



Solent Platinum Jubilee Celebration Saturday 6th August 2022

Mooring ROW M

CHALLENGER 1 – Tall Ships Youth Trust

72ft

Tall Ships Youth Trust is the UK's oldest and largest youth development sail training charity that helps young people aged 12-25 to redefine their horizons through transformational adventures at sea.

Following a Tall Ships Youth Trust voyage, up to 97% of young people go on to, or remain in employment, education, or training.

Challenger 1 is one of 4 boats, it is a 72ft yacht which was built in 2000. The Challenger yachts are famous for having raced twice round the world in the Global Challenge races.

The Global Challenge was a round-the-world yacht race run by Challenge Business. It was held every four years and took a fleet of one-design steel yachts, crewed by ordinary men and women, who were led by a professional Skipper and paid to take part.

for stories on Challenger 1 please follow this link.

https://www.tallships.org/search/?_sf_s=challenger+1



SUHAILI

32ft (9.8m)

The design for Suhaili commenced in 1923 by William Atkin, originally designed as "Eric". The ship is based on a Norwegian sailing lifeboat design created by Colin Archer. The build started in 1963 in Bombay on a slipway using teak for the duration of the construction.

Sir Robin Knox-Johnston sailed Suhaili non-stop around the world in 1968-1969 making this voyage the first ever solo circumnavigated round trip for the Sunday Times Golden Globe Race.

In 1997 Suhaili went to the National Maritime Museum at Greenwich as an exhibit, but the controlled atmosphere began to shrink her planking, and, unwilling to see her die this way, Sir Robin Knox-Johnston removed her in 2002 and re-fitted her again. She is still owned by Sir Robin Knox-Johnston.

<https://classicyachtinfo.com/yachts/suhaili/>



GYPSY MOTH IV

54ft (16m)

Gypsy Moth IV made history in the world of sailing in 1966 when Sir Francis Chichester sailed her singlehandedly around the world in 226 days with just one stop along the way in Sydney.

Several records were broken including the fastest voyage around the world in a small vessel. May 28th marked the day Sir Francis returned to Plymouth harbour with a crowd of 250,000 people gathered to witness this spectacular triumph. This victory flared a generation of sailors to realise dreams can be achieved.

After the world sail Gypsy was land based for many years in a dry dock in Greenwich until the 'stop the rot' campaign which through partnership of UKSA and Yachting Monthly got her re-launched in Gosport at the Camper and Nicholson yard in 2005.

Gypsy Moth embarked on a second voyage which ended in 2006 and in 2010 was bought by East Anglian business partners Rob Thompson and Eileen Skinner, this meant she would be kept in the UK. By 2011 to protect and preserve the boat, Rob and Eileen passed on ownership to the Gypsy Moth Trust.

For more on information on Gypsy Moth please follow this link -

<https://classicyachtinfo.com/yachts/gipsy-moth-iv/>



NAIAD ERRANT

Length: 32 ft

Naiad Errant (adventurous water-nymph) was an unusual choice of name for the prototype of William Osborne's Swallow Senior class. Ralph Nightingale, a Wimbledon solicitor who paid £1,000 for her. His log shows that from her launch at Littlehampton on the South coast in June 1939 he brought her in three days to Kingston upon Thames and the moored her there at Horace Clarks yard.

It was from Clarks' that she was requisitioned for Operation Dynamo. Members of the Sunbury Fire Brigade took her down river to Tough's boatyard at Teddington. Douglas Tough arranged for J. Jameson to skipper Naiad to Ramsgate with L. Melsom as engineer and A. Crump as first hand. (The same team also ferried Matoya and Jameson and Melsom both helped with Tarifa and one of Malcolm Campbell's Bluebirds).

At Ramsgate on May 31st Able-Seaman Samuel Palmer was given responsibility for two motor yachts - Westerly and Naiad Errant. [You can read Palmer's eventful history with Naiad and the second cause to her fame here.](#)

Naiad went through several hands after decommissioning in 1946, one owner being Sandy Evans who restored her and has taken her on every Association of Dunkirk Little Ships rallies and Returns to Dunkirk ever since.

John Richards and his son Paul have become joint owners and are financing her repair after she nearly sank in the Medway in 1999.

The current owners bought Naiad in late 2014. When Steve Dennett was free of refurb for the 2015 Return, he carried out a major refit including replacing a significant amount of planking below the waterline and fitted two new Beta Marine engines.

Naiad was taken to Lake Windermere where she is widely admired.



Each winter Naiad is transported to the owner's home where she lives in a marquee and they continue to refurbish her ready for the 2020 Return.
See Naiad's new website www.naiaderrant.co.uk.

PAPILLON

33.42 (10.19M)

PAPILLON was owned by Mr C.P. Mackenrot, who lived at Westcliffe-on-Sea, Essex when she was requisitioned by the Royal Navy for Operation Dynamo. She arrived for service at Dover on 30th May 1940 ready to go to Dunkirk, but her two 4 cylinder Morris petrol engines were "defective". It was noted that she had 30 gallons of petrol, a full crew and a minor electrical fault. A fault in her condenser was repaired. She was then loaded with six spare tins of petrol and water. The crew consisted of the Skipper, E. Sommers-Holmwood of Kingston by Sea, S.J. Downes of Shoreham, B. Hawood of Brighton and Mr Griffiths of Peacehaven. There was a minor hiccup in that they were uncertain of their conditions of service. It is likely that the crew were volunteers and not connected with PAPILLON.



She eventually sailed on 2nd June and when she came back the next day gave up her route order and had her fuel and oil tanks replenished. PAPILLON was left for collection at Burnham on Crouch, Essex. She was then used by the Royal Navy as a river patrol boat and a fire boat until the end of the war when she finally returned to civilian ownership.

In 2015 she led the Association of Dunkirk Little Ships fleet 75th return to Dunkirk under the command of Commodore Ian Gilbert. After her return she was purchased by new owners. In June 2016 she returned to Dunkirk with a number of other original Dunkirk little ships where she took part in filming for the Christopher Nolan film "Dunkirk", released in July 2017.

She is currently kept at Cowes, Isle of Wight.

VAGABOND

43.05 feet (13.13 m)

VAGABOND was one of eight vessels in the 'Medina' class built by Saunders Roe at Cowes, Isle of Wight. With a hull of teak, English oak and elm, Canadian Rock Elm and Oregon and Norway pine, VAGABOND was the only version to have a cruiser stern which 'gave her a naval air, setting her firmly apart from the common transoms of her peers.'

Advertised for sale by The Tatler (January 29th 1936) as, 'The finest value afloat' for £2,400. VAGABOND was designed and built to order, with this particular ship bearing the number 1798, having been commissioned by one Captain Hubert Broad of Schneider Trophy (2nd place twice) and Gypsy Moth test pilot fame. Captain Broad's personal specifications included a folding Pullman berth to starboard in the saloon, a large double berth for himself in the aft cabin with writing desk, dressing table and mirror, upholstered armchair and washbasin. He also had a bath fitted which required a fully baffled 300 gallon galvanised water tank in place of the standard 135 gal tank.

Vagabond's maiden cruise along the South Coast to Torbay for Edward VIII's Coronation Regatta 'The Motor Boat' magazine, August 6th 1937 remarked that, "The boat acquitted herself very well on this maiden voyage to the West Country.

It would appear that she was used as a floating weekday home and entertaining venue whilst Broad undertook his test flying from the Isle of Wight. Accompanying him was his factotum who resided in the forepeak. The Graham 'Triton' electric 'butler's summoning bell' is still present and



operational. At weekends VAGABOND provided transport to the mainland and Broad's home in Hampshire.

The outbreak of war saw VAGABOND move to the non-tidal reach of The Thames at Teddington where she appears to have continued to be used for accommodation, when Broad was working at Hawker Siddeley.

From here she moved on several times with much work being undertaken to improve and maintain whilst preserving much of her Art Deco style.

Many original features listed in the original Specification have survived such as the 'Easy Veer' anchor windlass on the foredeck, the Johnson patent 'Quicktho' sash windows, railway type drop windows with leather straps in the wheelhouse and Broad's mirror lined cocktail cabinet in the wheelhouse.

VAGABOND's current owners aim to use her in the waters that she has occupied throughout her lifetime, with a view to operating her commercially in the future.

<https://www.nationalhistoricalships.org.uk/register/1560/vagabond>

RIIS 1

57.15 feet (17.43 m)

Riis 1, formally known as White Heather was designed by W.G. McBride and built in 1920 at the yard of McGruer & Co. Ltd. of Clynder, Scotland. In her early years she was used primarily as a pleasure boat cruising the Scottish Western Isles during the summer season. It was at this stage White Heather was given to Anna Johnson, daughter of a Scottish shipping company owner, as a 21st birthday present. She was also used at that period as a tender to the family's racing yacht. With a crew of three fulltime hands.



During the early part of 1940 White Heather was listed as a vessel suitable for war duties. When hostilities broke out plans were being made to evacuate the British Expeditionary Force with 'Operation Dynamo'. White Heather joined the many hundreds of small craft to assist in the evacuation off the beaches of Dunkirk, with the main task of ferrying soldiers from the beaches to the larger warships and steamers who were sent to help. White Heather suffered a mechanical problem and was effectively abandoned but was made operational again by the soldiers themselves and returned home. Shortly afterwards along with other small craft White Heather took part in the evacuation of the 51st Highland Division and other regiments from St Valery sur Somme who had been driven back to the coast after fierce fighting. This was code named 'Operation Aerial' and took place from 15th. June to the 25th. June 1940.

Returning to Dover, White Heather was formally requisitioned by The Royal Navy and renamed HMS Manatee. She served throughout the war completing numerous tasks including covert patrolling and communication activities before being released back to private ownership in 1946. She was then sold and renamed Riis 1 soon after. We understand that Riis means 'journey' in one of the Scandinavian languages, and the 1 signified the 1st journey (maiden voyage) for the new owner, who had dreams of travelling far and wide in her.

Riis 1 had various owners until in 1960 when she was found in Conyer Creek by Dr. J W E Fellows who carried out her restoration and maintenance until his death in 1999. The present owners, Alan & Ann Jackson, continue looking after Riis 1 in the same home port of West Mersea Essex. Riis 1 is an active member of The Association of Dunkirk Little Ships.

<https://www.adls.org.uk/riis-i>

MAIMONDE

45ft

Maimonde was built in Cowes on the Isle of Wight in 1937 by Saunders Roe. She is one of eight and was originally owned by Mr Raymond Gough from Birmingham. She has a teak hull, deck and superstructure and is built on oak and rock elm timbers, beams and keel.

In June 1940 she was commandeered by the Naval forces and in 2018/19 she was discovered as a Dunkirk little ship.

It is thought that the Navy had Maimonde till the end of the war and the published book "Red List" states she operated as a naval auxiliary out of Ramsgate, Holehaven and at Cliffe on the Thames Estuary. It appears that Mr Gough retained ownership of MAIMONDE after the war as her British Register, "Blue Book", shows ownership first changed in 1948. She then passed through a series of owners (to date, she has had only 12).

In the early 1970s, MAIMONDE was chartered by BP Oil for 12 months for the making of the film "The Wonderful Shores of Britain".

in 2018 she acquired the refitting of the deck which was the first time she needed structural work done. This is due to the quality of the teak.

She returned to Dunkirk in May 2021.

January 2021: MAIMONDE nominated in Restored Powered Vessel category at Classic Boat Awards 2021.

April 2021: MAIMONDE declared runner-up in the Restored Power Vessel category at the Classic Boat Awards 2021.

Please follow the link for more information on Maimonde.

<https://www.nationalhistoricships.org.uk/register/3582/maimonde>



TAHILLA

59.97ft (18.29m)

TAHILLA was built as SKYLARK by Thornycrofts at Hampton-on-Thames in 1922. She was commissioned by D Melville Wills of the Bristol tobacco family, to travel from there to his estates in Scotland. One of the Dunkirk Little Ships, she belonged at that time to W Egerton Wilson of Colwyn Bay in Wales, but was kept on the Thames.

After the war, she remained in Admiralty ownership until 1948 and then became a widely travelled and comfortable cruising ship. Eleanor Samuelson owned her throughout the 1960s when she came to know

the French canals well and the current owner, who had business interests in the South of France, found TAHILLA there in the mid-sixties and used her as a floating office. He had to rebuild the coach roof over the engine compartment and the after-deck and, fifteen years later, bought her back home where she is now used as a family cruiser in the Solent.

Although this vessel is on the National Historic Fleet, we are currently lacking information on this particular vessel.

Please follow the link for more information on Tahilla

<https://www.nationalhistoricships.org.uk/register/552/tahilla>



MGB 81

71.75 feet (21.87 m)

MGB 81's design was produced by the British Power Boat Company (BPB) in collaboration with the Admiralty and, in all, 105 of her type were built (including some which were completed as motor torpedo boats). MGB 81 had a chine hull form using double-diagonal mahogany sides and a triple diagonal mahogany bottom. Although ordered on 27 November 1940, MGB 81 was not laid down until 16 December 1941. She was launched on 26 June 1942 and was by then virtually complete, for she was on trials on 8 July and achieved a speed of 38.63 knots on Southampton Water.

She was accepted and commissioned on 11 July 1942 and then worked up at HMS Bee, the coastal forces base at Weymouth, before joining the 8th MGB Flotilla at Dartmouth in August 1942. Between then and September 1943, MGB 81 was involved in six actions. Off Guernsey on the night of 13/14 August 1942, she engaged in a close-range gun attack on two enemy armed trawlers and one trawler was severely damaged. The next month, the flotilla moved to Felixstowe and MGB 81 was soon in action off the Hook of Holland on 14/15 September, when two enemy motor vessels were damaged by gunfire and four armed trawlers were hit, with no damage to the MGBs.

For the rest of MGB 81's story please visit <https://www.nationalhistoricalships.org.uk/register/524/mgb-81>



Mooring ROW J

SCARAMOUCHE

The Scaramouche Sailing Trust

Sailing hasn't always been a sport for inner-city state schools like the Greig City Academy (GCA). But they've shown it can be accessible to everyone, with amazing results

The Greig City Sailing Academy Sailing Programme was kick started in 2014. Jon Holt, GCA's Head of Outdoor Education, was driving students down from North London to Poole for sailing weekends. They loved getting out on the water and some of them wanted to take it further.



There wasn't an obvious route to follow. And they couldn't believe it when they couldn't join one of the few schools regattas around because GCA isn't a fee paying school.

So, they did it our own way. They bought an old 22ft yacht on eBay, rotting in a field. And spent the summer sanding her down and getting her seaworthy.

By June 2015, students were getting a feel for sailing her unaccompanied. And they formed the ambition to be the first state school to complete the Fastnet.

Their next purchase was a step up: Scaramouche, a 45ft Admirals Cup yacht built in 1981. They bought her for a song and rolled up their sleeves to get to work again. To read more of the [scaramouche story please follow this link](#).

CARONIA

39.9ft

Caronia was built on the beach in 1927 at Tolcarne, Newlyn, Cornwall by Henry, Theodore & Sidney Peake. She was built for Mike Peters a skipper from St. Ives. Her hull was laid in the traditional form of a St. Ives Gig and she proudly wore SS70 being the registration mark of a St Ives fishing vessel.

Launched at Tolcarne over greased spars, she was then towed round into the harbour by a punt. Here her engines, a 26hp Kelvin in the center and a 13hp to port were fitted. The engines were installed by Tresidders of St. Ives. The boat was paid for by Mike Peters and the engines by his brother James. She cost a princely £180 to build. She was one of the very first to have engines as her primary power source. These seemingly low power engines were not intended to drive her directly but in fact keep large heavy flywheels spinning and their energy drove the shaft and propellers. The engines also explain her flat transom rather than her earlier sisters who had a counter stern to give space to work the mizzen sail. The shorter overall length also kept her into lower and cheaper fishing licence.

She was completed with tiller steering and a mizzen lug sail. She didn't come home to St. Ives but remained at Newlyn for the summer's pilchard drifting. 'Going to the Wolf', as it was called, was such a success that she was paid for in her first season. Soon after this she was raised and fitted with a gaff mizzen and wheelhouse. It is during this time in Cornish waters stems a tale that she undertook her first act of mercy by coming to the assistance of a foundering passenger liner.

By 1934 the fishing at St. Ives was in a poor state and she was sold to Mr. B. Bennet Burley, a solicitor in London, who had a residence in River Road, Littlehampton. Mike Peters sailed the boat to Littlehampton. Mr Bennet Burley employed his own carpenter to convert her into a motor yacht under Mike Peter's supervision. Mike stayed at Littlehampton for two years to supervise the conversion and skippered the boat as a motor yacht.

The 13hp Kelvin was taken out and the 26hp moved to the side. A National Diesel was installed on the center line. The net and fish rooms were converted into a saloon and a toilet, bunks were fitted in the forepeak and the fisherman's wheel house converted into a more cruiser style. The Peters family remained at Littlehampton for two years with Mike running Caronia. They retired to St. Ives in 1937.

For Caronia's full story please follow the link below

<https://www.adls.org.uk/copy-of-cachalot>



BOLEH

Boleh Trust

BOLEH was designed and built in Singapore by Commander R A Kilroy DSC RN in 1949 and then sailed back to the UK where she was registered and based at Salcombe. Later she was used by the Junior Leaders Regiment Royal Engineers for sail training at Dover.

After a succession of owners, she suffered a fire in 1978 and was rescued as an insurance write off by Roger Angel who restored her in the 1980s and



subsequently cruised her in UK and Mediterranean waters.

She was recovered from the Mediterranean by the Kilroy family in 2008 and was then gifted to The Boleh Trust who, with the support of the Heritage Lottery Fund and National Historic Ships, undertook a complete restoration of BOLEH in Portsmouth from 2011 to 2015. The restoration took account of BOLEH's design being a unique mixture of oriental and western small ocean sailing vessels, that her original construction in the British Admiralty Dockyard at Singapore was masterminded by Commander Kilroy with the help of Malay shipwrights using traditional skills, that BOLEH displays technical innovation in a number of areas and that her hull is of Chengai, a Malayan hardwood, one and a half times as heavy as oak.

The restoration was completed in 2015.

BOLEH is now used by the Boleh Trust, established in 2009, to support young people by offering sailing opportunities to develop teamwork and self-confidence, and to provide sail training and leisure time activities for members of the Armed Forces and their families for the purpose of promoting the welfare and efficiency of the Forces of the Crown.

BOLEH is currently based in Haslar Marina, Gosport.

<https://www.bolehproject.com/bolehs-history/>

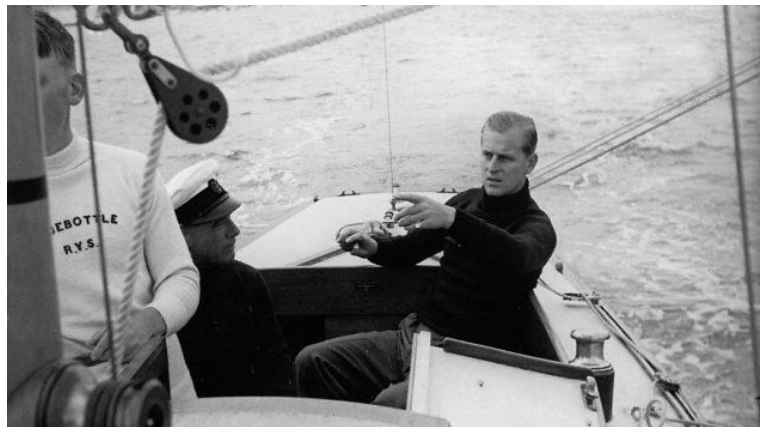
BLUEBOTTLE

8.9m/ 29'2

Bluebottle was originally a wedding gift to then Princess Elizabeth and Duke of Edinburgh from the members of the Island Sailing Club in Cowes. She was built in 1947 by Camper & Nicholsons in Gosport and the Duke raced her with family, including Prince Charles and Princess Anne, as well as with esteemed local designer Uffa Fox. He also loaned the boat to a number of sailors, including to the British sailing team for the Melbourne Olympics in 1956, where she won a bronze medal, sailed by Graham Mann, Ronald Backus and Jonathan Janson. She was later used as a sail training boat at the Royal Naval College, Dartmouth for 40 years.

For the full story of Bluebottles restoration please follow the link below.

<https://www.yachtingworld.com/extraordinary-boats/extraordinary-boats-bluebottle-late-duke-of-edinburghs-boat-135413>



Trinity Landing

TENACIOUS

65m

TENACIOUS is the largest wooden tall ship of her kind in the world. The innovative wood epoxy laminate build started in 1996 with a team made up of skilled designers, engineers, shipwrights and fitters. These were supplemented by a volunteer force of over 1500 able bodied and disabled people who came on working shorewatch holidays from all over the UK and abroad.

The ship has access throughout for disabled crew, including wheelchair users, with flat wide decks and powered lifts. There is a speaking compass for the

use of blind crew members and bright track radar for partially sighted crew. An induction loop and vibrator alarms have been installed for hard of hearing crew members.

The Jubilee Sailing Trust has been in operation for over 25 years and in that time has taken over 25,000 people to sea including 10,000 people with physical disabilities and 5,000 wheelchair users. TENACIOUS competed in the Tall Ships' Race for the very first time in 2005 enjoyed considerable success finishing 2nd in Class A of the first race from Waterford and 4th in Class A of the Newcastle Gateshead to Fredrikstad race.

<https://sailtraininginternational.org/vessel/tenacious/>



SOLENT PLATINUM JUBILEE CELEBRATION