Ocean Youth Club ~ Ocean Youth Trust
50th anniversary reunion and celebration
16 October 2010

Supported by
International
yachtpaint.com

Hosted by
OYT SOUTH

ENGAGING PEOPLE
Blue Ink Co. Design congratulates the Ocean Youth Trust on its 50th anniversary.

May the adventure continue for 50 more!

We are a brand and design company located in New York City and proud creators of the OYT 50th anniversary logo.

Helen enjoyed sailing with the OYC from 1976-1982 (crew).

To find out more about what we offer please contact Helen Keyes at +1 646 342 4058 or visit www.blueinkco.com

**OYC/T 50th Anniversary Print**

by Marine Artist

**Colin M Baxter**

Limited to 250 signed and numbered

Only £40 + £1.50 p&p

Cheques to C M Baxter with order

to

Driftwood Studio
Unit 2A North Meadow
Royal Clarence Yard
Weevil Lane
Gosport
Hants
PO12 1BP

Enquiries
www.colinmbaxter.co.uk
02392 525014
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.oytsouth.org
Over 120 years of local expertise – it’s what sets us apart

Founded in the UK in 1881 and based here for over 120 years, with a factory dedicated to making marine paint, our products are developed on site by our own R&D team, with more than 30 chemists solely dedicated to the yacht market. By testing our products around the country – and with hundreds of individual tests conducted on each potential new formulation – we can ensure, before launching, that our yacht paints are suitable for all types of UK waters.

Listening to our customers is fundamental to our success, by working with a network of local boat trials we can select both the most effective products for the UK environment and those which best meet the requirements of our DIY and professional customers.

With a UK sales team available by phone, at boat shows, marine events and yacht clubs, in addition to great how to literature on our website and via our retail partners, the importance we place on after sales service is what you’d expect from a brand that’s proud to be part of the UK yacht industry since it began.

Our World is Water

Visit yachtpaint.com for more information

Visit International and the AkzoNobel logo are used trademarks of AkzoNobel. © AkzoNobel NV 2019.
Event Programme

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

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.

*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.
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
0845 330 8312
MDL Marinas is delighted to have supported the Ocean Youth Trust for over 20 years.

The MDL Sail Training Awards, in association with the Ocean Youth Trust, have rewarded more than 130 inspirational and deserving young people with an experience of a lifetime.

To find out more visit www.mdlmarinas.co.uk

Sail away with peace of mind

At Heath Lambert our team is focussed on providing the tailor-made policies our clients require, from the smallest dinghy to a multi-million pound ocean going yacht.

And, by using the services of top UK pleasure craft insurers, we ensure our clients obtain the most comprehensive cover available at competitive prices.

To find out more contact Alison Melia or Gareth Jones:
Tel: 0151 227 4321 Email: amelia@heathlambert.com / gjones@heathlambert.com

Heath Lambert Limited is authorised and regulated by the Financial Services Authority. Registered Office: 133 Houndsditch, London EC3A 7AH.

Listen, tries harder, delivers
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

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

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.

Chris 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.

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.
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.

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.

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 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.

The founders come sailing!

[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

The Ocean Youth Club

... of the Eton Mission

Management Committee:
CHRISTOPHER ST. J. ELLIS, O.M.
The Rev'd A. CHRISTOPHER COURTAUD,
The Rev'd DAVID G. TONKIN.
Skipper & Sailing Secretary:
E. A. (JO) HABENS.

Eton House :: Eastway
Hackney Wick :: E.9

Telephone: AMHerst 5475-6

December 1961
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.

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 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, Spunyarns 1971
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 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 adventure. Before World War II, August joined an organisation which later became known as SOE and in the

Duet remained on permanent loan as the flagship of the OYC - with the support of the Augustine Courttauld 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.

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

August Courttauld
In 1930 the arctic explorer Augustine Courttauld, 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.
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.

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 Garr 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.


1964 Used Billy Bray, a Looe Lugger loaned by Gordon James. St Kilda, a 45ft MVF, 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.

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.

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 comer, 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.

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. *Mazarika* 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).

**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."
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 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.

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.

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.


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 Dowston. *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 Spunyarns.

**Ocean Youth Club**
Central Office, 1 Oak Street, Gosport, Hants. PO12 1LN Tel: Gosport 83633

With Compliments

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.

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.

Northern Areas Rally 1976
The Robert Clark ketches

In 1968 the Jostari 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, hired or donated by generous owners, but certainly not designed for the job. Sir Thomas Sopwith, Scott Bader, Commerwealth, 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 windward and recognise their pedigree, there will always be a lump in the throat and a thrill in our hearts as we breathe, 'Theres goes a Robert Clark.'

---

The Robert Clark ketches

1970 has been the year when the Club’s long term development plan of buying twelve new vessels around the coast of the U.K. began to take shape. The old year finished badly when negotiations to buy Porshaven Sloopyard 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 Freemen’s Wharf, which is four hundred yards upstream from Porshaven. The architects were given their brief in early December and although site clearance began in May this change of plans 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 dock 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 £25,000.

Boats of 71’ 6” in l.c.e. 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 offices, 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 26 men under the management of Mr. Roy Dams 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 Bazeler 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 Lang 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”.

---

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.

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.

Master Builder: Named as a tribute to Norman Wates of Wates Ltd., whose idea 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.

Sir Thomas Sopwith: Sir Thomas Sopwith CBE (1888 - 1989) was an English aviation pioneer and a celebrated yachtman. 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.
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.

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 1188. 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.

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.

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.
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.

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.


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).
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.

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.

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 Duettess 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’.
**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.

**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.

**1994** 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.
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. 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.
A decision was taken to focus time on mainstream groups and individuals, many offer places – particularly in school holidays – to the brothers and sisters of life-limited children.

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, recruiting 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 donors 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.

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.

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 Duel 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.

Oakmores’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*

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.*

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.*
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.

“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

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.

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.
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.

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: 290m²
- Downwind sail area: 485m²
- Displacement: 42.1 tonnes
- Engine: 130 HP
- Sleeps: 20 people
- Construction: Multi-axial glass and Corecell foam sandwich

Impressed 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.

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 engine 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 lead 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.

Participation in that event and my friendship with fellow skipper Mike Golding lead 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.
Congratulations to the Ocean Youth Trust on their 50th anniversary and we wish them good luck for the next 50 years.

We have been privileged to have made sails for John Laing since her launch.

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.”
Millennium Telecom
Offering premium Telecoms solutions to businesses throughout the UK
www.millenniumtele.com

Millennium Computer Services
Delivering IT products and services you can rely on to businesses throughout the UK
www.millennium.ltd.uk

Millennium provides IT products, services and support to OYT South

Millennium provides IT products, services and support to OYT South

Millennium provides IT products, services and support to OYT South

Millennium provides IT products, services and support to OYT South

It’s so easy!

Enjoy a new leading lifestyle with advanced marine electronics that now comes to life with enhanced technology and unique features. Discover our range of instruments and accessories at www.advansea.com
An anthology of OYC songs

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 Hamburge
Heave ho! Off we go, Rolling, tossing, flogging, gubbing Heave ho! Home we go Weighing up the anchor.

Have you been on Billy Bray, With its great crew is aye all day, And there’s cramp in Sara’s hands, Just for Dr Hurley?

Were you ever in Cherbourg With its skipper, mate and me? Singing, smoking, eating, drinking, Making up for tasting?

James Cook Blues Mac Noble 1988
Tune: any 12 bars 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 I know these James Cook blues have brought me to my knees.

Well the boat was built at AMARC, down on the river Tyne, And we hope that the whole way will be a broad reach.

Well the boat was built at AMARC, down on the river Tyne, With its rope and paint and varnish, it was looking mighty fine.

When the reefing gear snaps and boom comes down, When the reefing gear snaps and boom comes down.

Barry Custance 1969

When we finally cross the finishing line It’s 5.51 and 43 hours later For we’re bound for Cherbourg via ‘Owers’ and ‘Sovereign’

We’ll heave and we’ll haul like the ‘new youth’ of Britain, I’m an Ocean Youth Club Bosun, somebody help me please.

Shanty

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 gave up my job as a bosun for a brand new oilskins that are Musrots

All lies and jest, still the skipper hears what he wants him to hear and disperses the rest.

When I left my home and my well-paid job I was no more than a boy in the company of strangers 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

I asked only bosun’s wages I come looking for a job but I get no offers Just a come-on from Captain Loomen for the training school for the new youth.

I do declare there were times when I was so lonesome I took some coffee there

In the corner sits the skipper, a loser by his trade He carries a reminder of every boat that laid him low that are Mustos

I am just a bosun though my story’s seldom told When I left my home and my well-paid job I was no more than a boy When I left my home and my well-paid job I was no more than a boy.

I think we’ll have to get used to waiting around for Alex, That he’d learn to use a fender or maybe coil a rope.

Alex, who the heck is Alex?

Song composed by Lord Rank’s cruise of 1969, to be sung in the tune of ‘Rambler’.

We woke him up to ask him and he said his name was Alex

So we woke him up to ask him and he said his name was Alex

Waiting for Alex
Dean Butler 1985

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 seawee, he said 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 ‘Mournful’ has my sultan must be saved And I mustn’t cry my ‘tart’ 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’

Song by Lord Rank’s cruise of 1969, to be sung in the tune of ‘Rambler’.

Waiting for Alex
Dean Butler 1985

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 seawee, he said 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’ll 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 ‘Mournful’ has my sultan must be saved And I mustn’t cry my ‘tart’ 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’

Song by Lord Rank’s cruise of 1969, to be sung in the tune of ‘Rambler’.

Waiting for Alex
Dean Butler 1985

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 seawee, he said 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 ‘Mournful’ has my sultan must be saved And I mustn’t cry my ‘tart’ 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?
Evening live music for OYC/T 50th anniversary event provided by

Nine Mile Ride

Nine Mile Ride is the name of a pub in Berkshire which makes, among other things, Bar Billiard tables. Coincidentally (not!) it is also the name of a duo of musicians. They are:

‘Banjo’ Bill McKinnon
Vocals, Melodeon, Guitar, Banjo
George Wilson
Vocals, Guitar, Cittern

Together they have a wealth of music styles and can be found playing in a variety of venues.

titus.music@btopenworld.com
Sailing with a founder

[Chris Ellis joined James Cook in 1989 for a cadet voyage] Chris's sailing career for the week included a true oiled cloth 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 (unsual!) and during one short 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 of course another 20 minutes a cadet 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 usually do multi-coloured "line of sail. Except for this hazy time 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 grumbled about his lack of success and how he was going hungry and the fire was finding sufficient long sticks to put your burgers on to cook them 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 grumbled about his lack of success and how he was going hungry and the fire was finding sufficient long sticks to put your burgers on to cook them 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 grumbled about his lack of success and how he was going hungry

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I

Later in the week we had a barbecue on the beach at Seahouses. I
50th anniversary event attendees

With apologies for any omissions and errors

……adventure under sail

Fergus & Paula Anderson 2009-2010 Sea staff / afterguard
Peter Andre 2007-2010 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 Skipper, 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 Bews 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 Bolderson 2002-2010 Shorebased volunteer
Nicholas & Sue Bonham Sponsor / donor
Roger & Eleanor Bonnett 1982-1976 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 Bowms & 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 Brunney (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, Chairman of Governors
Dave Carnson 1991-2008 Skipper
June & Mike Carpenter (nee Attle and Terre) 1968-70s Crew member
Andy & Sue Cassell 1970-2010 Ratsey & Lapthorn Sailmakers
Tony & Lindy Chamberlain (nee Bagshaw) 1975/1970 – 1979 Skipper, Sea staff / afterguard
Jonathan & Sue Cheshire 1989-2010 Shorebased staff
Catrina Clarke & Ian Southworth Sea staff / afterguard, Crew member
John & Thelma Clark 1984-2010 Sea staff / afterguard
Will Clement Mate, Duet
Martin & Amanda Cloud 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 Cowley 1988-1998 Sea staff / afterguard, Crew member
Alistair & Louise Cook 1991 Sea staff / afterguard
Chris & Elizabeth Courtland 1960-2010 Founder, Trustee / Governor
Janet Courttice 1983- Sea staff / afterguard
Nic & David Crawford 1981-2010 Skipper, Sea staff / afterguard, Shorebased volunteer
Sally & Pete Crewry 2003-2010 Shorebased staff, Shorebased volunteer
Barry & Joani Custance 1964-1971 Sea staff / afterguard, Crew member
Ron Dawdell 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 1975 Skipper
Jim & Elaine Dymock 1962-1970 Sea staff / afterguard, Crew member
Jon Eads Marine Developments Limited
Jonnie 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 1968-2010 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 1968-1975 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 Church
Roger & Daphne Hodgkinson 1962-1973 Skipper
Jonny Holman 1994-2010 Sea staff / afterguard
Flo (Fiona) Holt 1986-1989 Crew member
David Hooke 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 Illiffe Patron, OYT South
Dan Jackson 1980-1983 Sea staff / afterguard, Crew member
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 1996-2010 Skipper
Barry & Helena Johnson 1982-2008 Sea staff / afterguard, Shorebased volunteer, Parent, Group leader / client, Trustee / governor
Hughie & Christine Jones 1980-1985 The Spinners, Crew member
Paul & Imogen Karat 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
dreams
of fostering
50 years