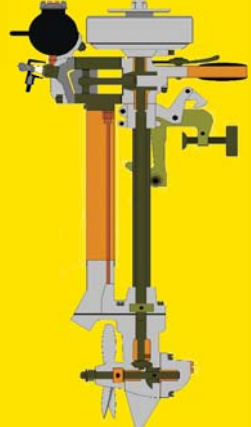


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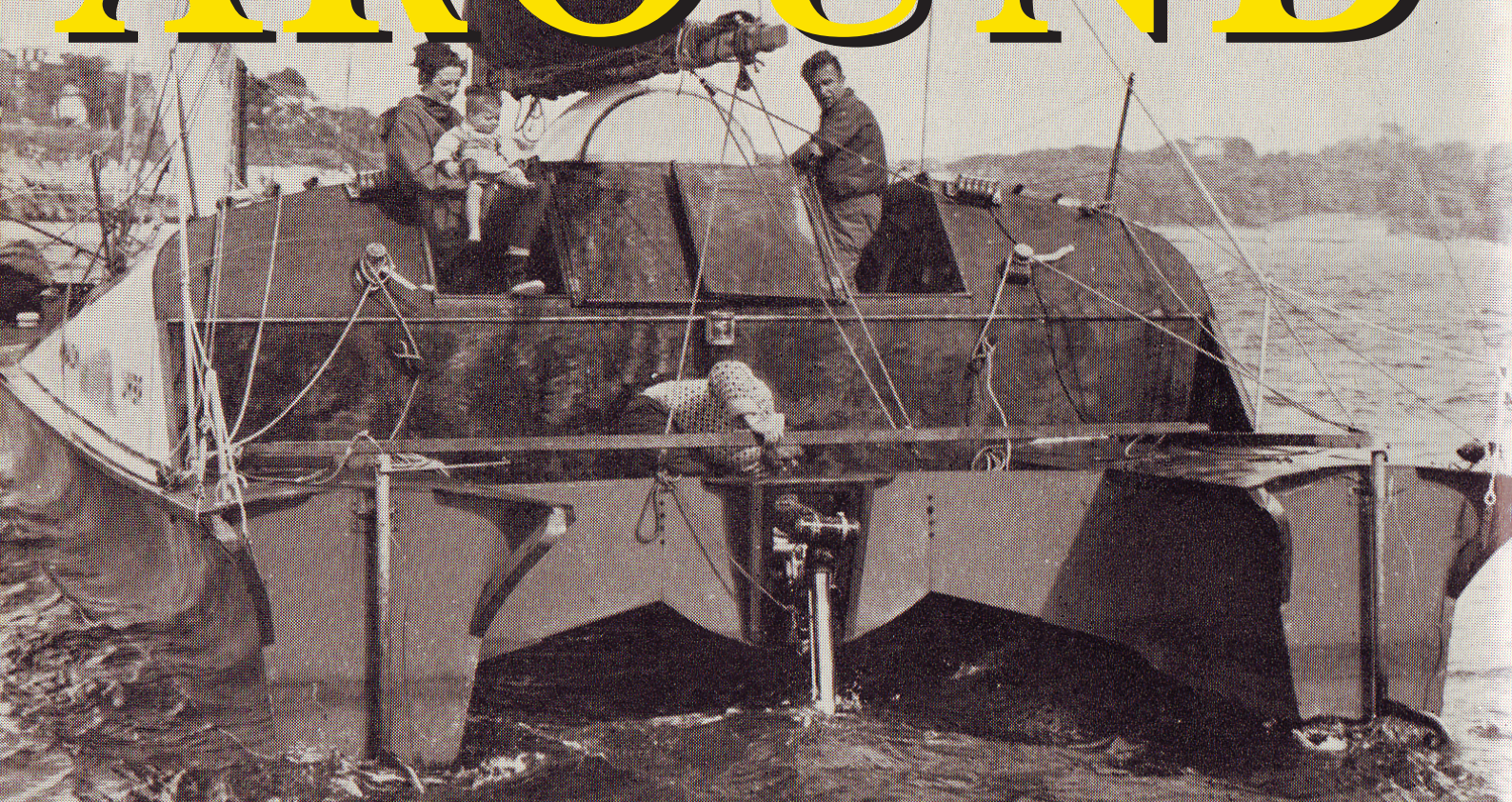
GULL

Issue No#3



The Official Journal for the International British Seagull Outboard Owner

FIRST AROUND



In the early sixties Kiwi David Lewis and his family made history as the first to sail a multihull yacht around the world. Less well known is the fact that the auxiliary engine on their catamaran Rehu Moana was a trusty British Seagull outboard.

Elsewhere in this issue: The Other Art of Seagull artist David Cobb; Australian Gathering in NSW; Kiwi Seagull racing from Mangakino; RISR pics; Waikato Report; Seagull boat build; Seagull by Pidgin

EDITORIAL

The cover story of this, the third edition of 'The Gull', might be argued by some as a bit of a long bow as a 'Seagull' story, as the 102 which powered Dr David Lewis' *Rehu Moana* is really incidental to the story of the man and his many adventures. But it was in fact that Seagull - or rather, the insistence by a fellow enthusiast that a Seagull had indeed powered the first multihull to circumnavigate - that prompted the editor's own research, resulting in the consumption of numerous of David Lewis' fascinating tales of adventure and derring-do, especially those concerning the navigation skills of the early Polynesians. We hope some of you will find the snippets herein similarly interesting and perhaps they will, in turn, spark your own research and adventures.

And if that research should lead you to eBay, be sure and keep your eyes peeled for examples of the artworks of David Cobb, a less-celebrated but nonetheless significant member of the Royal Society of Marine Artists, whose waterside and boating-themed artworks enlivened much of British Seagull's post-war advertising.

There are reports on the annual Round the Island Seagull Race (RISR) from Bermuda, and on the annual Waikato River Race from New Zealand, with one of the boats built for this year's race in Your Boats.

Hayling Island's Marathon has been run and won for 2012, with co-organiser Charles Large unable to enter due to a minor ambulatory issue, but as he did such a sterling job as timekeeper, his regular competitors are considering voting to give him that job permanently.

It is perhaps also timely to remind readers of the 'Summit To Sea' trip down the River Murray, planned for October 2013, only 12 months away now. Time to confirm those airline tickets and advise the boss - and your significant other - that you'll be 'off the grid' for a few weeks next October on the adventure of a lifetime.

Cheers! *plah*

COVER STORY

First Circumnavigation

Renowned adventurer and author, New Zealander Dr David Lewis, determined in 1963 to be the first to circumnavigate the globe in a multihulled yacht. Due to a happy accident, the family's catamaran was powered by a British Seagull.

For those who have never heard of Dr David Lewis, or his epochal voyage in the Colin Mudie-designed, Prout's-built catamaran, *Rehu Moana* ('Ocean Wave' in the traditional Maori of Lewis' New Zealand homeland), allow me to indulge in a little recapping.

Bored with the lack of excitement in his life,

UK-based medical practitioner Dr David Lewis heard about the inaugural OSTAR being organised by intrepid sailor Herbert 'Blondie' Hasler in 1960.

The first ever single-handed east to west Trans-Atlantic race, sponsored by *The Observer* newspaper (Observer Single-handed Trans-Atlantic

Race), it was designed to encourage participation by amateurs, rather than professional sailors.

It fired David Lewis' imagination and, having purchased a 25-ft Laurent Giles-designed Vertue sloop, *Cardinal Vertue*, he was one of only five race entrants, finishing in third place.

In the next OSTAR held in 1964 he sailed



ABOVE: Fiona Lewis pours a gourdful of seawater over the bow of *Rehu Moana* after husband David recited a traditional Maori launch-chant

[continued from previous page]

his newly built and tested Colin Mudie-designed catamaran, *Rehu Moana*, the race being the first leg of his subsequent round the globe adventure.

It took Lewis, his wife Fiona, and their two small daughters Susan and Vicky, almost four years to complete their circumnavigation, including a long stopover in New Zealand, but perhaps of more interest to British Seagull aficionados is the shakedown cruise prior to the 1964 OSTAR, in which Lewis and a motley crew of sailors and mountaineers sailed to Iceland from the UK port of Southampton.

During the voyage the crew were forced to jury rig the catamaran twice: once in Iceland after the untested 'wishbone' mast failed less than a week into the journey, and again in Stornoway - ironically on the Hebridean island of Lewis - on the

return journey, after the rig cobbled together in Iceland failed again a few days out from Iceland.

For our purposes what is more interesting perhaps is that the experimental Volkswagen Marine Drive power unit also failed - terminally - such that Dr Lewis was forced to cast about in Stornoway for any alternative power unit that might be available.

A fisherman was found who was willing to sell them his admittedly second-hand and somewhat crusty-looking British Seagull 102 outboard (Long Shaft with Clutch).

Somewhat nervously it was placed on a hastily fashioned transom in the motor well on the rear of the bridge deck. After adding a goodly dose of 10:1, in typical Seagull fashion, it fired first pull and, thanks to the crew-member concerned neglecting to adequately tighten the transom

clamps, promptly hopped itself off the transom and disappeared into 2m of murky harbour waters.

After grappling for perhaps half an hour with a line to which a large fish-hook was attached, he was able to recover the Seagull and, after flushing sea water out of the motor and tank, it duly fired up again first pull, much to the amazement of the skipper and onlookers.

It then proceeded to drive *Rehu Moana* in and out of every port they called into during the subsequent circumnavigation, and the trusty Seagull is even believed to have been salvaged when a subsequent owner ran the vessel ashore some years later. Its whereabouts and serial number are, alas, unknown.

Words: Mark Walker

Pics: Scanned from the hardback edition of *'Dreamers Of The Day'* by David Lewis



ABOVE: Note the fixed keels - not daggerboards - and the unusual wishbone mast, here in the 'capsize' test which showed a somewhat disappointing 'self-righting' angle of only 75 degrees. The mast broke twice and the keels were removed and daggerboards substituted.



ABOVE, TOP: Sailing with the original junk-rigged main and wishbone mast.

BOTTOM: The reefed mainsail on the jury-rigged mast built in Iceland. Note the Kiwi guarding its egg on the mainsail.



DR DAVID LEWIS - A life well lived

Dr David Lewis is one of those people for whom TE Lawrence (of Arabia) might have written the famous 'dreamers of the day' quote from his memoir, *Seven Pillars of Wisdom*: "Those who dream by night in the dusty recesses of their minds, wake in the day to find that all was vanity; but the dreamers of the day are dangerous men, for they may act their dream with open eyes, and so make it possible."

Born of Welsh-Irish parentage and raised in New Zealand and the Cook Island's Raratonga, he left New Zealand to complete his MD in London in 1938, then was drafted into a parachute regiment in WWII. Family, a busy medical practice and his involvement in the establishment of the National Health Service stymied his passion for skiing and mountaineering post-war. The collapse of his first marriage led to his participation in the first OSTAR. The success of the subsequent book, *The Ship Would Not Travel Due West*, convinced Lewis he could make a living from writing about sailing and adventuring, which in turn led to the first multihull circumnavigation in *Rehu Moana* - powered by that trusty Seagull 102. The story of the circumnavigation is contained in the two volumes *Daughters of Three Oceans* and *Children of Three Oceans*.

He is perhaps best remembered though for his academic Australian National University-sponsored research into the navigation skills and practices of early Polynesian navigators, and subsequent voyages in which those traditional skills were tested and proved, thus expanding the knowledge of the way in which the Polynesian and Melanesian peoples colonised the Pacific islands.

It also encouraged interest among the Polynesian people themselves, with Lewis being invited to assist on several subsequent Polynesian 'navigation adventures' across the Pacific. Some of those 'last navigators' Lewis encountered and interviewed in the late Sixties were thus encouraged to train another generation of indigenous navigators in the traditional skills necessary to pilot a vessel without the benefit of charts or compass.

It was this interest, and his absolute belief in the seaworthiness of the ancient double-canoes that undertook many of the Polynesian migration journeys, that prompted the design of *Rehu Moana*, the voyage of which in turn helped spark the multihull revolution of the early seventies.

He later became the first person to sail single-handed to Antarctica, in a voyage that almost took his life, an experience which prompted him to set up a research foundation that led small-scale scientific expeditions to Antarctica and other high latitude destinations that were previously less well-explored. David Lewis died, aged 85, at Tin Can Bay on the Queensland coast, in 2002, having sailed the east coast of Australia one final time.

Many of the books of his adventures are still in print and most are widely - and cheaply - available on eBay.



ABOVE: David Lewis aboard Rehu Moana during the initial shakedown cruise to Iceland, in which the rig broke three times, and the experimental propulsion plant was replaced by a trusty British Seagull 102 outboard motor, which powered the catamaran on its subsequent global circumnavigation between 1964 and 1968, becoming as far as is known, the first British Seagull to circumnavigate (as a main engine)



Just Bobbin' About

The first of what is hoped to be many future gatherings of Seagullians in NSW, Australia, took place at Bobbin Head, on Cowan Creek, part of the drowned river valley estuary that is Broken Bay, at the mouth of the Hawkesbury River, an hour north of Sydney.

As the activities of the Australian Seagull Owners Group gather pace and members, a suggestion was made to hold an initial meet in each of the major capital cities, with Sydney being the first cab off the rank.

Ten adults and four kids met at the boat ramp at Apple Tree Bay on Cowan Creek, a hop skip and a jump from Bobbin Head.

Jim Geddes drove the 'mothership', *Te Arawa*, a 47ft Lock Crowther 'Spindrift' with the writer and friend, Kate, aboard as crew.

Peter Arnold pulled up in his immaculate 32ft Halvorsen cruiser, with a tiny 6ft wooden tender, but alas, he could not persuade its Seagull to fire, so he was 'forced' to drive the big boat.

Marco Sniekers arrived complete with Fairlite Gull dinghy and his two boys, Luke and Tim, with the recently added brass tank in pride of place

atop his Silver Century.

Nick and Penny Aiken (who had provided the brass tank for Marco) arrived minus Seagull in their 15ft 'glass runabout, but with their 35HP Johnson's decals covered with 'honorary Seagull' badges.

Ex-pat Pom, Graham Cain and Jenny braved the waters in their tiny 8-foot aluminium 'tinnie'.

The writer attached his recently refreshed Model 75 to Jim's 10ft tender and, after almost coming to blows with an irate 'Seth Effrican' sailor on the pontoon near the boat ramp, with Devon Jones aboard as crew led the way on a short jaunt up the picturesque Cowan Creek to the waterside village of Cottage Point.

Unable to find a berth on a pontoon anywhere, and it getting a bit late to try for a beach further afield, it was decided to return to Winson Bay, just north of the boat ramp, and

there congregate aboard the mothership for a BBQ lunch.

Apart from a few minor cock-ups (some people thought Plan A - BBQ at the boat ramp - was still 'in play') and there being bugger all wind - so *Te Arawa* had to be motored all the way to and from the meet - it was a very successful day trip, and showed the way for a revisit to the area at some future point.

None of the kids fell in, nobody drowned, and apart from the writer's fuel line 'pump' not working at first, all the motors ran well too.

Which, where Seagulls are concerned, is sometimes half the battle!

Words: Mark Walker

Pics: Marco Sniekers, Jenny Cain, Kate Tribe, Penny and Nick Aiken



ABOVE: 'The Gull' editor, Mark Walker, helming his Model 75 Silver Century with a cut-down-broom-handle extended tiller aboard Jim Geddes tender, with Devon Jones as forrard hand, leading the fleet towards Cottage Point



ABOVE: Ex-pat Pom, Graham Cain with Jenny in their 'Tiny Tinnie' - an ancient Savage aluminium dinghy with direct drive 102 parping away merrily on the transom



ABOVE: The 'honorary Seagull' aboard Nick and Pen Aiken's 15ft 'glass runabout; the editor is cursing the fuel line pump in the background



ABOVE: The 'mothership' *Te Arawa*, Jim's 47ft Crowther Spindrift bridgedeck catamaran - built by Jim himself in his mum's (now his) backyard back in the mid seventies, and still going strong!



ABOVE: Nick and Penny Aiken, with their three junior Seagullians aboard, constantly having to throttle back 'the honorary Seagull' for fear of overtaking the rest of the fleet. The kids had a ball!



ABOVE: Some less discerning folk choose not to use a Seagull powered dinghy to access Cowan Creek. The seaplane swooped in like some outsized seabird, drowning even the noise of the Seagulls, and plopped itself down right in front of the fleet

ABOVE: Clear blue waters, sandstone and eucalypt shoreline - where else could you be but Australia - the flag is simply overkill. Luke, Tim and Marco Sniekers in the 14ft Fairlite Gull seen in detail in 'Your Boats' in Issue#1



ABOVE: Skipper Jim Geddes in his uniquely Australian 'BBQ Chef's hat', acting as cook on what he calls *Te Arawa's* 'Lido Deck' with, L to R: Peter Arnold, Nick Aiken, Marco Sniekers and (Foreground): Kate Tribe (back to camera) and the editor. We rafted up with the Halvorsen to starboard, the runabout to port and the dinghys off the stern. Great venue for a picnic, many thanks to Jim for bringing the mothership along!

Te Arawa (The Shark) is named for an ancient - and very lucky - Maori double-hulled voyaging canoe, one of the first to reach and colonise New Zealand's North Island. How it came by the name is worth a story all on its own!

Tok bilong im Sigul

Tok bilong moto ol i kolim Sigul

Wanpela kain moto i stap, nem bilong en Sigul. Em i no save bagarap tumas.

Ol man i save laikim dispela moto na kolim nem bilong en planti taim, olsem na long Solomon Ailan ol i save kolim "Sigul" long olgeta moto.

Ol papa bilong Sigul faktori i save tok: Dispela moto i winim olgeta arapela moto long olgeta hap graun.

Dispela em i gris tok bilong ol.

Tasol wanpela samting em i tru: ol i kamapim dispela kain moto long 35 yia i go pinis, na long nameltaim i kam inap nau i no gat wanpela save i kamap winim dispela Sigul long ol i mas senisim wanpela samting bilong dispela moto.

Information about the outboard motor they call a British Seagull

There is a motor called British Seagull, which doesn't breakdown too often.

Everyone likes this motor and uses the name often, so often that in the Solomon Islands they call any outboard a "British Seagull".

The bosses of the British Seagull factory say that the British Seagull is superior to all other motors because of these features.

This is their boastful speech.

But this much is true: they designed this motor 35 years ago and since then they haven't had to make any modifications to this design.



Lightener of the Brown Man's Burden

The burden of the brown (or black) man has always been physical labour—until the white man taught him to put machines to work and provided machines specially suited to his native problem.

In the snag-strewn chaungs of Malaya, and the swift-flowing rivers of Burma with their shifting sandbars, as well as among the fishermen of Lagos and the Red Sea and the bumboatmen of the Caribbean, the possession of a Seagull brings wealth to its owner. Mechanical simplicity, utter reliability in spite of inexpert handling, ease of starting and simplicity of operation are essentials in powering native craft. These are the virtues with which the Seagull is outstandingly endowed.



BRITISH SEAGULL

"The best Outboard Motor in the World"

THE BRITISH SEAGULL COMPANY, LTD., POOLE, DORSET, ENGLAND

Telephone: Poole 318

Telegrams: Seagull, Poole

R.A.Lachall, quoted in "Save na mekim" published by the Melanesian Council of Churches 1982



GULL NEWS

Latest British Seagull News On People And Events From Around The World



NEWS FROM BERMUDA - 2012 R.I.S.R

Round and round the rugged Seagulls ran

Well, okay, so they only went around once, and some of them weren't especially ragged, but Bermuda is most definitely rugged, although it tends to be the coral outcrops in the shallows that concern the Seagull boats more than the rocks at the waters edge.

After an initial postponement for a week due to high winds over the course, the Annual Heineken Round the Island Seagull Race got under way at the Spanish Point Boat Club, Hamilton, Bermuda, on June 23rd, with sunny skies and a record 69 boats signed up, although only 66 turned out on the day!

Also a record was the seven boats contesting the Harrison-Williams All Girl Crew Shield, while the Youngest Crew trophy was a lay down misère for Danielle Lightbourn (18) and Pansy Olander (17), who pipped last years' winners of the same age who are now, alas, a year older!

Saturday 23rd dawned better than the week before – the only thing to be heard in the background of the otherwise silent morning was the nnnnnnnnnnnnnnnnnnn of a Seagull engine in the distance!!! Still testing at that time of the morning..... oh well..

Winds were forecast 8-12kts out of the west – decreasing in the afternoon – which unfortunately did not happen!!

There were some beautiful boats out there this year – the effort that people have put into them is amazing. The crew of *The Family Tree* have done some amazing cedar work on the interior of their boat. Not to put down other classes who have redesigned boats (Hal Conyers) and others who have great signage on their sports boats (have to name a few - *Fraid Knot*, *Tide Problems* had some interesting decorations!)



So aside from North Shore being ugly - due to the weather forecast being totally wrong about the westerlies dying out in the afternoon, a good day was had by all.

The Selley twins deserve a mention, as their boat called, ironically, "Dunneadname" was ready to sail but was inadvertently left right way up, and filled with water - the pressure of which split the seams! Fortunately, the extra week lay off - thanks to the weather which filled the boat - enabled them to fix it all up and race with it a week later!! Well done those two!

Neil Stempel (crash boat) up around Castleroads was called by Ian Finnerty to come rescue them off Pink Beaches - so they went there - and all they could see is one boat not moving - so - approaching it - it was apparently *Seaweed* "taking a break....."(???), and no - they did not call for help. So luckily the erstwhile boat who needed the help saw the crash boat going to help another - uninvited - and called again saying: look east - 1 mile - we are waving - we are the ones who called.... Help!!!!!! And thus redirected - off went our good crash boat to the rescue!!

Cool Runnings - the Rasta boat gave a lot of the crash boats some work. Lots of people called to say that they were "heading for the rocks", but all the shore crew could do was ask all the crash boats to watch out for them.

Don't think they realize that Rastas









MAIN RESULTS and PRIZES

Line honours

Slippery Terry Pimental and Michael Bean

First with prop spring & stock motor

Old Skool Gulduggery Andrew Petty

First traditional wooden dinghy

Friendship Keith Bridges

First All Female Crew home

In The Pink#13 Danielle Lightbourn and Pansy Olander

Fastest Sports Seagull

Longa Knots Stephen Roberts

Best Dressed Boat

Giddy Midget Nigel and Christian Pollard

Best dressed captain and crew

Cool Runnings Aaron and Weston

First Motor to break down

Ground Swell Shaun Burgess

Original Crew and Boat Still Racing

Screaming Flea John Edmunds

Best boat name

Broke But Afloat Paul Martins

Last boat over the line by prizegiving

De Bermuda Intruda Slayton Outerbridge

CLASS WINNERS

CLASS A

Under 16'

Naughty Bits Jason Semos

CLASS B

Over 16'

In The Pink#13 Danielle & Pansy

CLASS D

Over 16'

Slippery Michael Bean/Terry Pimental

CLASS E1A

Friendship Keith Bridges

CLASS E1B

Old Skool Gulduggery Andrew Petty

CLASS F

Longadanyurs Andrew Percy

CLASS G1 - Sports Racing

Longa Knots Stephen Roberts

CLASS G2 - Sports Cruising

Thick Seamen Iain Hardcastle

CLASS G1 (+ Pipe) - Sports Racing

Game Over JJ Soares [in a new race record time of 1hr 50mins]

don't drink... or maybe they were trying to convert them... anyhow - the good ship of Nea and Martin Dixon took them under tow so they made it back to Spanish Point, to collect the Best Dressed captain/boat prize. They did match their boat when they set off - in full 'Rasta' uniform - and managed to be in it for the prize giving.

Giddy Midget won the Best Dressed Boat - they looked pretty smart - what with the flags and matching uniforms - someone's got to try and beat that effort next year!

Congratulations also to Scott Barnes for being dedicated enough to finish the race. For

those that missed it: his crew decided to taste victory *before* crossing the line - they were in second place for their class - and on North Shore, just before the turn to Point, Ryan Barnes stood up causing a complete overturn of the boat - drowned engine - the lot!

Good work by the rescue crew meant that they were taken to shore quickly: engine drained, managed to be restarted and - not trusting Ryan to remain sitting down - Scott crossed the line alone. Watch this space to see who his crew is next year!!! My bets are it will still be Ryan, but Scott better buckle him in with a safety belt so he can't get up and overturn the

boat again!

There are no doubt a lot more stories to tell – but unfortunately the perpetrators and the witnesses have not shared them as yet. Wonder why??

A big thank-you should also be expressed to the helpers at the BBQ dinner- Robin and Samantha Stempel. Robin was the young lady taking the tickets - and woe betide those persons who had forgotten their BBQ tickets or left them in their boat – she dealt out a mean slap on the wrist! So remember that for next year!

Samantha helped Carla on making sure the

food kept coming and helped give out the prizes. It was great to see the younger people getting involved.

Remember everyone – we have to get the younger generation interested in all of this crazy Seagullian stuff, or one day there will be no-one out there on the closest Saturday to the solstice. Think about it, and encourage a few more out on the water for next year!

Words: Martine Purssell

Pics: Thad Murdoch



THANKS TO:

A special thank you to the RISR sponsors Heineken and to Rubis Shell for the fuel for the crash boats - and a HUGE thank-you to the guys on the crashboats!! We also have to thank Kirk Wilks and Chris Malpas of Wilks Catering for keeping our catering costs down – and for providing such a wonderful spread; to Sara for providing our music (I saw some kids doing some awesome dancing!!!); and especially to Spanish Point Boat club for waking up early and letting us in and for being the hosts for the day; and a big thank-you to all the people/companies who gave us freebies to give out as prizes - you guys are awesome!

And lastlybut most importantly to all the skippers and crews. It was an an absolutely amazingturnout! The enthusiasm and the quality of the boats and their decorations was a credit to everyone involved.





NEWS FROM NEW ZEALAND

Lake Maraetai - Mid-Winter

Over the weekend of 16-17 June - mid-winter in the land of the wrong white crowd - there was a meeting of Seagullians in Mangakino, a small town in the centre of the North Island of New Zealand on the banks of the Waikato River.

The town was built in the late forties to house the workers who constructed the eight hydro dams on the river over the next 20 years.

Lake Maraetai is a relatively small

lake, covering only 4.4 km², but it is 75 metres deep in some points, and the powerhouse at its northern end generates 360 MW of power.

A sensational trip! Despite the cold start & early fog, the weather turned out to be a wonderful clear day with little wind. A big turnout of some 35 or so participants with a wide variety of vessels from big trailer yachts to long-boats & sprint boats lead to a most enjoyable tiki-tour

around the lake and all its spectacular scenery.

The adventure down the Mangakino stream was a highlight for many, with its rocky and narrow canyons and spectacular waterfall.

To finish the day, a first class dinner was organised at the local tavern.

Words: Chris Steele; Rex Charlton

Pics: Chris Steele



Andy 'Tinker' Murray's gorgeous 20-ft 'Waikato Flea' carving up the cold waters





ABOVE LEFT: The Maraetai Dam; ABOVE RIGHT: Chris' new boat 'Chilli Dog', with the dog chillin' out on the foredeck

Waikato - candid Cam'



ABOVE: Finished - just - and first test in the turbine pool below the dam, waiting for the official start of the 2012 Waikato Race

After a good night's sleep it was out to the bottom of the dam for the race start, making sure we were out early to have time to fix anything that would of course go wrong when Seagull racing. After a few laps of the turbine pool we found all was okay.

Day 1: So after the few laps it was back to the bank to add tape to where it was needed, then we waited for the start. Race start nearing we went back out in to the whirlpool to circulate. Everything was going good until Terry in River Rat came flying from shore towards me bashing into me as I tried to turn back out of his way, cutting mine and his engine out as he continued straight into the dam control building with an almighty thud.

After checking he was ok, I turned myself around, got my engine going, then asked if he wanted to be towed out but he said to go as he was trying to sort out his steering.

There was the start hooter, so everyone turned and headed down river with Ross Leger in his open class boat out in front, on the hunt to beat Charles Large's open class record from 2008.

After taking it easy though the rapids and the logs, rocks and small channels by the golf course, and the rock wall at the low level bridge at Cambridge, it was time to get racing.

As fuel and everything was good I didn't stop at Cambridge and pushed on chasing Andy Murray in his beautiful 20-foot 'Waikato Flea' who was not too far in front, even though he

wasn't in the same class as me.

I was leading my class at that point. After getting the GPS going and checking my speed it was maxing at 13 knots at that stage. Not bad for the first time in the water with no testing! I played around with motor height using the jacking plate till I was at full speed. After catching Andy and getting stuck in his wake for 5-10min I finally got past him before losing revs at the Hamilton Gardens, being passed by Andy. I made it to Hamilton, topped up on fuel and changed the prop, then I was off again with more speed but still not all the speed I had earlier.

After finally making it to Ngaruawahia still in the lead it was time for more fuel and supplies (food). Just as I was ready to go, Ian in his inflatable with sled (also in my class) came buzzing in. So I got back out there only to make it 3/4 of the way around the next big corner before he passed me.

Then making it past Taupiri and up to Huntly I saw a boat coming up fast. It was boat #66 from the dinghy class. I then moved behind him and got my self in his wake and continued to surf his wake through Huntly before falling out and slowing back down. After hitting no sand bars I made it to the halfway point at Rangiriri, about 4 hours faster than in last year's boat.

Day 2: After returning home and getting everything ready and a good sleep it was back to Rangiriri for day 2. After a few laps, circling the pool above the bridge we were off, with fewer and fewer revs as the day went on. After surfing more peoples' wakes and searching for the deep part of the river the motor started to misfire. After stopping finally I only waited 10 or so mins before Rex Charlton's dinghy came flying up to assist. After choosing to get a tow, we were off to Mercer. Looking back, the boat looks great planning at 20+ knots! After getting to Mercer and tightening the magneto base plate and a quick carb clean, I got it started and was off - but not before running up to Mc Donalds to get a burger - keeping true to the



Powering along in the upper reaches at up to 13 knots



Ignominiously towed into Mercer behind Rex Charlton's safety boat

tradition me and a couple of school mates started back in 2010. After setting off I passed around Te Toki island and getting passed by the bathtub racers I made it to Tuakau where i didn't stop, just continued on. After slowly making it up the main channel I made it to the elbow, where the the wind against the tide was starting to make things interesting, with rolling waves 1-1.5ft, but I pushed though them with no problem.

As I made it closer to the turn off up to Hoods Landing it was getting worse, with some waves up to 3ft, so after having water slowly splash or wash in, it was time to hug the shore. Unfortunately my steering pin chose

this moment to fall out, and with more motor issues threatening, I opted to take a tow from the next available safety boat, which also had Terry and River Rat tied on. Shortly after another safety boat rolled up, so I shifted across to them and we slowly made it though the rough water to the finish at Hoods Landing and after packing up it was off to the Waiuku Cossy Club for prize giving and celebration dinner, where a good time was had by all.

Hopefully the motor will be a bit more reliable next year, and I'll be able to go the whole nine yards (or 88km) and finish both Days under my own power!

Words: Cam Sutherland

Pics: Random people



NEWS FROM THE UNITED KINGDOM

Hayling Handicap

As Charles couldn't get into a boat he was 'promoted' to timekeeper and so missed a good day out on the water, and potentially a red face after Allan sped around in his usual style.

Everyone who started finished the course, though Martin did get stopped by the Harbour Master, but not for speeding.

Barry once again filled the "safety boat" role and did a brilliant job with his lovely wife Diane. Thanks again Barry!

Itchenor Sailing Club did a great job of housing and feeding us for the weekend and even had enough Dutch beer to stop our Dutch visitors getting dehydrated! It was good to see them again, and obviously enjoying themselves.

Mark absolutely flew around with a new "tinny" boat and an untested motor (model 75). It looks like he's set a time to beat at 4hrs 03min, as Allan was only 33 minutes in front of him - with his modified motor & longer hull!

Perhaps someone else will show Allan and Mark how to do it next year?

The day was a true test of the motors. John's unmodified model 75 used 1.5 gallons to do the full course, which measured through the water was nearly 25 nautical miles (allowing for tidal stream etc). Approx 22 miles over the ground.

However his motor was never at much more than half throttle, partly to keep alongside the intrepid Dutchmen, and partly because he'd forgotten to seal the centreboard case top and above that speed, water was coming in!

The most exciting part of the course was leaving Chichester harbour, against a 3 knot tide and in very confused and at times



Stephen and dad Mark in the speedy tinnie



Wander and Martin caught refueling



Barry and Diane again performed sterling work in the safety boat



John Williams, owner of Saving Old Seagulls, and Darian in the well-named 'Seagull'

[continued on page 22]



Jan looks over his shoulder at Martin and Wander bearing down, with Barry and Diane in the safety boat behind them, and John and Darian in 'Seagull' bringing up the rear of the fleet



Jan and Andrew in Charles' boat, with Barry in the safety boat keeping a close eye on them - or more likely an ear, given how loud Jan's 102 gearbox is!



ABOVE: The presentation ceremony in the lovely Itchenor Sailing Club with, LEFT to RIGHT: Diane, Barry, Mark, Allan with his two kids, Lawrence and Roberta, Charles 'Hopalong' Large, John Williams (owner of Saving Old Seagulls), behind him (obscured) is Dutchman Martin, Stephen, and the other two Dutchmen, Jan and Wander. Note the 'trad' Seagull-Man-style blue and white striped shirts!

BELOW LEFT: Chief photographers, Trish and Reyna; RIGHT: The Marathon route

RESULTS

Modified Class

Allan 3hrs 30min

Stock Class

Mark 4hrs 03min

Jan 5 hrs 05min

Martin 5hrs 06min

John 5hrs 07min



exceedingly choppy water, due to the hundreds of large powerful boats all making waves, it got very tricky there for the smaller boats. Fine for John's and Allan's 16 footers, but even they got the odd rogue dollop on board!

The rest of the course was straightforward enough, with a gentle tidal stream of 0.7 knots with us to Langstone entrance, but at the top of Langstone, just after high water, the Hayling Island bridge current was suprising, again 3 knots against us and it made huge bow waves by the remains of the old railway bridge buttresses, where the fleet was treated by a visit from a seal! Was it the official 'seal of approval'?

With a falling tide and a heavy boat (0.5m draft), John opted for a longer course round the Chichester mud flats, (they dried 3.8 metres in places and the 4.5 metre high tide was well away), catching up with the Dutch lads when they got off the sand/mud they collected on their 'short cut'.

These two remained in company for the rest of the trip, meeting Allan coming the other way in his go faster Rana with modified Seagull. He'd popped back to see where we had all got too!

John and Darian confirmed they will be back next year, so long as John can sort out the onboard loo! The facilities at Itchenor were ideal, good rooms and food, perfect location, launching and car parking cheap enough.

So anyone with a sturdy 12ft minimum length boat, capable of taking to the sea, strap a Seagull to the back of it and come and join the fun!

Words: Charles and John

Pics: Andrew, Richard, John and Darian

To find out about next year's event and for more pics go to:
www.saving-old-seagulls.co.uk/seagull_racing/seagull_racing.htm



NEWS FROM AUSTRALIA

Scarborough Fare

The Australian events calendar was quite busy earlier in the year, with a number of States getting an initial meeting under way to take the opportunity to get to know a few of the local Seagullians and to get the boats and motors on the water.

Queensland got their inaugural event under way with a short jaunt from the northern Brisbane suburb of Scarborough across Deception Bay to the canal development of Newport Waters.

Five boats and a total of 10 people turned up for this first short jaunt, launching from the very well kept Scarborough boat ramp.

Attending were Seagull Owners group convenor, Mark Walker, in his 11ft Caribbean with model 75 on the back; Chris Treloar with deckhand Teresa and 102; Larry on his Pat Malone with 102; Don and Pat Hughes on their 17ft trailer-sailer with 102; Lindsay Linton in his tinnie with..ahem..Yamaha motor, and Glenn Berry dropped in to say g'day.

Despite the weather forecasters doom and gloom predictions, Sat 21st April turned out clear, fine and warm - perfect weather for Seagulls!

It was an easy launch from the Scarborough east ramp, a short run across Deception Bay and into the

Newport Waters canal development, there to locate and investigate the Seagull Canal.....believe it or not, the canals have 'road' signs at the intersections.

Back to the ramp, haul out and re-gather for lunch at the nearby Reef Point Cafe. Top food. Excellent company.

It was a good 'first meet' for the locals to get to know one another and ticked all the boxes.

Let's hope this is the first of many more events to come.

Words: Mark Walker

Pics: Lindsay Linton, Mark



Lindsay and his tinnie with Not-a-Seagull on the back



Pat and Don Hughes on their 17ft yacht with trusty 102



Larry and his 16ft ply sailboat and 102 direct drive



Larry, Teresa and Mark at the Seagull Canal 'roadsign'





A Brisbane Storey

A quickly organised short jaunt on the Brisbane River was promoted by one of the latest Queensland recruits to the Oz Seagull Owners group, Kean Austin.

Alas, only two boats, each with two aboard turned up on the appointed day,

which is somewhat disappointing, given it was central to everyone in Brisbane, but many thanks to Don and Pat Hughes for bringing their 17-ftr along.

Apparently it was a good day, weather fine and no major tide or current issues, and there was lots to look

at on the run down river to the Storey Bridge, so those who ummed and ahed, you missed out big time. *[Ed: A big round of applause for Kean for actually organising something! Good effort!]*

Words: Kean Austin, Mark Walker

Pics: Kean Austin



New Norfolk meet



For those of you who didn't follow the thread on SoS, we're all a pretty laid back bunch down here in Tasmania, any more so and we'd be horizontal!

This was the first time we have got together and for crazy Seagull owners we all seemed pretty normal with second heads left at home. *[Ed: For those who missed it, Taswegians are the hillbillies of Australia, with two heads, 12 fingers and who knows how many toes. A right weird lot, in fact. Perfect for*

Seagull ownership!]

Luckily for this time of year we had good weather and it wasn't too cold.

We all got a chance to get out the 140 grade emulsified with a quick trip up the Derwent River from the boat ramp at New Norfolk, with the Centuries clearly the winners on speed although mine would only run on full choke, probably due to bad fuel I think.

A couple of nice huon pine clinker dinghies were on display *[Ed: Huon*

pine is a now very rare 'perfect boat-building timber' once prevalent in the Derwent Valley] and with plenty of bailing on display as well, I think I'll stick to aluminium for a while yet!

Hopefully as the weather warms up in spring we can organise another event of longer duration with maybe a BBQ to give us a better chance to mingle, meet the folks and talk about Seagulls and other relevant subjects.

Words and pics: Rolf Hey

SPECIAL FEATURE

David Cobb: Seagull Art

The varied talents of a former British Seagull advertising artist

British Seagull used many artists from whom it commissioned artworks as part of its advertising campaigns over many years, especially post-war and through the sixties.

They used four main artists, but two of these stand out as especially productive: Robert E Groves, whose work featured in the pre- and early postwar years, and the subject of this feature - David Cobb - who was most active in the fifties and sixties.

Charles David Cobb was born in 1921 in Bromley. Educated at Nautical College, Pangebourne he later studied

under the artist Borlase Smart.

In the early 1940s, he served as 1st Lieutenant in the Atlantic convoys and, between 1943 and 1945, he was commander of an MTB, working in the North Sea.

David Cobb began his painting career at Newlyn and has since worked in the Sussex village of Itchenor (where he lived for some years) until he moved to live near Brockenhurst in the New Forest in 1954.

He built the small, timber 'flat pack' cottage himself, and lived there for a further 54 years.

He married the painter, Jean Main, and lived with her in the New Forest house until she died in 2008.

A great lover of the sea, he kept his boat *White Heather* at Brockenhurst for many years.

A renowned marine and landscape artist, he served as Vice-President of the Royal Society of Marine Artists (RSMA) in 1973, and as its President between 1978-83.

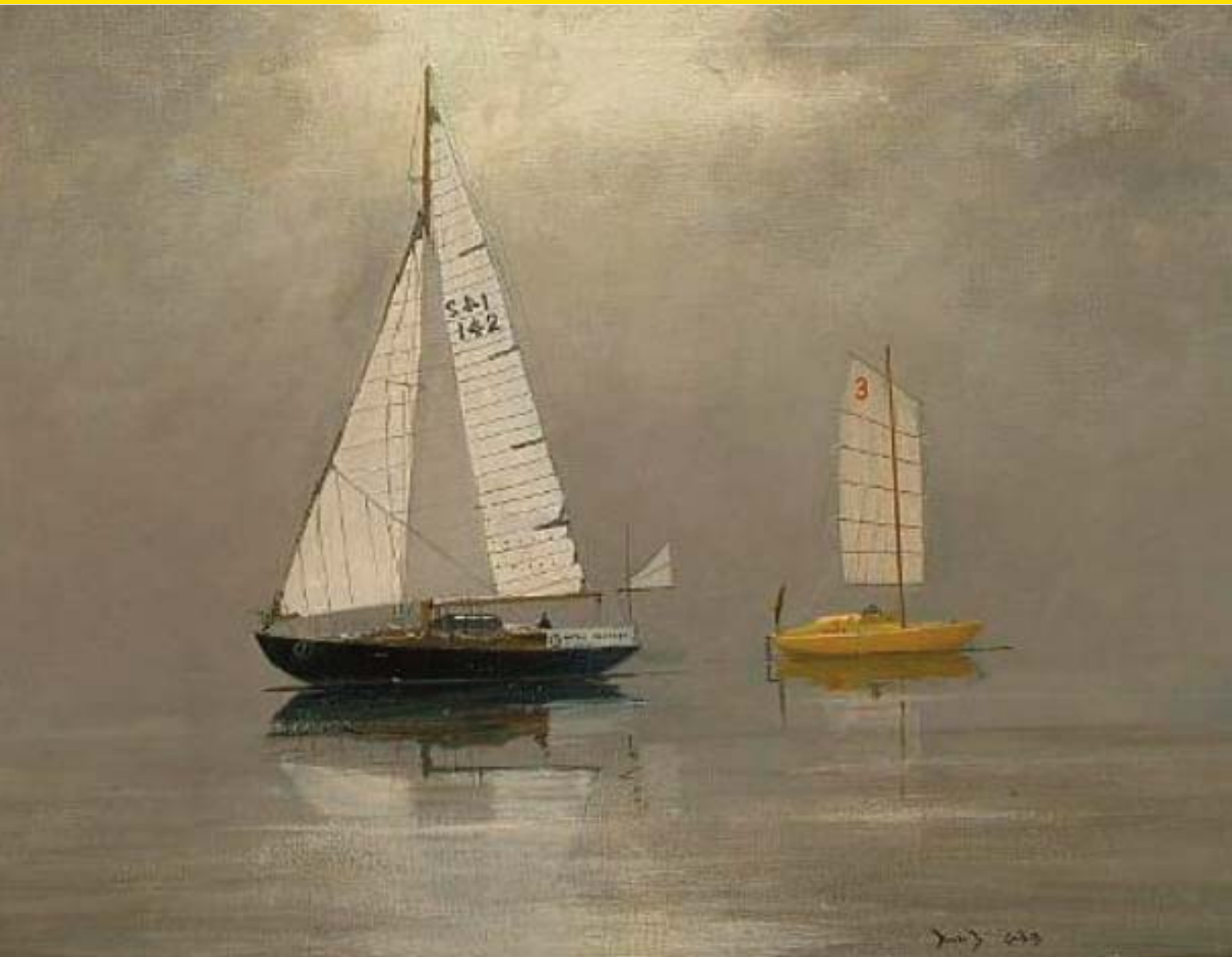
His artworks featured in British Seagull advertising, but he also painted many 'carriage art' pictures for British railways, and numerous seascapes and landscapes with

[cont on p26]

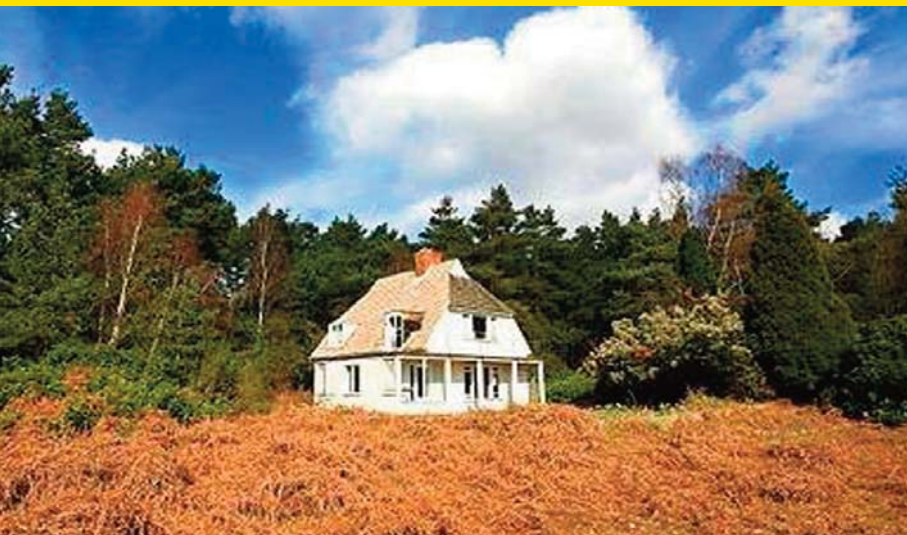


ABOVE: David Cobb's work 'The Postman at Poole Quay' - alas, sans Seagull

SPECIAL FEATURE



ABOVE: David Cobb chose two of the boats entered in the original OSTAR race: Francis Chichester's *Gypsy Moth III* and Blondie Hasler's *Jester* as the subject of this work from the early sixties. BELOW: Cobb's self-built house in the New Forest near Brockenhurst



particular nautical interest, such as the Lakes District.

He was also an official war artist, being flown out to the Falklands during the Argentinian war in the early eighties, to paint scenes of battlefields and seascapes which hang to this day in the officer's mess of the various regiments and naval units depicted in the paintings.

He sold the house in the New Forest after Jean died, but is thought to be still active within the RSMA.

Words and pics:

Extracted from various public records and edited by Mark Walker

SPECIAL FEATURE



LAKE WINDERMERE, LAKE DISTRICT

From Greg Norden Collection - www.travellingartgallery.com Tel: 0845 8333301



No. 4 of a Collector's Set of 12 Cumbria Railway Carriage Prints

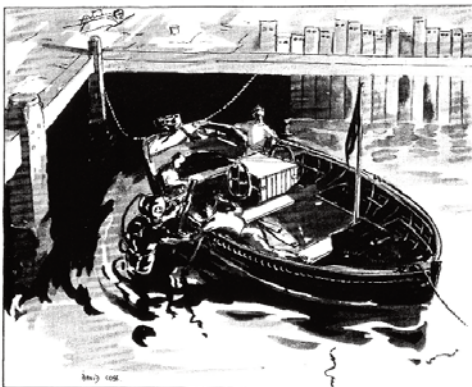
ABOVE: The above land/waterscape of Lake Windermere is typical of the type of works specifically painted as 'carriage art' to adorn the trains of the various British railways.

This particular image was kindly provided by Greg Norden of the Travelling Art Gallery <http://www.travellingartgallery.com>. Check out his website for loads of similar carriage art by Cobb and numerous other UK marine and landscape artists.

SPRING, 1949

81

BRITISH SEAGULLS EARN THEIR PETROL



Don't forget the Diver

ONLY those who have dived know the sense of isolation which the diver feels. He is cut off from all communication, except by the crudest signals, with his attendants on the surface. Perfect drill, teamwork and flawless equipment are the safety measures.

Diving gear bulks large in a boat, but if the engine is an outboard, perched out of the way on the transom, a very much smaller tender will accommodate the

divers' suits, pump, gear and attendants. More and more harbour authorities are finding that for manoeuvrability and versatility the British Seagull has most other means of propulsion licked and that it is the equal in unfailing reliability of very much bulkier inboard engines.

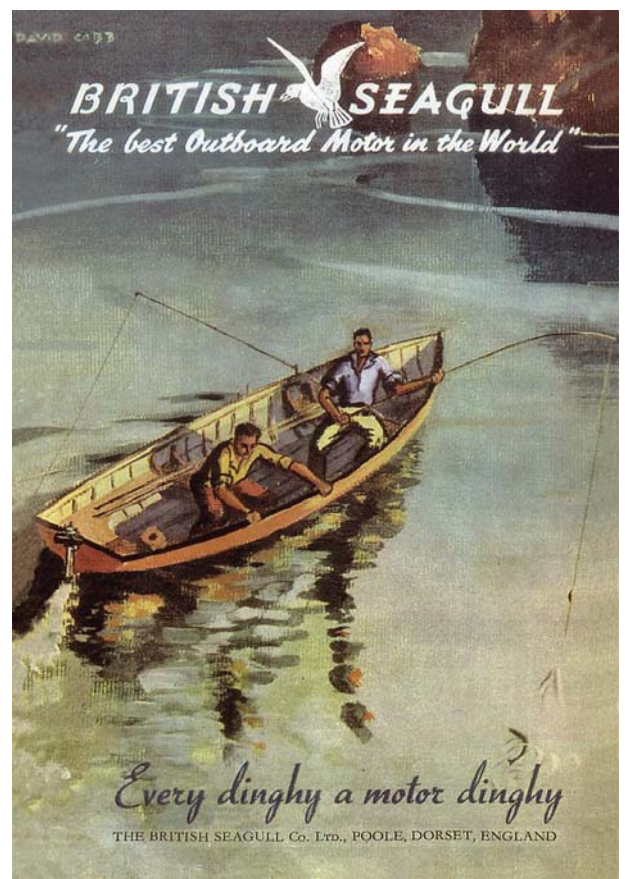
That is why you will meet thousands of these little "mariner's maids of all work" doing unexpected (and ordinary) jobs uncommonly well in odd corners of the world.

BRITISH SEAGULL

"The best Outboard Motor in the World"

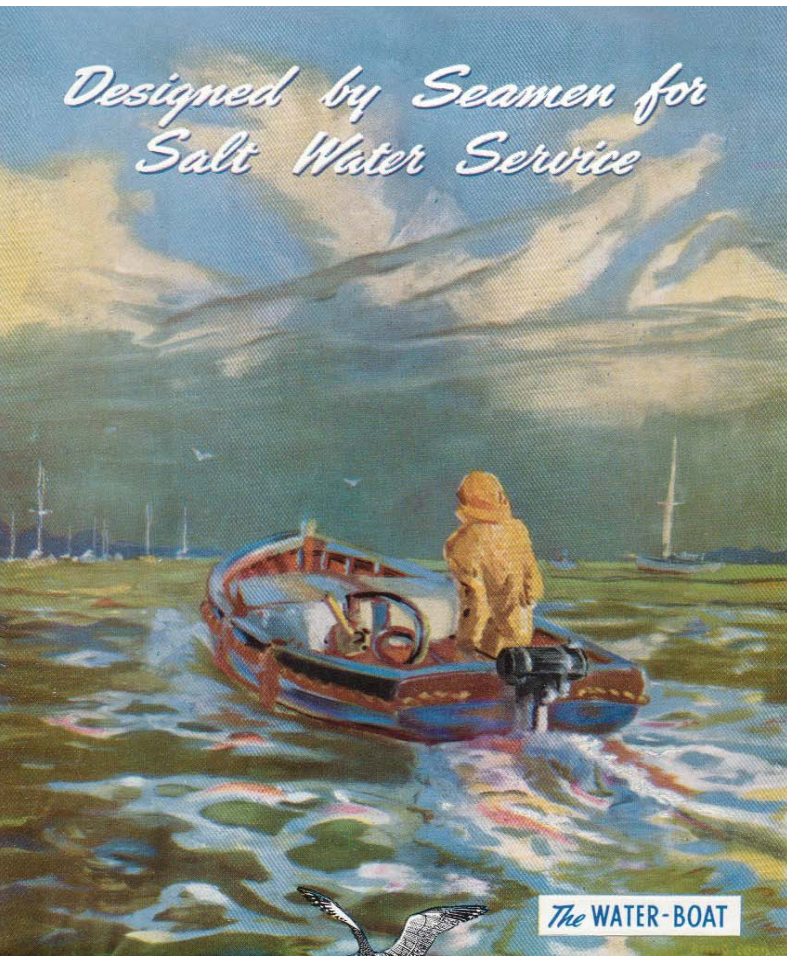
THE BRITISH SEAGULL CO. LTD., POOLE, DORSET. Phone: Poole 818

Please mention "THE YACHTSMAN" when replying to advertisers.



SPECIAL FEATURE

*Designed by Seamen for
Salt Water Service*

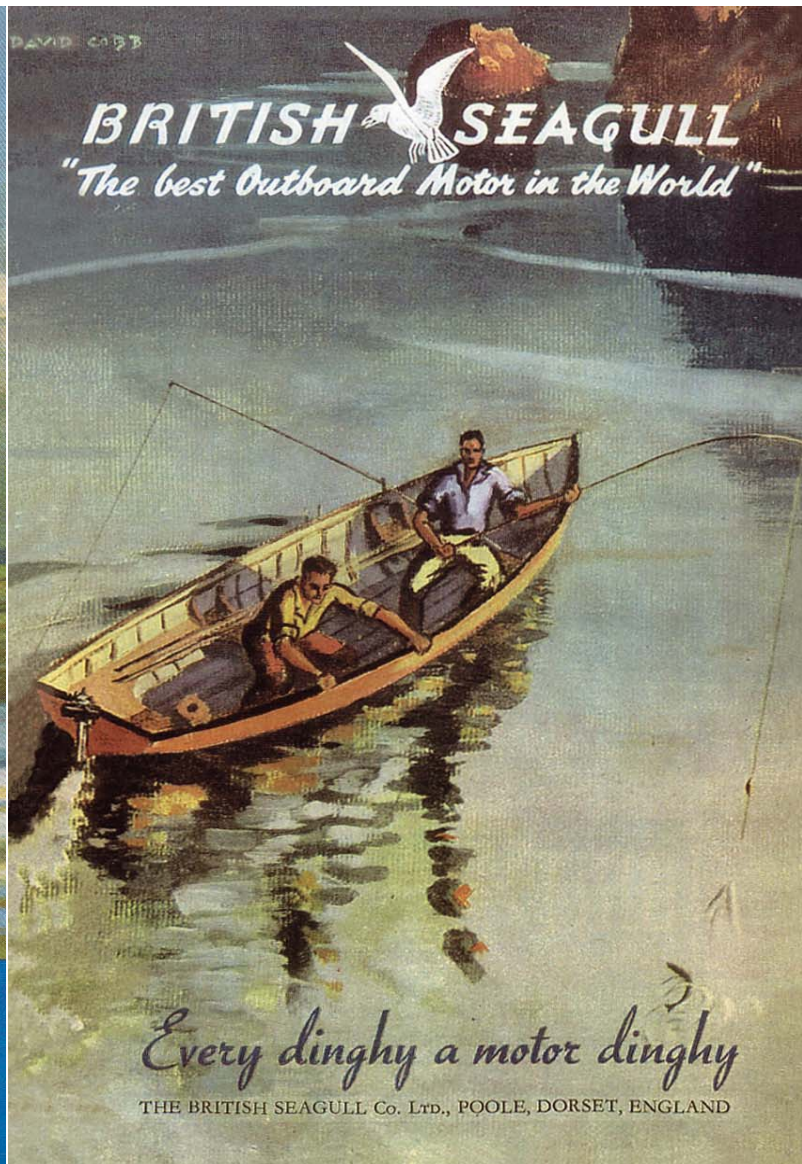


The WATER-BOAT



BRITISH SEAGULL
"The best Outboard Motor in the World"

THE BRITISH SEAGULL CO. LTD., POOLE, DORSET, ENGLAND.



BRITISH SEAGULL
"The best Outboard Motor in the World"

Every dinghy a motor dinghy

THE BRITISH SEAGULL CO. LTD., POOLE, DORSET, ENGLAND



BRITISH SEAGULL

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SEAGULL ARTIST??

He may not have set the fine art world on fire, nor sold at Sotheby's for millions, but make no mistake Charles David Cobb was a fine artist and, like so many other 'fine artists', somewhat undersung even in his prime.

Resorting to advertising commissions was a perfectly legitimate source of employment for artists in the first half of the twentieth century, with poster artists especially being considered latterly as far more than mere 'commercial artists' - a slur often pointed by those of the Sothebys set at artists like Cobb.

Cobb, at least, was never short of work, and unlike many so-called 'fine artists' was able to earn a living from the practise of his art.

British Seagull was fortunate to get him!



DROPPINGS

Humour, Jokes, Tall Tales, Trivia and Tidbits

A Few Laws to Live Your Life By....

- ☺ When a politician gets an idea, he usually gets it wrong – the 5th Rule of Politics
- ☺ No matter what goes wrong, it will probably look right – Scott's First Law
- ☺ Murphy's Law always hits at the worst time – Lanning's Law
- ☺ Things get worse under pressure – Murphy's Law of Thermodynamics
- ☺ Sometimes it takes several years to recognize the obvious – Sy's Law of Science
- ☺ If you are in a hole, stop digging – 1st Rule of Excavation
- ☺ There is no issue so small that it can't be blown out of proportion – Ruckert's Law

Joke Of The Day

Little Billy came home from school to see the families pet rooster dead in the front yard. Rigor mortis had set in and it was flat on its back with its legs in the air. When his Dad came home Billy said, "Dad our rooster's dead and his legs are sticking in the air. Why are his legs sticking in the air?"

His father thinking quickly said, "Son, that's so God can reach down from the clouds and lift the rooster straight up to heaven."

"Gee Dad that's great," said little Billy. A few days later, when Dad came home from work, Billy rushed out to meet him yelling, "Dad, Dad we almost lost Mom today!"

"What do you mean?" said Dad.

"Well Dad, I got home from school early today and went up to your bedroom and there was Mom flat on her back with her legs in the air screaming, "Jesus I'm coming, I'm coming" If it hadn't of been for Uncle George holding her down we'd have lost her for sure!"

What's the connection??

...between a clownfish and a British Seagull outboard?

The clownfish in question is called Nemo, named after Jules Verne's Captain Nemo whose submarine was called Nautilus.

Another Nautilus was Louis Coatalen's first racer after he started at Sunbeam Motor Car Co in 1909, which was owned at the time by John Marston Ltd, who later designed and built the Marston Seagull which became the British Seagull in the mid-thirties.

How To Start A Fight...

I took my wife to a restaurant. The waiter, for some reason, took my order first.

"I'll have the rump steak, very rare, please."

He said, "Aren't you worried about the mad cows?"

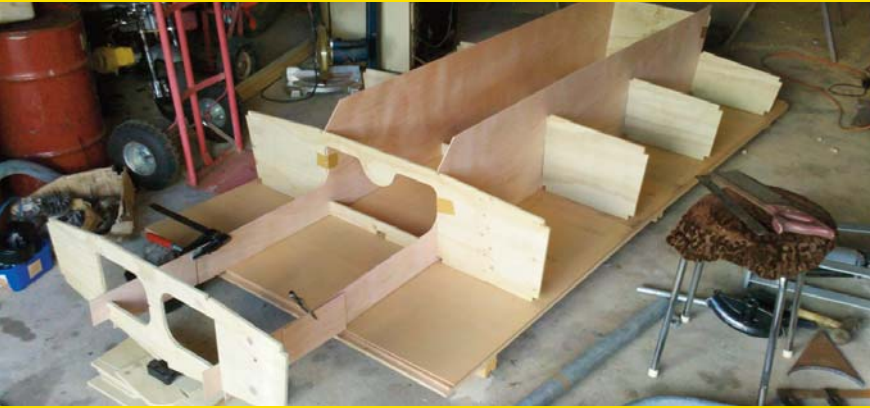
"Nah, she can order for herself."

And that's when the fight started.....

YOUR BOATS

Seagull Boats Come In Many Shapes And Sizes

Camden Sutherland's New #48-Replica Boat



ABOVE: After only a few hours work. Base and main ribs cut out



ABOVE: Bulkheads in and ribbing for hull sheeting fitted



ABOVE: Hull fastened on



ABOVE: Hull sides and cockpit sides installed.

This year's Waikato entry first started 80 days out from the race when I decided to build a replica of Ross Leger's #48 boat. He'd given me a set of modified plans so I started making a 3D model on the computer, while researching materials, including ply and carbon fiber. From there it was all about looking to save weight by modding the 3D plan.

After deciding to build in lightweight marine ply, I bought 2 sheets of 4mm, 1 of 3mm and 1 of 1mm for the deck.

After clearing some room in the shed the jig table was set up, and after a couple of hours I had everything cut out.

After many late nights and long weekends the boat was coming to gether, then it was time to start thinking about the extras: like remote steering, jacking/tilt plate, remote fuel system and engine controls, GPS and rev counter.

After having to wait to put the deck on due to waiting for parts the boat was still incomplete on the Friday morning of race briefing.

After working non stop all day to get key parts finally around 7pm we got out to Karapiro with the epoxy still tacky for strutting - only 3 hours late but then the rules do say 3:00pm onwards.

After finding Raoul and getting the "OK" sticker it was a quick chat and look around before off home to finish everything else on the boat.

It was decided to do actual testing on the morning before the race and if all was good then we would enter.

See my Waikato report for what happened after we launched it for the start!

Words and pics: Cam Sutherland



RIGHT: On the river near Hamilton in the 2012 Waikato River Race



International Events Calendar

OCTOBER 2012

[UK] Sunday 7th October

Saving Old Seagulls Essex Wind-Down

Cruise the Essex canals with the SoS crew and others. Last years event featured in Issue 2, and was a hoot by all accounts, with the coffee and food at the Paper Mill Lock being well regarded. A nice easy jaunt on sheltered water, with a few locks thrown in for excitement. There will be a £15.00 fee for the use of the canal for the day, launching courtesy of SoS. Normal safety rules, enough fuel, lifejackets to be worn and enough string to be able to tow Charles back to base when his prop falls off! For more information:

Contact John Williams 016 2177 8859 (9am-5pm)
Email: john@saving-old-seagulls.co.uk

[NZ] October Labour Weekend 2012

Lake Dunstan Seagull Outboard and Classic Dinghy Regatta

SAT: OLD TOWN CROMWELL \$5.00 Entry
Melmore Marina Boat Rampat 10:30 start. Family Fun Events. 2hp and 4hp Classes
Cracked Head Trophy for Seagull entries
SUN: POKER RUN
Old Cromwell Town to Pisa Moorings Cafe
11:00 departure. Fun Events \$5.00 per hand; cards picked up at nominated points on the way. Some navigation and rowing needed.
Winning hand takes the pot.
Contact Grant Jefcoate of Alexandra
Ph 034487028 email jefcoate@clear.net.nz

[AUS] October 12-13th 2012

Sydney Classic Boat Festival at ANMM

The Oz Seagull Group will have a stand at the festival, on the wharf near the Vampire destroyer. Come and help out or just say g'day.

Contact Mark Walker 0407 929 834
Email: ozseagullgroup@gmail.com

**[AUS] October, after Classic Boat Show
Hawkesbury River Enduro**

Mid-week two-day trip down the Hawkesbury River west of Sydney, overnight in caravan park. Windsor to Brooklyn, approx 110km over two days. Contact Mark Walker 0407 929 834
Email: ozseagullgroup@gmail.com

November 2012

[NZ] Saturday 3rd November 2012

Waitara River Seagull Outboard Race Waitara, Taranaki, Nth Island, NZ

We are hoping to have 5 races during the day. Camping available at Marine Park Campground Waitara, or Onaero Bay Camp. Or motels nearby. A free sausage sizzle will be available to competitors and crew for lunch on Saturday. Registrations of interest contact Jan or Graham
Ph 06 7544056 or Mob 027 4844301
Email: seagullparts@xtra.co.nz

December 2012

**[UK] Saturday 8th December - The Lerryn
Seagull Race, Lerryn, Cornwall, UK**

Annual event around winter solstice. Fancy dress local fundraiser with different theme each year. It's not strictly a race, but there are different classes. You should bring a sense of humour and a Seagull. Organised by River Lerryn Yacht Squadron
Contact David Vipond email: davipond@gmail.com

February 2013

[AUS] 8th - 11th February 2013

Australian Wooden Boat Festival - Hobart, Tasmania

The Bass Strait boat is already booked out, as this is the biggest boat festival in the southern hemisphere, so you can only sail or fly in to Hobart. Oz Seagull group will have a stand there. Come say g'day!

FORWARD PLANNING - OCTOBER 2013 - MURRAY RIVER, AUSTRALIA

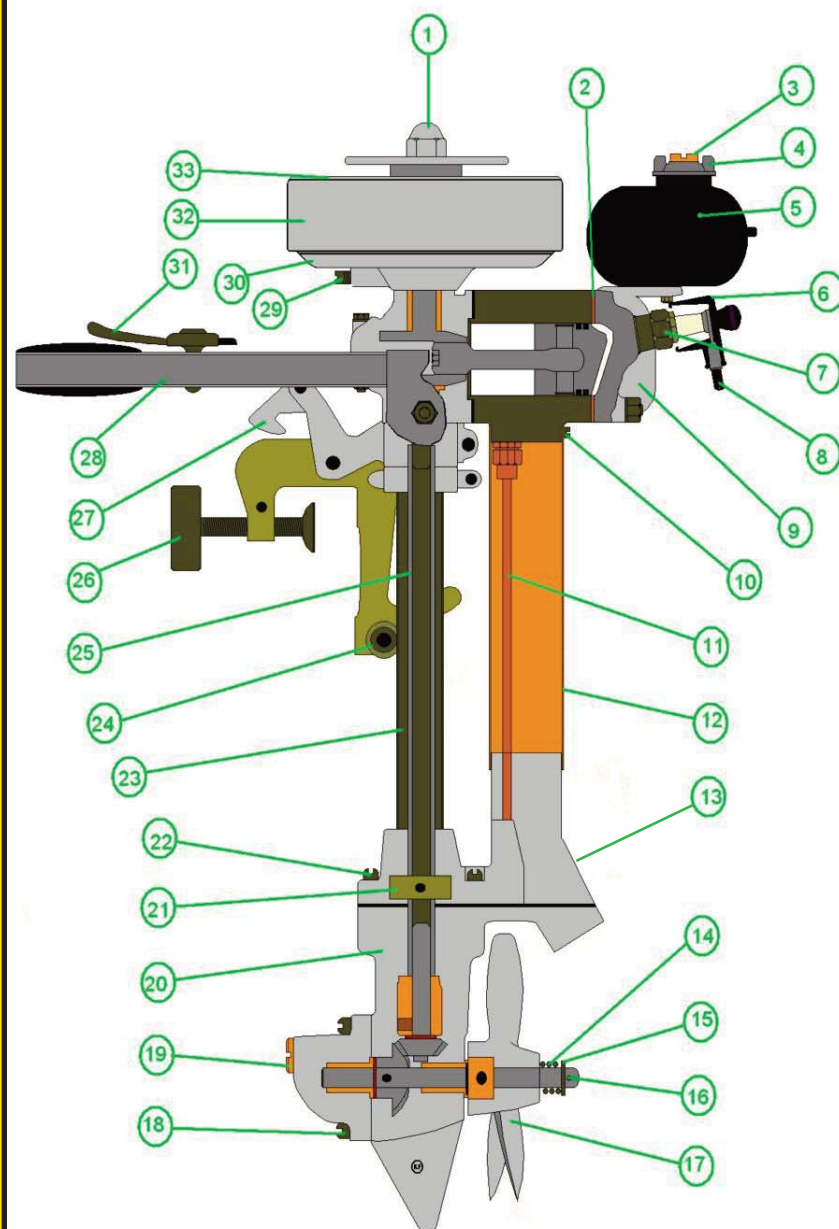
Adventure trek of 2500km (1553 miles) down the length of the Murray River which forms the border between New South Wales and Victoria in S-E Australia, and into South Australia.

Okay, so it's a long trip, but a once in a lifetime opportunity. Book the long service leave, advise the boss and SWMBO that you need 4-6wks holiday in Oct 2013 (plenty of time for reasonable notice or roster planning!!) So far we have interest from at least two New Zealanders and two Americans, plus the usual local suspects, so it's going to be fun! For more info email Mark on ozseagullgroup@gmail.com or Ph: +61 2 6562 4619

For the most up-to-date list of British Seagull events worldwide, go to:
<http://seagulloutboard.com>

To get your event listed or to update a listing email: rexcharlton@gmail.com

The Classic British Seagull Outboard Motor



Legend

- 1 Dome Nut and Start Pulley
- 2 Cylinder Head gasket
- 3 Air Vent Screw
- 4 Fuel Tank Cap
- 5 Fuel Tank
- 6 Spark Plug Cap
- 7 Spark Plug
- 8 High Tension Lead
- 9 Cylinder Head
- 10 .. Exhaust Tube Screw
- 11 Water Pipe
- 12 .. Exhaust Tube
- 13 .. Exhaust Outlet
- 14 .. Prop Spring
- 15 .. Spring Washer
- 16 .. Cotter or Split Pin
- 17 .. Propellor
- 18 .. Gearbox Front Dome Screw
- 19 .. Gearbox Drain Plug
- 20 .. Gearbox
- 21 .. Water Impellor
- 22 .. Gearbox Mounting Screw
- 23 .. Drive Tube
- 24 .. Engine Mount
- 25 .. Drive Shaft
- 26 .. Thumb Screw
- 27 .. Tilt Latch
- 28 .. Tiller Handle
- 29 .. Base Plate Fixing Screw
- 30 .. Magneto Base Plate
- 31 .. Throttle Lever
- 32 .. Magneto (flywheel)
- 33 .. Flywheel Cover

Diagram by kind permission of the artist: Keith Pizey ©

The above diagram gives a brief overview of the major components of the classic British Seagull outboard motor.

Their simple, fail-safe design and high-quality construction materials and components has meant that many of them have survived moderately well into their old age - the youngest of them being almost 20 years old, with the earliest models - dating from the John Marston Ltd original 'Marston Seagull' - being over 80 years old.

Perhaps surprisingly, most parts for most of the motors are still readily available, and the online Seagull Owners Forum hosted by John Williams' Saving old Seagulls website is a hive of activity and a rich source of information and advice for anyone building or repairing a British Seagull.

<http://www.saving-old-seagulls.co.uk/phpbb3/>