

## The voyage of Spring Gold II with Hugh and Angela Farrant

**Wanted: a Picture of Hugh and Angela  
A picture of Spring Gold II**

**Departed** Vilamoura, Portugal November 1998

**Returned** Vilamoura, Portugal, May 2009

**Distance** sailed on voyage 36000nm

**Route:** Trade Winds via Suez, with long stays in various countries

**Yacht:** Sadler Starlight 38. 38' LOA. Well-built, fast and easily handled by a crew of 2. Comfortable home for two and with a separate cabin for occasional guests.

**Voyaging gear carried:** Aries wind vane, water maker, wind generator, mast steps.

We live on a farm just outside Oxford a long way from any sea in the UK, therefore sea sailing originally never featured in our ideas. We had a small sailing dinghy which we sailed on a local flooded gravel pit, until one day a friend suggested hiring a sailing boat on the Norfolk Broads, which we did in 1976. We had a wonderful week and booked another week the following year. In fact we enjoyed it so much we booked to go on a competent crew course in a Contessa 32 in the Solent. As a result we started thinking about buying a boat. The Contessa sailed beautifully, and we looked at possible boats, one being the Sadler 32 and arranged to have a demonstration. David Sadler (the designer himself) took us out from Lymington Yacht Haven and the result was we ordered a boat. After three years we upgraded to the Sadler 34, also designed by David, who had become a good friend by then. We both did a course on astro-navigation.

In 1984 we started competing in shorthanded racing and first did a Triangle Race, then in 1985 The Round Britain Race followed by the AZAB. We then upgraded to the Starlight 39 and did the TwoHanded Transatlantic Race from Plymouth to Newport Rhode Island, USA. This was followed by the ARC in 1997.

In the meantime David had sailed to New Zealand and settled there. He challenged us to sail our boat to NZ for a holiday! Which we did. We fitted the boat with mast steps, a water maker, a wind generator and an Aries wind vane. And in summer 1998 we sailed the boat to Vilamoura, Portugal and left her there until November of that year when we set off again on our 3rd Atlantic crossing.

We went the usual way down to the Canaries, across to the Caribbean, the Panama Canal, to the Galapagos Islands, through the Pacific and down to New Zealand, where we enjoyed it so much we kept the boat there using it as a hotel each UK winter, for two and a half years. A side trip to Norfolk Island (1,000 mile round trip) was sufficient then to extend our temporary licence for the boat by another 12 months.

Unfortunately we never made Fiji and Vanuatu because Pantaeneus (our boat insurance company) would not insure us unless we were fully crewed, so we had to sail to Sydney Australia, instead. From there we sailed up the Eastern seaboard inside the Great Barrier Reef to Indonesia, Singapore and Phuket, where we experienced the Tsunami. Luckily, we were moored in a marina on the East side of Phuket at the time and were not affected. Thousands died, and the damage to the Islands was catastrophic. Not only was the damage terrible, but holidaymakers stopped coming to the Islands, so no income.

From there we sailed across the Indian Ocean to the Maldives, a lovely group of Islands, then Salalah, Oman and on to the entrance of the Red Sea. Wind was right on the nose most of the way north. Booked into Egypt in a brand-new port called Port Ghalib then on to Suez itself. Transited the Suez Canal with two separate pilots and then Port Said and on to Kemer, Turkey, where we kept the boat for two years. We used her spring and autumn; it is a nice climate and we had a good cruising area and we got on well with the Turkish people.

Autumn we sailed to Crete where Hugh ended up having a hernia operation, he lugged heavy fuel cans down the pontoon! He was advised not to sail for three months so we left the boat there until spring 2009 when we sailed to Gibraltar and on to Vilamoura where we arrived at the civilized hour of midday and booked in on 20th May 2009. We saw the booking that we made leaving Vilamoura in 1998. in the Harbour Master's office. We travelled approximately 32,000 miles on our circumnavigation.

We brought Spring Gold 11 back to the UK later in the year into Totnes, not the Solent as it is so expensive. She is now sold. Very sad.

We had some unlucky events. Being in Phuket when the Tsunami hit. Having to install a new engine in Port Klang part way up the Straits of Malacca. and Hugh having to have an operation in Crete.

The best places were the San Blas Islands off the coast of Panama, and New Zealand and the Maldives where we swam with enormous Sting Rays, and, of course the Galapagos Islands with the wonderful wildlife.

We welcomed on board various visitors including our daughter Sally who had done little sailing, but she turned out to be very competent and good company. Also, a granddaughter Charlotte who is quite experienced with boats and also good company. Then our friend Brian a retired engineer, very useful when things go wrong. We had constant engine problems, hence the new engine installed in Port Klang.

Then there were all the interesting people we met in various places. The Kuna Indians in the San Blas Islands in particular were very friendly and they sold these 'Molas' which were intricate embroidered squares that they sewed into their shirts. They are quite sort after by passing yacht crews.

Hugh and Angela Farrant

