offered to show Chris how to cook his burger successfully – and in fact ended up doing it for him. I've always had my suspicions that Chris was quite happy to be cooked for that night – but he also handed that young person their first success of the week and the first thank you directed personally at them for something they had taken the initiative to do.

Graeme Smith

Jubilee Fastnet

"Right-oh, Fred, let's have it up. It's nearly time". And Fred hove up the kedge. The brilliant sun on that windless morning could not dim the bright lights marking the starting line from the Squadron castle. As we drifted up to the line - Gun! The Old Gaffers Fastnet Race was under way and *Duet* was first over the line.

It was back in the autumn of last year that Colin Faulkner (*Duet's* permanent skipper) and I first discussed the idea of entering *Duet*...we were both keen to have a go. As soon as word of the race got out round the OYC, the applications started coming in and soon a crew was selected. They joined five days before the start, in order to put in some time painting, varnishing, checking gear, cleaning and scrubbing off at Camper & Nicholson's yard.

....After the start, we drifted towards the line, sun hats on our heads and mugs of coffee in our hands. It must have been one of the most un-Fastnet-like starts ever! Behind us stretched an immensely long and brilliantly multi-coloured line of sail. In amongst them were our competitors' topsails, but such was the huge acreage of sail that it was a job to distinguish them; also, we were so far ahead - for the moment!

....A lovely night was illuminated by the stars wheeling overhead and the phosphorescence creaming away under our keel. Dolphins delighted us as they played around the ship for hours. By 0200 the wind had backed as promised into the west, thus enabling us to lay our course for the Fastnet. A couple of hours later land was sighted and Cape Clear made out; the well-known shape of the Fastnet Rock was visible right ahead - nice landfall, Colin. Whales passed ahead of us and the excitement of it all was too much for the spinnaker boom (= boathook booming out the genoa) which broke in two. We rounded the Rock at 1650 and immediately broke out our specially (and secretly) made birthday cake (Mike Jackson's birthday today).

....Ashore in Plymouth the RORC office told us that we were the first of the Old Gaffers to finish. At the party afterwards we were presented with various prizes and something we're very proud of: a half-model of *Jolie Brise*, a splendid reminder of the winner of the race that started it all fifty years ago in 1925.

Chris Courtauld, abridged from *Spunyarns 1975*

From Chris Ellis' memoirs

In Jo's day there was a slipway with an old steam engine to work the windlass. It was enormous fun to get the engine going again - never mind if the boiler burst. A pub gave us a piano, and the kids pushed it all the way through Cowes to the yard, playing it and singing as they went along. There was no 'safety launch', and no 'safety'. People waded through the mud, cooked on primuses in wooden sheds, got dirty, worked on boats, sailed - and grew up.

Organisations, like children, have to grow up and change. They become more organised. I knew that OYC would have to go its own way and change its life style.....There were inherent paradoxes we had to accept, and unavoidable decisions to be made. We had, for example, to go for big names, big money and a high profile - or else rely on our own resources and enthusiasm, personal friends and achievements. An allied choice was whether to recruit as widely as possible or whether to rely on jungle telegraph and offer comparatively few people a more intensive experience.

There were other decisions that would follow. Were we to go for comparatively long voyages? Would we rely on amateur skippers? How much need we charge? How could we fund any deficit? Could we make do with a menagerie of borrowed boats? How big should the boats be? And what sort? Many such decisions were already agreed and many were decided for us over the years. Times have changed. But surprisingly, much of the original spirit has remained.

From the first, we knew that our aim was to educate the 'grown-ups' as well as the 'kids', by creating small worlds in which mutual respect would grow with a shared purpose in the face of a hostile environment. Skills would be needed in individuals and in teams. Grown-ups would have to earn respect; there would be no 'sirs' or 'misses' on board, just Christian names all round. No confrontations, no criticisms, no bad tempers, no differences of age or sex or race. If anyone didn't like it, they could go somewhere else - but they would miss a lot of fun.

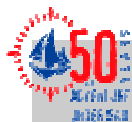
A family boat

Duet is very much a family boat - having been in the family for over three quarters of a century (longer in fact than I have!). My father, Augustine Courtauld, acquired her on his return from Greenland in 1931. While in Greenland he had spent five months alone at a weather station on the ice cap and during his sojourn there - he wrote afterwards - "I designed a yacht... She was to be sufficiently seaworthy to go anywhere, was to have room for my wife and one or two friends, and be of moderate draught. I made her a yawl, thinking this would be the best rig for handling in difficult conditions when short-handed." When he got home he scoured the country looking for his boat, until eventually "I found the yawl *Gaviota* on the beach at Burnham-on-Crouch." She was almost exactly the same as the one he had designed, and was for sale. As he was about to get married he changed her name to *Duet*.

When my siblings and I were old enough to go sailing, we often formed part of the crew, together with a nice old retired Thames barge skipper whom my father signed on as ship keeper. His eyesight was well past its best: passing the Rough Tower in the Thames Estuary he gazed at it for a long while, then turned to my father and said "I reckon that's one of them French smacks, ain't it, sir?" I remember a visit to the Orwell, where we met up with Frank Carr in *Cariad* at Pin Mill, and some wonderful ditch-crawling in Hamford Water, where we visited Horsey Island.

When later my father was sadly afflicted with multiple sclerosis he took on as skipper a splendid West Mersea character, 'Navy' Mussett, who kept us all entertained with his stories from a long life at sea, in all kinds of yachts (including 12 metres) and as a fisherman. He was a great help to my father on what turned out to be his last long trip aboard (1955), out to the Mediterranean.

Since then *Duet*, though an old stager from an earlier age, has continued to be a wonderful family boat. We have taken her to France and Spain, the Baltic and Scandinavia several times and round Britain and Ireland. She has done great service taking large numbers of young people to sea with the Ocean Youth Club and the Cirdan Sailing Trust. There's always plenty to do on board to keep her up to the mark; there are no winches (apart from the anchor winch) or any such modern refinements as showers, and some of the gear might be thought a bit heavy. The only change we have made has been the addition of a doghouse (which came from *Bloodhound*) in place of the after cabin skylight; this has made a big improvement, particularly for the navigator, who previously had to go below to do his navigating on a fold-down chart table in the saloon. *Chris Courtauld, abridged from Snippets from a Family Log; Cruising Association Centenary book*



50th anniversary event attendees

With apologies for any omissions and errors

.....adventure under sail


Fergus & Paula Anderson 2009-2010 Sea staff / afterguard
Peter Andreae Trafalgar Project
Buc Adam Bailey Sea staff / afterguard
Ian & Jane Baker 1982-2000 Skipper
Kirsty Balsillie & Craig Dickerson 1999-2009 Sea staff / afterguard, Crew member
Jonno & Rosie Barrett 1972-1982 Sea staff / afterguard, Crew member
Rob Bassi 1971-1987 Skipper
Phil Beer Guest musician
Pete Bentley 1978-2010 Skipper, Sea staff / afterguard
Sarah Gaskin Bequet & Jean-Philippe Bequet 1982-1986 Crew member
Sir Tim Bevan 1987-1995 Chairman of Governors
Paul & Lynn Bew 1989-2004 Skipper, Sea staff / afterguard
Peter & Mary Bird 1980-1986 Sea staff / afterguard, Crew member
Paul & Dawn Bishop 1973-2007 Sea staff / afterguard, Crew member
Matthew Bland 1998-2010 Sea staff / afterguard, Crew member
Hannah Bleakley 2008-2010 Crew member, Group leader / client
Mark Boggis 1987-2010 Sea staff / afterguard, Trustee / governor
John & Marina Boldero 2002-2010 Shorebased volunteer
Nicholas & Sue Bonham Sponsor / donor
Roger & Eleanor Bonnett 1962-1976 Crew member
Karen, Victoria and Alex Botting 2004-2010 Parent, Shorebased volunteer, Crew members
Tony & Ruth Bovill 1965-2010 Crew member
Mike & Ros Bowles 2009-2010 Trustee / governor
Matthew Bowns & Rachel Webb 1978-1984 Skipper, Crew member
James Boyce 2005-2010 Skipper
Andy & Fiona Bristow 2000-2010 Skipper, Leader British Army Antarctic Expedition in John Laing
Andy, Sally, Rebecca & Hannah Brown 1975-2010 Skipper, Sea staff / afterguard, Crew member, Parent, Group leader / client
Bob & Chris Bryan 1980-1990 Sea staff / afterguard, Shorebased volunteer, Group leader / client
Anna Brunyee (nee Stratton) 1978-1990 Skipper
Debbie Burns Marina Developments Limited
Emma Burrows 2002-2010 Sea staff / afterguard
Craig & Nicola Burton 2008-2010 Skipper
Ian & Sally Campbell 1962-1979 Skipper
Michael Campbell Commodore of the Royal Yacht Squadron
David Cannell 1970-1999 OYC surveyor
Peter Cardy 1966-2010 Former Chief Executive, Maritime & Coastguard Agency, Sea staff / afterguard, Crew member
Dave Carnson 1991-2008 Skipper
June & Mike Carpenter (nee Attle and Terre) 1968-70s Crew member
Andy & Sue Cassell 1970-2010 Ratsey & Laphorn Sailmakers
Tony & Lindy Chamberlain (nee Bagshaw) 1975/1970 – 1979 Skipper, Sea staff / afterguard, Crew member
Jonathan & Sue Cheshire 1989-2010 Shorebased staff
Catrina Clarke & Ian Southworth Sea staff / afterguard, Crew member
John & Thelma Clack 1984-2010 Sea staff / afterguard
Will Clement Mate, *Duet*
Martin & Amanda Clough 1996-2009 Skipper
Ed Coke-Steel 1998-2000 Radley Tall Ships reunion
Frederick Cole 2005-2010 Chairman of Board of Trustees, OYT South
Graeme & Sue Cole 1994-2010 Sea staff / afterguard, Shorebased volunteer
Helen Conyers 1988-1998 Sea staff / afterguard, Crew member
Alistair & Louise Cook 1991 Sea staff / afterguard
Chris & Elizabeth Courtauld 1960-2010 Founder, Trustee / Governor
Janet Courtice 1983- Sea staff / afterguard
Nic & David Crawford 1981-2010 Skipper, Sea staff / afterguard, Shorebased staff
Sally & Pete Croly 2003-2010 Shorebased staff, Shorebased volunteer
Barry & Joani Custance 1964-1971 Sea staff / afterguard, Crew member
Ron Dadswell Former Chairman, ASTO
John & Christine Dare Sponsor / donor
Carol Dawson & David Seer 1984-1989 Sea staff / afterguard
Scott Dillon
Chris & Liz Dobson 1987-2006 Skipper
James Donald 2000 Radley Tall Ships reunion
Karen Dovaston & Elaine Butler Supporters
Nigel Draycott Cultural Services Officer, Gosport Council
Jim & Jan Drewett 1960-1975 Skipper
Jim & Elaine Dymock 1962-1970 Sea staff / afterguard, Crew member
Jon Eads Marina Developments Limited
Johnny Earl 2000 Radley Tall Ships reunion

David Ellis 1982-2010 Sea staff / Crew member, Trustee / governor
Emma Ellis 1985-2010 Sea staff / afterguard
Gill Ellis 1960-2010 Crew member / parent
Jonny & Gina Ellis 1996-1999 Sea staff / afterguard, Crew member
Stephen, Cathy & Isla Ellis 1983-1991 Crew member
Toby, Jayne, Laura & Daniel Ellis 1984-2008 Crew member / Parent
Margaret Eva OBE 2005-2010 Bourne Community College
Brian Eyres 1990-2010 Skipper, Trustee / governor
George Fairhurst 1984-1990 Skipper
Richard Falk & Emma Pontin RYA Training Manager & Chief Examiner
Amy Ferguson *Pegasus*
Barry Fisher 1988-2010 OYT Scotland
Tom Floyd Hampshire & Isle of Wight Community Foundation
Nick Fleming Chief Executive, OYT Scotland
Hilary Foley (Towler) 1986-1995 Sea staff / afterguard
Nick Francis 2000 Radley Tall Ships reunion
Helena Frost Sponsor / donor
Simon & Pauline Frost 1976-1988 Skipper
Nigel Gardner 1978-2002 Skipper, Shorebased volunteer, Trustee / governor
Robin & Maggie Garside 1975-1986 Skipper, Sea staff / afterguard, Crew member, Trustee / governor
Paul Gelder Editor, Yachting Monthly
Baz & Eileen Glaysher 1965-1972 Sea staff / afterguard, Shorebased volunteer
Ellen, Andrew, Rupert & Hayley Godber 2004-2010 Shorebased volunteer
Mike Golding Sea staff / afterguard
Elizabeth Goodburn & Julian Lob-Levyt 1973-1985 Skipper
John Goode
David Gray 1979-1998 Skipper
Eric, John, Kate & Dorothy Greaves Sea staff / afterguard, Crew member
Richard & Rachel Griffiths 2009-2010 Trustee / governor
Roger Grimsdick 1972-2010 Skipper, Trustee / governor
Jenny Habens MBE 1960-1991 OYC's first secretary
Guy & Ann Habens; Eleanor & Anthony Lock
Peter & Jen Hambly 1968-1977 Skipper
Judy & Graham Harrison 1978-1987 Skipper, Sea staff / afterguard, Crew member
Dave Hayles & Diana van der Klugt 1974-1979 Skipper
Jenny Hayward 1999-2010 Shorebased volunteer
Harry Henderson 1987-1990 Sea staff / afterguard
John & Merial Hepburn (nee Connell) 1969-1976 Sea staff / afterguard, Crew member
Marion & Richard Heming 1990-2010 Shorebased volunteer
Nick Higson 2008-2010 Sea staff / afterguard, Crew member
Ian Hill 1970-1991 Skipper, Crew member
Rachel Hill 1981-1993 Sea staff / afterguard, Shorebased volunteer
Rosie & Doug Hinge 1975-1987 Sea staff / afterguard
Graham & Joanna Hockley Secretary of the Corporation of Trinity House
Roger & Daphne Hodgkinson 1962-1973 Skipper
Jonny Holman 1994-2010 Sea staff / afterguard
Flo (Fiona) Holt 1986-1989 Crew member
David Hookes Shorebased staff
Simon Horan 2007-2010 Shorebased volunteer
Barbara Hoyle 1975-1980 Shorebased staff
Keith Hoyle & Mary Tanner 1975- Skipper
Terry & Ann Hunt 1962-1970 Sea staff / afterguard
Tommy Hutcheson 1984-2002 Sea staff / afterguard, Trustee / governor
Lord & Lady Iliffe Patron, OYT South
Dan Jackson 1980-1983 Sea staff / afterguard, Crew member
David & Philippa James 1977-1985 Shorebased staff
Philip James & Estela Carollo 1971-1990 Sea staff / afterguard, Crew member, Group leader / client
Becky Jefferies 2008 Crew member
Alexia Jenkins & Steve Hill 1995 Sea staff / afterguard
Andy Jennings 1974-1979 Sea staff / afterguard
Simon & Vicky Jinks 1995-2010 Skipper
Barry & Helena Johnson 1982-2008 Sea staff / afterguard, Shorebased volunteer, Parent, Group leader / client, Trustee / governor
Hughie & Christine Jones 1978 The Spinners, Crew member
Paul & Imogen Karas 2007-2010 Parent, Sponsor / donor
Kirsteen Keith 1990-2010 Sea staff / afterguard, Crew member
Liz Key 2007-2010 Sea staff / afterguard
Helen Keyes 1976-1982 Crew member

Jennifer King 1991-2002 Sea staff / afterguard, Shorebased volunteer, Crew member, Parent, Group leader / client
Alan & Sheena Kingsley 2000-2003 Trustee / governor
Ray & Susannah Kipling 2006-2010 Naomi House Children's Hospice
Paul Kirton Crew member
Audrey Knight 2010 Sea staff / afterguard
Joy Kretowicz Shorebased staff
Steve Lacey 2002-2010 Sea staff / afterguard, Trustee / governor
Chris Lane & Ann Beazer 2002-2010 Sea staff / afterguard, Trustee / governor, Donor, Shorebased volunteer
Bruce Lack 1986- Skipper
Adam Lane 2005-2010 Donor - TMI Foundation, Shorebased volunteer
John Lang 2002-2010 President, ASTO
Naomi Lee International Paint Ltd.
Nick Legg 1991-2002 Skipper, Sea staff / afterguard, Crew member
Julian Leggett 1984-1985 Sea staff / afterguard, Crew member
Steve & Christine Lennon Ocean Youth Trust North East
Ian & Helene Lerner 1992-1999 Skipper, Shorebased staff
Colin Lewry 1974-1994 Skipper
Kay Lindars & Juliet Hirons 1979-1987 Sea staff / afterguard, Crew member
Sally Livsey Davies 1979-1985 Sea staff / afterguard, Group leader / client
Rosie Lovett 1997-2010 Sea staff / afterguard
Ro and Brian Mackenzie 2007-2010 Alfreton Park Special School
Charles & Ann Maconie 1964-1969 Crew member
Dick & Judi Maddison (nee Simmons) Sea staff / afterguard, Crew member, Parent
Melvin Magnall MBE, Diana Rothwell, Roy Melluish 1980s Trustee, Sea staff / afterguard
Julia Fearnside Mansell & Tom Mansell 1979-1995 Skipper, Crew member
Chris & Pam Mansfield 1977-1982 Skipper, Sea staff / afterguard
Jethro Marriage 2000 Radley Tall Ships reunion
Toby Marris & Emma Godlee *Jolie Brise*
David Marshall & Heather Lowes 2005-2009 Sponsor / donor
Ben Martin 2005-2010 Sea staff / afterguard, Crew member, Trustee / governor
Trevor Martin & Annie Yeulett 2006-2010 Devon & Cornwall Foyer
Hilary Mason 1983-2005 Sea staff / afterguard, Trustee / governor
Pip & Annette Masters 1961-1986 Sea staff / afterguard
Richard & Barbara Matthews 41 Club
Vikki Maxwell 1995-2010 Sea staff / afterguard
Angus McChesney 1999-2000 Radley Tall Ships reunion
Malcolm McKeand Owner of *Kindly Light*, ex-*Theodora*
Sam McLeod 1985 Sea staff / afterguard
Kerry McMillan 2005-2010 Sea staff / afterguard
Philippa Mills 1969-1982 Sea staff / afterguard
Tim Mills 1981-1988 Crew member
Bob, Jennifer & Richard Munden 1972-1976 Skipper, crew members
Peter Murphy 1982-2010 Sea staff / afterguard, Shorebased volunteer, Sponsor / donor
Roger Murray 1972-1992 Sea staff / afterguard, Trustee / governor
Peter & Judy Newell Race Director, Sail Training International
Rosie Newport Sea staff / afterguard
Giles & Viv Nicklin 2006-2010 Shorebased volunteer
Peter Noble 1982-2004 Sea staff / afterguard, Trustee / governor, Treasurer / Fundraiser
Sarah Norbury Editor, Practical Boat Owner
Neil Northmore 1984- Skipper
Louise Oakley (nee Gotto) 1991-1992 Crew member
Val O'Donnell 2007-2009 CHASE Children's Hospice
Fraser & Cathy Old 1998-2010 Sea staff / afterguard, Shorebased volunteer
Dick & Joan Openshaw 1962-1973 Skipper, Crew member
Eric Orme Skipper *Duet*
Bill Ormerod 1990 Shorebased volunteer, Crew member
Merfyn Owen 1979-2010 Skipper, New Boat designer
Bob Page & Phil Durnford Sea staff / afterguard, Shorebased volunteer, Crew member
Fiona Pankhurst & Terry Mead 2008-2010 Sponsor / donor, Trustee / governor
Pam Parker 2009-2010 CHASE Children's Hospice
Sam Parker 2000 Radley Tall Ships reunion
Tom Parker 2000 Radley Tall Ships reunion
Rupert Parkhouse 1997-2004 Skipper
John Parkin 1987-2010 Sea staff / afterguard, Crew member
David Parkinson, Kerryn Parkinson-Short, Glynn Parkinson-Short 1996-1999 Shorebased staff (Director)
Leon & Steve Patmore 1963-1972 Crew members
Paul Patmore & Darna Dufour 1966-2010 Crew member
David Pettit & Kim Paynter 1962-1967 Crew member
David Pomfret 2000 Radley Tall Ships reunion
Tom Povey 2009-2010 Sponsor / donor

Kit & Penny Power 1966-2008 Trustee / governor
Nick Power & Hester Alban Davies 1995-2009 Skipper, Sea staff / afterguard, Crew member
Gareth Price 1985-2000 Crew member
Frank & Kathleen Pullen 1961
Terry (Polly) & Sabine Purkiss 1960-1973 Skipper
Libby Purves Special Guest Speaker
Tom Sage 1972-2007 Skipper, Sea staff / afterguard
Ed & Sarah Randall Skipper, Sea staff / afterguard
Mark & Anna Richards 1986-1996 Sea staff / afterguard, Crew member
Diana Roberts 1980-2010 Sea staff / afterguard
Colin & Sheila Robertson 2002-2010 Sea staff / afterguard
Diggory Rose Skipper, *Pegasus*
Andy Royse 1994-2010 Sea staff / afterguard, Trustee / governor
Cathy Scheib 1993-2001 Sea staff / afterguard, Crew member
David Slater 1962-2010 Crew member
Colin Smith & Celia Smith (nee Perkins) 1958 Crew on *Theodora's* transatlantic voyage
Guy Smith 1982-1984 Sea staff / afterguard
David & Ruth Snelson Chief Harbour Master, Port of London Authority
John Snowden & Lisa Davis 1988-2010 Sea staff / afterguard
Abigail & Barney Sollars 1984- Sea staff / afterguard, crew member
Fiona Sommerville 1979-95 Sea staff / afterguard, Crew member
Virginia Spencer 1984-1989 Sea staff / afterguard
Melanie Staff-Parsons & Kirsty Staff 1982-1990 Shorebased volunteer, Crew member
Paul Stainsby Skipper
Rachel Stephenson International Paint Ltd.
James & Caroline Stevens Chairman, ASTO
Brendan Stewart 2006-2009 Sea staff / afterguard
Brigid Stony 2003-2010 Sea staff / afterguard, Shorebased staff, Crew member, Trustee / governor
David & Tracey Strudley 2005-2010 Client - Naomi House and Acorns Children's Hospices, Parent
Andy Sugden 1981-2010 Sea staff / afterguard
Jen (Phoebe) Swatton 2000-2010 Sea staff / afterguard
Jeff & Doreen Taylor 1975- Sea staff / afterguard
Yvonne & Keith Taylor 1997-2010 Skipper, Trustee / governor
Bruce & Mona Thorogood 1970-1977 Skipper & crew member
Clare Thorpe 2002-2010 Sea staff / afterguard
Mark Todd 1998-2010 Chief Executive, OYT South; Skipper
Lorraine Toner 2004-2010 Sea staff / afterguard, OYT Scotland volunteer co-ordinator
Sarah Tredinnick 2000-2010 Sea staff / afterguard, Group leader
Hilary Tunstall-Behrens 1964-1965 Crew, *Theodora*
Andrew & Claire Viney 2006-2010 Sea staff / afterguard
Philip Wake Chief Executive, Nautical Institute
Maureen Walker 1974-1984 Shorebased staff
Tom Walker Past skipper, *Duet*
Stephen Wallis Laurent Giles Ltd.
Hilary Watson (nee Bower) 1962-1977 Sea staff / afterguard
Ben Whinnett 2008-2010 Sea staff / afterguard
Caroline (Caz) White 1983-2010 Crew member, Sea staff / afterguard, Shorebased staff, Trustee / governor
Hans & Heather White, Charles & Jean Wylie 1983-2010 Parent, Shorebased volunteer, Donor
Tony Whiting & Sue Cullen 1969-2009 Skipper, Sea staff / afterguard, Crew member
Irene & Jim Wilde 1985-2009 Trustee / governor
Chrissy Williams Sea staff / afterguard
Craig Wilson 1985-2010 Sea staff / afterguard, Crew member, Trustee / governor
Ian Wilson 1980- Sea staff / afterguard, Crew member
Michael & Gillian Young
Calton Younger 2006-2010 Sponsor / Donor





50 years of fostering dreams

For over 50 years the OYC has been taking children and youngsters on incredible journeys that have changed their lives.

Many of them have gone on to spend their lives connected in some way to the sea and boats.

Fred Dovaston sailed with OYC as both student and teacher, his journey took him on to become a respected and popular professional captain on some of the world's finest yachts.

When he finally moved ashore on Mallorca he set about helping professional yachtsmen further their careers in an industry he loved.

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