

Hiltgund

A 50 Square Metre "Windfall" yacht
aka *Pegasus* and *Sea Victor* - Sail number V85



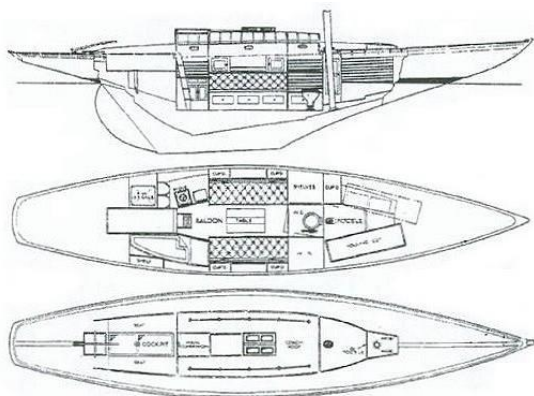
Pegasus (aka *Hiltgund*) in the foreground on the right with six other Windfalls at the start of the 1951 Plymouth to St Malo Race

Designed by Karl Martens and built by Matthiessen & Paulsen in 1938 near Kiel as part of the German Naval fleet, *Hiltgund* was originally a training boat for naval personnel. She first appeared in Lloyds Register of Yachts in 1939 when she was listed as owned by the Kriegsmarine and was registered at Cuxhaven.



After WWII, she was sailed to England as part of a fleet of nearly 200 yachts and dinghies which were requisitioned as war reparations (the *Windfalls*).

Hiltgund was renamed *Pegasus* and from 1946 to 1959, she was stationed at the Royal Naval College at Dartmouth where she was house yacht for "St Vincent". In a race on June 4th, 1949, she came 5th in a fleet of 10 Fifty Square Metres. The event was a coastal race during an annual rally run by the College for which the Dartmouth 50s were joined by Windfalls (50s & 100s) from Portsmouth & Devonport.



Original layout plan for a typical 50 Square Metre (adapted from illustrations from *Yachting World*, December 4th, 1936)



50 Square Metres similar to *Hiltgund* before the Second World War

This rally and coastal race interrupted the routine Summer Term Saturday afternoon races sailed by the 6 College yachts, competing for the Hindenburg Trophy. (The trophy was won at Kiel just prior to WW II by a naval officer.) In 1949 *Pegasus* was second in the first two races and won the remaining eight.

Around 1960, *Pegasus* was transferred to the Royal Naval Barracks at Portsmouth where she was possibly used by the Royal Marines and became known as *Sea Victor* under which name she continued until 1996.

By the mid 1960s, she had passed from the armed forces to private ownership. A RORC certificate of rating dated June 1966 gives the owner as Ewing Trawlers Ltd, Port St Mary, Isle of Man.

At about this time, *Sea Victor* was bought by Robert Francis Fryer who had sailed with Peter Beard and Donald Crowhurst. She was moored on the River Itchen in Southampton near the Vosper Thornycroft yard. As Robert Fryer's family were not particularly interested in racing, she was mostly used for cruising along the south

coast to destinations such as Weymouth, Poole, Portsmouth and the Isle of Wight and there were occasional voyages to the Channel Islands and France.

Changes in family circumstances caused the Fryers to part with *Sea Victor* in the early 1970s and it is thought that she was then not used much or looked after very well for a number of years.

Nothing else is currently known until she was bought by Nigel Gilkes in September 1977 as "an empty hull". It would seem that a considerable amount of remedial work was then undertaken. Certified as seaworthy by a surveyor in September 1980, it must be assumed that she then spent a least a few seasons afloat.

Nigel Gilkes parted with *Sea Victor* in late 1984 and the particulars issued by Ancasta Marine Brokerage (Gosport) show a good inventory of sails (even if some were a little elderly), new spars from Procter in 1981, an engine and downstairs accommodation for 5 including galley equipment and heads fitted with a Baby Blake and washbasin.

In 1990, *Sea Victor* was acquired by Malcolm Brown who reports her to have been in a bad way - "just a damaged hull". His plans to restore her were not realised.



Left: *Hiltgund* on arrival in Aldeburgh, and above and below during her restoration.

In May 1995 things looked up when Peter Wilson bought her and began a comprehensive rebuild at the Aldeburgh Boatyard in Suffolk.



She was re-launched as *Hiltgund* once more in 1997 and proved quick and seaworthy if a little wet in adverse conditions. She then enjoyed a successful short racing career and in 1998 she was overall third in the

Hermes Mumm Regatta. Since 2001, she has been cruised and raced by Chris Perring (and John & Gilly Bourke to 2005) on the West Coast of Scotland. She has competed in the Scottish

Series on Loch Fyne and the CCYC Round Shuna Race and taken part in the Crinan Classic Boat Festival as well as cruising between Northern Ireland, Skye and the Outer Hebrides. She is now based at Crinan in Argyll.

Below: *Hiltgund* passing the RYS at Cowes at the Hermes Mumm Regatta in 1998



Below: *Hiltgund* near the Isle of Jura.



Designer: Karl Martens Builder: Matthiessen & Paulsen (Arnis-Schlei)
Year built: 1938 Construction: Carvel planked, mahogany on oak
Sails by: Ratsey & Lapthorne (1997 & 2007); Nicolson Hughes (2005)
Mast by: Freeland Yacht Spars (Collars) (2018)
Engine: Beta BD1005 28BHP (2005)
LOA: 40' Beam: 8' 9"
LWL: 29' 1" Draft: 5' 10"
Displacement: 7.5 tons Hull colour: Red
Sail area: 50 m² Sail number: V85

More pictures & information can be found at: www.hiltgund.org.uk