

GAFFERS LOG

ISSUE 113: WINTER 2023



NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING
The Old Gaffers Association

ISSUE 113: WINTER 2023

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COVER PHOTO

The 49ft Gaff cutter *Hardy* built in 1910 by Summers & Payne and designed by A.E. Payne competing in the OGA 60th Anniversary Rally Race at Levington, Suffolk. Photo by Jeff Welch.

The nights drawing in and the days becoming shorter, marks the end of another year afloat for me. This year has marked the 60th Anniversary of the Old Gaffers Association. Thanks to the hard work and dedication of the OGA 60 planning committee members, we have had a fantastic celebration of this, through the round Britain cruise, many parties and celebrations. It has been a great opportunity to catch up with old friends and make new ones too.

It will soon be time for our AGM, which is this year being held in Liverpool; a city steeped in maritime heritage and where I started my own maritime career! I look forward to seeing many of you there.

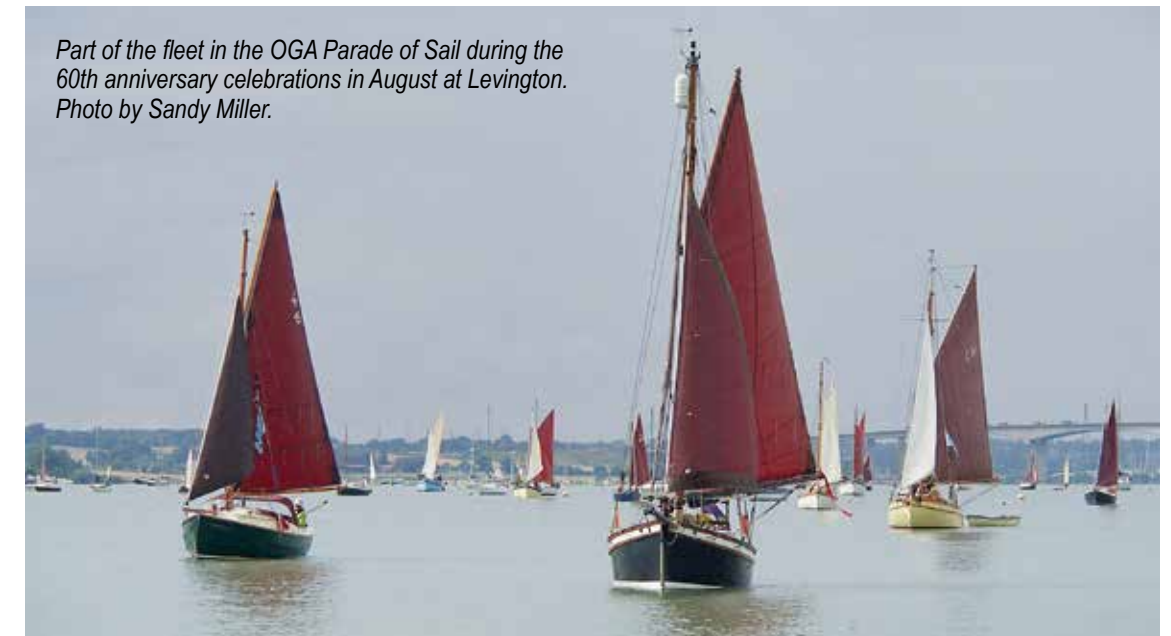
In this issue of the log we touch upon some painting and varnishing guidance. This is to be the start of continuing maintenance pieces, which we will include in the log moving forward. If you are undertaking a refit this winter and documenting your progress, it would be great to hear from you, please drop me an email.

Wishing you all a wonderful festive season and fair winds for 2024.

Philip, Editor, log@oga.org.uk



OGA Gaffers Log editor, Philip Hopson.



Part of the fleet in the OGA Parade of Sail during the 60th anniversary celebrations in August at Levington. Photo by Sandy Miller.

From the Quarterdeck

The autumn Gaffers Log gives us an opportunity to reflect on the many activities of OGA 60 and the hard work by so many people to make the events, both around the coast and inland, such a success. In particular, we very much enjoyed the Round Britain Cruise. I hope that when OGA 70 eventually comes around there will be another Round Britain Cruise. It is a marvellous way to spend a summer and I think every yachtsman should have a circumnavigation on their bucket list of things they want to do one day

I hope to see many OGA members at the AGM next to the historic Albert Dock in Liverpool. Quite apart from the OGA events, there is much to see and do whatever the weather, and the programme has been ably organised by the NW area team led by Kevin Goulding. We will be launching some Younger Members initiatives, and we are very lucky that Georgina Tall is taking this task on with enormous enthusiasm. We do actually have many young people attending our events, often crewing on the boats of family or friends. We hope to persuade them of the benefits of joining the OGA and getting more engaged with our activities. It may be that today more people are putting off the real pleasures and very real expense of actual boat ownership until later in life.

We also need to encourage people to update their boat details on the boat register. Some of the measurements it seems were only ever an estimate. The rig dimensions are used to calculate the handicap for racing but updating the details in the register often gets forgotten when a change is made to the rig. I know I have been guilty of this myself. To take just one example, years ago when they were working inshore fishing boats, they often had a snug rig that could be handled by a man and a boy in almost any weather. Today, through a series of incremental changes the same boats may race under a spectacular cloud of sail and with a crew to match. That is fine but we need to make sure the register is updated at each stage so that the handicapping is fair. Many thanks to Pete Thomas and Julian Cable who are leading on this. The boat register is a great asset for the organisation but we need to make sure it is as accurate as we can make it.



Mike Beckett, OGA President.

Next year the Dutch OGA will be celebrating 20 years with a cruise from 3 – 17th August. I hope we get a good turnout from the UK gaffers and we plan to take *Bonita* over to join the festivities.

And finally, a busy summer with such varied weather must have given lots of opportunities for good photographs. Have a look through, and send your best pictures in for the Photographic Competition! Winners to be announced at Liverpool.

Mike Beckett

Hello from the Secretary

Our Association AGMs have become social meeting weekends including food, visits, talks and entertainment with a bit of formal business thrown in. It all started at an AGM in London when it was decided to make the events more interesting and to hold them in different locations each year. After Bristol, Newcastle and Portsmouth the next AGM on January 13, 2024, will be in Liverpool, hosted by the NW Area. Not to be missed! Full details and booking instructions are in this edition.

Our Membership numbers continue to grow, mostly due to all the hard work by the Areas organising outstanding events. These events are all organised by volunteers. If you have attended and enjoyed an event, and would like to give something in return, then do please consider volunteering to help in 2024. It is very satisfying work. Talk to one of your local Area Committee Officers or contact me for a chat if you are not sure who to contact or what type of role you could perform. If you would like to discuss how you could help with the central administration and management of the OGA then please get in touch.



Colin Stroud, Association Secretary.

Colin Stroud,
Association Secretary, secretary@oga.org.uk



Liverpool's famous waterfront. Photo courtesy of 'Liverpool Get Your Guide.'

Announcement of Association AGM

January 13, 2024 from 14:00 to 17:30

AT THE HOLIDAY INN LIVERPOOL - Lime Street, City Centre, L1 1NQ as well as a Virtual Meeting using Zoom. Instructions for joining the zoom meeting will be e-mailed to all members two weeks in advance.

2024 AGM AGENDA

- President's Welcome
- Approval of 2023 AGM Minutes
- Presentation and Approval of Accounts
- Election of Association Officers
- President's Report
- Report on OGA 60
- Discussion on plans for an OGA 65 and/or an OGA 70+RBC 70
- Mini-presentations on OGA activities by Members (subjects and speakers tbc)
- Members' Questions to the Association Committee
- Location and date of 2025 AGM
- President's Closing Comments

This ends the formal business of the meeting, to be followed by:

- Results of Photographic Competition
- Presentation of Trophies and Awards

Notification of Election of Association Officers

The Association Membership Secretary, Mary Gibbs, was elected for a three-year term in January 2021. However, she has offered to serve for an additional year subject to a majority vote at the AGM.

Colin Stroud, secretary@oga.org.uk

Hotel details for the OGA AGM January 2024 – Kevin Goulding

This year the OGA's AGM will be held in Liverpool. Kevin Goulding has supplied the following details of hotel booking information to members who would like to book rooms to stay for the weekend:

Holiday Inn Liverpool City Centre
Lime Street, Liverpool, Merseyside,
L1 1NQ Tel: 0151 709 7090

What is important to note, is that the cut-off date for the discount is four weeks before the AGM. As the OGA - AGM is Saturday 13th January 2024, the deadline is Friday 15 December 2023.

The details:

4 weeks prior to arrival then all the rooms that are not picked up will be released. When guests are calling up please pass over the following steps: To make a booking please call or email the following 0151 705 2843/2844 or reservations@hiliverpool.com

State the following:

Block code – OGA
Date of stay
Single, Double or Twin

Each guest will require to provide the following:

Card to guarantee the room / rooms
Contact details (name, home address, telephone and email)
Payment for the rooms will be taken on Friday 22nd December 2023.
The rates agreed are listed below:

Friday 12th January 2024

£105.00 per single room
£12.50 for double occupancy
£130.00 per twin room – double occupancy

Saturday 13th January 2024

£149.00 per single room
£12.50 for double occupancy
£174.00 per twin room – double occupancy



Holiday Inn, Liverpool.

OGA AGM (cont'd)

THE PROGRAMME

Friday 12th January 2024

For those arriving at the hotel please check in no earlier than 3pm.

Saturday 13th January 2024

9 am Meet in the Bar Area

Liverpool Guide Albert Dock & Maritime Museum & Ferry Across the Mersey.

NORTH WEST TRADITIONAL BOAT ASSOCIATIONS DISPLAY IN THE BAR

Young Gaffers Get Together

10 am - 1:30 pm ACM Meeting for area officers only (*working light lunch*)

2 pm - 5:30 pm **ANNUAL GENERAL MEETING**

OGA 60 Presentation Award of Prizes & Photo Competition

AGM to Close 5.30 pm Prompt

7:30 pm Evening Dinner & Entertainment

Sunday 14th January 2024

Hotel rooms to be vacated by 11 am. Baggage holding available. Enjoy your day in Liverpool.

Merseyside Maritime Museum

This large museum is at the Royal Albert Dock. It covers several floors and explains Liverpool as a port, its liners, the wartime effort and its role in the Slave Trade which fuelled the industrial revolution and development of the Industrial North.

The Western Approaches

The control centre of the Royal Navy was to protect Atlantic Convoys in WW II to keep the Western allies' war effort on track. The museum tells this story in the original building where this war-winning work took place.

Liverpool One

This is the newest precinct in town! Look out for the Liverpudlian sense of humour here. LFC bagged the first shop in the precinct, shop number 1, Everton quickly grabbed the second shop. So now it's always Liverpool 1 Everton 2.



Merseyside Maritime Museum.

River Mersey & The Waterfront

The waterfront has been a focal point for tourists visiting Liverpool for many years. The Three Graces - The Royal Liver Building, The Cunard Building and the Port of Liverpool Building, with the addition of the Pier Head which provides an opportunity to take the ferry across the Mersey made famous by Jerry and the Pacemakers.

Miscellaneous

Look around and you will see names reminiscent of London. Two cathedrals, one known as Paddy's Wigwam, and pubs reminiscent of Ireland too. For the best watering holes check out the 'Philharmonic Dining Rooms', the 'Doctor Duncan' and the 'Baltic Fleet'. To find these simply use Google!



The Royal Albert Dock.

The Royal Albert Dock

This is a must-visit location. It was first constructed in 1846 to cater to the needs of the large Victorian and early 20th-century mercantile fleet. In the 1980s, the dock was refurbished and now houses the Merseyside Maritime Museum, Tate Modern Art Gallery, and the Beatles Museum, as well as numerous restaurants and retail outlets.

Car Parking

Car parking is available in Saint John's multi-story car park which is adjacent to the hotel. The guest rate is £6.00 per 24 hours when you have your ticket validated at the hotel reception.

You will be aware of the city's rich relationship with the sea and all things nautical. Of the wide range of attractions, we would recommend some of those detailed within this article.



Welcome Aboard to new OGA members

OGA MEMBERSHIP	TITLE	FORENAME	SURNAME	AREA
6671	Mr	Michael	Foley	EC
6672	Mr	Drew	Ellis	SW
6673	Mr	Philip	Hurst	EC
6674	Mr	Stephen	Foyle	DB
6675	Mr	Colin	Appleby	SW
6676	Mr	Jörg	Stachowiak	SW
6676	Mrs	Corinna	Richter	SW
6677	Miss	Matilda	Harding	SW
6678	Mr	James	Boyd	EC
6679	Mr	Alastair	Gregory	EC
6680	Mr	Paul	Barratt	EC
6681	Mr	Stephen	Rodwell	EC
6682	Mr	Richard	Duncombe	SW
6683	Mr	Paul	Holdsworth	NW
6684	Mr	Matthew	Ryan	SOL
6685	Mr	Oliver	Peterken	SW
6686	Mr	Frank	Fitzsimmons	SOL
6687	Mr	Jim	Ravenscroft	SW
6688	Prof	Lew	Hardy	NWa
6689	Ms	Willemien	Phelan	DB
6690	Mr	David	West	SOL
6691	Mr	Andrew	McHarg	SW
6692	Mr	Warren	Leaming	EC
6694	Mr	Nicki	Crutchfield	SOL
6695	Mr	John	Gallagher	NW
6695	Mrs	Gilda	Gallagher	NW
6696	Mr	Tony	Smith	EC
6697	Mr	Frederic	Bentley	SW
6698	Dr	Andrew	Thompson	SW
6699	Mr	Paul	Smiddy	EC
6700	Mr	Richard	Fridd	EC

Area Abbreviations: SW = South West, SOL = Solent, OS = Overseas,
EC = East Coast, DB = Dublin Bay

NWa = North Wales, NW = North West, BC = Bristol Channel, NE = North East,
SCO = Scotland

Handicaps and the Boat Register

The Boat Register has three main purposes. It's a historical archive of recreational and working boats; it's a place where members can advertise their boats for sale; and it helps race organisers with handicapping. The OGA now has three related handicapping schemes, the traditional T(H)CF system, the East Coast system which incorporates more headsail data and the 'Solent Rating' which models displacement to take into account developments in hull shape. We've worked hard to make sure that the Boat Register handicap calculations are clear and accurate.

But the handicaps issued are only as accurate as the data. Our experts have found a small but significant number of problems with the data. Some crept in during edits or imports while others may never have been right. For example, when we measured *Robinetta* in 2013 she was found to have a waterline length nearly two feet longer than originally documented, due to increases in ballast in the 1960s.

So, we have temporarily hidden the T(H)CF values on the Boat Register and we are asking owners to check their data and review their boat register entries. First, owners should check that we have their boat registered to them. The easiest way to check this is on the 'My Details' menu of the members area. Your boats will be shown there even if you haven't given permission for them to be in the Yearbook views.

Second, collect the data. Measure the boat or sails if necessary. If you want a Solent Rating knowing the actual displacement in kg is best, or the design displacement of the class for production boats. Make sure you don't confuse Thames Measure with displacement. It's not the same thing. If you need a long tape measure, your area committee will be able to lend you one.

Finally, if you can, use the edit form on the boat register to check and correct the data. We will put an extra check box at the end just for owners to confirm you have checked the data that affects handicaps. The Boat Register editors will then review the submitted changes as normal and re-enable the handicap display for the boat.

If you cannot use the online form, send us an email or a letter.

E-mail: boatregister@oga.org

FOR SALE: Classic Boat magazines

Complete set for sale. From Issue 1 in 1987 to the current issue 424. Complete other than 11 issues in 2004/5. The early issues are full of interesting articles and advice. Plus Indexes 1987 to 1995. 2 calendars. All in excellent condition. Located in London W12 or can deliver to Hamble. A great Christmas present. Cost £1500+. Price £500.

**Contact Anthony Wheaton: anthony@aeolus1904.com
tel 07803 389676**

The Building and Demise of the Good Ship *Lowly Worm*

by Viv Head



Lowly Worm in happier days.

Viv Head describes the history and subsequent deterioration of the yacht *Lowly Worm* built in 1984.

This has been a year of celebration for the 60th Anniversary of the Old Gaffers Association of course. It also marks a decade since the book *Sailing Gaffers* was published as part of the half century celebrations in 2013. When I was asked to write the book I naturally researched the beginnings of the OGA. In 1963 there were two areas of the country striving to retain and celebrate the 'old fashioned' gaff rig for small sailing vessels – the East Coast and the Solent. It was the coming together of these two areas that formed the Association.

Once the introductions in the book were arranged, I searched for an opening chapter away from these two Areas in order to avoid giving one precedence over the other. I found the answer on my doorstep in the Bristol Channel. In a 1992 edition of *Gaffers Log* I found an article about a voyage from Plymouth to Sigtuna in Sweden written by Alan Glanville. He had accepted an offer to teach in Sweden and decided to sail there in his smack. Interesting enough, but it wasn't so much the voyage, when *Lowly Worm* slipped out of Plymouth Sound bound for Sweden, that caught my attention but the story of her construction in the Bristol Channel.

More recently, I attempted to trace *Lowly Worm* and Alan Glanville but without success. Then an article in an entirely different newsletter eventually led me to Alan's son Jake, who had been on the voyage to Sweden. Jake explained that *Lowly Worm* had been sold many years ago and that his father, Alan, had died in 2010. From Jake and his mother Judith, Alan's wife, the real story of Alan Glanville and his boat *Lowly Worm* emerged. Alan was a passionate sailor and a passionate family man, which partly explains why he chose to name the boat after a small wriggly creature from a children's book.



Lowly Worm's builders' plaque.

In the late 1970s Alan was head of economics at Atlantic College at St Donat's Castle on the Glamorgan coast of the Bristol Channel. When Jake told me the boat was built beside the ruins of the cavalry barracks, it was time to find out more and I arranged to visit.

St Donat's Castle, set in spacious grounds and bounded by the sea, dates from the 12th century and amongst its notable owners was William Randolph Hearst, the American magazine mogul. Hearst bought the Castle in 1925 and entertained many famous visitors including George Bernard Shaw and John F. Kennedy. Antonin Besse bought the castle in 1952 and in an extraordinary display of generosity, he donated it to the governing body of Atlantic College founded in 1962. Since its opening, thousands of students from over 100 different countries have benefited from an inspiring and innovative educational experience. It continues to be a pioneering place of education within an outdoor activity setting and has more than 300 residential students of many different nationalities.

Under the guidance of the college's first headmaster, Rear Admiral Desmond Hoare, Atlantic College pioneered the design and development of the rigid inflatable boat- the now ubiquitous RIB. To test the concept, students took a rigid-hulled prototype inflatable to compete in Britain's first ever Round Britain Powerboat Race in 1969. The establishment scoffed at this flimsy entry but it finished in a creditable nineteenth place out of a start line of forty-three boats and twenty-four finishers. The RIB had arrived. After many tests, the

The Building and Demise of *Lowly Worm* (cont'd)

RNLI introduced the B-Class Atlantic Inshore Lifeboat (ILB) and named it in honour of the college. One of the first stations to take delivery of the inshore rescue boats was the college itself. It continued as a RNLI station with an Atlantic Class inshore lifeboat crewed by volunteers from the college, until it was withdrawn in 2013.



*St Donat's Castle in Wales.
Photo courtesy of Trip Advisor.*

It was in this historic place that Alan Glanville decided to build his boat.

He wanted a vessel capable of sailing across the open sea and it was typical of the man to choose an old fashioned design and rig but a modern construction method. Over a period of seven years Alan built a gaff cutter based on an early fishing smack, but with the hull constructed of ferro-cement. The framework and coating was done in a farmyard adjoining the school, then it was moved to a space beside the ruins of the cavalry barracks for fitting out. It was finally moved to the corner of the outer courtyard, protected by the castellated sea wall for the mast and rigging to be fitted.

Alan enlisted the help of a few colleagues, the college's carpenter (naturally) and Colin Giles, a heating engineer. Colin was also tasked with gathering up all the old waste lead pipes and other scrap metal for ballast. Loading all this metal into a concrete boat bemused Alan's colleagues. It'll sink when you go to launch it they said and ockle cockle will be the sound it makes as the water gurgles around all those pipes as it sinks beneath the waves.

Lowly Worm was launched in 1984 from the college slipway and moored firstly at Barry, before being taken round to Plymouth. From there Alan made a number of cruises, including the 1992 Sigtuna voyage. She was last heard of in Chichester a good few years ago after suffering the ignominy of being sold on Ebay. Enquiries with the harbour master's office confirmed that she was still there, looking in a sorry state on a half tide mooring close to Itchenor. I recently contacted the harbour master again to find that after being abandoned, with mooring fees unpaid, she had finally been broken up.

The only reminder that she ever existed is her brass Commissioning Log which had been retained by the Harbour master's staff and was being used as a paper weight in the mess room. I arranged to visit and a deal was quickly agreed. The Log was exchanged for a copy of Sailing Gaffers in which her story was told. The Log is now in the care of the Bristol Channel OGA at Cardiff, a dozen or so miles from where she was launched forty years ago.

Dutch Rally 2024

Sea report from the Low Lands of Holland to Nelson and his fellow captains and crew

As mentioned before during the OGA 60 Jubilee in Levington the Dutch fleet of De Ruyter is waiting at the low lands of Holland next year to give a warm welcome to Admiral Nelson and his L...y sailors. The date of the combat has changed on request of the British East Coast squadron and now the first "festivities" will be in the weekend of the 3rd of August 2024 in Hellevoetsluis. There we can have our first meeting on the water of the Haringvliet. This river was chosen to give you Brits an easy feeling since you have landed here before so many times (and to avoid Flushing the home town of admiral Michiel de Ruyter).



Admiral Michiel de Ruyter

On the Tuesday the fleet will move north where everyone can choose their own track. One way is outward bound over the North Sea to Ijmuiden. The other is over the canals through what we call the Green Heart of Holland. This is familiar water to sailors that did it in 2014 (but beware of the land troops on the banks). Especially the smaller trailer boats (the scouting fleet?) can take the opportunity to sail on lakes on the way north since they can be transported by the engineers by land and launched anywhere. And there is a possibility during the inland trip to have a stopover in the old town Gouda. The fleet will sail on towards Haarlem where a party with dinner is planned.

After the stop in Haarlem which is planned at the 10th we continue the trip onto the Old Zuiderzee. Here there will be a better opportunity to get the sails up again and we plan to visit several old strongholds with our mighty fleet. The final port where we will wave farewell to the assumed scattered and defeated British fleet will be Enkhuizen. As pointed out earlier too, as we are used in "democratic" Holland nothing is definite and everything is open to adjustments (meaning it can be totally different) but the only thing that is granted are the dates 3rd – 17th August 2024 and the opening on the Haringvliet at Hellevoetsluis. And of course every boat is free to sail its own course and stay (or hiding when frightened enough by the vigorous Dutch fleet) at any lovely place discovered on the way.

In addition to the official schedule there might be a sailing in company tour organized in the days before the 3th for boats that will land in Flushing or at the Roompot. And we want to point out to you that the trip is divided in two parts. So when any boat is scared enough in one week they can choose to enter on the 3th and fly home after Haarlem or enter via Ijmuiden to Haarlem and fight us only on the Zuiderzee.

Rik Janssen, deputy of M. de Ruyter /OGA20 committee

The bold sailors can subscribe via internet (back to the future) inst@xs4all.nl. Please mention name and sizes of boat; name of owner/skipper; period of interest; number of crew; mail address of contact person

by Ben Collins



The OGA Fleet in the deluge off the Orwell Bridge. Photo by Sandy Miller.

The Gaffers' Deluge

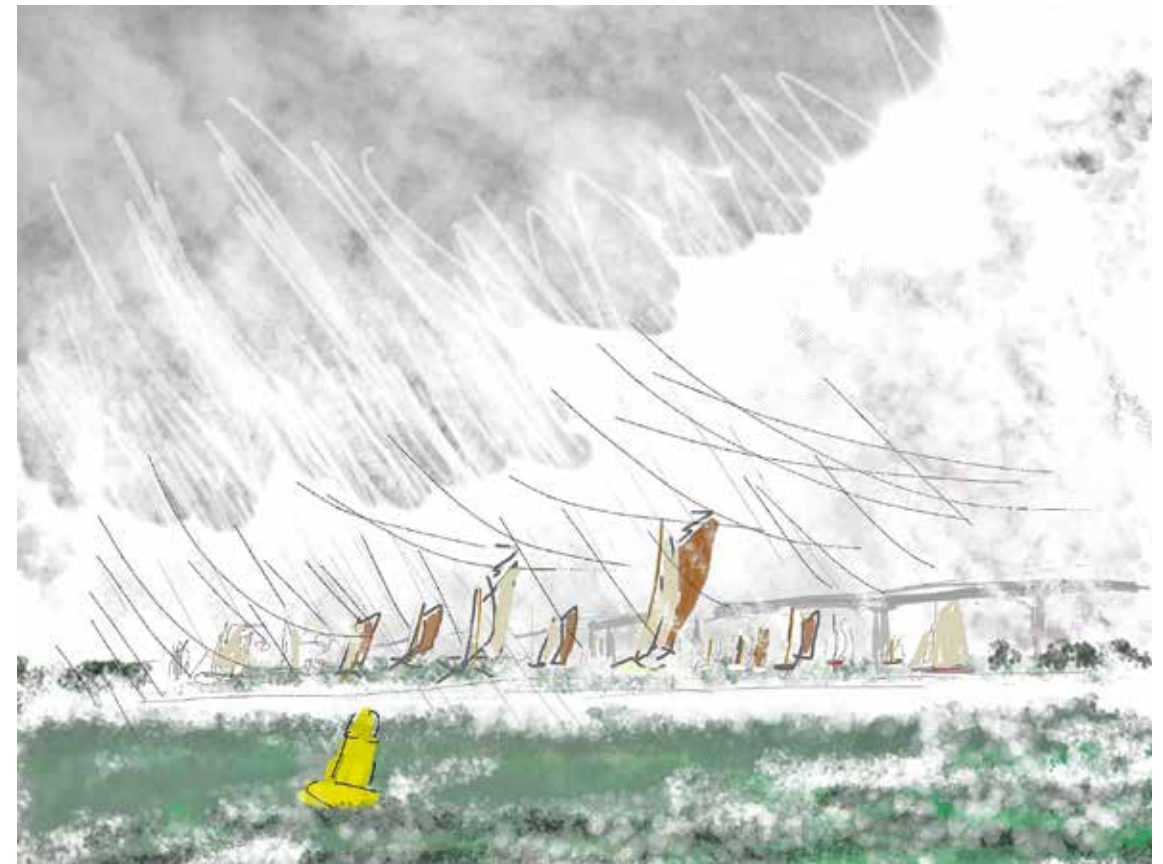
Ben Collins describes the OGA 60th anniversary parade of sail at Levington in August accompanied by his illustrations.

I've taken part in a few OGA 'Parades' in my time. But the 2023 OGA 60th Anniversary Parade under the Orwell Bridge and down river will surely go down one of the Association's most memorable!

As a tribute on the 60th birthday gaffers and luggers of all shapes and sizes were to travel down the Orwell 'en-fleet' and to be joined by the smaller 'open' boats and dinghies coming up river from Levington. Friday August 4th had started quiet with a few clouds and blue skies, but the forecast was warning of rain to come and by lunchtime matters would change to high drama! Talk of a mini river 'typhoon' would be no exaggeration!

I had arrived at OGA pontoons in Ipswich harbour to a relaxed pre parade atmosphere. Crews chatting in cockpits, children finishing off their breakfasts, skippers showing off their bright work, ropes and pondering when the bunting should be struck ready for water mobilisation.

I was welcomed as 'deckhand' aboard the good ship *Cachalot*. My quiet moustached skipper gave me quick tour of the ropes as we waited for the admiral's signal. The tide as always was in charge of timings, It was late morning before engines started to cough into life and boats manoeuvred out of tight berths only to then clutter the harbour pending the lock gates opening and setting us



The OGA Fleet in the deluge as depicted by Ben Collins.

free. Eventually we started to move into as we passed through the outer docks and down river. By now the weather was showing signs of change. The blue sky was being overpowered by bigger clouds and the breeze was picking up. As I watched the line of boats astern ominous grey clouds were towering up to the west. I realised this was not a part of the country whose weather signs I knew well, and the low rumble of thunder was surely miles inland.

Conditions on the water were relaxed as we and others around us picked up a handy mooring buoy just upstream of the Orwell bridge. We pulled on the halyards and a gust of wind rattled our rigging as the mainsail was sent aloft. From the shore the fleet must have presented a fine spectacle, Sails of all colours and shapes were soon crisscrossing the sound, ducking and diving between each other and moving on under the mighty Orwell bridge. Now the wind was coming in small gusts as boats surged forward for a minute or two and then sat becalmed. This time the thunder was sharper and nearer. We motored down to

The Gaffers' Deluge (cont'd)



The OGA Fleet with the storm clearing as depicted by Ben Collins.

find our position in the brewing air. The light dimmed as the looming greyness over the city rolled towards us. As we cut our engine, crews were at work reefing down in anticipation. The sky was soon completely dark above us and the air went still. The lull before the storm? Then suddenly from nowhere specific a curtain of white mist appeared above the bridge. Soon the whiteness filled much of the sky swallowing first the river bank and one end of the bridge itself. One by one the boats behind were engulfed, our mottled parade was losing a whole section of its tail! The water near us turned dark and flat calm. Then from all around came the hissing. Faint at first, but growing louder as a sharp line of whiteness travelled towards us. Paralysis set in as boats stood still and crews watched on. The hissing grew louder as the curtain got closer and enveloped the masts and sails immediately astern. Each of them sucked away as if by magic.

Then water over our stern boiled up before disappearing into the pervasive mist. We were caught in the maelstrom! Rain rods crashed down on us and lashed the deck. Water was cascading down our sails and pitching in a waterfall before sluicing along our decks and into the scuppers. Visibility lost completely! 'Gaffers Parade swallowed alive by freak rain on the River Orwell!' went the headline! And



The OGA Fleet after the storm had passed through and the rain stopped. Photo by Sandy Miller.

then the wind came back from astern to add to the mix! *Cachalot* tilted forward and we careered forward under full sail and only just in control. Lightning and more thunder appeared and we were sluicing though whiteness not quite sure where we were! We held tight and then just as we were getting into the stride of things the wind dropped and the rain left us. The curtain went up and all boats were standing and exactly where we left them, but now half a mile downstream! The banks came back in view as did the little boats coming to meet us. Sails hung dripping as booms swayed loosely once more in the clear still air.

The sky slowly cleared as the ebb tide took over. Now started the OGAs biggest ever 'drift' as the sun caught the sails once again and someone somewhere captured the mood with the sound of summertime jazz wafting across the river to greet the fleet.

Had this all been in our imaginations? We had surely been visited that morning by higher powers?. A biblical deluge had been sent our way to bless our fleet and mark OGA's 60th party. Well, it's nice to be whimsical just this once. And we Gaffers are ever claiming to love of the elements and the drama of the sea! Had we been baptised on this day or had we just been forewarned?



The Manchester and Salford Lifeboat during her early days of operation.

The Ex RNLI Lifeboat *Manchester and Salford*

Mark Raynes describes his acquisition and history of the RNLI Lifeboat *Manchester and Salford* which operated in service from 1924 to 1956.

I'd always dreamed of owning my own Ex RNLI lifeboat and while growing up as a teenager had always admired the RNLI Watson class lifeboats which were in active service at that time. The dream was fuelled even further when I attended a presentation made by Warren Scott who owned *Swn Y Mor*, the most beautifully converted Lifeboat I had ever seen. The presentation was all about how he and his wife and daughter had sailed the Oceans of the world on their lifeboat. Like most people I didn't have the money to buy a completed dream but being an engineer, I thought I could take on a project (mistake no 1).

The plan was to find and purchase an old Watson lifeboat. With *Swn Y Mor* as the benchmark of the quality and approximate look that I wanted to achieve, I set about finding a potential candidate for conversion that I could afford to buy. After looking at lots of boats, I found a wrecked stripped hull on my doorstep at Deganwy, North Wales (mistake no 2). My boat was to be ON689 the 1924 single screw sailing lifeboat which was excellent as she had even sleeker lines than later Watsons, a centreboard and the much large rudder needed for a true sailing lifeboat. It was fatal attraction from first sight.

Am I Mad?

By 2000 my family was growing so two adults and 3 young children didn't fit very well on our 28ft Bruce Roberts GRP Yacht. We had started to get more adventurous, cruising Wales, Isle of Man, the West coast of Scotland and the Hebrides. I'd always loved the shape of the RNLI Watsons and would love to have purchased a nice one at that time but the budget wouldn't allow.

We came across a nice looking one (A wreck was the truth) in Deganwy North Wales (near Conwy) and as luck would have it, I could just about manage to buy her and keep the Yacht for a bit. She had been abandoned and repossessed by court order due to lack of payment of harbour dues. I bought her for a song I thought on the 2nd of November 2000 and then realised that the cost of craning and moving her to my home in Lancashire would cost about double what I paid for her. Two years later I sold the yacht to keep the hungry Lifeboat fund afloat and embarked on the major task of rebuilding her. Work started on her restoration in 2003.

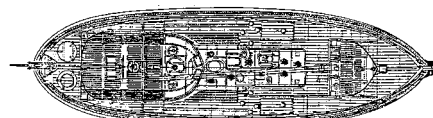
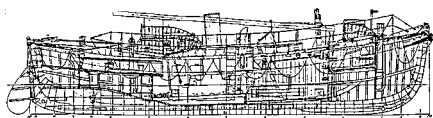
A bit about the boat herself

- The 1924 Ex RNLI rescue Boat *Manchester and Salford* Lifeboat restoration project.
- The Boat is on the National Historic Ships Register.
- She is 98 years old and in need of a keel up rebuild.
- Up until 20 years ago, she was in good condition but fell on hard times and was abandoned at Deganwy and was washed up high on a beach.
- She was re possessed and eventually I found her and purchased her for £500.
- From that day on, my personal Everest began.
- Salvage/Refloating and Transporting her home was the first challenge.
- It was then that I realised the enormity of the task and that I would require the help and support of many people.
- During the project we have made many new friends.
- We have our own Website and Facebook pages.

Manchester and Salford Lifeboat (cont'd)

Historic pictures

The following top four photos show the boat as she was during RNLI service between 1924 and 1946. The next row were from 16 and 22 years ago.



A cross sectional and deck plan of the Manchester and Salford Lifeboat.

Technical Information

- Built by SE Saunders & Co IOW in 1924 at a cost of £8456 funded by donations from people in Manchester and Salford.
- No: ON689, Name: Manchester & Salford Size: 45ft by 12ft 6" and 6ft 5"
- Engine 80 bhp Weyburn DE6 Petrol Engine
- Constructed of Honduras Mahogany on Oak frames with Canadian Rock Elm, Copper Fastened.
- Two masts, Large sail area & Drop Keel
- 20 Tonnes
- Launched 40 times saving 13 lives. + Wartime service (no records).
- Stationed at Douglas IOM from 1924 to 1946 then in the relief fleet till 1956 serving at Islay, Barra Island, Campbeltown, Stornway. Radio fitted 1938.
- 10 knots at 800 RPM with a 24" x 22" Propeller.

Specifications:

Specifications and technical information on old English lifeboats is easier to get hold of than you think. Detailed drawings, engineering specifications of materials etc can be obtained with a bit of detective work. I was able to obtain nearly every document and drawing that the builder S.E. Saunders would have had to build her from new which is a great help when restoring an old boat.

Basic specification:

1. Builders number: ON689
2. Year Built 1924
3. Station allocated to: Douglas Isle of Man.
4. Size: 45ft x 12ft 6 inches.
5. Draft 5ft 6 inches plus 6ft 5 inches drop keel.
6. Tonnage Gross: 19.93
7. Tonnage Registered: 13.55
8. Weight 17.42 Tonnes.
9. Crew: 8 including the mechanic.
10. Engine: Weyburn DE 80 petrol engine
11. Cylinders: 6 off 5 1/2 inch bore by 7 inch stroke.
12. Horse Power: 80 BHP
13. RPM: 800 RPM
14. Propellor 24 inch diameter by 22 inch pitch
15. Speed: 8.28 knots
16. Fuel: Petrol 114 gallons and used 60 pints per hour

Manchester and Salford Lifeboat (cont'd)

The Naming Ceremony:

- Took Place in the Manchester Ship canal on Saturday June 20th 1924 (*off Station*).
- The first Lifeboat to travel up the Ship Canal.
- Last of the sailing Lifeboats & first of the Motor.
- 25,000 people attended.
- Featured in The Evening Chronicle.
- Attending, local lifeboat crews, Local Police, Scouts, Guides, Clergy, Ladies Guild, Sea Scouts, Boy Scouts and a detachment of troops. Sir William Milligan RNLI, Sir Godfrey Baring (charman of RNLI), Major General Sir William Fry, Captain W C Bacon (Chairman man.ship canal co. Search Light and Line throwing gun donated by local schools.
- The Ceremony and songs lasted all day.
- The music and speeches were not only magnified by loud speaker but relayed by land line to Blackpool, Southport, Colwyn Bay, Crewe, the Isle of Man and many local churches.

Previous Rescues

The Lifeboat station has great records about the rescues the boat has been involved in as does the RNLI Headquarters in Poole. Some stations even hold the original rescue transcripts as written by the Coxswain at the time of the launch. As this is a really interesting aspect of the history of the boat, I spent some time researching it. The main sources of records and photos are:

1. The Lifeboat enthusiasts group.
2. The RNLI at Poole
3. The lifeboat stations
4. The internet is a great place for all ship and aircraft records.
5. Your local newspaper archive Library (I got some great stuff on the naming ceremony and some of the rescues).
6. Previous owners normally have some pictures.
7. The National maritime museum at Greenwich have all the engineering drawings for many lifeboats and you can mail them or visit them as I did.
8. Beken Maritime Services Ltd (Cowes) are and have been the main RNLI photographers since about 1900. I was able to purchase a photo of my boat in 1924 quite easily which looks great framed. Tel: 01983 297311.
9. The National Historic register may also help.
10. The small ships register (mine was registered) and they hold quite a lot of information.

Service History

Allocated station service:

- First stationed at Douglas Isle of Man from 20th November 1924 to July 1946. She had 27 launches and saved 8 lives.

Relief service:

- Stationed at Islay (Hebrides) from the 2nd April 1948, 1 launch no lives saved.
- Stationed at Barra island (Outer Hebrides) 21st August 1948, 1 launch, 3 lives saved.
- Stationed at Cambeltown 25th September 1948, 1 launch no lives saved.
- Stationed Islay 2nd April 1949, 1 launch no lives saved.
- Stationed at Cambeltown 9th August 1950 to 17th September 1950, 4 launches no lives saved.
- Stationed at Islay (Hebrides) from the 19th May 1950 to 28th April 1952, 3 launches no lives saved.
- Stationed at Barra island (Outer Hebrides) 26th May 1953, 1 launch no lives saved.
- Stationed at Stornoway 23rd September 1953, 1 launch no lives saved.
- Stored and overhauled.
- Finally sold out of service October 1954 to Mr P Goodman.

General History

Designers: G.L.Watson



In 1873 George Lennox Watson established the first yacht design office in the world. Initially specialising in sailing yachts, G.L.Watson & Co achieved international acclaim with the America's Cup challengers *Thistle*, *Valkyrie II*, *Valkyrie III* and *Shamrock II*. The legendary *Britannia* remains the most successful racing yacht of all time and the list of graceful designs includes such yachts as *Vandura*, *Queen Mab*, *Meteor II*, *Bona* and *Rainbow*. G.L.Watson and J.R.Barnett were the main designers of RNLI lifeboats in the early 1900's

Builders: The S.E.Saunders team that built the boat in Cowes, Isle of Wight were one of a number of builders working for the RNLI in this period.



Samuel Edgar Saunders founded the company in the late 1800s and they went on to build boats, planes, hovercraft, many special vehicles and most importantly RNLI Lifeboats.

Manchester and Salford Lifeboat (cont'd)

Examples of Specific services (Rescues)

Station: Douglas, Isle of Man.

Date: Jan 21st 1937.

Position: Between Liverpool and the Isle of Man.

Launch Time: 15.47

Return time: 19.30

Casualty: Aeroplane G AEIJ

Weather: S Moderate gale, rough seas.

Assessment: No service? Plane crashed 1 fatality, one survivor.



Station: Douglas, Isle of Man

Date: Nov 18th 1937

Position: 17 miles off Chickens.

Launch time: 01.40

Return time: 05.30

Casualty: 146 tonne Schooner *Invermore* of Dublin.

Weather: SE whole gale, very heavy seas.

Assessment: no service.



Station: Douglas, Isle of Man

Date: Feb 12th 1938.

Position: 2 miles ESE of Douglas

Launch time: 02.00

Return time: 09.00

Casualty: SS *Ben Varrey* of Ramsey

Weather: W-NNW strong gale, heavy seas.

Assessment: Stood by vessel.



Station: Douglas, Isle of Man

Date: March 11th 1939.

Position: Useful 3 miles off Douglas. Mannin 6 miles off Douglas.

Launch time: 16.00

Return time: 18.00

Casualty: Fishing Boats *Mannin* and *Useful* of Douglas

Weather: NW Strong Gale, heavy sea.

Assessment: Rendered Assistance.

Station: Douglas, Isle of Man

Date: March 17th 1940.

Position: Near Fort Joland

Launch time: 03.45

Return time: 08.30

Casualty: Coaster *Alyn* of Liverpool

Weather: SE strong breeze, rough thick visibility.

Assessment: no service? Wrecked Fort Is, Derbyhaven, Isle of Man on passage from Preston to Belfast with coal.



Station: Douglas, Isle of Man

Date: 10th September 1942.

Position: 1/4 mile Santon side of pot Sedrick.

Launch time: 00.20

Return time: 04.30

Casualty: Aeroplane

Weather: WSW Moderate.

Assessment: No Service.



Station: Douglas, Isle of Man

Date: June 24th 1943.

Position: 1 1/2 miles SSW of Douglas Head.

Launch time: 20.00

Return time: 23.00

Casualty: Motor SV *Manx Heather* of Douglas.

Weather: WSW Strong, heavy seas, bad weather.

Assessment: Saved boat and rescued 3.



Station: Douglas, Isle of Man

Date: Jan 11th 1944.

Position: Douglas Bay 400 yards off the Crescent Hotel

Launch time: 07.30

Return time: 10.10

Casualty: Aeroplane RAF

Weather: SE wind, stormy.

Assessment: Picked up 1 body.



Manchester and Salford Lifeboat (cont'd)



Historic Newspaper Clippings

For interest I decided to visit the Main Library in Manchester who actually hold on microfiche all the newspaper achieved dating back hundreds of years. My theory was that back in 1924, the naming ceremony of a lifeboat was a really big thing (I was amazed how big). I searched on and around the naming ceremony date and within an hour, I had 3 newspapers worth of great articles. I had never enjoyed history at school but this really brought the past to life. 25,000 people attended and churches across Manchester and Salford connected by wireless and sang sea shanties and said prayers, Amazing!

A Day in the Life of Manchester and Salford Lifeboat While on Relief at Campbeltown (Scotland)

A telephone message was received from the Coastguard at Midnight 17/09/50 to report that the Steam Tug Turmoil towing the 9000 ton steamer *Bisco 9* was in trouble 7 miles NNW of Ailsa Craig and an immediate launch was requested into a Storm force 10 to 11 southerly Gale as the Tugs tow line had broken and the steamer was threatening to go ashore.

The crew had great difficulty reaching the lifeboat as huge seas were breaching over the pier where the lifeboat was afloat, none of the crew has ever seen seas like it (*commented in Launch transcript*).

Some hours later at 2.40am the casualty a 9000 tonne tug was located with 9 men on Board but due to the sea conditions it was impossible to get alongside. The Tug never actually saw the lifeboat due to the sea conditions despite being very close.

Bisco 9 was eventually swept ashore in the early hours of the morning but the crew were saved and the lifeboat escorted the tug Turmoil into Campbeltown as a number of the crew had injuries.

Returned to station at 1015 am the next day after a 10 hour service in appalling conditions.

The story so far

- Survey
- Salvage operation ,Rescue and Buy.
- Return Trip.
- Project Planning.
- Finance.
- Building a boathouse.
- Getting started.
- Getting help.

In the next Issue of the Gaffers Log, Mark Raynes describes the extensive restoration of the Manchester and Salford Lifeboat.



Above and below: The Manchester and Salford Lifeboat as she is today after an extensive restoration. Further details in the next issue of the Gaffers Log.



by **Beverley Yates**

OGA 60 Jubilee Celebrations

3rd - 6th August, 2023, Ipswich & Levington, Suffolk
Over 100 boats and 320 people enjoy the OGA 60 Jubilee Party!

The OGA 60 anniversary fleet prepare for the Parade of Sail. Photo by Sandy Miller.

Over 100 classic yachts, working boats and open boats with 320 skippers, crews, family and friends travelling by sea, road, rail or ferry began to arrive on the River Orwell, Wednesday 2 August, 2023. They came to welcome the return of 15 OGA 60 Round Britain Cruise boats and celebrate 60 years of the OGA, the Association for Gaff Rig Sailing.

Mike Beckett, Association President and participant in the OGA 60 Round Britain Cruise said: *"It was fitting that the Round Britain Cruise should end up in the Jubilee Party on the East Coast. After visiting eight Party Ports and many other harbours and anchorages all around the coast, we completed our voyage in the area where the OGA was founded 60 years ago. The East Coast Committee had worked hard to put on an excellent programme."*

As more and more boats arrived into Beacon Marina, Ipswich the OGA welcoming committee, clad in bright orange t-shirts, were ably assisted with berthing new arrivals by a team of ABP staff, wearing their corporate orange hi-viz. There was a buzz of excitement as the VHF crackled indicating another group of boats was approaching the lock. Pete Thomas, East Coast OGA Committee member, had made a careful assessment of who could raft against whom to fill the available spaces cleared by ABP for the event. There was an excited air of anticipation from organisers and participants alike for the long-awaited Jubilee Party weekend.

Skippers hoisted their bunting and a party atmosphere began to grow as late arrivals were squeezed into their berths. Apart from the



The OGA 60 anniversary Rally participants.

opportunity to visit boats on the pontoons, tours of Spirit Yachts and guided tours of Ipswich had been arranged. Meanwhile, down river at Suffolk Yacht Harbour, Levington 30 participating open boats were arriving by road to settle into their campsite, B&B or campervan park and check out launch facilities.

The Party started in earnest on Thursday afternoon with a Civic Reception, sponsored by Associated British Ports (ABP) and Ipswich Borough Council, addressed by the Mayor of Ipswich, Councillor Lynne Mortimer, who proposed a toast to the 15 returning skippers and crews. Taxis had been arranged for the open boat sailors based in Levington to join the gathering and a throng gathered beside the Old Custom House. Assisted by Paul Masters, Vice President of the East Coast OGA, the Mayor awarded



The decorations for OGA 60 Reception at St Clement's Church, Ipswich.

individual plaques to each OGA 60 RBC skipper, commemorating their achievement. The Reception was followed by an excellent supper at Party HQ, the recently restored, de-consecrated St Clement's Church, formerly one of the mariners' churches of Ipswich and looked after by the Ipswich Historic Churches Trust. The after-dinner speaker was the legendary dialect coach, hired by Netflix to train actors in the Suffolk accent for 'The Dig', Charlie Haylock.

OGA 60 Jubilee Celebrations (cont'd)



The OGA 60 anniversary fleet during the Parade of Sail. Photo by Sandy Miller.

On Friday morning, bright and early, BBC Radio Suffolk arrived to record the first of three interviews broadcast throughout the morning. Although starting bright and sunny, there were warnings of a change in the weather as skippers began to think about preparing to leave for the Parade of Sail while the lock was on 'free flow'.

Untangling all the careful rafting from Wednesday, striking the bunting and deciding about how many reefs may be needed, 80 classic yachts and working boats slowly departed ABP Beacon Marina.

The fleet was organised into 'squadrons', each group streaming a long coloured ribbon to identify them to their lead boat. The locking out was brought forward to accommodate a commercial vessel making way upriver and by 1.30pm, the larger boats were hoisting sails and gathering under the Orwell Bridge. On schedule, they were joined by the flotilla of dinghies and open boats sailing up from Suffolk Yacht Harbour, Levington. As the first 'squadron' began to line up for departure the skies began to change. Dark clouds had been gathering and

there was a rumble of thunder. Within 20 minutes or so of the Parade setting sail the water began to churn, lightning struck and visibility dropped to only a few metres in the driving rain. Already sailing, skippers had to don waterproofs, shut hatches, scandalise sails and prepare to sail in close company through the spectacular thunderstorm. After perhaps half an hour, the rain stopped, the wind dropped and the Parade continued in relative calm down to Suffolk Yacht Harbour.

East Anglian Sailing School and East Anglian Sailing Trust provided water taxi and safety boat support for events throughout the weekend. As well as providing safety cover, they provided a platform for the OGA's official photographer, Sandy Miller, who said: *"Whilst acting as support boat EAST volunteers went out of their way to get me into good positions for photos and then continued to do so amidst the biblical downpours of the Parade of Sail on Friday. A huge thank you to Ed Harvey of EASS. It was down to his skill, amidst lumpy seas, that I was able to get into such good positions for the EC Race on Sunday. Photography is, after all, mainly about being in the right place at the right time!"*

We were made most welcome by all the staff at SYH Marina and Haven Ports Yacht Club who ran the Lightship Restaurant and Bar



The OGA 60 anniversary birthday cake.

tirelessly for us all weekend. The Harbour side Kitchen staff also gave excellent service, including the delivery of barbecue packs on Monday morning for those boats embarking on the Jubilee Cruise to Chatham.

Gathering in the Harbour Room at SYH, supper was an al fresco paella supper followed by another toast, proposed by OGA President, Mike Beckett, this time to the Association as a whole, with birthday cake, of course. Briarbank Brewery had brewed a special 'Gaffers Ale' and 'Impractical Boatowner' Dave Selby provided the after dinner talk. Sponsors of the event, Teamac Marine, had been busy judging the Concours d'Elegance and presented the trophy to Keith McIlwain for his boat *Dipper*.

The rains returned on Saturday with a vengeance. The planned sketching and ropework workshops were held undercover, the Lightship was made available all day for shelter, the planned visit to Sutton Hoo and Woodbridge went ahead

OGA 60 Jubilee Celebrations (cont'd)



The OGA 60 anniversary fleet competing in a windy race on the Sunday. Photo by Sandy Miller.

and everyone made the best of our British summertime! Captain Trevor Dann, a Trinity House Ambassador, gave an illustrated talk about the history and work of Trinity House before supper. Later in the evening there was a charity auction, ably run by auctioneer Clare Roberts. This was both entertaining and successful in raising around £2,500 for the East Anglian Sailing Trust, a charity providing sailing sessions for disabled and disadvantaged adults and children.

Decisions about a course for the OGA 60 Jubilee East Coast Race, sponsored by Dartmouth Gin, were made early on Sunday morning with

winds forecast gusting to force 6. Several registered boats remained in harbour, their skippers and crews joining others meaning just 25 gathered at the start line with reefed sails and oilies at the ready. Claire Scott, HPYC Race Officer set an inshore course with her team and they provided an excellent service to all competitors from signing in to the finish line.

Five boats retired leaving 20 finishers who had battled with the wild elements for three or four hours. The overall winner was *Charm*, an Albert Strange yawl, skippered and crewed by the OGA East Coast President, Robert Hill and Secretary, Lorna Hill.



The overall winner of Sundays' race was the Albert Strange designed yawl Charm. Photo by Sandy Miller.

The open boat race attracted a very small entry with only two finishers. The winner was Steve Mitchell in his smacks boat, *Joy*.

The Race Team commented: *"The race team, better sheltered in their hut on the line than they would have been on a committee boat, were impressed that despite the still challenging conditions, 25 boats turned out for the start."*

They sympathised with those who chose to stay in the marina, but admired the determination of those gaffers of all ages, shapes and sizes wanting to race."



Letty (sail no 22) and Lahloo. Photo by Sandy Miller.

Sunday evening was the 'grand finale' with prize-giving and hog roast followed by music and dancing into the night with John & Mario in the HPYC Harbour Room.

Here's to the next 60 years of the OGA!



OGA 60 Anniversary Photographs & Online Links

The sun did at last come out. Hardy leading the race on the Sunday. Photo by Sandy Miller.

Details of available photographs.

Feedback from our sponsors and acknowledgements.

Photographs of sailing, at print resolution available on request from the OGA 60 official photographer, Sandy Miller: sandymiller9131@gmail.com

Non-sailing photographs on request from Beverley Yates: eastcoaster@oga.org.uk

- Contact the East Coast OGA: eastcoaster@oga.org.uk
- OGA 60 Round Britain Cruise: www.sailing-by.org.uk
- OGA 60 Jubilee Party and Race Reports: www.eastcoastgaffers.org.uk
- Why not join the OGA? www.oga.org.uk/about/membership.html

- Follow the OGA on Facebook: www.facebook.com/EastCoastGaffers/ and Instagram www.instagram.com/oldgaffersassociation1963/

About the OGA: Association for Gaff Rig Sailing (The Old Gaffers Association)

The OGA is the Association for Gaff Rigged Sailing and was set up in 1963 to preserve this distinctive traditional rig, help to bring back to life some lovely old boats and encourage the building of new ones. Today the gaff rig has become ever more popular with new and traditional designs and hull materials for 'gaffers' and 'spirit of tradition' boats emerging.



25 competitors turned up for the start for the race on Sunday. Photo by Sandy Miller.

The OGA, with a strong membership and area representation around the UK, Ireland and the Netherlands, continues to organise rallies, racing and social events around the coasts and inland waterways of the UK, Ireland and further afield.

Why not join the OGA? You are welcome whether you own a boat or not! Join online:

www.oga.org.uk/about/membership.html

About RBC 60

The Round Britain Cruise started from Ramsgate on 1 May, 2023. The 'official' finish was at the Jubilee Party in Ipswich, Suffolk. Most boats have now completed their circumnavigation, returning to home ports. Local OGA areas organised parties at eight ports on passage. Nine boats departed



Cachalot built in 1898 celebrated her 125th birthday. Extensively restored by Steve and Beverley Yates. Photo by Sandy Miller.

Ramsgate, with seven more joining the fleet in Cowes on 7 May. The fleet arrived in Plymouth 10/11 May, where three more boats joined to sail round Lands End heading for Milford Haven 19/20 May, Dublin Bay 27/28 May, Oban 16-18 June, Dundee 15/16 July and Blyth 21/23 July.

A regularly updated blog 'followed the fleet' at: www.sailing-by.org.uk

OGA 60 Anniversary Photos & Online Links

QUOTES FROM OUR SPONSORS & OTHERS

Lance Whitehead, CEO Dartmouth Distillery Ltd. said:

"As a member of the OGA and owner of a Cockwell's Bristol Pilot Cutter, Merlin of Falmouth, I am delighted to support the OGA 60 Diamond Jubilee Celebrations during which a pop-up bar will be set up and other bars in the Suffolk Yacht Harbour area have offered to serve the gin too, so everyone should have the chance to sample the gin."

Lucy Edmonds, ABP East Anglia Marina Manager said:

"We're really excited to welcome members of the Old Gaffers Association to ABP's Ipswich Beacon Marina. The team is gearing up for a busy weekend and it is great to see so many enjoy the waters."

Paul Ager, Divisional Port Manager, ABP said:

"ABP's Port of Ipswich is delighted to be supporting the OGA's Jubilee celebrations and is pleased to have been a long-time supporter of the OGA having hosted its annual regatta in the Wet Dock for over 20 years since it was first opened by sailing legend Sir Robin Knox-Johnson, renowned for being the first person to sail single-handed and non-stop around the world. ABP is committed to supporting a variety of maritime events like these long into the future."

Haven Ports YC Race Team said:

"The race team, better sheltered in their hut on the line than they would have been on a committee boat, were impressed that despite the still challenging conditions, 25 boats turned out for the start. They sympathised with those who chose to stay in the marina, but admired the determination of those gaffers of all ages, shapes and sizes wanting to race."

Sandy Miller, official photographer, said:

"A huge thank you to the volunteers from EAST, a sailing trust based at Levington which provides sailing sessions for disabled and disadvantaged adults and children. Whilst acting as support boat for the open boats on their cruise to the Royal Harwich Yacht Club they went out of their way to get me into good positions for photos and then continued to do so amidst the biblical downpours of the Parade of Sail. They then went above and beyond on the Friday in appalling weather, supporting the open boats to Pin Mill, giving Anna II a tow home before the tide turned and the Orwell roughed up significantly. Also a huge thank you to Ed Harvey of the East Anglian Sea School who took me out in his own boat to photograph the East Coast Race on Sunday. It was down to his skill, amidst lumpy seas, that I was able to get into such good positions. Photography is, after all, mainly about being in the right place at the right time!"

Robert Hill, the OGA East Coast Area President said:

"The OGA 60 participants are thrilled to be able to celebrate the culmination of a series of celebrations that have taken place across the UK over the last few months at a location that has strong connections with the founding of the Association. Members of the OGA have gathered at Ipswich Marina for many years and we are pleased that this year it will host the OGA 60 Anniversary Jubilee Celebration. Ipswich Beacon Marina is in an ideal location for members from across the country to gather as it has excellent transport connections and is also at the heart of the town with access to a great range of facilities. Ipswich Beacon Marina is also a natural fit for an event like this as a historic port and one of the oldest wet docks in the country. We want to thank ABP for their generous support in helping to make this event a reality, for sponsoring our Civic Reception, providing berthing space in the Marina for participants and assisting boats as they arrive to raft up."

Mike Beckett, OGA President and OGA 60 RBC participant said:

"It was fitting that the Round Britain Cruise should end up in the Jubilee Party on the East Coast. After visiting eight Party Ports and many other harbours and anchorages all around the coast, we completed our voyage in the area where the OGA was founded



Bonita built in 1888 participated in OGA 60 RBC.
Owned by OGA President Mike Beckett.
Photo by Sandy Miller.

60 years ago. I was particularly pleased that Robert Simper, one of the founding members of the OGA could be present at Ipswich and see for himself that the Association is in robust health. The East Coast Committee had worked hard to put on an excellent programme of activities. Even the Suffolk weather, normally fairly placid in early August, produced a spectacular display of thunder, lightning and monsoon rain to enliven the Parade of Sail.

On the Sunday, conditions were stormy for the East Coast race, but those of us who put in a few reefs and ventured out were rewarded with an excellent and exciting race. Despite the difficulties with the weather the organisation ran smoothly with lively entertainment in the evenings and it was clear that the Committee had planned for pretty much any eventuality. Many thanks to the staff at Ipswich and Levington marinas and to Robert Hill and all his team for such a successful event."

OGA 60: A photographer's view

Photographer Sandy Miller describes the composition and the dexterity required to obtain these stunning photos of the OGA 60th birthday celebrations at Levington in August 2023. All photographs are by Sandy Miller.

I imagine that my hopes and priorities, camera in hand, don't always coincide with those of the sailors. The more wind the better for me, for example, providing the boats go out, because exciting things happen. Dark clouds mixed with sunshine make for beautiful light and rain is a nuisance, because it gets on the lens, but it can provide interesting effects. If you combine all these elements, but then push them to their extremes, you get the OGA 60 weekend of August 2023. Photography is all about moments, though, so it doesn't really matter what the weather is doing 90% of the time; what matters is just that instant when you click the shutter. Mind you, on the Friday and Saturday anyway, it did seem to be bucketing it down 90% of the time.

The open boat cruise to the RHYC on the Friday morning provided a few rare flashes of sun on the fleet, which, combined with the beautifully bucolic backdrops of the Orwell's surrounding countryside and the menacing sky, made for some lovely scenes, especially with *Aura*, *Le Rosbif* and *Lollipop*. *Coot*, sailed by Andrew Wolstenholme particularly caught my eye, *Dotty* looked interesting and the big smiles aboard *Tunstall Tide* were fun to photograph.

The heavens opened at the yacht club, however, preventing a picnic on the lawn, but there was much worse to come for the Parade of Sail.



Le Rosbif.



My Quest.



Jan Blank



Laughing crew aboard Hardy.



Titch.



Cachalot.



The OGA 60 fleet prepare for a breezy race on the Sunday.

OGA 60 A Photographer's view (cont'd)

by Sandy Miller



Main Photo: Rosebud emerges out of the rain. **Inset Top:** Crescent Moon well reefed. **Inset Bottom:** Letty.

The idea for the Parade of Sail was join to fleet at the Orwell Bridge and photograph them as they sailed to Levington. Rather agonisingly, as we approached, the entire fleet and the bridge was lit up exquisitely against the gathering storm clouds behind. Until we came within range of my lens that is, when the sun made a sudden exit behind the rapidly approaching Armageddon of gloom. This had its upsides, however. As we watched the line of heavy raindrops gradually engulf the river, smashing into the water like a military assault, visibility

was reduced to the equivalent of a thick fog. *Rosebud*, *Mist*, *Crescent Moon* and *Daisy Bell* then ghosted into view amidst the onslaught. It was really very beautiful. I kept shooting, just hoping my camera's weather-sealing was up to scratch. Wiping my lens was out of the question but, astonishingly, kept away from the wind, the lens hood kept the front of my longer lens dry. No chance with the shorter one though. Both cameras survived without issues.



Concord of Mersea in a squall.

A few more opportunities appeared. *Hardy's* crew were laughing, which was fun. *Fable* was isolated, not fully canvassed, but still beautiful, seemingly taking the brunt of it all. Then the sun came out. Some very dramatic light ensued looking south-east towards Levington, but the wind also dropped. Nevertheless, *Kestrel*, *Bonita* and *Lahloo* were beautifully lit.

Keith Watson very kindly offered me a berth on the lovely *Avola* for 2 nights. Not wishing to clutter his cabin with even more sodden garments, I left them in the car. Remaining reserves

of dry layers went the same way on Saturday and the result was a proper generation of steam in the car park. I'm sure it could have been put to good use! A big thank you to Keith. His spag bol on Saturday night in his excellent company, together with that of fellow photographer Tony Pickering, will be remembered.

A shout out too to the EAST volunteers who stoically braved the weather to provide a support boat to the open boats, as well as putting up with my ongoing requests to get closer to the action. Saturday

OGA 60 A Photographer's view (cont'd)



The 150 year old Fanny of Cowes during a sunny spell with the storm clouds in the distance.

was a very wet affair and not many wanted to venture out. A few open boats opted to sail to Pin Mill and the EAST volunteers very kindly agreed to both support the boats and have me aboard. The weather lived up to its forecast, unfortunately, but I did enjoy my encounter with the lovely *Anna II*, a 1930's mahogany-planked Keyhaven scow brought up by Solent gaffer Ben Collins. Even in the dull light she looked lovely against the tree-lined banks of the Orwell and the wrecks. As conditions continued to deteriorate, to their immense credit, the EAST guys waited in driving rain, whilst communication problems were sorted out at Pin Mill, and then did a fine job of towing her back to

Levington before the tide turned, and the Orwell could have potentially become unmanageable for her.

Sunday was a different beast altogether. It was dry and bright but gusts of force 6 were forecast. I was worried that there would be no race at all but I obviously don't know the Old Gaffers well enough. The course was adapted to remain inshore on the rivers Stour and Orwell and there were 25 starters. Far more than I had hoped for. There was even a small open boat race. Kudos especially to Steve Mitchell in his smacks boat *Joy*.

The start was a feast of beautiful light and gaffers filling the Orwell. It was challenging but glorious. We were



Rely.

bouncing about so framing wasn't easy and it wasn't rain but spray today that threatened my lenses. A huge thank you to Ed Harvey, who skilfully put me into position time and time again amidst the chop. I quickly went through all my dry cloths, lenses drenched by spray, but Ed's tea towels came to the rescue! The light was fabulous, clouds in the right place, bows crashing into waves and flashes of sunshine lighting up sails. It really was an exciting few hours. The highlights for me were *Charm*, buffeted by the Stour but still ever so graceful as she battled her way upriver. *Concord of Mersea*, *My Quest* and *Lahloo* with inky black storm clouds behind over Felixstowe. *Rely* storming past Shotley. As we headed back up the Orwell the shortest of sharp squalls attacked us. *Corcord of Mersea* (see page 43) heeled over in defiance with the towers of Harwich behind. The briefest of moments and then it was gone. Then there was *Lettie* at the finish, showing all



The storm went through and the wind dropped.

her effortless power. The small but perfectly formed *Jan Blank* (what a beauty!) with Rik and Edith clearly enjoying themselves. And finally the brave little *Titch*, almost hidden by spray, charging to the line. I had tried to photograph her earlier but had lost a battle with a wave and it had taken me several minutes of frantic wiping before the lens was clear. By then she was gone.

The race was exciting and dramatic. That age-old cocktail of exquisitely man-designed craft tossed together with nature's raw and sublime power produces moments that make you breathless with their beauty. Of course, I am no sailor and the way I see an event like this will be very different to someone living it at the helm, but these moments are fleeting and need to be recorded. Many thanks to the OGA. You never capture all these flashes of beauty, but you learn more each time and events like this open your eyes to what is possible with these boats.

by Alasdair Simpson



Gaffling dinghy (right) and Tela on the beautiful Ullswater in the Lake District. Photo by Steve Mitchell.

OGA 60th Rally Ullswater August Bank Holiday Weekend

This very successful rally was part of the OGA 60th celebrations and took place in Ullswater in the Lake District, Cumbria.

The last OGA 60 event, the small boat rally at Ullswater, was very successful. The event attracted 15 boats which places as far afield as Salisbury, Bath, and Cambridgeshire.

We were based at Ullswater Yacht Club at the north end of the lake. The Club has first class facilities including on site camping for tents and motor homes. Ullswater is considered by many to be the most scenic of lakes. Two members of the Yacht Club with gaff rig boats joined us for the event.



Glenridding and Steamer Pier. Photo by Steve Mitchell.



Rally participants. Photo by Steve Mitchell.



Howtown Bay. Photo by Steve Mitchell.



Leaving Glenridding. Photo by Steve Mitchell.

On Saturday we sailed to Howtown, where there is a tearoom and small hotel bar and then onto Sandwich Bay, before being caught in a squall just as we were leaving. The squall rapidly evaporated into little or no wind with boats having to be rowed or towed back. On Sunday we sailed to Glenridding at the south end of the lake through increasingly more mountainous scenery, having to dodge steamers, swimmers, paddle boarders and kayakers when we got there. Four to five hours there against the wind and two to three hours back.

The hospitality at the club was excellent. On Saturday evening, we had a Regatta Dinner in the clubhouse plus quiz and on Sunday a barbecue by the lake. Two members of the Yacht Club with gaff rig boats joined us for the event.

It is great to see some different kinds of boats there including Steve Sykes', Ullswater Sailing Support Officer's Cumbrian 15, a light-weight version of a Post Boat, with carbon fibre mast, boom and gaff.

Arnside Sailing Club brought up *Jabberwocky* their Gaffling dinghy for the event, with different members sailing her each day. The dinghy performed well. On Sunday she was one of the first boats back from Glenridding. On Saturday she moved quickly through the water when being rowed. We hope to run another event at Ullswater next year.

Brixham Heritage Rally September 16th 2023



Mischief, sailed by Mike & Sue Garlick, with Torbay lifeboat standing by!



Dave Dickens enjoying skippering his boat, the beautiful Little Tern.

Gusty conditions gave an excellent day's sailing for the dozen boats who came to enjoy the late season Heritage Rally. Most boats arrived to the Town Heritage pontoon on Friday, where they enjoyed our free mooring. These lucky crews were able to join in the Brixham Yacht Club's hospitable Happy Hour. The boats attending from South West Gaffers were *Mischief* and *Little Tern*; others were *Charlie Bravo*, *Chopsticks*, *Fly*, *Hui Mar*, *Krka*, *Lexia*, *Maid of Shannon*, *Mary Flora* and *Trio*.

With wind from NNE the Rally control office (our Regatta chairman, Richard Spreckley) set an excellent course, crossing over the start by Battery Point from east to west, reaching down to Elbury Cove (avoiding the mussel beds) and then back up to a mark off the Breakwater. A short beat up to the windward mark which was about 400 metres NE of this and then back down to Elbury. An ideal course for gaffers and junks – the majority of the fleet. Most boats completed the three laps, with the Colvic cruiser, *Trio*, taking the honours in leading and lapping! For the first time for a few years we had enough wind to have great sailing in reasonable seas. However the weather forecast for the next few days brought threats of Storm Nigel and *Little Tern* was forced to leave after 2 laps and head to her berth at Noss on the Dart (and that crew had a great sail back – under 2 hours!). *Mischief* scampered back to Dittisham on Sunday in much the same time; great!

Regatta Bosun shuttled crews across from the pontoon to the yacht club for party time on Saturday evening with music from Sax 'n' Soul, a lively bar and excellent supper; all the sailors were presented with 2023 Heritage Regatta mugs. The storm gave boats a bit of a bumpy night, but crews hunkered down and were able to leave in good conditions at lunch time on Sunday, with a few opting to stay on and enjoy Brixham for a few days.

Dates for your 2024 diary:

Brixham Heritage Regatta - 25–26 May (*Provident's* 100th Birthday celebrations)
Brixham Heritage Rally - 7 September

Membership Secretary Updates

The most important thing is to remind people that membership subscriptions have had to be increased for the next year (but they are increasing by considerably less than inflation, and continue to be very good value!!) The costs for 2024 are as follows:

	One-off payment	Direct Debit (GoCardless)
Individual membership	£36.00	£34.00
Family membership	£41.50	£39.50
Junior membership (<25 yrs)	£6.00	£6.00

As before, Direct Debits are £2 cheaper, can be set up any time (they are always collected on the first working day after New Year), and you don't need to remember to pay each year.

All paying members will have a reminder letter in this Gaffers Log: to advise of the increase, if paying by Direct Debit, and also to remind non-Direct Debit members to pay. Direct Debits are really easy to set up now, as they can be done on-line (see reminder letter if you are interested.)

For members who already have a GoCardless Direct Debit, which has been set up on-line, you will get a reminder of the payment due (including who it is being paid to) by email beforehand, but it does appear on your statement (and on your list of Direct Debits) only as GoCardless. (This is because we are only a small organisation, and to have GoCardless direct debits listed as OGA Payment would cost significantly more.) So PLEASE – if you see this, don't just cancel it! First, check your emails to see who it is to – we have had a couple of members who cancelled their OGA payments without realising (of course, I get notified, but I then have to check with the member, and they have to renew all over again...) Unless it is your first Direct Debit payment, which may have been set up late, the payment will ALWAYS be on the first working day after 1st January, and on no other day.

Now for something completely different – I have been Membership Secretary for seven years now, and have thoroughly enjoyed it, especially having contact with so many members around these islands. But I think it is time to plan to pass the job on to someone else, and I intend to resign before the AGM in 2025. Could the next Membership Secretary be you, do you think? Or do you know someone who you think would do the job well? I am hoping that we will find someone who is interested in good time before the AGM in January 2025, and ideally have some opportunity for them to become familiar with how things work. Certainly, I am happy to provide support while the new Membership Secretary is getting used to the job! If you think you might be interested – you don't have to be certain! - please can you get in touch with me at membership@oga.org.uk. Or maybe we could have a chat at the AGM in Liverpool in January?

Mary Gibbs, Membership Secretary

by Rik and Edith Homan



Small gaffers competing in the Reeuwijk Raid at Reeuwijk in Holland. Photo by Rik and Edith Homan.

19st Reeuwijk Raid 2023

Rik and Edith Homan report on a unique small boat event which took place recently in Holland.

On October 6th boats already gathered at the yacht club GWV Elfhoeven in Reeuwijk, Holland. Boats were launched by crane or by the slipway. At the backyard of the club a campsite was arranged followed by a barbeque and campfire enjoyed by English and Dutch crews.

Saturday more boats came in time for the "palaver". All sorts of classic boats were attending; dinghies racing classes, and also converted lifeboats, a total of 18, of which 5 from the East Coast. The instructions were clear: after the start, the boat which comes ahead of the fleet has to return after one minute and sail back to the last boat and try to pass the whole fleet again. The boat which performs the round trip the most times is the winner. By this arrangement all boats stay together and even the fast boats must work hard if they want to win the main prize. Apart from sailing, rowing, sculling and quanting are allowed and sometimes necessary to pass local narrows. Nice sunshine, but wind increased from force 5 to 6, so even some smack boats were reefed. All boats were moored for lunch at a small creek for further socializing and from there the fleet sailed back to the club, passing the



Less wind on the Sunday of the Reeuwijk Raid. Photo by Rik and Edith Homan.

bridge together, which was opened by volunteers. Back at the club was Irish music by "Boreen" and the prize giving: the winner did 7 round turns! A captain's dinner and more music in the evening followed till late.

On Sunday there was a sculling race, not surprisingly won by the English and thereafter the start of the sail in company around all lakes. A warm day with much less wind made it easy to pass the 5 bridges under sail or oar. Like in Viking times, all the ice creams of the Italian vendor were captured, he could close his business totally sold out. At 1500 hours most boats were back at the club, boats placed on trailers as the UK crews were sailing back that night on the Stena line to Harwich.

The nice thing about this event is that it is always held at the end of the season, most boats can thereafter be placed in winter storage.

We hope next year the 20 year jubilee can be held on October 4th, 5th and 6th with even more boats are coming, especially from abroad!



Small gaffers enjoy sheltered sailing during the Reeuwijk Raid. Photo by Rik and Edith Homan.



Main Photo: The 1936 cutter Nereis restored by former Classic Boat Magazine editor Dan Houston and painted with Teamac paints and varnishes.

Inset: Care is needed when applying paint during the winter months. All photos are courtesy of Teamac Ltd.

Above: Before and after, the Yorkshire Coble Kathleen after an extensive restoration and finished with Teamac Paints.

Winter Paint up

Tips from the professionals. Advice from Teamac Ltd on how to get the best possible results and avoid disasters.

The boats out of the water, can't sail until the spring so what better time to maintain/repair and paint up. We can't help on maintenance and repairs but when it comes to painting here are some pointers which we hope will help. They are based on previous experience....not all good!

Conditions both during and after application, whilst the paint dries and cures are important. The temperature should ideally be above 10 degrees centigrade and relative Humidity below 75%. Over 80% and we would forget it until conditions improve.

Watch for condensation. This can be a problem when "Tents" are used to provide cover during maintenance. That's not to say tents are unusable. Just that condensation can develop when there are different temperatures outside.

Check the moisture content of the wood. It should certainly be below 20% and preferably around 15%. A moisture gauge will give you a reading. You can paint wood with higher moisture content but general, as soon as sunlight comes into contact with the surface the excess moisture will try to escape through the paint film. The result of this is blisters forming.

You can use heaters to warm the "paint environment" but again, watch for condensation.

Good ventilation helps paint dry as it is designed to do. This can be achieved using fans to assist air flow in closed areas

If you do get a problem with the finish, what is it likely to be and how to rectify the finish?

"Bloom" is a typical problem of moisture getting caught in the paint film as it dries. The colder it is the longer the paint will take to dry. This provides more opportunity for moisture to cause a problem. If this happens you will see a translucent white appearance in the paint film. Let it dry then give the area a light sand down (400 grade - 240 max). Then reapply a finish coat.

Blisters. We have already mentioned this issue. The same treatment; sand them smooth and re-apply.

De-lamination/peeling of one coat or the entire paint system. Often the result of unseen moisture between paint films during application. Can also be caused by not cleaning and sanding down existing old paint films or an incompatibility. Yet again, sand the surface back and repaint

Painting in the colder months of the year is possible but requires extra caution. Please give us a call if you have any questions and we will help whenever we can. Teamac Marine Paints, technical.services@teamac.co.uk. 01482 320194

International Boatbuilding Training College



Since being established in 1975, International Boat building Training College (IBTC) has welcomed many of The Old Gaffers through our doors and if you haven't visited us in person, there's a high chance you have heard of us.

For those of you who are unfamiliar with what we do, IBTC is an award-winning college based in Lowestoft that offers a variety of boat building, maintenance and woodworking courses. Starting from the premise that learning should begin by working with a variety of tools on real projects from day one, our courses are suitable for both those looking for a career in the industry as well as individuals wanting to develop new and existing interests and skills.

Our teaching approach focuses on individual needs, building your confidence and skills and working towards your desired goal. With students of all ages - from teens to those well into retirement - and from all backgrounds, this eclectic mix helps to create a vibrant atmosphere where individuals can share their skills, experiences and dreams. This year, IBTC were the winners of the prestigious National Maritime SME 'Best Maritime Training and Education Programme' award. The award was a wonderful recognition of the hard work that everybody at the college puts in to provide the best education in boat building and woodworking.

At IBTC we offer a range of full-time and short courses, so if you're looking to learn a new skill or are ready to take the deep dive into the fascinating and rewarding world of boat building then make sure to take a look at our Courses page on our website to find out more. Be sure to look out for our future contributions to The Old Gaffers newsletter too as we'll be providing useful maintenance tips.

If you would like to come and visit the college then feel free to contact us by phone or by email using the details below and we can arrange a visit for you.

CONTACTS: E-Mail: info@ibtc.co.uk Telephone: 01502 569663
Website: www.ibtc.co.uk



IBTC Students working on a new boatbuilding project



Open Race at Greenwich Yacht Club

Contact:

cruiser@greenwichyachtclub.co.uk

When:

Sunday, 26 May 2024

Start 0800

Where:

From Garrison Point Fort, Garrison Rd, Sheerness ME12 1RS, UK (map) to Greenwich Yacht Club

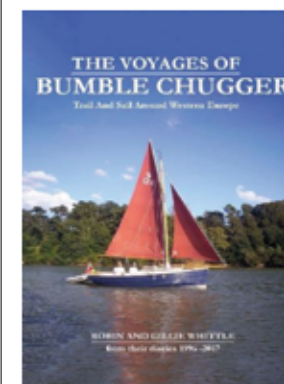
Description:

The race will be followed by dinner in the clubhouse.

1 Peartree Way, London SE10 0BW

Tel: 020 8396 0321

www.greenwichyachtclub.co.uk



Robin and Gillie Whittle have owned their Shrimper 19, 'Bumble Chugger' for 25 years. This book covers 21 years of adventures, trailer sailing in the UK, Europe and Scandinavia, often staying aboard for 5-6 weeks at a time.

The Shrimper 19 with its shallow draught, is ideal for exploring the muddy upper reaches of rivers, and its robust construction is able to cope with rough sea conditions.

Taken from the diaries written about their trips, the voyages have now been collected into a book which recounts their adventures in a pleasant chatty style, providing a fascinating read interspersed with over 1,000 coloured photographs, some poems, some watercolour sketches and a final chapter on Technical Matters describing the changes and additions they have made to the boat.

To order a copy of the book for £15.00 + postage and packaging, contact:

Gillie Whittle at gillie.whittle@btinternet.com

Des O'Meara

It is with great sadness that we announce the passing of Des O'Meara, past president of the North East Branch and stalwart of the OGA. He will be remembered as a great sailor, a wonderful shanty singer and a kind and generous friend. Our thoughts are with Anthea.



Photo by Sue Hall

by Roy Hart

The Nore Race 2023 and being attacked by Grey Mullet!

Roy Hart describes his adventures with a Grey Mullet and lightning board his Memory class *Greensleeves*.

I entered *Greensleeves* my 19ft Memory glass Gaff Cutter and launched her off the Benfleet Y2 slipway late on Saturday afternoon.

The race start was the next morning off Southend Pier. I must thank some of the younger members for their great help, Rob Scrivens & Co. Thank you.

Early on Sunday I headed down the creek and picked up a mooring, I found two halyards badly twisted. I made a very good start but with 2/3rds of a mainsail, I came second from last! "But it's finishing that counts!" I sailed back to the club and had a welcome cold beer with some very old pals. Anyway, it was still a wonderful day in the estuary, no more last-minute launches next year!

Returning to Battlesbridge

The following weekend I left Benfleet at midnight, it was pitch black, you could not see the banks either side. Having rowed and canoed, duck shooting and fishing in the creek since the late 1950's, even bringing *Victory 82* up to Benfleet, drawing 11ft of water and 72ft long, I felt I knew the creek very well. Apart from the odd race mark it was almost total darkness! Somewhere off the Salvation Army Jetty, speed around 2 knots and very shallow, I was too far south and concentrating hard, the tide had started to turn and drop.



Roy Hart's 19ft Memory class, Greensleeves.



Grey Mullet which jumped aboard Greensleeves.



Lightning as seen from Greensleeves.

Suddenly there was a tapping on the rudder and the topsides, then a 2lb mullet jumped into the cockpit, the last thing I needed. Two more jumped in, scales and fish slime everywhere! There were loads of mullet all over the deck. I switched on my torch which showed up a vast shoal of mullet all over the deck, possibly thousands of fish flying everywhere, I was quite disconcerted. After some 400 yards I broke through this vast shoal and found deeper water.

Having endured this frightening experience in pitch darkness I was soon in the deep water of the Thames Estuary, it was still dark. I could just make out the open lights on the pier head. Suddenly someone had turned on a light switch. I could see the Kent coast, Sheerness to Herne Bay as clear day and then a violent thunderclap. Yes, it was a great electrical storm. I managed to reach the Southend Pier and sheltered near the metal Lifeboat Station for an hour until the electrical storm had passed. I then dropped anchor just past Thorpe Bay and tuned into Radio 4, lit the oil lamp and got into a warm sleeping bag.

I cooked breakfast, the sun came out, set on a large Genoa and sailed through the end gap of the Shoebury boom. I bounced to the Havengore Bridge, combed my hair, what I have left and waved good morning to the new lady bridge keeper with a wonderful voice.

I made the Royal Burnham pontoon, left *Greensleeves* moored up, rain came down in stair rods. Ant Law re Jimmy Harris & BYC gave me a lift back to Battlesbridge in his convertible Porsche!

See you all in the Nore Race 2024 Very Sincerely.

Roy

Note

Some think mullet jump to avoid predators or maybe aerial respiration to fill the pharyngobranchial organ at the back of the throat with air thus the fish can remain active in water of low oxygen concentration for about 5 minutes longer. It is uncommon at night though.

AREA REPORTS

BRISTOL CHANNEL

The main event in the Area was the OGA 60 Small Boat Event in Cardiff Bay, which complemented the traditional activities of the Bay Race Series, Bristol Channel Cruises in Company, and the Annual Gaffer Race, not to forget a wonderful night of sea shanties accompanied by the most unusual ensemble consisting of: - Fiddle, mandolin, guitar, two ukuleles and a trombone! The weather, however has not been kind to us! - Read on!

OGA 60 Small Boat Event

The dates of 14th -16th July 2023 for the OGA 60 Small Boat Event in Cardiff Bay were selected back in September 2022. Good weather was anticipated! Many planning meetings later, we had registered 23 boats, 11 from our local group and 12 visitors, accompanied by some 55 crew members. Following a glorious June and early July, the approaching school holidays inevitably heralded a change in the weather, and sure enough with the arrival of our OGA 60 Cardiff Bay weekend, a deep low-pressure system headed our way across the Atlantic. A yellow warning of strong winds and heavy rain was issued by the Met Office for Friday 14th and Saturday 15th, so it was with some trepidation that a small group assembled in the CBYC carpark to welcome participants in the pouring rain. Surprisingly given the weather forecast, only two visiting boats and their crews withdrew. After the evening BBQ (cooked in the club kitchen) we were entertained by local musicians.

We awoke on Saturday, to 50 knot winds and a forecast of heavy downpours, so small boat sailing was impossible even in the sheltered waters of Cardiff Bay. However, as always, the gaffers made the most of it, taking ferries from Mermaid Quay to visit Bute Park and Cardiff Castle, or walking around the Barrage and enjoying the delights of Cardiff Bay. The only sailing that did take place was the log boat race, held between two of the club's pontoons. The race attracted nearly a dozen entries of very varied design and was won by Simon Holloway's model which was actually constructed from a small log! An excellent dinner in Cardiff Bay



Log Boat Fleet. Photo by Viv Head.

Yacht Club was followed by more local musicians, and the open mic session highlight of a shanty solo by Malcolm Goram. Winds had eased only marginally on Sunday morning, so we opted to hold the water-based treasure hunt (originally scheduled for Saturday) under engine power rather than sail. Small boat crews were accommodated in a half dozen larger craft as we chased clues around the Bay and on land from Mermaid Quay. The winning crew were from Malcolm Goram's Clovelly Picarooner *Mallard*. So, from a sailing perspective, a disappointing weekend in that the scheduled river raid, channel cruise and Bay race were all cancelled, but a very sociable gathering when many new friendships were made and old ones renewed.

We would like to thank Force Four, Bay Marine Insurance, and Barti Rum for supporting our event.

Bristol Channel Cruises.

Six "Day-Cruises" were scheduled for the 2023 season, the first in May and the last in September. However, the poor summer weather that bedevilled us in the Bristol Channel led to the cancellation of sailing on 3rd May, 27th June and 10th July due to strong winds. The first cruise to take place was on Friday 16th June, a down-channel sail. Seven boats locked out from the Cardiff Barrage with a NE wind F2-3 forecast. We sailed towards Flatholm, leaving the Wolves cardinal to port before turning and heading East towards Steephholm with the aim of rounding the Island on the English side and returning to Penarth. We were, however, beaten by

AREA REPORTS

DUBLIN BAY – CUAN ÁTHA CLIATH



Following the Entrance to the Rhymney River. Photo by Viv Head.

the tide which turned before we reached our goal, so we turned with the tide, sailed between the two Holm islands, and then home. The next cruise was not until 15th August, another down-channel with just four boats in company. The forecast westerly F4-5 turned out to be a westerly F5-6, and as boats sailed past the shelter of Lavernock Point we were faced with steep seas and gusting wind. An hour or so of beating into wind and waves was enough for three of the boats, who turned and ran for the more sheltered waters off Penarth, while Dave Botterill and crew in *Charlie* continued southwards to Barry until the tide turned against them and forced a return to Cardiff. An exciting cruise for all!

For the final up-channel cruise, on 8th September, five boats found a hot summer sun but not a lot of wind. After drifting with the tide up to the Rhymney River we decided to navigate the narrow winding channel through the flooded mud flats to approach the mouth of the river.

We processed in-line, each skipper keeping a close eye on their Navionics chart, and having reached the entrance the fleet turned about and carefully retraced its course back to a safer water depth. Here we met a freshening south-westerly and enjoyed an excellent beat back to the Barrage locks. So, as always, the Bristol Channel offered a variety of sailing experiences, but overall, a disappointing summer when the weather gods were against us.

Andrew Kelland BC Sec, with significant input from Charlie Harris

Having finally put the RBC 60 celebrations to bed, Dublin Bay finished off the cruising season with our "Howth Muster". This event included the Round Island Race and the RMS Leinster Plate race from Howth to Poolbeg. The round island race (Gaff Rigged) was won by *Mona*, skippered by Denis Aylmer and the Bermuda Rigged by *Barbican*, skippered by Paul Rowe. The result of the RMS Leinster Plate has yet to be decided due to some misinterpretations of the rules etc. All will be revealed when the dust settles. The Round Island race is a fundraising event for the Howth RNLI. During the celebration dinner in the well know tourist venue, the 'Abbey Tavern' the RNLI were presented with €1,500.00 on behalf of the Dublin Bay Old Gaffers Association.

Dublin Bay has had a request from a deceased member David Magee's son Finn, offering a partially restored Norfolk Broads boat with extensive materials and chandlery to anyone within the OGA who would be interested in taking over the restoration project. I have sent a link with full details and photos to our editor who may find space for its inclusion this edition of the Gaffers Log. Our winter lecture series commenced in October with a lecture on the 'Shipwrecks of the Irish Coast'. This was presented by Dr. Eddie Bourke, Author, Maritime Historian, and diver. A wonderful turnout with a full house. The lectures continue throughout autumn, winter and spring as set out below.

November 16th.2023

'History of Dalkey Island', by Peadar Curran.

January 18th. 2024,

'History of the Lifeboats in Dublin', by Cormac Lowth.

February 15th. 2024

The Building Dún Laoghaire Harbour' by Rob Goodbody.

March 21st. 2024

'The Sail Training Vessel – *Brian Boru*' by Hugh Byrne.

April 18th. 2024

'Discovery of Longboats in Lough Corrib', by Kark Brady.

AREA REPORTS

DUBLIN BAY (cont'd)

Our social programme continues with gatherings planned for Autumn, Christmas, and Spring. Our Christmas event is in the Poolbeg Yacht & Boat Club, in the centre of Dublin on the river Liffey. Better known as the 'Old Gaffers Choir Practice', with songs, sea chanties and poetry. The venues for the Autumn and Spring outings have not been agreed before going to press. Now that the DBOGA is an "all island" branch of the OGA, and in an effort to encourage participation by our regional members in our get togethers, locations throughout Ireland including places like Galway, Sligo, Cork, Wexford and Athlone on the River Shannon, at the centre of Ireland, are all on the table. Especially following the extraordinarily successful Belfast and Cork events.



Éiréad

Vervine Blossom



May he rest in peace.


Mick Hunt.
Ar Dheis Dé go Raibh a
Anam Dilis.

Just a few weeks ago DBOGA lost one of its long-term members, and former Treasurer for almost 10 years, Mr. Michael (Mick) Hunt, who passed on peacefully to fiddler's green after a short illness. Mick was famous for collecting and restoring classic objects including, vintage trucks and lorries, and in particular, classic boats. These included a classic fishing launch from the Mediterranean, and numerous Irish and Scottish vintage boats. Two of his best-known vessels were the Manx Nobbie, *Vervine Blossom* and the beautiful wooden Scottish Trawler Yacht, *Eiread*. Mick worked tirelessly with

the Galway Hookers on the West Coast of Ireland and helped re-establish the Galway Hooker Festival, "Cruinniú Na mBád (Gathering of the boats) in Kinvara, Connemara. Mick seen below working away with the restoration of the Galway Hooker, *An Lady Mór* (The Big Lady)

Peter Tobin, Rúnaí, Hon Sec. Cuan Átha Cliath.

EAST COAST

In my last report for Gaffers Log from the East Coast, we were looking forward to the OGA 60 Jubilee Party, organised by the East Coast Gaffers and held on the River Orwell at the beginning of August. A huge amount of effort went in to planning the four-day event and we hope that everyone who joined us had a great time. Following very stormy weather there was a brief 'window' at the end of July which allowed the Round Britain Cruise fleet to make passage down the coast from Lowestoft. *Indian Runner* noted in her blog "Heading south from Lowestoft this morning. Over 20 knots of wind, 3 reefs in the main, staysail out, no jib. Force 7 forecast for tomorrow." Bristol Pilot Cutter *Letty* reported 10 knots with one reef in main, staysail and jib. Another boat leaving Lowestoft was *Susan J*: "We arrived off Felixstowe after a rapid motor sail in steep seas, wind over tide but averaged over 5 kts SOG. Then a gentle sail into the River Orwell." **Look back at the archive for the OGA60 Round Britain Cruise on 'Sailing by':** www.sailing-by.org.uk/tag/oga60/

By Wednesday, 2 August the Round Britain Cruise fleet was joined by over 100 classic yachts, working boats and open boats with 320 skippers, crews, family and friends travelling by sea, road, rail or ferry on the River Orwell. As more and more boats arrived into ABP Beacon Marina, Ipswich the OGA welcoming committee, clad in bright orange t-shirts, were ably assisted with berthing new arrivals by a team of ABP staff, wearing their corporate orange hi-viz. There was a buzz of excitement as the VHF crackled, indicating another group of boats was approaching the lock. Pete Thomas, East Coast OGA Committee member, had made

a careful assessment of who could raft against whom to fill the available spaces cleared by ABP for the event. Skippers hoisted their bunting and a party atmosphere began to grow as late arrivals were squeezed into their berths. The Party started in earnest on Thursday afternoon with a Civic Reception, sponsored by Associated British Ports (ABP) and Ipswich Borough Council, addressed by the Mayor of Ipswich, Councillor Lynne Mortimer. Assisted by Paul Masters, Vice President of the East Coast OGA, the Mayor awarded individual plaques to each OGA 60 RBC skipper, commemorating their achievement. The Reception was followed by an excellent supper at Party HQ, the recently restored, deconsecrated St Clement's Church, formerly one of the mariners' churches of Ipswich and looked after by the Ipswich Historic Churches Trust. The after-dinner speaker was the legendary dialect coach, hired by Netflix to train actors in the Suffolk accent for 'The Dig', Charlie Haylock.

On Friday morning, bright and early, BBC Radio Suffolk arrived to record the first of three interviews broadcast throughout the morning. Although starting bright and sunny, there were warnings of a change in the weather as skippers began to think about preparing to leave for the Parade of Sail while the lock was on 'free flow'. Untangling all the careful rafting from Wednesday, striking the bunting and deciding about how many reefs may be needed, 80 classic yachts and working boats slowly departed ABP Beacon Marina. Meanwhile, the open boats were preparing to sail upriver from Suffolk Yacht Harbour, Levington to join them. As the spectacle began to unfold the light changed, the thunder rumbled as lightning struck and there was a rainstorm described by many sailors as 'biblical' and such they had never experienced before. After about half an hour, calm returned and a wet, bedraggled parade arrived at Suffolk Yacht Harbour for an al fresco paella supper at Haven Ports Yacht Club. On Saturday, the proposed cruise in company attracted no interest due to the weather forcing most people to spend the day drying out. Claudia Myatt and Sue Pennison ran a series of excellent workshops, putting on extra sessions to meet demand.

AREA REPORTS

Sponsored by Dartmouth Gin, the OGA 60 Jubilee Race on Sunday 6 August, 2023 certainly exceeded expectations! The weather was challenging, forcing the Race Committee to set an inshore course on the Rivers Stour and Orwell. The Open Boat race did not start until later in the afternoon when the wind began to drop slightly. Only a few boats braved the start line and just two completed the race. Steve Mitchell, winning the race in his smacks boat *Joy* commented: "It was lonely on the start line and a very wet race. I don't even know the other boats, I know one retired and the other was possibly a Deben lugger. The race took place as other big boats were heading for their finish line. I met a few on my downwind leg."

There are several reports from the OGA 60 East Coast Celebrations along with race results, video and photo galleries on the Eastcoaster website:

www.eastcoastgaffers.org.uk/tag/oga60/

There is also an OGA YouTube Channel: www.youtube.com/@oga1963

Our annual summer cruise followed on from the OGA60 party with the first night spent ashore at Stone Point for beers and a barbecue on the beach, winding down after all the excitement of the past few days. The plan was for the fleet to sail to Chatham Dockyard but the stormy weather forced several to turn back before reaching West Mersea, taking refuge in the Orwell, Stour and Deben rivers. Although a small contingent did reach Chatham for an enjoyable visit, they were forced to extend their stay due to broken lock gates! The last three sailing events of the East Coast calendar were the Slaughden Rally at the end of September a visit to the Netherlands to join the Reeuvijk Raid organised by Dutch OGA member Rik Homan and the last of the Woodbridge Boatyard/Deben YC racing series on 15 October.

Our Area AGM took place on 4th November. At the AGM Robert & Lomal Hill stood down as Area President and Secretary along with Treasurer Clare Thomas. We elected new Officers and welcomed several new Committee members to take us into 2024.

AREA REPORTS

EAST COAST (cont'd)

Our winter events programme starts on Saturday 9 December with a talk by Cathy Shelbourne about local 16th century circumnavigator, Thomas Cavendish and our provisional programme for 2024 is already taking shape with a few dates confirmed:

Saturday, 9 March, 2024:

ECOGA Annual Dinner Royal Burnham YC

25 – 27 May, 2024: Deben Rally & Cherub Centenary Celebrations River Deben, Waldringfield & Woodbridge

7 – 9 June, 2024: Swallows & Amazons, incorporating the Gaffling 4.1 Championships Walton & Frinton YC

22 – 23 June, 2024: Southwold Rally

27 July, 2024: East Coast Race
Stone Sailing Club

28 July – 2 August, 2024: OGA NL20 Anniversary Feeder Event
Ramsgate to Vlissingen

My thanks go to everyone who has contributed material for the online 'Eastcoaster' and I look forward to hearing from you in future with more stories to share.

Beverley Yates, Eastcoaster Editor
eastcoaster@oga.org.uk
www.eastcoastgaffers.org.uk

NORTH EAST

Blyth's "Party Port" Celebrations

Blyth has won praise from yacht crews who visited the port as part of celebrations for the Old Gaffers Association's 60th anniversary. The port was one of the stops on the Gaffers' 60 Round Britain Cruise which visited North East England between 21-23 July. Skippers and crews praised the fantastic organisation, friendly welcome, and "party atmosphere". The Gaffers Association's President Mike Beckett, sailing on *Bonita*, described it as a great experience despite the bad weather.



The fleet gathered in Blyth for the OGA 60 RBC Rally on 21st – 23rd July.

Around 14 boats arrived at Blyth after weeks of challenging sailing around Britain. They were an impressive and colourful sight as they sailed into the town's South Harbour.

The North East Maritime Trust also joined the celebrations with their coble, *the Royal Diadem*, and *the Frederick Henry Swan* lifeboat. Their short journey up the coast was quite a feat in difficult weather conditions.

Celebrations kicked off on the Friday night with a welcome reception on board the Royal Northumberland Yacht Club's LV50 Lightship with an obligatory glass of bubbly. Later that evening, Blyth Tall Ship gave crews the warmest of welcomes with an outdoor BBQ and live music from local harmony band, The Klassix. The dancing and singing in the rain didn't stop when the weather took a bit of a nose dive! Saturday kicked off with an early breakfast at the Royal Northumberland Yacht Club followed by trips to the Blyth Tall Ship Open Day, the Zulu and workshops. Visiting crews enjoyed guided tours of the *Williams II* and the historic LV50 Lightship.

Later that evening there were further celebrations on board the LV50 topped off by a formal dinner hosted by the Royal Northumberland Yacht Club. Sea shanty singing helped to raise the rafters and spirits after a soggy day of rainy weather. On Sunday there were further trips to Blyth Tall Ship workshops and the *Williams II*. Some of the crews opted to explore further afield, taking a look around Blyth Battery and Woodhorn Mining Museum.

AREA REPORTS

As the weather worsened, many of the crews hunkered down on their boats and organised their passage plans for what looked like a couple of tricky days of weather. Some stayed on for an extra day or two to avoid the worst of the storms on their passage south. Despite the horrendous weather, Blyth proved to be a fantastic "party port" on the penultimate leg of the Gaffers' 60th birthday cruise. A big shout out to everyone who braved the deluge and torrential rain!

Later in the summer, the North East's Martin Haigh and Katie Jackson took the *Tunstall Tide* Gaffling to the Jubilee party in Ipswich. They enjoyed their adventure on the small boat, despite the wet and wild weather. The event was also attended by Des O'Meara and Anthea Connor from the NE Gaffers.

The North East is currently looking at the future of its small regional group - and hopes to have further news about this soon.

Sue Wilkinson

NORTH WALES

North Wales Gaffers made a good showing (for one of the smallest groups) for the Peel Traditional Boat weekend, on the Isle of Man, 21 – 23 July. Members Scott Metcalfe (*Vilma*), Michael Leahy (*Laura*), and John and Wendy Duncan (*Wren*) and Porth Penrhyn friends *Rona* (J. Wynne-Eyton), and *Elaine* (J. Ormond) attended.

John and Wendy were proudly showing off their new boat *Wren* on her maiden cruise. *Wren* is a Lyle Hess 24 whose hull was built in Yarmouth in the 1990's but was never completed. She has done more miles by road than by sea so far having been brought from East Coast to the Lake District then back to Faversham then to the Wirral and finally North Wales as she passed through the hands of 4 previous owners before John bought her and has finished the build. Every possible detail is beautifully finished and most of the fittings and fixtures including blocks have been fabricated by John himself. She is now fitted out as a very handsome 2 berth gaff cutter.



Gaffers gather together for the Peel Traditional Boat weekend on the Isle of Man.

Although Mike Clark and the current organising committee is standing down after long service, we hope that the gathering will continue in some form in the future.

I would like to raise a toast to all the organisers of these vital opportunities for our community to come together. The RBC60 generally, the party ports (especially Neyland, Milford Haven and Poolbeg, Dublin who looked after the North Wales Gaffers this year) and the team at Peel for all their work and the hospitality they show us which is deeply appreciated by us all. These events are crucial to our ongoing survival providing us with the chance to connect and share information and support and of course a good reason to put to sea!

Our plans for next year include, hopefully, more collaborations with Tall Ships (Wales) Trust who encourage and enable younger people to experience traditional and heritage sailing around the coast of our wonderful country.

Mike Leahy

NORTH WEST

We are looking forward to hosting the OGA National AGM in Liverpool on Saturday 13th January 2024. The event will be based at the Holiday Inn opposite Lime Street Station. Liverpool has a long maritime history with a host of attractions to visit.

AREA REPORTS

NORTH WEST (cont'd)

The Royal Albert Dock includes the Maritime Museum, International Slavery Museum, and the Beatles Story. There are guided underground tours of Liverpool's and the World's first wet dock now buried underneath Liverpool One Shopping Centre. Explore the Western Approaches Museum in an underground war bunker, the control centre for the Battle of the Atlantic

On Saturday evening there will be an OGA dinner followed by live music and dancing.

A link to book the dinner and entertainment: <https://www.ticketsource.co.uk/oga-north-west>

2023 Update

The North West Region has had a successful year with a good turn out at all events. The OGA 60 Regatta on Ullswater is reported elsewhere. South Windermere's Old Gaffer Regatta in September attracted three visiting Cape Cutter 19s as well their own boats. The fleet returned to base early due to a prolonged cloud burst. Refreshments were laid into the club house giving people a chance to socialise afterwards.

Crossfields Conference

The Crossfield Conference in Arnside take places on Saturday 18 November. There will be talks by Mike Beckett, the OGA's President on *Bonita* built in Arnside in 1888 and by Michael Leahy the North Wales Secretary about *Laura*. In the evening there will be a concert by Dave Walters, a folk singer who owned *Pastime*, a Crossfields' boat in the 1970s. *Pastime* featured in his song "Ballerina" on his 1982 album.

To book tickets for the conference <https://www.ticketsource.co.uk/whats-on/arnside/arnside-educational-institute/crossfields-conference/e-xagkoe>

Restoration of Severn

The restoration of Arnside Sailing Club's *Severn* is making progress. All the frames have now been replaced and work done on the counter. *Severn* was built in Arnside in 1912 by Crossfields.



Gaffers on Lake Windermere in September 2023.



Severn undergoing restoration.

Plans for 2024

Next year we plan running events at Arnside, South Windermere and Ullswater again. We hope to arrange a cruise for members a chance to go out on *Hearts of Oak*, a 32 foot Morecambe Bay Prawner built in Ulverston owned by Charitable Trust. Our Regional AGM will be at Ribble Cruising Club in Lytham on Saturday 2 March.

Alasdair Simpson
North West Secretary

AREA REPORTS

SCOTLAND

This has been the busiest year for the Scottish Area for quite a while. We began the year with a full face-to-face AGM which was really well attended. Gordon Garman stood down after many years of excellent service and I was honoured to be elected President in his stead. The Round Britain Cruise meant that we had an unusually large number of OGA boats in Scotland this summer. The RBC Fleet had about as many boats as our members have in Scotland! The fleet arrived in June and brought some fantastic weather. Some came into the Clyde and through the Crinan Canal while others came up the Sound of Jura. We organised a weekend of events in mid June in Oban where we were made extremely welcome at Kerrera Marina and by Oban Sailing Club. After Oban the fleet split again and four boats went 'over the top' whilst the rest made their way through the Caledonian Canal, meeting up again for our second event on the Tay. The weather prevented any on-the-water events but we had a fine tour of RRS Discovery and a grand buffet in Dundee. Between these events we had a stand of sorts at the Scottish Traditional Boat Festival in Portsoy. We had hoped to fit in a sailing meeting on the Clyde in August too, but your committee could not quite summon the energy!

Our AGM this year will be held on Saturday the 2nd December at the President's house in Rosneath. The meeting will start at 12 noon, with coffee and tea from 11 am and a buffet lunch afterwards. Please look out for a mailchimp email with the agenda and any further details. We will be electing a new secretary. If you are interested in standing for this or in helping in any other way, get in touch. We would like to hold events more regularly. Holding events is a good way to attract new members, with or without their own boats. We would like to be able to repeat the Oban event if there are enough local and visiting boats to justify it, have another event on the east coast, either in the Tay or the Forth and do something in the Clyde. Details will appear early next year, and we will keep the website updated so everyone can see what is going on.

Julian Cable, Scottish Area President

SOLENT

We'll take a look back over the season and outline events planned for this coming winter and for next year. We started the year with a walk guided by Alastair Wilson, one of our committee members, on the Solent Way followed by a pub lunch at The Ship Inn at the top of Langstone harbour. Even though the weather looked unpredictable we had a good turnout.

Our first rally of the season coincided with a very wet weekend for the Coronation. We were designated as the first 'party port' and welcomed the fleet taking part in the Round Britain Challenge to Cowes to celebrate the OGA's 60th. We were joined by *Jolie Brise* whose crew very generously offered anyone interested the opportunity to experience big boat sailing in the Solent. Throughout the weekend we were hosted by the Cowes Corinthian YC who provided a large screen for those to enjoy the Coronation while the fleet was moored at Shepards Marina with supper and after-dinner dancing to the Five, Fifty Fives. On Monday the RBC fleet set off westbound in blustery conditions.

This year's Yarmouth Regatta took place over the weekend of 25th – 28th May and coincided with the Festival for Sea Shanties. The social side of the weekend started with a takeaway fish supper on Thursday followed on Friday by an excellent BBQ hosted by our Sailing Secretary. Saturday was the main day for racing followed by supper and prize giving at the Royal Solent Yacht Club with music provided by our old favourites, The Accelerators.

In July we had a relaxing weekend of socialising and sailing in company at Langstone Harbour where some 10 or so boats gathered at Southsea Marina. The weather was very kind with warm sunshine all weekend and began with an informal pontoon party followed by a curry dinner. The weekend was intended to be suitable for boats of all sizes, including small/trailer ones; although despite our best efforts, only two of the latter came. One of our members provided some very helpful local knowledge and led a sail in company northwards up Langstone Harbour on the high tide on Saturday in a

AREA REPORTS

SOLENT (cont'd)



Solent Gaffers in Cowes for the September Rally.

gentle breeze. Those with deeper draft boats teamed up with smaller boats to enjoy the tranquil harbour. On Saturday evening, a supper was held at the Marina Bar where everyone enjoyed a very convivial evening.

Three intrepid skippers from the Solent made the long passage in very mixed and unpredictable weather to the Orwell to celebrate the OGA 60 Jubilee Party at Ipswich and Levington. They were joined by other Solent members who took the easier option and made the trip by road! This year our Annual Race & Rally was blessed with glorious sunshine but, initially at least, little wind. The racing turned out to be better than expected with some 14 boats on the water. The event was rounded off with an excellent supper at the Cowes Corinthian YC. The full race results can be found on our website. Looking ahead to events over the coming winter and spring, 2024 the committee is now finalising next year's programme. Due to its popularity, we plan to run another rope making and splicing day, a springtime Sunday walk followed by a pub lunch and a new event, a visit to the Boat building Academy at Lyme Regis, a place to see some superb craftsmanship in wooden boat building. Already the 2024 season looks good!

Grant Morris, Solent secretary

SOUTH WEST



Tremayne Quay. Helford.

The Helford Rally traditionally follows straight on from the always popular Falmouth Classics and this year we were blessed with a fine and warm June. Depending on the state of the tides there are always a number of options for the welcoming barbecue and also the venue for the prize giving supper. This year the barbecue was held at Tremayne Quay which hosted 30 members to the "bring your own meat" barbecue. We welcomed 2 intrepid small boat owners; Julian Eley from Solent Gaffers but living in Bristol and Peter and Sarah Elliston from the East Coast Gaffers. We also welcomed Don Thompson from the Channel Islands who was overawed by the beauty of Tremayne Quay (here seen through the masts of Julian's Bass boat- his photo, *see photo above*). After the success of the gatherings of the RBC fleet in May we returned to Sutton Harbour for our annual event. Sutton Harbour kindly let us use their facilities at Guys Quay again. However this time there was a charge but it was only at half the usual rates. Boats all mustered on the Sunday and we went along to the Old Custom House for drinks and our evening meal which was a very sociable event indeed and the food was good.

Next morning we had the race briefing on the pontoon around which all the 14 boats were accommodated. It was a real pleasure to see

AREA REPORTS



Fowey Classics.

some new contenders in the 2 classes of races in which the small boats outnumbered those over 22'. 5 minutes before the race the wind was flat and then a squall came through and the wind backed 180 degrees nearly knocking some of the smaller boats down. It provided some fairly exhilarating, if damp, racing. The prize giving saw 2 new members receiving prizes.

The Fowey Classics immediately followed the Plymouth event. We had changed our dates so that we became a feeder event before the 30th Fowey Classics and therefore swelled the numbers considerably. 3 pontoons were reserved for the classic boats and made a fine sight (photo credit Fowey Classics). Day 2 (Wednesday) is the main racing day but the weather was coming straight up the narrow harbour entrance and the swell made it a real battle to get out to the first mark. Once there, with the wind on the rear quarter, the sea flattened and the boats were able to fight it out. On Friday, the wind was kinder both for the parade of sail and the race but the wind was still on the nose in the entrance. In the evening there were races for the Troy and Fowey River boat classes. Then it was celebration time with the prize giving supper and music at the Gallants. The music was from a lively local sea shanty band, the 'Press Gang'.

The River Dart Rally and Dittisham Regatta took place on Aug 11th – 13th. The River Dart Rally is an important event for South West Gaffers as it is their main 'Small Boat' event which can also cater for the



Francois Vivier Morbic 12s. Photo Mark Darley.

larger trailer sailers. This year we attracted three Francois Vivier Morbic 12s, a delightful Rushton Princess Lug rigged yawl sailing canoe (for which the conditions were not ideal), an OGA Gaffling dinghy in the capable hands of Mike Bennett (who had won the event in 2019), a Yealm Crabber, a Swallow Bay Raider, a Shrimper 19 modified with a carbon fibre mast/ cutter rig + bowsprit extended by 12" and a 21' Kite class trailer sailer. The largest boat in the fleet was a Cornish Crabber 26 with an all girl crew. The weather in July and early August had been disappointing and changeable and in the event, the weather was kind on both the Friday and Sunday but the wind was too strong for the smaller boats on 'Ditsum Regatta' day which was cancelled.

Although not a SW Gaffers event, the Brixham Heritage Rally (16th Sept) has always been well supported. Gusty conditions gave an excellent day's sailing for the dozen boats who came to enjoy the late season rally but the threat of Storm Nigel saw a number of boats (including *Mischief*) scampering back to their home berths. For those that remained, the Regatta Bosun shuttled crews across from the pontoon to the yacht club for party time on Saturday evening with music from Sax 'n' Soul, a lively bar and excellent supper. The storm gave boats a bit of a bumpy night, but crews hunkered down and were able to leave in good conditions at lunch time on Sunday. Looking to next year the Brixham Heritage Regatta is on 25th – 26th May (*Provident's* 100th Birthday celebrations).

Tim Price, SW Secretary

by **Alison Cable**



Gaffers celebrating OGA 60 at Ipswich.

OGA 60 Report

Alison Cable OGA 60 coordinator reflects on the success of OGA 60.

Now that the year of celebrations is almost over this seemed like the right time to report on how it went. According to one of the participating skippers on the RBC it was “sort of like a flotilla holiday”.

That description is not one that ever occurred to me, as the coordinator for the jubilee events. I had put my hand up and volunteered to keep track of what would be happening to celebrate the OGA's Diamond Jubilee back in January 2019. At the time the only certain happening was a big party on the East Coast, based at Suffolk Yacht Haven on the river Orwell. The marina manager had been consulted, and agreed to host up to 100 boats of various sizes, so long as the event was held at the start of August, which was when the resident boats were most likely to be away.

So that was the plan, one big party in August, with large and small gaff rigged boats from all over the UK and the Netherlands. We had done the same thing for the 55th Anniversary, based at the Folly Inn on the Isle of Wight, and for the 50th in Cowes. But hang on, for the 50th we had also had a Round Britain Challenge (RBC), with over 20 yachts circumnavigating.... Maybe we should assemble a fleet to do the same thing again?

The RBC meant that all the Areas would need to host special OGA 60 parties as the fleet reached them, and suddenly it was not just the East Coast faced with an organisational challenge. There were committees who had never organised events



Mike Beckett's Bonita built in 1888 successfully completed the Round Britain Challenge.

in the places best suited to a large boat fleet, chosen “Party Ports” that declined the honour, trying to fit 20 visiting boats into small harbours... I have heard nothing except praise for the organisers of these extra events that were shoe-horned into their normal OGA duties.

Of the 23 boats that originally signed up, and the 20 boats that started, 16 completed the circumnavigation, being joined along the way by a number of boats that only had the time to complete one leg.

What can I say about the Jubilee Party itself on the River Orwell? A Superlative two centre, 5 day extravaganza, where the weather made things interesting to say the least! Covid and inflation hobbled the early planning stages, with food suppliers refusing to commit to anything, but slowly it all came together thanks to the hard work and commitment of the core of the East Coast OGA. The back up plans, attention to detail, and determination to make the best possible event added up to an amazing experience.

Everyone involved rose to the challenge in spectacular fashion making OGA 60 a year to remember, but I would like to pick out two special contributors. Not everyone can manage to attend events, but Nick Phillips, editor of the Event Guide, and Beverly Daley-Yates, creator of the Sailing-By website, made sure that everyone knew what was happening, and could engage with the celebrations.

This was a party year for every member of the OGA, and I hope you enjoyed it as much as I did.

OGA Merchandise

Our range of OGA clothing, which now includes good quality polo shirts, smocks, fleeces and caps, is available from Riviera Embroidery. Their contact details are: Telephone: 01803 521789 Email: rived59@gmail.com Website: <http://www.rivieraembroidery.com/>.

OGA flags are also available from Riviera Embroidery.

Items of clothing are available in a range of colours and sizes and are all embroidered with the OGA insignia, with the option of having your boat name included at no extra cost.

Polo Shirt (Product code: H400)

Polo shirts are available in red and navy, men's (unisex) or ladies' fit.

Embroidered with the OGA insignia on LHS, with the option of adding your boat name at no extra cost.

Price £23.80 includes delivery to UK mainland.



Fleece (Product code: 870M)

The OGA Fleece is available in a variety of colours and sizes and embroidered with the OGA insignia on LHS, and can include a boat name. The fleece is made of anti-pill, dense, compact pile, has a full-length zip, two front zip pockets, hemmed cuffs and an adjustable draw-cord hem.

Price £35.00 includes delivery to UK mainland.



Smock (Product code: SM01 for round neck, SM02 for V neck)

Hard wearing 100% cotton traditional smock, embroidered with the OGA insignia on LHS, and can include a boat name in the price.

Price £39.00 for V neck and £37.00 for round neck, including delivery to UK mainland.



OGA Merchandise

Cap (Product code: RC050)

One size, 100% heavy brushed cotton drill, navy blue with stone insert colour on the peak, with embroidered OGA logo.

Price £13.50 includes delivery to UK mainland.



Flags & Burgees

Why not brighten up your vessel and be proud of your membership by displaying an OGA house flag or burgee? Our 18" x 12" flags are available complete with toggle and lanyard. The flags are made to MOD specifications of quality fabric, to ensure durability and many seasons of use. These are available from Riviera Embroidery. Special flags such as President's and Commodore's can also be made and quoted for on an individual basis.



Bronze Plaque

Boat plaques are fashioned in bronze by an OGA member and finished to a high standard. The plaque will enhance your boat and is engraved with your boat name and boat number for posterity.



To order your plaque please contact: merchandise@oga.org.uk or write to the OGA at the address given on the inside front cover of the Log.

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WATER CRAFT

Read about today's affordable
new gaffers in the practical
bi-monthly magazine.

www.watercraft-magazine.com

MEMBERS' BOATS FOR SALE:

https://oga.org.uk/boat_register/boats_for_sale/index.html

Please help us to keep the records up to date by letting the Boat Register Editor know when your boat is sold, or taken off the market. Remember to promote OGA membership to the new owner as you complete the sale.

Aeolus, Price: £29,500 REDUCED

The perfect vessel for the purist classic yachtsman for racing and cruising. Steeped in history, she was built in California in 1904 as a plank-on-edge yacht with a towering rig. Her traditional appearance continues throughout with traditional ropes, authentic block and tackles. Of course, looks aren't the only thing going for this classic yacht. The redesigned sail plan by Ed Burnett uses modern sailcloth to give the boat power and speed when slicing through the waves. Think of her as a lightweight pilot cutter. This yacht is one of the most cool and recognisable classic boats in the UK and was featured twice out of 1500 boats in the Round the Island Race 2021 official videoclip. Fully equipped for racing and cruising, she is in excellent condition having just returned from a visit to Douarnenez. LOD 41ft, overall 60ft, 8 berths, fully equipped interior. Rebuilt in 1980 in San Francisco, Volvo 55hp engine 2008, new sails and rigging 2010, wifi navigation equipment. Based in the Hamble. **Contact Anthony Wheaton email: anthony@aeolus1904.com Tel: 07803 389676**



Albion, Price: £1000.00 ONO

The Albion is a 37 foot Oyster smack, built by Harris and converted to a yacht in the 1930s. She is a project for someone keen. The boat has been out of the water for the last 40 years, with a fair portion of replacement planking (larch on an oak frame), larch planking on deck and counter stern undertaken. More recently the coach roof has been replaced. She comes with a full set of sails, a 20 HP Bukh engine (working condition unknown), original winches and other items shown in the photograph. **Contact Graham via: boatregister@oga.org.uk**



Ceres, Price: £32,000

One-off traditional gaff rigged Yawl. Built 1960 by Everson's of Woodbridge and initially registered as *Glee*. She is mahogany on oak frames. Built along the lifted lines of a retired local fishing smack with racing successes, refined from midships-aft to produce a handsome counter stern yacht. Sail plan said to have been designed by Maurice Griffiths. A sturdy vessel, perfectly balanced and a delight to sail. Accommodates 4 adults comfortably. Nanni diesel N3.3HE 29HP with technodrive TMC 60 2:1 reduction gearbox, new 2021 less than 10 hrs run time. 1x120 Amp alternator, 1xA3 engine start panel. New Calorifier. Refurbished Taylor's paraffin stove and Taylor's cabin heater. Overall yard refurbishment at Larkman's of Melton plus Norris Marine Engineering Ltd 2021. Full schedule of works available. **Contact: sue@suedaniel.co.uk.**



Crow, Price: £85,000

38ft shoal draught centreboard gaff ketch based on Phil Bolger's Moccasin Design. Strip-planked and glassed hull by Spirit Yachts. Fitted out by Bob Berk. Kohler diesel engine series KDW model 702. Fitted in 2021. Featherstream folding propeller. Lofrans electric Anchor Winch and Raymarine Autopilot. Broad's type tabernacle on main. Masts and gaff are carbon fibre supplied by Compotech Booms. Other spars Douglas Fir. Main jib and ghoster by Jeckles and Mizzen by Wilkinson Sails. Loose footed mainsail with a clew attached to a car. Sleeps four, two in a double cross-berth at the forward end of the saloon, it has doors so can be shut away. Galley with sink, a worktop and a Nelson gas cooker. Taylors diesel fuelled cabin heater, Lavac marine toilet, holding tank or direct dispersal. Chart table with a fridge under the seat and then another settee berth. Brand new inflatable cockpit tent. **Contact Boatregister@oga.org.uk for more information**



MEMBERS' BOATS FOR SALE: https://oga.org.uk/boat_register/boats_for_sale/index.html

Dawn, Price: £38,000

Canoe sterned, 'gentleman's yacht', architect G U Laws ('08 Olympic Gold winner in 6M class) builder Thomas of Falmouth, launched 1905. LOA 48' OD 35'. Good Sea boat easily worked by 2 with extensive recent cruising in EU. Very strong hull pitch pine on oak, extensive renovation in 2015 at Gweek and further work in Cowes in 2017. Endeavoring to maintain a yacht of her period, recent additions include a new deck, new Penta 30, new cream sails, rigging replaced etc. Masts keel stepped with roller reefing. New stove and heads (forward). Great boat to sail and winner of the initial Houghton Cup and the Royal Solent's Gaff Pursuit 2021. Member National Historic Ships. 100's of pics and extensive history available.

Contact Julian Reid +44 (0)7768 068 200 or julianreidtoo@gmail.com



Eleni, Price: £40,000

Traditional Greek τρεχαντήρι (trehantiri) hull built explicitly as a sailing boat, design on a sponge-fishing boat from around 1930, but launched new in Denmark in 2001. Below, she has a pilot berth beneath a lifting chart table plus a saloon berth to starboard, galley with Wallas stove, double seat and Blake head to port, and a double v-berth forward. Work between 2016-18 saw a new gaff cutter rig installed by TS Rigging, with sails by Jim Lawrence. New Beta 50HP to replace a very elderly Perkins, along with various other improvements. In 2018 Eleni made her second voyage to Greece, and currently lives in Preveza in the Ionian, where she feels very much at home. **Contact Barnaby Scott bds@waywood.co.uk**



Ferryman III, Price: £4,950

One off topsail Schooner. Full camping inventory including 2 part camping cover. GRP hull. Galvanised centreplate. Yanmar YSE8 inboard diesel. 2.5hp Suzuki outboard. Bowsprit and boom Douglas fir, other spars aluminium. Fitted out in teak, iroko, mahogany etc. All foresails on Wykham-Martin furling gear. 2 topsails. Reefing square sail on foremast. Optional roller reefing on main. Garmin Oregon GPS chart plotter. Bespoke braked road trailer (all up weight 1,400kg) and 6' Barrowboat tender included. **Contact Hamish Wilson 01848 331651**



Fionn, Price: £15,000

Built in Australia to Laurent Giles' Vertue design, and fitted out as a well balanced gaff cutter. Full suite of 2 mainsails, 2 jibs, a staysail, and a topsail, plus an additional Genoa and spinnaker. Ground tackle includes manual gypsy winch, 35lb CQR, 27lb Danforth anchor, 25 fathoms of 5/16th chain. Fionn has been recently re-splined, and her running and standing rigging renewed. Retractable Bowsprit. Electronics include an echo pilot forward looking sonar, marine radio and Weems and Plath instrumentation (inc chronometer and barometer). Electric bilge pump and solar panel. New marine head, paraffin double burner stove and separate protected heater. Walker Bay sailing dinghy, with oars, is included in sale. Currently laying at the Marine Store yard, Maldon. **Contact: woodsgwi@gmail.com**



Irene, Price: NZ\$135,000.00

Built by the owner to a high standard she is of Ferro-cement construction with a teak coach roof, skylight and forward hatch. The interior fit out is in Iroko and 12mm marine ply. Her masts are Corten 'A' galvanized steel, Gaffs, booms and bow sprit are all in galvanized steel. Irene has a 72 horsepower 4 cylinder CT Marine marinized Ford diesel (recently re-built by Mitchell Mechanical) with a Borg Warner Velvet Drive 2:1 reduction gearbox driving a 23" propellor. Irene has just been antifouled and is being presented at her best. The construction story of Irene is a testament of endurance by an owner who hand made all of the deck and rigging along with a crafted interior. Lying New Zealand



Janty, Price: £6,500

Deben 4 tonner, built Whisstocks, Woodbridge. Pretty much her original build specification; all wood is either Mahogany, Larch or Oak, all in very good condition. All spars in very good condition. 5ft bowsprit recently replaced. Yanmar 1GM 10 inboard (8 years old and regularly serviced). All planking copper roved and water tight. Long Cast Iron 18cwt Keel. Recent survey showed no major structural issues. Keel Bolts replaced by the previous owner. Both foresails recently replaced and on traditional Wykeham-Martin furling gear, mainsail in good condition. Well maintained with full maintenance log available. Being sold very reluctantly for personal reasons.

Contact: email brianjimskinner@gmail.com or 07966743414



Lulu, Price: £4,000

Gunter rigged Bass Boat16. Hull no 370. An excellent boat that is easily handled solo. Can be used as a day sailor, for taking the family up a canal or coastal, and is set up for fishing. An excellent all-rounder. Very easy to tow, with a displacement of about 300kg. For a detailed report on the boat, PM me. Built-in buoyancy, Dry forward and stern lockers Outboard Sails, Oars, winter cover. Laminated rudder and reinforced tiller. Many extras. Ready to hitch up, drive away, launch and sail. **Contact:** julian.g@eleyfamily1.eclipse.co.uk



Megan, Price: £15,000 or part exchange on a 16' Oysterman

Bought as a "shell" from Portsmouth in 1985. The Testers Boatyard, Hollowshore, Kent, sold her on as a restoration project to present owner in 1986. Originally a twin masted Lugger, built circa 1895, re-rigged to carry a Smack's Yacht Gaff Cutter Rig, have an engine installed, new rig, spars and sails, a deck and a simple coach roof over an open accommodation cabin. The restoration/ refit was completed 2013, she was back sailing again. Past surveys were commissioned in 2014 and again 2018. Presently afloat on a pontoon mooring but not completely in commission, planned for August 2023. She has been found to be a good sailing vessel and fast too. She has won and been placed in local sailing events. **Contact:** info@mjlewisboatsales.com



Nare Mist, Price: £8,900 REDUCED

Mevagissey Tosher 18. Gaff rigged cutter built 1980 by T Heard yard in Mylor, Cornwall. GRP hull. Pine mast and spars. Two sets of foresails - large white plus smaller heads sails of mace colour. Topsail. 9hp GM diesel (reconditioned 2014). Darglow feathering prop. Two bunks. legs for drying out. Mainsail cover. Cockpit cover. Over boom cover. YouTube <https://youtube.com/playlist?list=PL2oEJ9-cFJOM6w56ri-nJN4Kc3ZWGUkRS>. Lying Dartmouth.

Contact: kim_sturgess@hotmail.com



Oran na Mara, Price: £23,000.00

Gaff Rig Sea Scamp. Full refit, in spring 2022 starting with a new inboard Sole 17hp Mini Compact engine, with all new water cooled stern tube and pumps, she has all new internal electronics as well as an all new raised coach house, that has been professionally constructed in hard wood, this has gives it plenty of extra head room in the cabin. Professionally buffed and polished. A truly great opportunity to own a one of a kind boat, all ready to for her next adventure. A reluctant sale for health reasons. Lying Penzance, Cornwall.

Contact: neil.burman@btinternet.com



Penne, Price: £11,950

Cornish Crabber 17' LOA 20' 2003

Penne has been used mostly in the Lake District, Norfolk Broads, and currently at Walton on the Naze. She has a new canopy and backdrop (2023) An SBS Eurospec trailer (2019) and a new jib in 2020. A 6hp Yamaha outboard (2017) with remote fuel tank, and new running rigging in 2021. Anchor and chain new in 2022, and a spinnaker/Iso in 'as new' condition. 2-berth with cushions, and loads of storage space. She is a delight to sail. **Contact:** Nick and Jill Dance, seabirdtorrox@yahoo.co.uk



Redwing, Price: £10,500

Ebihen 16, Lapstrake Gaff Cutter. Seaworthy and stable boat, with 160 litres of water ballast and a galvanised steel centreboard weighing approximately 45kg. Built-in buoyancy of approx 460l. The boat is launched from a roller trailer, especially built for this boat by Admiral Trailers of Honiton. The hull is 9mm ply, CNC cut by Jordons Boats. Painted with 2-pack white polyurethane inc undercoat, except the lapstrake plank (top), which is Sapele varnished with Epifanes UV varnish. Exterior first 3 planks, and inside of the centreboard box, sheathed with S-glass. Interior mainly Douglas fir or Sapele. Fittings are mostly Bronze supplied by Classic Marine. Floor stowage for the oars. Large forward locker and two underseat lockers. Red sails by Rowsells of Exmouth. **Contact:** yottienick@icloud.com



Selene, Price: £11,000 ONO

1995 Kittiwake 14 Gaff Yawl. A real head turner. Professionally refitted in 2022. GRP simulated clinker hull. 2021 Coppercoat antifoul. Mahogany interior. Iroko planked foredeck. Bronze cleats and fairleads. Wykeham Martin furling gear Tufnol blocks. Bronze rowlocks with 8ft oars. New running rigging, 2022. Stainless standing rigging. Galvanised centre plate in mahogany centre box. New 2023 custom, overall winter boat cover. Recently serviced R.M Trailers break-back roller road trailer. If interested please

Contact: Herbie on 07808222433



Photo of sistership

Shoal Waters, Price: £5,750

Rare opportunity to purchase a famous wooden gaff cutter as the owner is retiring. 16'6" Fairy Falcon hull built in 1963. New sails. Yard trailer. Spare original sails. Ghoster sail. Topsail. Canvas sail cover. Cockpit cover. Boat cover. Cockpit tent. Anchor, 90' chain. Binnacle Compass. Nav lights. Etc.

Contact: tonyfs@hotmail.com



Spray, Price: £10,000 REDUCED

Classic Morecambe Bay Prawner built in 1896 by Crossfield's of Arnside. Professional maintenance and upgrades are to the highest level of any Morecambe Bay Prawner. Regrettably due to bereavement she is looking for a new and caring custodian.

Contact: Kevin Goulding (NW OGA President)

Telephone 07967 829960



Sprite, Price: £6,750

17-ft classic gaff sloop built 1920 - 30s. Wooden hull, larch on oak. Full restoration in 2002 -06. Mast and spars renewed then, also sails (James Lawrence). Long keel (filled with lead). Sails cleaned 2022. Running rigging renewed 2023. Cabin with grab rails. Can sleep 2, no creature comforts. Good inventory for day sailing, e.g.CQR and kedge anchors, warps, fenders. No electrics. Tohatsu 5 HP 2-stroke outboard. Insurance survey 5 April 2022 by AC Yacht & Boat Surveyors condition "reasonable". Trailer OK for yard work, not for highway. View by arrangement on drying (mud) berth at Brough, East Riding (berth belonging to Humber Yawl Club).

Contact: nicholas.arthurd.hall@gmail.com; 0044 7900 650077



Witch, Price: £26,500

Of a standard for longer cruises including Round Britain, North Sea crossings and Brest and Douarnenez. Her sailing characteristics have endeared her to successive owners and she points to wind like a 'witch'. Sabb 2H - 1972 model * Installed 2017. Ship's lifeboat engine so little use. All sails by James Lawrence. inc Cruising Chute with snuffer * Roller boom reefing * Foresails on Wykeham Martin furling. Pitch pine on oak frames. Raymarine ST60 network - Depth, Fluxgate compass, Anemometer, Tridata, Autohelm. * Garmin Chartplotter GPSmap 700 series linked to NASA AIS receiver * Garmin GPS152 linked to Standard Horizon 3500 VHF with full cockpit control unit. Techimpex 2 burner, grill and oven on gimbals. Built in fridge. Taylors paraffin pressure stove. Baby Blake heads * Two large stainless steel water tanks.

Contact: Alastair Randall alistairrandall@gmail.com



Witch Hazel, Price: £1,800

24' 4" (7.4m) Classic Wooden Yacht, built by J Swinburne & co in 1962. Beam 8' (2.4m), Draft 3'4" (1m). 4 berth single cabin, 5'10" (1.75m) headroom. Marine toilet. Yanmar 10hp inboard diesel engine (low usage). Collapsible mast. Boat located in South East London.

Contact: Ben Piggott, jimbojazz101@gmail.com



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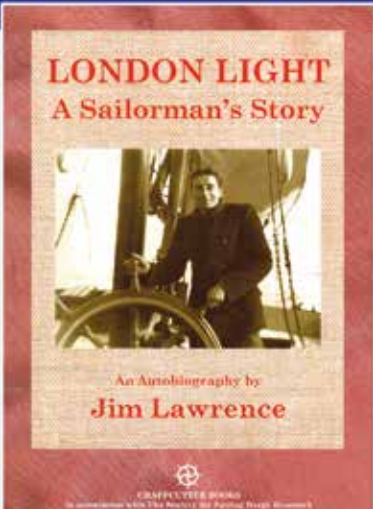


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