

# GAFFERS LOG

ISSUE NO. 104 AUTUMN 2020



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

# CONTENTS

- 3 Log In
- 4 From the Quarterdeck
- 5 Hello from the Secretary
- 6 Boat Register news
- 7 Sorella
- 8 Running a regatta
- 11 Widgeon trips up
- 12 Founding Father
- 14 Coastguard
- 16 A boat tent
- 20 Square sail
- 22 A winter's tale
- 24 News
- 25 Small Beer
- 26 Commodore's Challenge
- 28 Lilliput gaffers
- 32 Marta or Elizabeth
- 34 Freda
- 37 Ed's Gaffs
- 38 Clyde cruising
- 40 Minstrel round Britain
- 42 No Night bumps
- 44 Pocket sized Gaffer
- 47 New members
- 48 A new playground
- 50 Small boat adventure
- 52 Round the boat yards
- 57 AGM 2021
- 58 Area reports
- 66 Scrubbing her bottom
- 68 Boats for sale
- 72 Merchandise

## COVER PHOTO

John Leach sent in this delightful sea dog picture. "We introduced our one year old bearded collie, Jazzy, to sailing this year. Bearded collies are not always great fans of water but to our surprise and delight, she has quickly taken to being on the water and is quite happy peering over the leeward bow to look at the bow wave."

Photo by John Leach



One of the many joys of being editor is receiving articles from members who answered my pleas to submit material when they doubted their writing skills. Your contributions make the magazine so vibrant. So, be bold; if you have an amusing tale, an interesting slant on the familiar, the experience of a glorious sunset or just a little uplifting trip SEND IT IN. It will be put into shape and remember, the editor can edit out but can't add in by making it up. As in other aspects of life, size isn't everything so you will have seen some very short articles in my Logs. They have earned their place especially if accompanied by great photos.

## Job Vacancy

The Gaffers Log is produced three times each year and is the sole means of communication with all members of the OGA. Although we pay for the service of designing and laying out all the content to fit the planned number of pages, the Editor's role is a voluntary one.

The Editor manages the whole process of production and, specifically, reaches out to all members and Area Committees to stimulate material then gathers it all together, sends it to and liaises with the design and layout person and proof-reads the content.

Support will be available, whether that be for communications or proof reading, particularly in the early stages.

Another enormous source of pleasure has been reading through our collection of Logs, going back to 1969 when it was 'The Newsletter', which it remained apart from a brief flirtation as 'The Journal' before becoming 'Gaffers Log'. It is a treasure trove of sailing as it was before glossy marinas or GPS, where a Force 6/7 was of concern for breakage rather than a reason to cancel the race.

Our very own walking archive, Tom Cunliffe accepted a request for an article on the origins of the OGA which you can read on p 12. Elsewhere we bring 2 stories to whet the appetite for OGA60 and Round Britain 2023. The Log is packed with fabulous photos showing the marvelous variety of ways in which we can engage in gaffering including a journey on an English canal and making model boats of astonishing reality during lockdown.

And that's it for me. My last Log. As the cheering dies down, please read the advert here and fill our Hon Sec's inbox with your enthusiastic applications to replace me. I have worked hard to improve the systems for editing to make the job easier for my successor so why not; it could be YOU.

John O'Donnell, [log@oga.org.uk](mailto:log@oga.org.uk)

We need someone to take over on January 1, 2021 to be ready to produce the spring edition of the Gaffers Log. If you want to know more please contact me. Deadline for applying is December 15, 2020.

Colin Stroud, Association Secretary  
[secretary@oga.org.uk](mailto:secretary@oga.org.uk)

## Obituary

Brenda Jago, Elder Gaffer and widow of George Jago (OGA President 2002-2006), died in September this year. Brenda was well known in the East Coast section of the OGA and supported George in editing Gaffers Log, helping to organise the first Crouch Rally, and many other activities, as well as sailing in Teal, Janty and later her dinghy Barnacle.

ISSUE 104 AUTUMN 2020

Editor: John O'Donnell  
[log@oga.org.uk](mailto:log@oga.org.uk)

Please submit material  
for the Spring issue by  
26th February 2021

### GENERAL MANAGEMENT COMMITTEE (GMC)

President: Patrick Vyvyan-Robinson  
[president@oga.org.uk](mailto:president@oga.org.uk)

Secretary: Colin Stroud  
[secretary@oga.org.uk](mailto:secretary@oga.org.uk)

Treasurer: Tony Kiddle  
[treasurer@oga.org.uk](mailto:treasurer@oga.org.uk)

Membership: Mary Gibbs  
[membership@oga.org.uk](mailto:membership@oga.org.uk)

### TROPHY OFFICER

Mike Forwood  
[trophies@oga.org.uk](mailto:trophies@oga.org.uk)

### AREA SECRETARIES

[www.oga.org.uk](http://www.oga.org.uk) and click on 'Areas'

### BOAT REGISTER

Boat Register Editors:  
Alison & Julian Cable  
[boatregister@oga.org.uk](mailto:boatregister@oga.org.uk)

### GAFFERS LOG PRODUCTION

Graphic design: Solitaire Creation  
Print and fulfilment: Barley Print

### BOAT SALES

Boat Register Editors

The Old Gaffers Association

2 Tythe Barn Way, South Woodham Ferrers, Essex, CM3 5PX

# From the Quarterdeck

There's no disguising the fact - it's been an "annus horribilis". Events have been cancelled, projects put on hold and many of us have not even managed to launch. But it is at times like these that I am reminded of the need to look forward with excitement rather than back with despondency. We must continue to pursue our passion for gaffing, with this virus in our midst, whilst staying safe.

Not everything was cancelled or postponed and well done to those Areas who managed to go ahead with events that complied with the restrictions. We even managed to attract some new members this year! As we start thinking about next year's diary of events, we should all be aware of our responsibilities for the safety and wellbeing of children participating in OGA events and activities. We have updated the OGA's Safeguarding and Child Protection Policy and Guidelines, and this will be available on the website.

The next big event in the Gaffer's diary is our Annual General Meeting. We are not going to Newcastle as originally planned, but holding a virtual meeting on Zoom instead. The hope is that members will still be able to gather in small groups in locations organised by your Area and join in. We will be using the Funds usually earmarked for venue costs as grants to Areas to offset their costs of venue and refreshments. I look forward to seeing as many of you as possible at our AGM on 16th January.

We bid farewell and thank you to John O'Donnell who is finishing as Log Editor. He has overseen three editions of the Log, this one being his finale. An advert for the post appears in the Log. In the same breath we welcome Elly Howlett, a longstanding EC member, as Online Editor looking after our website and social media. Elly has already made a start at streamlining the website and is working hard to get the OGA out there on social media. Joining the OGA and Area Facebook pages is an easy way of keeping in touch with what's happening. On the subject of online communications, we should also look at making more use of WhatsApp. A number of Areas already have an active WhatsApp group as a way of keeping in touch on and off the water. We should grab every opportunity to meet up informally and spontaneously, virtually and physically. Sharing your passage plan on an Area WhatsApp group could well lead to a legal and safe gaffer get together - it has worked well for the South West Gaffers and resulted in a spontaneous gathering in Fowey!



Patrick Vyvyan-Robinson OGA President.

Once again I make a plea to all photographers. The closing date for the OGA Photograph Competition is the 1st December. Please have a look at the website for details, rules and instructions for submitting entries. The OGA also has ten trophies and awards which are awarded to members for outstanding achievements during the year.

This year, because of the lack of sailing adventures and other opportunities to shine, we have decided to accept nominations for any achievement dating back to our 50th Anniversary in 2013. If you have someone in mind, please inform your Area Committee. It would be great to be able to celebrate something in these trying times!

This year I have sent out three Newsletters via email and if you have not received them then it is highly likely that we don't have your current email address. If this is the case please do get in touch with the Association Secretary.

I have desperately missed not being able to get on the water this year, the one exception being a sail on the beautiful Vilma in Conway Bay prior to the North Wales AGM. To make up for this lack of sea time, I have been walking the coastal paths of Cornwall and Pembrokeshire during the summer. Looking out to sea helped but didn't quite fill the void - of course I realised, as sailors we want don't want to see the sea from the land, we want to see the land from the sea!

Patrick Vyvyan-Robinson  
OGA President

# Hello from the Secretary

It is sad that John O'Donnell is stepping down as Gaffers Log Editor after this edition. He has done a good job producing three fine editions but now there is an opportunity for someone else to take on this vital role. If you are interested and would like to know more about what is involved please contact me. The deadline for applications is December 15 to enable the new volunteer to have plenty of time to produce the spring 2021 edition.

We are very fortunate that Mary Gibbs, our Membership Secretary, has offered to continue in her role for another term (subject to her being elected at the AGM). The OGA cannot function without this role and Mary does a very thorough job.

Last time, I mentioned there are ten Area Committees who do the bulk of the OGA work of organising all the events, both sailing and social, all around the UK and Ireland; plus the Association Committee and the General Management Committee (GMC).

The GMC, which reports to the Association Committee, focuses on all the issues that are common to all the Areas and here are some examples:-



Photo: Sue Feather

Colin Stroud, Association Secretary  
[secretary@oga.org.uk](mailto:secretary@oga.org.uk)

- Facilitating the membership database and subscriptions.
- Managing Policies, branding, insurance, procedures and guides.
- Producing the Gaffers Log and Yearbook.
- Maintaining the Boat Register.
- Dealing with the Association accounts.
- Providing the website and managing our online/ social media presence.
- Coordinating the major events (eg: the OGA60 and RBC60 60th anniversary events).
- Association awards and competitions.

Colin Stroud; [secretary@oga.org.uk](mailto:secretary@oga.org.uk)

## New online Editor

Hello. My name is Elly Howlett, your new Online Editor.

My family own the smack Ellen so I have been very fortunate to spend my life on and around gaffers since I can remember. I have watched many boats change hands, listened to many a sailor's tale and watched young gaffers who have grown up to now skipper their own boats. It's a pleasure to sail amongst them. I wanted to give a little something back to the OGA so decided, as I have experience of website design and social media, to volunteer for the role of Online Editor. As Online Editor, I am looking after the website, our OGA Facebook page and Instagram.

The online media is seen as a key part of our strategy to reach a wider audience but I need your help. This is your OGA so let me know what is happening. Unlike



Elly Howlett, the new online editor.

the printed Log, social media is instant and ideal for the short commentary which can be composed quickly. It works best with a regular stream of new material to generate interest so send your posts to me and we can share the joys of gaffing as it happens.

# Boat Register Report



Does anyone recognise this Peggy? She is believed to be a prawnier.

Your Boat Register editors have been kept busy over the summer. Some of the things we've been digitising David Cade Collection, adding new members boats, helping members buy and sell boats, making improvements to the online register.

Back in the 1970's David Cade sent out a request for pictures of OGA boats and events. Many were prints with negatives but over 400 were transparencies. David did an excellent job of curating the slides and most were labelled with the boat name and the place and year they were taken. Without this they would have been an almost valueless, random collection but with it they are a wonderful record of the boats that were sailing with the OGA between 1965 and 1974.

The slides in the collection show a definite bias towards the East Coast, where the annual race was photographed every year from 1965 to 1974. Next in number came from the Solent races. The Clyde races of 1973 and 1974 were also well represented.

Alison took on the job of matching slides to boats in the register which had no picture. After searching the collection to get as wide a selection of boats as possible 222 slides were sent off for digital conversion. Some of the selections turned out to be very scratched, and the automatic cleaning process employed could not remove dust that had been trapped between layers of glass in some of the older slide mounts, but the boat register picture gallery is now nearly 180 pictures richer, while 78 more boats are represented, including a couple, Quiver, and Sea Fever, that have since been lost at sea. Black and white pictures were still being taken up to 1970, but many are in colour.

Identifying all the boats even with their names was not always easy. In 2013 Alison had assembled all the boat information from the East Coast race programmes, so these could be used to find out which boat was in the race but we still managed to misidentify Bonita OGA 607 for Bonita OGA 26. Both are yawls, of a similar length, and active at the same time. Luckily this was spotted by Mike Beckett, whose family have owned Bonita (OGA 26) since the 1930s. We do not have the same resources for the Solent area, and the race report for 1969 could not tell me enough about the 2 Peggys in the race to identify the boat pictured here. Please excuse the condition of the photo, as this was created from one of the dirtier slides. Do you recognise it? There are seven boats called Peggy on the register, and this one may be OGA number 464, as she looks like a prawnier. With new boats and adding pictures to 78 boat records there are now nearly 900 boats with pictures on the register. But there are still over 2,500 records lurking beyond the "include boats without pictures" slider on the website.

In the early days of the online register it was uncertain how useful the bare bones of hull length and name (which is all that is available for some of the boats) would be, so the boats available to view was restricted, first to "interesting" boats, and then to boats with pictures. However when building the new site we took the decision to make all the boats that have ever been registered with the OGA visible. Although less obviously appealing than records with pictures it can be of interest to many. For example I recently got an email from Mike Williams about a boat called Earendil. OGA number 1000 is a boat with very little information, so had not previously been published, but it turned out that some of what we thought we knew was wrong. Although recorded as wooden, it turns out she is actually ferro-cement.

Mike had been involved in her build in Ashurst and then her rigging and fitting out after her launch. He sailed her to France, Spain and Ireland as well as most of the south coast, but lost track of her after she was sold. He would love to know any details of her present whereabouts, or even if she is still afloat. If you go to her boat page you will see a button "Contact the editors". Clicking on this will allow

you to contact us directly with any information you may have, and we will pass it on to Mike. Earendil is not the only boat that we would love to have more information on, and the same button is present on all the boats' pages.

Our records show we have added 28 boats to the register since the beginning of May. We also have a number of new members with boats not currently on the register who we hope will soon provide us with details so we can add them. We have also been busy helping owners buy and sell boats. When we took on the register we didn't realise how significant this activity is. But when mining the old printed logs to update the online records it is often the for-sale notices which provide the richest seams of information. So the for-sale feature is valuable for both our current members and for the ongoing historical record.

19 boats have been notified as sold, while another 15 have been put up for sale. The new system where all enquiries come through the boat register has made it easier to keep track of such sales, and what may appear as a relatively static "For Sale" list actually has a reasonable turn over. Once boats are sold, so long as the boat register is notified, it is easy to keep the ownership records straight. Last year's Year Book needed quite a few corrections after publication, and this year we hope to do better!

We haven't made as much progress as we had hoped in developing the new site. While many people have found themselves with more time during this bizarre spring and summer, Julian has been unbelievably busy with his day job.

One enjoyable activity is improving the design class, builder and designer records. The design class is used to streamline data entry so people don't have to add length, etc. when adding production boats. It's also a great way to filter the view when browsing to see other boats like yours or if you want to buy a Heard 28, to find any that are listed for sale. The old register had many duplicate design classes which made this difficult. There are still some, but when we spot them we spend time merging all the boats of a class into the same list.

Some members have noticed that we used to display engine details and references to Gaffers Log on the detail pages. These aren't there at the moment but rest assured the data is in the database. We will be making them visible at some point.

We have also struggled with making it possible to link to an individual boat's page from Facebook or Instagram, for example. This is now possible and we will be adding buttons to the detail pages to make this easy.

Julian & Alison Cable  
OGA Boat Register editors

## Sorella

Built in 1858 by Dan Hatcher at his yard on the Itchen, Sorrella is a carvel, half decked beauty 27ft long, 9ft beam, 4ft 8ins draught of pitch pine, copper fastened on oak. Her original half model is in the Royal Southern YC in Southampton and the boat was also sailed under the flag of the RYS. Although still on Lloyds register, Sorrell has been in Italy where she was shipped in 1989, undergoing a major refit at the Cantiere Alto Adriatico Boatyard. Records exist from the 1880's but none for the first 23 yrs. Margherita Pirola is the daughter of the man who took the boat to Italy and she contacted us after her father's death in the hope that this magnificent old boat, so lovingly maintained and used, can return to it's home.

Margherita says, 'In this moment the future is very uncertain for her, few people reserve to her the consideration we think she should have. The price we request for is €50.000,00, we are willing to organize the transfer to England but the cost will be on the person who is interested in buying the boat.' ( Her English is a darn site better than my Italian). The Hon Sec has a number of pictures and a copy of an English copy from book that the Associazione Italiana Vele d'Epoca (Italian Association of Historical Boat) published for Sorella's 150th anniversary available for anyone interested in bringing the boat back or for research.

ED

# So you want to run a Regatta?

At this time of the year you would normally be regaled with reports from regattas and festivities far and wide, with Brixham Heritage Regatta being the first to start off the season in the South West. "But ..." how many reports have started with that this year?

For those of you who have never been involved in planning a Regatta I thought it might be an eye opener to tell you about some of the work that goes on behind the scenes, particularly from the Secretary's point of view – otherwise known here as Mrs Mate! We have a small, but perfectly formed, committee with chairman, treasurer, IT specialist and Heritage boat liaison. Our regatta is fortunate to have the cooperation and help of both Torbay Harbour Authority and Brixham Yacht Club (BYC) – both institutions 'make it work'. My first job is to establish dates. Although the Regatta always falls on the late May Bank Holiday, the Rally is a moveable feast, working around other events (such as the Exe Challenge) which are tide dependent. The committee's January meeting starts the ball rolling; some of the notes from this year included:

1. Review of previous years events
2. Boat numbers
3. Webpage/Facebook
4. Update paperwork: sailing instructions etc.
5. Trailer sailing
6. Sponsorship and goodies bags
7. Catering
8. Publicity and magazine articles
9. Photography
10. Music
11. Raffle prizes
12. Volunteers
13. Merchandise
14. Dartmouth 400

## Boat numbers

The Regatta has become increasingly popular over the past few years and we are now in the enviable position of having to restrict boat numbers as we became somewhat overloaded both on the pontoons and at the Yacht club. In 2019 we had 45 boats and 120 participants. This created a superb event full of a large variety of sail (our Website and Facebook page have some fine examples), excellent socialising and was extremely rewarding for the organisers. The committee is aware of health and safety requirements and will be further reviewing numbers and policy in line with current recommendations as the season progresses. My work includes co-opting the shore

crew, those on RIB duty, race box officials, bar staff and general strong guys and gals who manoeuvre quantities of chairs, tables and glasses!

## Publicity

Of course all these boats don't arrive by magic and it is a tribute to the secretarial and IT team who are responsible for sending out advertising, not only to boat crews, but to the wider community in Brixham, sailing clubs, sail training associations, youth organisations and local media; you may have read my articles in the yachting press. Early on we seek our new heritage design – which generally takes some time to come to fruition owing to the artistic nature of the work by our much cherished marine artist, Toni Knights. We arrange printing of posters, tickets and programmes. The design is used on each year's merchandise, including polo shirts and mugs, working closely with our local designers (RED).

## Catering

An army might march on its stomach, but so do sailors and an important aspect in Brixham is our 'Fish supper' – traditionally a marvellous fish pie, the contents of which are saved frozen for us by one of our local fishmongers (Stefan) with the BYC chef producing in excess of 130 portions in double quick time. Guesstimates of numbers are all we can do until crews actually register just a few hours before supper; also for Friday steaks, Sunday roasts and all the wonderful breakfasts, but experience from previous years helps. This year we amended the entry form to include an estimate on crew numbers. Any of you who sail will know that nothing to do with sailing can be written in tablets of stone, and you know, we're nice guys, no one is going to be turned away, although sometimes the organisers are on slim pickings! As well as eating there is a copious amount of beer and wine consumed; the yacht club are NOT likely to run dry, but we review past years figures to ensure this (and generally squeeze the brewery for a raffle prize).

## Fund raising

The raffle is our biggest fund raiser and vitally important if we are to maintain our low entry fees; sadly this year the Harbour authority has asked us to pay mooring for the first time, understandable with council finances being pinched, but luckily giving us a 50% reduction. Scrounging for good raffle prizes is the secretary's lot as is the continuous search for sponsorship; flags, mugs, prizes and the coercion of a rota of stalwart ticket sellers

over a three-day period. And the preparation of all the individual packs, boat packs and merchandise ready for registration, together with the goodies bags. A family pack of crisps and a packet of ginger nuts go a long way to filling these! Quizzes during the year raise a few hundred pounds. I am happy to share these with other OGA fundraisers.

## Music

In the form of a sea shanty crew creates an atmospheric welcome at registration. The reputation of the Regatta has encouraged the engagement of musicians from further afield as well as locals – all volunteers, but rewarded with a glass or two and a great evening of fun. The Regatta runs alongside Brixfest which provides wide entertainment for all the family over the weekend including our superb firework display.

## Photographers

We have developed a good relationship with our local photographic club. Three of their members work a rota over the weekend, shoreside and afloat. One of our volunteers works to liaise with them and the race box, RIBs and me via radio providing information for the best possible shots and, importantly, pictures of every boat participating. We all like to see our own boat, don't we? The boat provided for them must provide cover for their equipment and be helmed by someone who knows the boats. The photographers are able to provide a more or less instant backdrop on screen during the prizegiving, which follows the Regatta. You can see some of their great results on our Facebook page and website, which are administered by our Mr Digital, who keeps it up to date with Regatta information throughout the year.

## Other boats

Also to be organised include the committee boat and safety boat, as well as the 'welcome' RIBs and, of course, crews. Land based facilities for trailer sailors plus their launching space; accommodation and campsite lists offered to them too.

## Concours d'Elegance

This takes place with judging from landside before the Regatta sailing as well as afloat. I generally try to persuade a boat builder, designer or magazine editor to undertake this; if they are not local accommodation and 'a ride' must be found to encourage their engagement.

## Safety

Timing, as they say, is everything; however, in the world of sailing I would suggest that weather and safety take priority! Our Corinthian Sail in Company is preceded by a Parade of Sail, widely advertised with maps of vantage points for the general public to enjoy, at 1300 and then staggered class starts from 1400 onwards. Consideration must be given to the larger participants and safety is paramount; vessels ranged in size last year from the 90 ton Brixham trawler 'Vigilance' to a Finn dinghy and a Northumberland coble. The event is controlled from the BYC race box by the Regatta chairman and all boats are required to carry a VHF radio.

## Prizes

The Heritage Regatta boasts a considerable wealth of trophies, including the King George V cup for the fastest trawler; all these must be cared for and then co-ordinated with results before the prize-giving – first of all the VIPs presenting, trophies winners names matched up with their silverware, tankards and pennants, and the display put up in the club house under an eagle eye! The clubhouse itself is 'dressed overall' for the Regatta by Mrs Mate and crew, as well as polishing silver and glassware earlier in the week. The Secretary is 'Regatta Central' for all during the event and includes crew placement, 'lost and found', general tidying up, ensuring 'officials' have everything they need, managing volunteers, and saying 'thank you' at every possible opportunity, both verbal and written. Any accidents and illnesses, including arranging mercy trips to the local hospital, are cared for and logged. Amidst all this I also participate in the sailing on our Morecambe Bay Prawner, Minx. The fun continues on Bank Holiday Monday – and then there is a strong urge to find a darkened room and a large Laphroaig!

I hope this does not deter you from the idea of running a regatta – it really is very rewarding. We shall have to see what form our regattas, festivals and sailing take for the rest of this year. Let us hope that September sees a reunion of many boats in Brixham (Brixham Heritage Rally, 19th September) and that 2021 sees us all afloat in company again.

Penny Jolley  
Secretary to Brixham Heritage Regatta

# OGA Photograph Competition - 2020

The OGA Photograph Competition has always attracted an impressive variety of superb entries and we hope this year will be no different.

More challenging this year as our 'on the water' activities have been so curtailed by lockdown, so we have introduced a new category – Isolating Gaffers, for those of you who captured the moment ashore and at home during the last 3 months. Our usual categories – Sailing Gaffers and Life at Sea look forward to entries from those of you able to get to your boats and on the water during the rest of the summer.

The Competition is now open and you can complete the entry form and upload your entries at [https://www.oga.org.uk/awards/photo\\_competition/photography\\_competition.html](https://www.oga.org.uk/awards/photo_competition/photography_competition.html).

You will need your OGA Membership Number when submitting your entries. The closing date for the Competition is 1st December 2020. Winners will be announced at the AGM in January 2021.

## Prizes

A selection of superb nautical books, will be awarded for 1st, 2nd and 3rd in each Category.

## OGA PHOTOGRAPH COMPETITION RULES

1. Photographs must have been taken between 1st January and 31st December 2020 by the entrant.
2. Photographs must not have been entered for any other photographic competition.

3. Entries are limited to two photographs per category for each entrant.

## 4. Categories

### Sailing Gaffers

Photographs of gaffers in any situation: at work, rest or in repair. The photograph can be one or many boats and can be the whole boat or of any detail. The photo should convey something of the special quality that goes with sailing gaffers.

### Life at Sea

Photographs focussing on the human story, situation or atmosphere. The best or the worst; peace excitement or misery!

### Isolating Gaffers

Photographs capturing the humorous side of life in lockdown for gaffers unable to leave home or get to their boats.

5. Photographs must include a title - brief imaginative heading to convey mood or atmosphere. This forms part of the entry and may influence the judging (up to 20 characters) and a caption - concise factual data giving name of boat, location and other relevant details (up to 60 characters).

6. All entries must be in High Resolution (original/actual size of image as taken on your camera/device) and uploaded via the OGA website.

7. By entering the competition the entrant gives the OGA permission to use the image in print and online.

# Nothing beats local knowledge



## A cautionary tale from Paul Gibson NIOGA

From a recent repair on Kilkeel harbour slipway I secured Widgeon along the side of the harbour wall at high tide. I asked a local guy at the slipway to keep an eye on the boat and contact me if any issues. I went home to wait for low tide to carry out the repair to the lower rudder bracket. After a few hours I received a call from the harbour master saying I'd better get to the harbour immediately as Widgeon is balancing on the lower concrete wall. I asked what wall!!! No markings or signs were visible on the wall or quayside. Fortunately I had a friend close by who released the mooring ropes and Widgeon slid to the slipway floor.

Lessons learnt, before leaving your boat alongside at a strange harbour wall talk to a local. Better still stay with your boat until she settles ! Widgeon's design allows her to be beached on the side so refloating was not a problem, and as the next tide arrived the bow mooring rope shortened considerably so she would sit well forward of the obstruction!

Widgeon is a Galway hooker Gleoiteog Mor LOW 28-1/2ft, LOS 41ft.

# Founding Father

Tom Cunliffe recalls the dawn of the OGA through the life of the late Mike Richardson, Elder Gaffer extraordinary.

A common feature of all our lives is that time speeds up as the years tick by. Our world today is full of production yachts and smart marinas. The era of the big class, of charter guests paying £1 per weekend to sail on a 65ft yacht, and of lads cruising offshore in tore-outs bought for a handful of change, are beyond the memory of anyone born after World War II.

To those of us who knew Mike Richardson, however, these times seem not so far away. Neither do the days when a young couple with no capital to speak of could buy a length of waterfront on what is now one of the planet's most expensive rivers, then work up a business which has become a byword for innovative craftsmanship and traditional values.

Mike's mother hailed from the Devon coast. His father was a Naval Officer who commanded a sloop during the Great War and in the early 1930s, when Mike was fifteen, his father decided to give him a taste of salt water. Not being a man to trivialise life's stark realities, he arranged a working week for Mike and a schoolmate aboard a Brixham trawler, still fishing with no power save her gaff ketch rig. The lads berthed with three old trawlermen introduced to Commander Richardson as 'god-fearing seamen'. By the end of the week, the crew of the May Queen had landed a bag of fish and had witnessed the remarkable sight of Sir Thomas Lipton's Shamrock in tow with the remains of her mast draped over the side. The lads now trans-shipped to the Torbay Lass, a favourite competitor refitting for the annual Trawler Race\*, a red-hot affair for big prize money, and no prisoners taken.

On race day, Velsheda and various other big-class contenders came out to compete with Shamrock, also in Torbay. The yachts sailed a different course from the fishermen, but the coincidence made for an action-packed afternoon which ended prematurely for the Torbay Lass. As the trawler thundered towards the windward mark on starboard, Astra appeared ahead on a collision heading very much the 'give-way' windward vessel. Under such clear-cut circumstances the hard-bitten trawlermen held their course to the end, which came soon enough as the trawler's bowsprit ripped into Astra's boom and mainsheet.



This scuppered Torbay Lass's chances and cost her backers sore, but the boys expanded their vocabularies in ways that would have shocked their mothers and Mike Richardson's path in life was confirmed.

Mike's father now taught him to sail on the River Yealm. A year later he was replying to questions about his future profession with two words: 'Boat Builder'. He was apprenticed in 1934 to the British Powerboat Company, under the dynamic control of Hubert Scott Paine. At that time, the company employed 100 men. A week later, 50 had been laid off, including himself. His career might have ended, but for a fortuitous brush with history. It so happened that the company's work on a series of craft for the RAF was being overseen by an NCO called Shaw, whose assistant shared lodgings with Mike Richardson. This 'Shaw' was none other than Lawrence of Arabia, now incognito following disillusion with the British establishment. Mike's mate mentioned his predicament to Shaw and he was promptly reinstated.

A year after receiving this unexpected fair wind, Mike bought his first boat for £15; a 16ft sharpie called Fleur de Lys. Mike fitted her out with sleeping bag and Primus stove and set out to explore the Solent.

One memorable weekend, Mike and a friend, Tom Shrapnel-Smith, sailed to the King George V Jubilee Spithead Fleet Review. They put into Wootton Creek to shelter from what they thought was a gale of wind, but by morning it was blowing even harder. Fleur de Lys thrashed back to the Hamble half-full of water. Shrapnel-Smith contracted double pneumonia, but such was his inherent charm that he somehow persuaded the landlady of the Bugle Inn to serve them with free beer.

At the outbreak of WWII, having served his time, Mike Richardson found himself in a protected occupation drafting of seagoing aircraft, including the 'carrier' version of the Spitfire. After marrying in the middle of the war, he and his wife bought Rose, a 66ft gaff yawl. She was narrow and deep and had not benefitted from an incendiary bomb through her deck which left her covered outside in moss and inside in charred paint. However, a sharp scraper and heavy elbow grease brought the yacht up like new for the Richardsons to live aboard.

Immediately after the war, Rose was commissioned to sail in the Channel and North Biscay. They chartered most weekends to a regular clientele who paid next to nothing by today's standards for the privilege of crashing along with water up to the skylight. This lack of sail-carrying power was later discovered to be down to the inside lead ballast having been purloined under cover of hostilities. The culprit may have lived high on the hog from the proceeds but, despite his villainy, Mike, his family and guests had a boatful of fun. Now with two sons swelling the ranks, the Richardsons moved ashore and, sadly, Rose had to go.

In 1951, a large stretch of the Hamble River foreshore at Bursledon came up for auction. The plot included a house called 'Ewers' and a large brick boatstore: Mike knew he couldn't afford it, so he went off to work. His wife took herself down to the auction determined to buy, no matter what. She was hopelessly outgunned, but the successful bidder re-auctioned the boatstore and the foreshore on the spot, because he only wanted the house.

When Richardson came home he found himself owner of a tract of muddy river bank that was to become the Elephant Boatyard. Together, the couple converted the boathouse into a family home, sold their bungalow to start repaying their debt, and began building and servicing boats at the weekend. Meanwhile, Mike carried on drawing aircraft.

In 1957, now with four sons, Mike was made redundant. He was forced to expand the business, but yachting had now started to take off as a popular sport. The up-graded yard was named 'Elephant' after Nelson's flagship at the Battle of Copenhagen. The vessel had been built locally in 1786 and Mike chose the name because 'if it was good enough for Nelson, it was good enough for us'. Business grew steadily.

About this time, Mike began entering Bursledon Regatta with Betty, a 26ft gaff yawl. She sailed in the special class

for 'fishing boats and square-sterned yachts', which had the added attraction that the entry fee was 2/6d (12½p) instead of the 5/- for more pretentious craft. The prizes were better, too, in an attempt to attract professional entries. The class prize was a bowl awarded by Monty Bradshaw, who was Sailing Secretary and also Handicapper, and whose private entry was an Itchen Ferry called Mist. Her rig was lifted from a Solent Sunbeam, and her crew were a team of professionals from Warsash. Invariably Mist won. Finally, after years of coming second to this flyer, Betty and Mist were neck-and-neck in the afternoon breeze when Mist's spinnaker disintegrated, leaving Betty to take the gun. Monty was not to be denied, however, and due to some alchemy worked on the ratings, Betty was again awarded second place. Some might say little has changed ...

In order to alleviate the problems of racing against Bermudan yachts, Mike Richardson and two of his friends from the 'Jolly Sailor Yacht Club', Captain John Clarke and the late Alec Rangabe, organised a sporting event in the late 1950s for gaff-rigged craft only. This world-changing meeting took place in the back bar of the pub of the same name where, before the establishment benefitted from a face lift, traditional men and women of the sea would tell tall stories. Yachting Monthly published an invitation to all-comers, headed 'Old Gaffers', and thus the famous name was coined. To the amazement of the committee, almost thirty boats turned out. The race was a success, the party in the RAF Yacht Club was even better, everyone won a prize and a good time was had by all.

Four years later matters were formalised on the East Coast with the formation of the Old Gaffers Association. Along with his mates, Mike was declared an 'Elder Gaffer', and went on to live a long and active life around the Elephant Yard. He was invariably kind to struggling young sailors, ready with a helping hand and a word of encouragement. He will always be missed, but The Elephant lives on through his sons and grandson who keep up the good work. The rest, as they say, is history, except to add that long after the acquisition of the foreshore Mike moved into Ewers, and so the circle was unbroken.

\* For a real treat, visit <https://www.facebook.com/WiebkeBohlen/videos/2476312499349137> to see some remarkable footage of a real trawler race

# Coastguard



Mention the Coastguard and many will conjure up images of smugglers rowing barrels of illicit alcohol ashore in a lonely Cornish cove. Although Her Majesty's Coastguard will be 200 years old in 2022 it currently plays a central role in maintaining safety in tidal waters. This is not acknowledged or understood so I decided to learn more by speaking to Colin Stroud who, beside being our efficient Hon Sec and keen East Coast sailor, is one of over 3000 Coastguard volunteers.

Speaking in West Mersea shortly after cafes were allowed to open, Colin explained that he joined one of the 350 Coastguard Teams 10 years ago. He serves in their South Woodham Coastguard Rescue Team, mostly covering 70 miles of the local coastline in Essex. CG teams train and equip for the demands of local circumstances. As Colin explained, "there are no cliffs here but very large expanses of mud so

mud rescues are one of our specialities. Although there is another CRT in West Mersea, it is the South Woodham team, one of only 2 in Essex equipped and trained, who attend any mud rescue in Essex". Colin is a naturally modest man so I add here an extract from the CG Wikipedia entry about his role;

Mud rescue is described as the most physically demanding type of rescue there is. Mud rescue technicians walk on the mud using equipment to prevent them getting stuck, and recover casualties. In most cases these are people who have become too tired to continue walking on the mud while taking a shortcut. The CRTs also have rescue equipment to extract people deeply stuck in mud, including inflatable rescue walkways, mud lances, and specialist footwear inspired by ducks' feet.

The 4th emergency service is not, as the ads used to say, the AA but is actually the Coastguard. The operator who answers a 999 call may mention only fire, ambulance and police but any incidents in coastal tidal waters will be passed to one of 10 Coastguard Operation Centres, CGOC, (the fire service has primary role in respect of inland non tidal incidents).

It is the Coastguard who will assess the incident and the response needed, calling on other services as required. As the lead organisation for coastal and tidal waters search and rescue operations, one of the CG Rescue Teams will be dispatched to help coordinate operations on the ground and provide local knowledge. As well as their own resources, which include rescue helicopters, the Coastguard can call on the RNLI, who operate as requested by HMCG, as well as fire or ambulance as needed. Interestingly, it is the CG who take the lead for inland helicopter rescues too. Colin operates within the Dover CGOC which covers much of the East Anglian and Kent coast and the busy channel shipping lanes.

The local volunteers are managed by paid officers and undertake intensive training along with other rescue organisations. As Colin tells me, "When I started 10 years ago our training was spread over 12 months but now it is much better, consisting of intensive blocks with individual and team revalidation every 2 years. Ongoing practice takes place every 2 weeks including interservice exercises. The training and equipment is always improving and, in particular, the training all the blue-light services receive on how they all work together on major incidents under an integrated protocol is outstanding".

I was keen to press Colin to describe incidents in which he had been involved. Although reticent about appearing to be in the limelight, I managed to coax out one incident. It was something I knew from my Lifeboat contacts but was keen to hear how the CG operated in a real situation. S Woodham CRT were dispatched to Maldon Town Quay to coordinate a suspected heart attack on Northey Island in the Blackwater. No vehicle access was possible due to

high water so the Mersea RNLI were asked to pick up the paramedics. While this was in progress another call came for a boom related head injury off Osea Island. As the Mersea boat was engaged, the Clacton lifeboat was tasked with assisting the head injury and was joined by the Mersea boat once they had dealt with the heart attack casualty. This is not untypical as the onsite teams must continually assess and react to a developing situation.

The CG team on Maldon Quay were coordinating the incident response and received a paramedics request for the air ambulance for the suspected heart attack only then to receive a request for a Coastguard helicopter to winch off the casualty from the yacht as it was impossible to get the casualty to shore.

Things changed again when the team on the yacht decided that a tow was preferable so, using local knowledge that there would then be insufficient water at the quay, a lifeboat tow of the yacht to Marconi Sailing Club was agreed. The ambulance on the quay was sent to meet them there. The final task was to get the paramedics to dry land by lifeboat. These incidents show just what cool professionalism is needed to manage a fast changing, complex situation where lives are at stake.

Meanwhile at the café table, local knowledge told us both that the tide would soon be cutting Mersea off from the mainland so, to avoid another of the regular shouts to stranded motorists taking their chances on a fast covering road, it was time to say goodbye. As he left, he said the rescue had been, "full on for several hours" and of being a CG volunteer, "the only thing you know for sure is that you don't know what's going to happen next". I can well believe it.

John O'Donnell was speaking to Colin Stroud in West Mersea on 21st July 2020 and would like to hear from other members about their involvement with boats and the sea. Perhaps you are a Lifeboat volunteer or a Harbour Master; are you a rigger or boat repairer; contact [log@oga.org.uk](mailto:log@oga.org.uk)

# Homemade Boat Tent

Rik Graham tells us how to make a Boat Tent.

2 X 16116B

16125B

16125B

Hiring covered space to work on a boat is fraught with difficulties and expense. When I enquired about suitable space for Kelpie 2 under cover the quoted price was £25 per week. I needed to keep her out of the elements for two winters, so 48 weeks equals £1,200. That was one problem; of more concern was that if the yard needed the space for their own work I would have to move out. I considered contacting local farmers to see if any had a barn corner available, but moving the boat to and from the yard would be equally expensive, even without the rent for the space. I am a welder, which helps with the next option, to build a frame and cover it with heavy duty poly-tarp. Which is how I ended up deciding to build a frame. My tent is now sold but I think there is demand for a frame that is reasonably economical to build and could be repurposed or shared to spread the cost.

A possible solution is to build a tent frame using galvanized tube and things generically known as pipe or tube clamps, Kee-Klamp being the best known but not necessarily the cheapest. I have designed the frame to be built with no special metalworking skills. The only tools required are a small angle grinder with cutting discs, a measuring tape and an Allen key. For the purposes of this article I am going to use a product available from F H Brundle Ltd known as Tube Clamp. There are, of course, a number of suppliers for this type of fitting but I have always

found Brundles to be economical and, almost more important from the amateur's point of view, happy to deal with the general public. They sell galvanized tube in various sizes to simplify procurement and have a website that clearly illustrates this type of fitting (the references to which I have used in this article) which saves me the trouble of providing illustrations myself.

For any reasonable size tent 33.7mm tube with a 3.25mm wall thickness should be quite strong enough. This is available in 6.5m lengths. For a larger tent bigger tube of 42.4mm is available with fittings to suit. Indeed, the largest tube for which these fittings are available is 60.3mm, which is strong enough for the most ambitious project.

I have based my design on a ridge angle of 90°, to give 45° pitch to the roof. This angle saves on fitting costs and makes calculations easier.

Starting with the ridge tube: This need not be in one piece for ease of assembly or, if you need a tent more than 6.5 M long, it can be joined by the use of fitting 16149B. To connect the rafters, which should be at

about 2M centres, two types of fitting should be used; for the gables 16128B which provides an end cap for the ridge; for intermediate rafters type 16116B which allows the

ridge tube to pass through it. The eaves are different because this range of fittings is only manufactured to accommodate angles of 90°, for other angles adjustable fittings must be used. As the eaves angle is 135° inside, two 16148B fittings are required linking the rafters and uprights to a tube running along the eaves. It is advantageous structurally to have the rafters and uprights on a common centreline and these fittings allow for that. A further tube running across the end should be provided as close to the eaves tube as possible using 16101B fittings at either end.

When I built my original tent I incorporated a ground tube running round the perimeter. This provides a solid base for the tent regardless of ground conditions and gives somewhere to tie the cover to without relying on pegs or ground anchors. Used like this the cover also acts as diagonal bracing for the frame. Rather than use one tie per eyelet I laced my cover with one continuous line, thus ensuring that load was evenly distributed over all of them

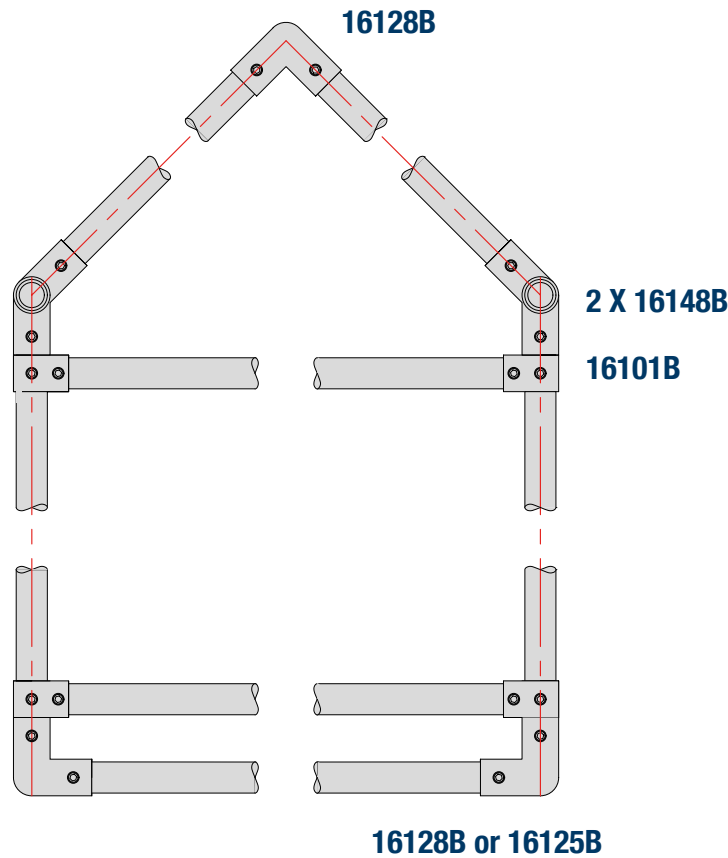
To connect the uprights to the ground tube use either 16128B for the corners then either 16116B or 16101B. The former can be used where a cross ground tube is needed, whereas the latter can be used where only an upright is to be joined. If a joint is required in the ground tube then a 16104B fitting will accommodate this and an upright connection in one fitting. If the ground is very uneven cross tubes can be connected to the uprights at any convenient height with 16101B fittings. I used cross bracing ground tubes to brace the sides of my tent apart to prevent the guys pulling them together. Four cross tubes should be sufficient; two at the ends and two as close to the third points as possible, but nevertheless in line with the uprights.

It is worth mentioning at this stage that all the guys for my tent were internal. There were two reasons for this, first it took up less room in the yard, second the best fixing point available was the boat cradle itself. A word of caution here, do not under any circumstances tie the tent to shores holding the boat up as it could easily work them loose. My cradle is purpose built, bolted together and rock solid.

In general, if the structure is made as described the whole should be fairly rigid requiring only lateral bracing to stabilize it. In some ways it is easier to provide that bracing internally by either pairs of diagonal lines running from the ground tube on one side to the eaves tube on the other or by tying them to

# Homemade Boat Tent

## END VIEW



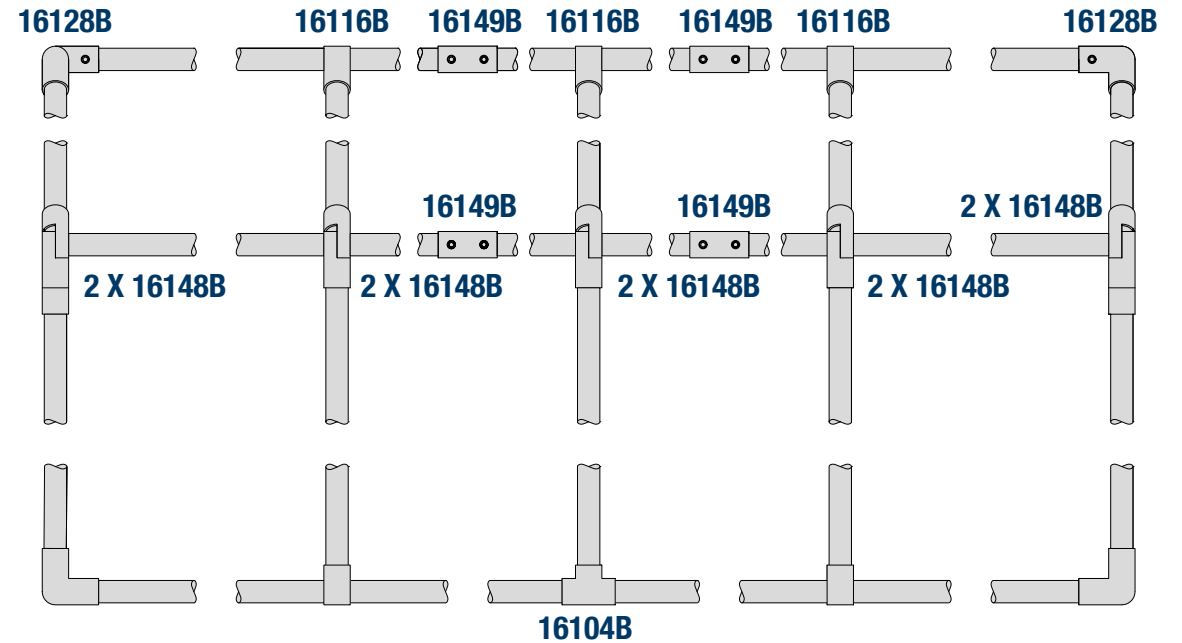
a cradle or trailer. This is best done where there are cross ground tubes as this is the strongest area of the frame. Of course, the tent could always blow away or be moved by the wind but as you have a boat to tie to, this should be heavy enough to provide an anchor. Another advantage that bracing and guying internally has is that the cover need not be pierced and is therefore much less likely to tear or leak.

The cover, which with this design is part of the structure, should be quite stout. I would recommend 170gm per square metre. Clear is obviously best to work under to provide light but has the disadvantage that it acts like a greenhouse, a particular disadvantage with a wooden boat. To counter this I stopped my cover 1m short of the ground to provide ventilation. To protect the cover from chafing against the frame I used plastic foam pipe insulation tied to crucial areas of the tube by cable tie.

Having made the tent and used it for its original purpose, with luck and a lot of hard work you now have a boat to be proud of. And it is now time to think of the possibility of a winter cover.

The main problem with winter covers is chafe caused by the frame flexing or not being strong enough to effectively tension the cover over. However, you now have the materials and fittings to make a frame that can be purpose made to fit on deck.

My winter cover frame is made from 33.7mm diameter tube and sits against the toe rails on drilled wooden blocks. I have found it to be very effective and a tarpaulin which has been cut to fit and tensioned by shock cord lasts about 10 years, which makes it an economical investment. A big plus is that I can tuck the boat up in October and not worry about her until spring.



How the winter cover frame is made relies largely on the exact configuration of your particular vessel. I have provided an illustration of how mine works as a starter (see pages 16 and 17).

Because the frame is stable it is possible to roll back the cover in spring and access most of the boat to work on, or even remove sections of it to facilitate particular tasks.

## ALTERNATIVE SUPPLIERS

Parker Steel. [www.parkersteel.co.uk](http://www.parkersteel.co.uk)  
Industrial Metal Services.  
[www.industrialmetal.co.uk](http://www.industrialmetal.co.uk)

These suppliers are South East centered as that is where I live. There are many suppliers of these product around the country, try searching tube clamps for alternatives.

## COMPETITION SPOT THE TYPO

To stave off the boredom of long dark winter nights, here is a competition to keep the mind in shape; studies show that the brain needs exercise just as much as the body.

Throughout this magazine are strategically placed typographical errors. Can you spot them? It may be that linguistic equivalent of a fingernail dragged across a blackboard, the misplaced apostrophe or possibly an incorrectly placed comma. It could be spelling howlers but if you can spot them then tell everyone so that you can bask in their admiration of time well spent.

Note that the use of digital text correction devices is cheating and no gaffer would ever want to be accused of that.

Good luck. ED

# The return of Square Sail



Fore and aft braces from the port yardarm. Photo by José Luis Roman Saavedra.



Reefed. Photo by José Luis Roman Saavedra.

We Old Gaffers love the tradition of gaff rig but Martin O'Scannall goes back further in time to tell us about the return of Square Sail.

"Reef for the night skipper?"

"Yes.

Mid Atlantic. Half way across on the final leg. Where the wind, as we knew by now, would rise in the darkness. So, reef it was, the main by all means, sheeted out, preventer rigged. But what Luis really meant was the square sail. That obsession. A fifteen-year obsession before finally, we got it right. The routine was simple. Ease the three halyards. Lower the sail. Tie the reef points. Haul the sail aloft. Simplicity itself. She would be comfortable now. Those 12 tropical hours of darkness. Loping along. So many miles sailed. So many to go.

Sauntress is a gaff cutter yacht of the old school. Like her skipper. Built in Cardiff in 1913. Pitch pine on oak. 28' long, 8' beam, 4'10" draught. No engine. Built by Wright and Harris. Designed by Wright. An artist's eye if ever there were one. For she is, by common consent, simply

gorgeous. "How does it feel to own the most beautiful boat in the marina?" came the comment in Mindelo. But not only gorgeous. Strong too. Her skipper saw to that. The long rebuild. But we are not here to talk about that.

We are here to talk about a square sail. One that works. Really works. Not some add on. Not some abortion. But the real thing. Doing what it is meant to do. Driving the yacht across oceans, mile after mile, day after day. Trouble free. Chafe free. A thing of joy, of power, of elegance. Starting with the yard. Of spruce. Twice the beam and then some. Tapered. Varnished. Slung from the crane that supports the jackstay, in turn designed to take the thrust of the gaff which sets the yard one foot forward of the mast allowing limited bracing. The yard is raised by means of a single halyard, secured to a strop in the centre of the yard, led to the port pinrail. Lifts run from each yardarm to the masthead and thence



Gaff pushing, square sail pulling. Photo by José Luis Roman Saavedra.

to the port and starboard pinrails. These lifts serve two purposes. First, in conjunction with the braces, to keep the yard from taking charge aloft. Second, to cant the yard on a run, to expose more sail area. Next come the braces. The forebrace is continuous from yardarms to bowsprit end and thence to the foredeck, through a block secured to the bitts by shockcord for tension.

Afterbraces led back through blocks on the afterdeck to jam cleats in the aft cockpit coaming. And there, whatever the conditions, the yard stays. Held firmly in place by the plethora of lines. Interfering with nothing. Looking the part. Waiting for the sail. Which, when you want it, you hoist with those three halyards. At each yardarm is lashed a small wooden block. At the centre of the yard are two further blocks and a lignum vitae block dead centre. At waist level, where the boom is secured to the mast, but forward of the mast, is a small pinrail behind

which is an eye. The halyard leads from the pinrail, up to the port to each yardarm; one to the centre of the yard. Sheet her in and that is that.

Need to brace the yard? Slack off one afterbrace. Haul in on the other. Wind dead aft? Tilt the yard. Pole out the clew. And my, does she pull. A lifting sail. A sail inside all. A sail easy to tame. A big sail. No wonder the likes of Connor O'Brien loved it so.

As to quite why Sauntress, a little gaff cutter, designed for the waters of the Bristol channel, should be bobbing about mid Atlantic, having called at Porto Santo (photograph opposite), La Gomera (the Canaries), Mindelo, Cape Verde, strange, barren, dirt poor and infinitely alluring bound Tobago, and ultimately Carriacou, the last of the old school Caribbean Islands. Another time. Perhaps.

*Martin O'Scannall is the pen name of Martin Scannall*

# A winter's tale

Alison Cable describes a repair to a damaged rudder on her 22ft 1937 gaff cutter Robinetta during lockdown.

Robinetta lives at Tollesbury, where she has a mud berth deep in the saltings. We moved to a berth with new staging when we got back from the East Coast Summer cruise and due to a combination of tidal factors did not get to leave the berth again. We hoped to cruise to the East Coast OGA at West Mersea, but when I visited in October to check on her I found that her rudder had completely sheared.

I don't know when the current rudder was fitted but as it is GRP over a scrap wood core. We think it must date to sometime after the 1960s. It is a very different shape from the original but worked really well. It broke shortly after we bought the boat, when Everson's at Woodbridge repaired it by putting a new headstock onto the existing rudder. It looked like the break is roughly at the join. Since it had already been mended we decided to go for a replacement, and engaged Paul Drake the Tollesbury wooden boat guru to build it and repair a gudgeon on the stern that was very worn.

That is when the saga began. As we discovered over the summer Robinetta can only get out of her berth for at most six days a fortnight. Most of the time the yard only works for 4 of those days since they are closed on Sunday and Monday. Without a rudder, we needed the work boat alongside to move her, so the tide needs to be really high for the channel to be wide enough. Down to 6 days in the month... Tollesbury is so tidal that the yard is lucky to get 3 boats out on a tide. Our first scheduled haul out was in December (other people booked first).

Then the weather decided to interfere. High winds on the available haul out days in December meant it would be unsafe to move her, so the date was changed to January. Only there were strong winds again, plus the yard manager got sick. We hoped for the first spring tides in February, but once again the weather said no. We had a date for the next spring tide and I went along to get the covers off her. The



Robinetta's damaged rudder.  
Photograph by Alison Cable.

date rolled around, and I got a call that there were problems with the yard's tractor and trailer which needed major welding. By the time the essential repairs could be done the spring tides would be over and it would be nearly a fortnight before he could try again. There were no other boats left to come out, so Robinetta had priority, but who knew what the weather would be doing then. The way things were going there would be another gale.

So that brought us to March. And what happened in March? Not a gale. Covid 19. Although lockdown was not announced until after Robinetta's haul out date it was obvious what was going to happen. We decided to cancel, and leave her in the mud rather than have her sitting on the hard, drying out with no way to work on her.



Robinetta in her mud berth at Tollesbury. Photograph by Alison Cable.

All through April I was conflicted about my decision as Paul Drake might have been able to get on with the work. However the weather this March, April, and May was incredibly warm and dry, it was the warmest April on record, so I probably made the right choice.

The instant lockdown was lifted I booked her haul out. It would be on Saturday 23rd May. I watched the weather all week and it looked okay, although with a force 5 gusting 6 slightly on the high side. Then that morning we got a call. It was actually gusting 40 knots at Tollesbury, much too high for a tow through a narrow channel. But the weather on the Monday was much calmer, with forecast wind speeds on 2-4 knots.

Now the yard does not normally work on a Monday, let alone a bank holiday one, but this was an exceptional year. Julian and I went along on the Monday and with the aid of two inflatables Robinetta finally left her berth. She made an amazing sight coming toward the slipway, with one inflatable lashed alongside, and a second on a longer line behind to act as a brake. I was reminded of a liner with an entourage of tugs.

Once ashore we could finally get the old rudder off and into Paul's workshop. He has had problems sourcing the timber (Covid 19 and all that) but he should have everything he needs by mid June if his metal fabricator can come out of isolation ....

# NEWS



South Windermere Sailing Club Old Gaffers. From left to right: The Drascombe Lugger Sea Urchin, a Cornish Coble, and the fleet captain's Artic Tern. Photo by Bob Singleton.

## OLD GAFFERS AT SOUTH WINDERMERE SAILING CLUB

When your editor left South Windermere Sailing Club on his move to Essex he was the lone gaffer but now interest has blossomed to the extent that an Old Gaffer fleet has been established consisting of Drascombe and Deben Luggers, Cornish Crabber and Cornish Coble, Artic Tern, Sea Otter and several more.

The first "Old Gaffers Regatta" was held on Saturday, 15 August when the light to non-existent wind obliged them to use oars for lunch on an island beach. Club members in safety boats and various dinghy classes accompanied them on a day judged to be a huge success for gaffrig and the club. Plans are now being worked on for a repeat next year and the editor has hopes of a joint weekend with the OGA. Windermere is the largest lake in England at 11 miles long and over a mile wide at its maximum. Since the speed limit of 10mph was imposed some years ago there has been an increased interest in sailing over power which has had significant benefits at South Windermere Sailing Club.

Situated in the National Trust Fell Foot Park at the southern end of the lake, the club occupies a magnificent clubhouse with first rate modern changing facilities and a view from the water all the way to the peaks above Ambleside.

## OGA DINGHY NEWS

My introduction to the OGA Dinghy was on the day I first met Tony Kiddle; at the time, I was working down in Grimsby as part of my role as a full-time Blyth Tall Ship Project shipwright on the Williams II, replacing oak planking in late 2017. Tony's enthusiasm for the OGA dinghy was infectious and - having built several plywood boats previously, including St Ayles Skiffs amongst others - I offered to help him in the early days of the prototype build. I was only able to help



OGA dinghy. Photo by Martin Haigh.

on the occasional evening after working on the Williams II all day on the Grimsby slipway but the simplicity of the Wolstenholme design and the ease of the stitch and glue construction showed that this was going to be a popular modern gaff rigged dinghy. For some time, being unable to secure premises in the North East for construction was frustrating, until the NEOGA School Dinghy project was granted use of a disused Port of Blyth building. To start fabricating the first NEOGA dinghy, I was ably helped by members of the NEOGA and we transported it to a school in Hartlepool, partially built, where I would guide students through the remaining construction process.

Interest was growing in the OGA Dinghy and Tony Kiddle had loaned the prototype to several OGA areas. Gil Hayward from Dartmouth, already a Wolstenholme fan, approached me after trialling the prototype to discuss the construction of a dinghy for himself. It was agreed that one dinghy for Gil, and the second NEOGA dinghy destined for Alnwick High School, would be started in the Port of Blyth building. The subsequent Covid 19 Pandemic unfortunately meant that the Alnwick build has been put on hold and the Hartlepool build has been suspended for the time being.

However, with strict adherence to the Social Distancing directive and the fact that I had already bought most of the materials, I was able to continue work on the dinghy for Gil. Progress was aided by the mild weather, unprecedented for this time of year in the NE. After seeing my prototype at the Dinghy Show in Alexandra Palace, Gil decided to go with my suggested design and to cap the hull plywood edged with Maple, repeating this pattern in the outer trim and the thwart. We also agreed to protect the hull from grounding by attaching keel bands to the underside of the hull and leading edge of the centreboard and rudder. The additional work would no doubt add extra weight but will also add longevity.

The dinghy for Gil is nearing completion, despite the added complexities of Covid-19. Should anyone wish to request a build for themselves whether complete, partially finished or any individual components, they are welcome to get in touch with me: Martin Haigh, Shipwright/ Carpenter via the NEOGA Secretary, Steve Fullerton

David Grainger has a tale of something Gaffers are not used to.

"...did it matter then a tinker's damn that it was, after all, very small beer indeed?" wrote Maurice Griffiths in "Ten Small Yachts" after describing one of his typical cruises amongst the East Coast swatchways.

We were having a glorious summer in 2019 but I was slowly coming to realise that I was getting too long in the tooth for sea passages of a couple of hundred miles or so, as was my wont in previous years. So when the opportunity arose at the end of August for a few days sailing with my friend Dave, I opted to visit some of the many wonderful anchorages with which the Pembrokeshire coast is blessed.

It was well after high water when we pushed the punt down the seaweed-covered stones at the bottom of my garden and, with our four days' virtuals, rowed leisurely out to "Happy Quest". We didn't feel in any hurry, we weren't intending to go far that day. With long and short legs we beat down Milford Haven under all plain sail against the SWly breeze, and eventually brought up in Castlebeach Bay, one of my favourite anchorages just inside the entrance. Tucked up very close to the cliffs in the SW corner, in two fathoms of clear water with a firm sandy bottom, in this wind it is as comfortable a spot as anyone could wish for, but as always the baffling catspaws under the high land meant a short while box-hauling around to get right in there.

Next morning a leisurely start in bright sunshine saw us, once round the corner, carry a fine breeze abeam up to and through Jack Sound, then across the eight miles of St Brides Bay and into Ramsey Sound on the very last of the North-going tide. Leaving Ramsey, we entered Porth Melgan, a delightful little cove at the Northern end of Whitesands Bay, hard by St Davids Head, and anchored. Normally it is sheltered from NW through East to SSW if the wind is light, but by the time we got there the warming land had strengthened the gentle SW breeze considerably and a little sea rolled straight in. Of course we rolled too, and shortly decided to move. Two or three tacks under easy sail took us to Port Selau, not a mile away to the South, where we came to our best bower right under the cliffs on the West side in perfect shelter. Ashore youngsters swam, built sand-castles, fished in the rock pools and chased each other through the shallows. We sat in the cockpit for hours with a drink, soaking up the sunshine and listening to the distant cries of the children far enough away to be a gentle reminder of the times when I too was little and splashing through the wavelets with my brother and sisters. It



The Jackyard Went Aloft photo by David Grainger.

brought home to me that, freed from the tyranny of television, computer and mobile, kids were still capable of the fun and games that I enjoyed nearly eighty years ago.

After a peaceful night under a bright half-moon we took the tide back through Ramsey Sound. The wind was lighter, and we sailed across a sparkling sea straight into North Haven on Skomer where we picked up one of the visitors' moorings. A little later in came the "Edith Gray" a fine Bristol Channel Pilot Cutter replica (38ft LOA) built in 2011. No longer chartering, she was manned by two families whose young children were obviously thoroughly at home working on deck.

Then eventually on back to the Haven, past Midland Island, Anvil Rock, Gateholm and the evocatively-named Vomit Bay all showing off the varied colours of the Pembrokeshire coast. The breeze eased, so down came the working topsail and the jackyard went aloft. Nothing quite raises the spirits or delights the soul like a jackyarder. In calm weather it rakes every ounce of wind from the sky, drawing even when no breeze at all can be felt on deck. The very last of the weak, neap flood helped the dying wind to waft us into Chapel Bay, where we dropped the hook for the night to await, we hoped, a bit more air to push us back home tomorrow.

And so it proved. A gentle zephyr woke us and our little ship carried us on the young flood up the last few miles of the estuary, eating our breakfast in the cockpit. Back home we picked up her mooring and after making all ship-shape we sat for a while, soaking up the sunshine. We were waiting for the tide to rise a bit more so we didn't have to haul the punt too far up the rocks. Lazy from start to finish, but a relaxing, delightful few days - even if it was very small beer indeed.

# Commodore's Challenge

Viv Head describes a sailing challenge in the Bristol Channel. An area notorious for its tidal range.

Not every area has a Commodore, perhaps it is one of the things that sets the Bristol Channel apart; another is that we are after all, the only truly International Area. (For the non-Welsh among us, this refers to the two nations of England and Wales. ED) The post of Commodore has evolved as the area has grown and is largely one without executive powers. A couple of years ago, the current, and so far only, Commodore, laid down the Commodore's Challenge.

Anyone in the Area can join in but it is best begun from Cardiff Bay. In another evolution, a sub-group known as Cardiff Gaffers has grown up based at Cardiff Bay Yacht Club. One does not have to be a member of CBYC to participate, and although membership of the OGA is expected, it is not demanded. And, whisper it quietly, we sometimes see the occasional pointy sail vessel making the same course. This is perfectly acceptable, but such a vessel cannot win the coveted trophy awarded for the best time of the season.

Emerging from the towering locks of the barrage that encloses Cardiff Bay, there is just enough time to raise sail before reaching the end of Penarth pier which marks the starting gate for the Challenge. It is a self-timed passage of some twenty nautical miles. Heading down channel, the first mark is the red port-hand Merkur buoy which is left to port. This is south west of the entrance to the port of Barry Dock and thoughtfully named after the last resting place of a vessel of the same name.

Having reached this far, it is time to go about to head back up channel between the islands of Flat Holm and Steep Holm (its easy to tell them apart). There to leave the green starboard mark of Holm Middle to port. Then it is just a question of turning left to return to the end of Penarth pier. Easy. It can take anything from 4 hours and 17 minutes (the current fastest time), to around six or seven hours depending on how well you have addressed tidal issues and how well the channel is behaving. Whilst describing



Charlie Harris's Sou'wester 18 Chloe looking serene.  
Photo by Viv Head.

the route here, it is also perfectly permissible to do it anti-clockwise. However, crossing the ebb at right angles in a small boat to round Flat Holm is not always possible. There is a tendency to get caught in the tide to find oneself being swept westward around Lavernock Spit. There is a south cardinal marking the spit; it is at 15025'18N 03008'66W. I know that because it is embroidered on my shirt- Blue Jack and I had a magnetic meeting with it a couple of years ago.

At the time of writing there have been more failed attempts than successful ones. Here are some of the reasons why. The Bristol Channel has one of the highest tidal ranges in the world. Sailing down tide in a light breeze in a twenty-footer, one can reach speeds of over ten knots without too much difficulty. Sailing up tide can be impossible. Timing one's arrival at the Merkur buoy to coincide with low water is therefore crucial. Too early and you will find that you may be pointing back up channel but in fact you are sailing towards the English coast. This can last for some time; on one occasion recently, the ebb continued for some 45 minutes after the predicted time of low water.



Keith McIlwain's 20 foot Golant yawl Daydream.  
Photo by Viv Head.

Ok, so you got around the Merkur and are now rushing up channel on course to pass between the islands. The tidal flow can be quite significant now because the on-rush of water is being squeezed between the two lumps of land. It can be quite a frisky passage especially in a small boat that may be single-handed. The Holm Middle green buoy is slightly right of mid channel but if you aim for that, the chances are that you will not get around it. This is because the tide has a slightly east to west diagonal flow to it. Rushing headlong towards Holm Middle in my Shrimper earlier this year, I had shades of the Lavernock Spit cardinal flashing before my eyes as I just got by it. Yes, a shove on the tiller to port would have quickly alleviated the threat but would also have eliminated the attempt. As ever skipper, the choice is yours!

There is one other factor to remember at this stage, the passage between the islands is also the main shipping channel. And whilst there isn't so much commercial traffic in the channel these days, the vision of being harried by a car-carrying juggernaut on its way up to Avonmouth (or even a dredger, Keith) is going to focus the mind pretty quickly.



The Merkur buoy; Still ebbing.  
Photo by Viv Head.

Rounding the top of Flat Holm, it is time to set a course for the finish at Penarth pier. Yet there may still be a couple of moments of high interest lying in wait. The first is the convergence of tidal streams either side of Flat Holm leading to a flurry of excitement and a temptation to shorten sail. Then as the tide still wants to push you up-channel, you may find yourself crossing the Cardiff Grounds- the chop on the water will let you know if this is the case. At an hour after low water, there should be no real danger for a small vessel, unless it be a spring tide ...

It is a challenging course, but it also gives a sense of achievement when successfully completed. I am reminded of a quote from an article when I was heading down channel between the islands on an ancient wooden sloop a few years back- on passage between the islands, tacking on a starboard reach, the wind freshened, F6, perhaps F7, her lee rail buried in an ugly sea of mud-brown grubby spume. Yes, that's the Bristol Channel for you.

Viv Head  
Commodore, BCA

# Gaff rigged working models



Tony Judd was feeling age, travelling and Covid creeping up on him so decided to downsize with Gaff rigged working models in lockdown.

Plymouth Hooker sailing. Photo by Tony Judd.

A good many of us obtain a lot of satisfaction from creating things. In fact we have quite a need for it, and something is missing if we don't have a "project". This is as true in the Old Gaffers as anywhere. Some build or restore boats, but I would include everything from photography to art, to the sewing crafts to car and home restoration, even land conversion for horses and equine activities, and of course, models. There is a great deal of satisfaction to be had, and the activity lives in that space that follows all the money earning activities, the family raising, and the domestic chores. This "me time" gets even better if you and your partner can be involved together.

An Old Gaffer once told me he had given up sailing, having completed the hull restoration of his smack which he now lived on, and was now seriously into

model sailing boats. I thought, "it will be a long time before I would do that".

Another friend, 10 years older and something of a mentor to me, started to build a sizeable scale model of an American Chesapeake Bay skipjack, a sailing oyster dredger. This was to be radio controlled and quite capable of sailing. I was intrigued. Built from wood, plank on frames, it looked the part. I am a sucker for rough timber and cotton or flax canvas sails and it occurred to me it might be possible to model this.

At the club where I sail (Alresford Creek on the Colne) two friends were more or less grounded because their wives had developed Alzheimer's so they couldn't leave them. Now, I have lived in the



The Severn Trow under sail. Photo by Tony Judd.

Midlands all my sailing life and to get to my boat on the East Coast is a 400 mile round trip, so it only makes sense if I come down for 4 or 5 days at a time, once a month, winter and summer, weather permitting.

My wife Shirley doesn't sail anymore, although she got me into it. If she was to become similarly incapacitated that would be the end of that. What would I do instead? Model boats?

One miserable winter I fell to thinking what boat I might model and how it might be done, having never built a model before, and with no idea about radio control. Somewhere in the ruminations a rubicon was inadvertently crossed. This thing would have to be done.

That was in 2016, and over the course of a year or so the subject, a Plymouth hooker, so called because they fished with long lines, so hooks, and not nets (and not what you were thinking), was selected. I had some thumbnail line drawings in a book, and had to develop the build drawings from there. I made a lot of changes. The hull was shortened 10% by compressing the frame pitch, to be able to use some left over mahogany laths from a wooden riverboat repair project. These would be sliced down for the planking.

The model was already a deep hulled vessel but it is necessary to exaggerate the depth and fit an enormous rudder, 10% at least of the lateral silhouette. This is because a model has to grip the top

# Gaff rigged working models



A model under construction. Photo by Tony Judd.

30cm or so of water, which is very free to move, and because the weight to wetted area ratio is so much less than for real boats. If you look at the Cutty Sark, her rudder is tiny in proportion, but a sailing dinghy's is really quite large.

So the Plymouth hooker got built and it sails really quite well. Looking at YouTube, (I have used it to find everything from lining up a prop shaft to replastering a wall, with fibreglass repairs, lead casting, laminating wood and so much more along the way) there are some excellent scale models out there, notably of Jolie Brise.

None are able to take reefs, set smaller jibs, or indeed control each sail separately and be able to heave to on either the staysail or the jib. Mine can and does, able to cope with 4 to 28 knots, using 8 different sail plans.

Two surprises: I had already realised that this would be a 1000 hour build, 100 hours admiring then 10 hours sailing before I got bored type of project. However it takes time to get the cotton sails to set right on all points of sailing, and having found some really large gravel pits to sail on which get a nice lop on the water, sailing is much more satisfying than I expected. It is also a lot harder when you are not on board and the boat is coming towards you!

The second surprise was that you can actually exhibit these models if they are good enough. Mine has been in the International Model Boat Show twice, and for that all the fishing gear has been made; long lines, dahn buoys, baskets, oars, ground anchors, even model fish.



The Plymouth Hooker displaying the fishing gear.  
Photo by Tony Judd.

Of course the show is cancelled for this year which brings me on to lockdown. I had already started a second large model, and when lockdown came in, the project was a godsend for me.

Living so far from my real boat, a smack yacht replica, I could not go down because I would have to use it as a second home, so it was out of bounds for 4 months. I have been retired for 7 years now, and although a month had to be taken out to rebuild dormer windows on the house (last year it was replace bargeboards and fascias) the model project leapt forward.

Shirley did not have the same project to get stuck into at that stage, (we found one since), so time was devoted to discovering new local walks together, moving these to the evenings as the days lengthened. How lucky we have been to live in the country, be retired, our 4 earning kids and grandchildren all have key worker jobs, so we haven't even been the bank of Nan and Grandad! So far.

We both really feel for the young, who need the oxygen of meetings, parties, pubs, social gatherings, and who might quite reasonably feel that they are suffering all this for us old'uns. That's quite apart from the grief of job and income losses.

You might consider I have entered my second childhood, and I am a bit sensitive about that. The

fact is that the engineering challenges of getting a scratch built model boat to look real, act real, and be loaded with electronics have really massaged the little grey cells. Best of all, I do not sit and watch TV with a glass in my hand, I am creating something. Shirley complains when sail making time comes around, but soon gets into it and takes a pride in it. She is a very practical person and I often ask her advice on aspects that have nothing to do with sails, or models for that matter.

You might wonder why these scratch built (not a kit) models are so large, the smack is 1.1 metres on deck and weighs 22 kg, the Severn Trow in build at present is 2 metres long and has a minimum sailing weight of 60kg.

At the start I trawled YouTube for information and it was obvious that the bigger the model and the smaller the subject, the much more realistic it will look and behave. A 4 metre wingspan model of a Fokker Triplane, scale about 1:2, really looks the part.

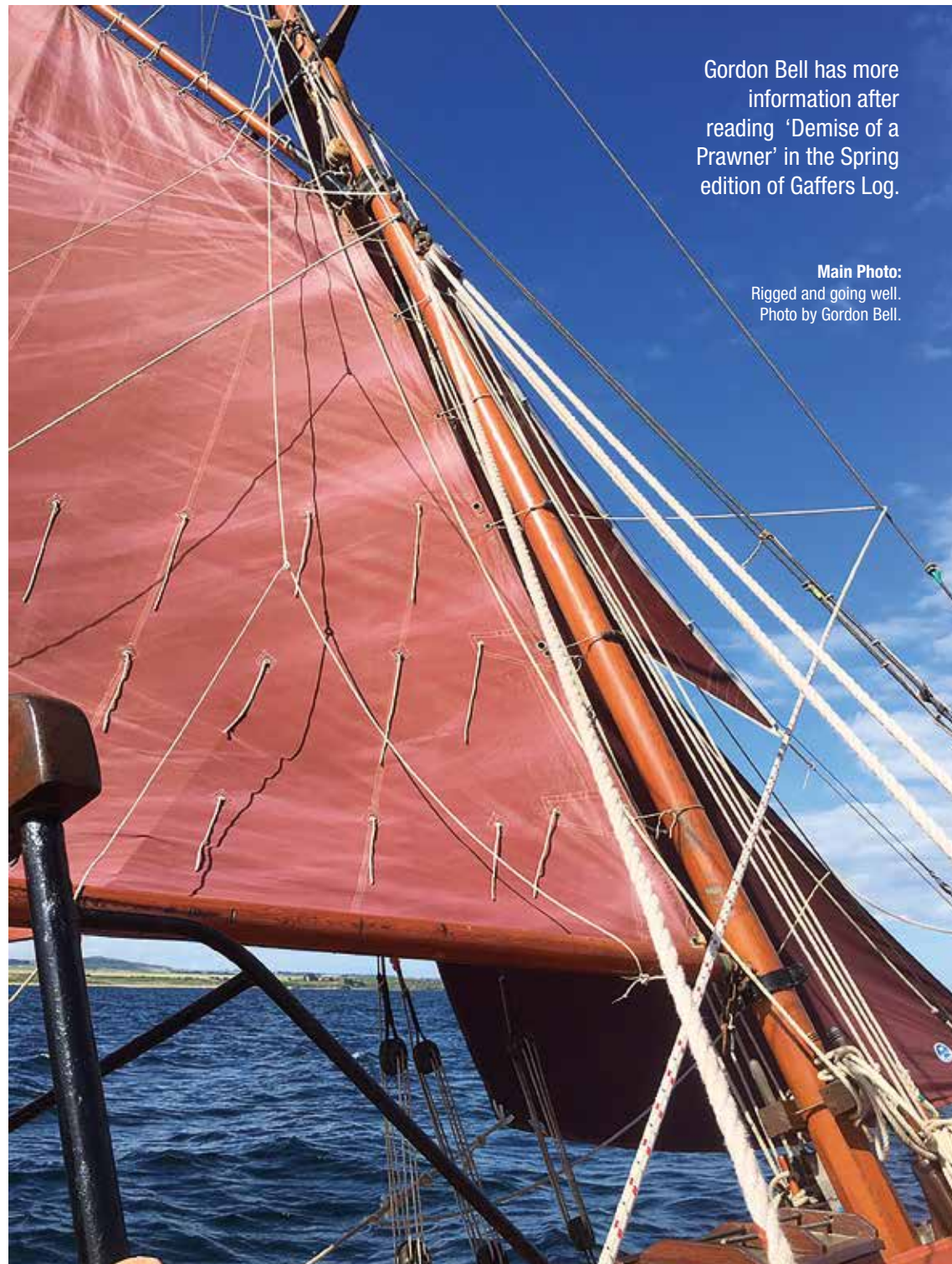
A 1 metre long model of Concorde, despite real jet engines on board, is in grave danger of looking like a toy. One other reason for building big is the amount of detail that can be put in, especially for a fumble fingers like me. And big is imposing.

So there we are. I still sail for real, I don't want models to take over, and at most I will only build one more, a smaller static model next time. I'll let the pictures tell the rest of the tale. I apologise the trow has less than half the rigging and no sails yet (early August).

It may get on the lake before Christmas, if all engineering problems can be sorted. Launching/recovery, and loading into the van is the next challenge, a versatile trolley must be designed and built.

The accompanying photos which show the Severn Trow and smaller Plymouth hooker are all by Tony and I hope that you share my amazement at the workmanship of these Lilliputian craft. ED

# Marta or Elizabeth



Gordon Bell has more information after reading 'Demise of a Prawner' in the Spring edition of Gaffers Log.

**Main Photo:**  
Rigged and going well.  
Photo by Gordon Bell.



Fidelity leaving the harbour. Photo by Pam Bell.

I was enjoying reading Mike Forwood's article on Marta when it began to ring some bells. I live in the East Neuk of Fife not far from St. Andrews. When I arrived in St. Monans and bought a house by the harbour, there was a derelict motor boat skinned with fiberglass parked on the pier with an elderly gentleman working on it. It turned out under all that fiberglass there was a traditional wooden hull of the Colin Archer mode. I got sucked in, bought the boat and decided to restore it to its original gaff rig.

The old gentleman announced that he had bought another boat and was keeping it in St. Andrews. This surprised us as he was hard of hearing, short sighted and unstable on his feet at times. The boat was called Elizabeth and she had a prominent bowsprit. Given the owner's health issues I can understand the concerns of the other boat owners when Elizabeth was on the move. She eventually arrived on a low loader in St Monans and was parked next to me. She was introduced as his new project. I understand a survey was commissioned and revealed a substantial list, some of them being major issues. At about this time the owner's health deteriorated further and he felt he could not take on the job. He failed to sell the boat and did not want it to be broken up so he contacted GalGail a social boat restoration group in Govan Glasgow who train boatbuilding apprentices.



The infamous bowsprit. Photo by Gordon Bell.

I believe he donated it to them. While she was alongside my boat I had measured up her spars and standing rigging and decided they would suit my project.

On looking at the picture of Marta in Mike's article I thought the mast was familiar and on reading on realised my boat Fidelity has Elizabeth's bowsprit, boom, gaff and mast and possibly, the mainsail. Mike's bowsprit still demands respect when entering small harbours and marinas. I am sure Mike will identify the parts from the photos accompanying this article. I have a new project so Fidelity has been sold and is heading for the Tyne. When I was at GalGail a few years ago Elizabeth, Mike's Marta, was still in the workshop with apprentices working on replacing some boards, although there seemed little progress elsewhere on the hull. I enquired last week of her, however, the current team are all pretty new and did not recognise the boat. They are trying to contact some of the older helpers to see if they remember what happened to her because, if she had been repaired, they would have sold her on for funds. So she still might be out there. At least parts of her are still sailing the seas.

[If anyone has any information as to what happened to Elizabeth I would love to hear from you. ED](#)

# Freda

Gary Flashman is reunited with the boat he had built 25 years ago. Let's find out what he found.



Freda off Cowes. Photo by John Green.

The story starts in 1894 when, after a pleasure boat capsized with the loss of 25 lives, the fishermen of Morecambe Bay decided they needed a lifeboat of their own and acquired the Gyakhan. She was followed in 1907 by the Rescue, built by Crossfields in Arnside

By 1934 Rescue was deemed too old to continue and it was decided to build a replacement with an engine. Sir William Priestley was launched by Lady Priestley, widow of the industrialist Sir William and a major benefactor of the project. Also built by Crossfields Sir William served from 1935 to 1987, taking part in many perilous rescues in the Bay often in atrocious weather.

Morecambe Bay Prawners, aka Nobbies, were built for a purpose. The waters of the Bay are notoriously

treacherous – a group of Chinese cockle diggers were drowned recently by the rising tide – so the boats needed to be both shallow drafted and manoeuvrable. As fishing boats they needed to be quick, since the first boat on the grounds got the best catch and the first back to market got the best prices. Sir William needed to be all of these and more if she was to do her job as a lifeboat.

On her retirement, her duties being taken over by the RNLI, the ownership of Sir William Priestley passed to the Maritime Museum and interest waned. Last seen she was derelict.

However Eric Bergvist, who owned a boatyard in Cheshire, took a moulding from her hull and went on to build Freda, an open version which he raced with the local Nobbie fleet. I had known Eric for a while,



Freda with a floral tribute. Photo by Steve Mitchel.

having built a Memory from one of his kits, and on a visit to his yard I spotted her. I was hooked. Freda looked right. A slight curve to her stem, delightful sheer, and a lovely counter stern. I hadn't even seen her underwater lines, however something clicked.

At the time there were just a few traditional, gaff rigged boats in production. Cornish Crabbers were by far the biggest and, perhaps arrogantly, I thought a Nobbie could look better and sail better. I bought Freda from Eric, stripped and measured her. At the same time I was lucky enough to be able to attract a team of investors to fund the project.

We took Freda down to the Triangle boatyard in Southampton, and now I needed a team of first rate shipwrights to undertake the fitting out. Chatting to some friends in my local pub led to meeting Simon Harvey, a recent graduate from the boatbuilding academy in Ipswich. Simon in turn introduced a couple of his fellow graduates and we had the team. I

had taken Freda's internal dimensions, from which I could sketch the fit-out, and Eric provided drawings for the cabin top and rig. All was ready to roll. I do have to say that much of the detail work, which in large part makes Freda what she is, comes from Simon and his merry men. As an example of their attention to detail, we bought English oak as a tree, sawn and air seasoned. When it was delivered Simon measured it and decided it was too moist. We ordered another.

We used my first hull as the prototype, making templates and the like. We ordered a new hull and deck moulding, delivered to the Triangle Boatshed in Bittern, Southampton. This yard was perfect, dry, with it's own slip and full tooling, and with some other interesting yachts in build and refurbishment.

This was a commercial venture, so things like accommodation layout, a decent galley and heads were important. At the same time the delightful sheer was not going to be spoiled by ugly top hamper. Part

# Freda



Sir William Priestly from which Freda's lines were taken.  
Photo by Gary Flashman.

of the solution was a traditional skylight, the glasswork protected by brass rods. This gave standing headroom, if you're not too tall, in the way of the galley and the middle of the saloon.

There was not too much I could do about the shape of the cabin trunk. This and the cockpit were moulded into the deck. The Davey & Co catalogue, always a favourite read, yielded oval portlights which took out some of the squareness and I included an opening one above the galley for ventilation, together with a mushroom vent. A nice curve to the coamings took care of the cockpit, which for a 28 footer (over deck) is enormous.

As can be seen from the line drawings Freda has a low freeboard and a hard turn of the bilge which, with her broad beam gives her masses of space but very limited headroom. We could have raised the gun'l or increased the height of the cabin top, but either or both would have spoilt her lovely sheer. In the end we built the cabin as high as we dared, then disguised it with the bulwark. The result is adequate headroom if you choose your spot carefully, and an unspoiled line.

Down below she is cavernous up for'd, with the heads and plenty of storage. Originally she was built with a double bunk here, more suited perhaps to a couple of kids than full sized adults.

As with much of the fitting the hatches are solid English oak including the varnished cabin sole. The cabin butterfly hatch opens for ventilation which, together with the opening portlight and mushroom vent over the galley keep her reasonably free of condensation. With the (bronze) portlights she has good natural lighting and visibility.

We decided that the 1989 Southampton boat show would be our launch. Stand booked, we looked around for enthusiastic friends who would help show her off in exchange for show tickets and lunch.

By luck or design, she sat alongside one of the bridges linking the main locations of the show. Visitors could pause for breath half way up, gazing down on her teak decks and lovely woodwork. 2,500 people boarded her over the course of the show – we counted them.

We had TV and radio interviews, the lot. It is fair to say she was a bit of a star. She sold, of course, and went off to Brighton and I lost track of her.

Fast forward to 2014, and Vicki is thumbing through Gaffers Log. "Isn't this your old boat?" Sure enough it was an advertisement for Freda. I was keen to see how she had weathered the 25 years since she was built, so we headed to Cowes to have a look. I must admit I was expecting something of a wreck but how wrong I was. She was in lovely condition, gleaming in the morning light. We looked her over from keel to deck, from stem to her lovely counter stern. Vicki was standing on the foredeck and I was in the cockpit chatting to Peter Brand, the owner. I glanced at her, she glanced back and nodded. We bought her. Formalities completed we were ready for the sail home.

Freda's home is with Gosport Boatyard on a swinging mooring, which means she can lie to wind or tide depending on the conditions, with no need for fenders and no risk of damage from the pontoon. The moorings are massive and the fact that they are lifted and re-laid every couple of years gives us (to say nothing of the insurance company) great peace of mind. The yard provide a ferry to and from the mooring as part of the package, so it is nearly as convenient as a walk ashore and a lot more fun.

A lot of our sailing is with the OGA, including the annual Yarmouth meeting which typically attracts over 100 boats from massive Brixham trawlers to dinghies. The craik is always excellent with fun on the water and good company ashore. We don't race but lots of people do and the turnout for both this and the annual race can easily top 50 yachts.

Like most gaff cutters Freda is not at her best upwind – this was never a priority for working boats – but off the wind she lifts her skirts. The gaff rig provides a lot of sail area but keeps the centre of effort, and hence the heeling moment, low. The result is an upright boat and, usually, dry decks. In fact if you heel Freda too far she will simply go sideways.

## Gaff Police Watch

Essex police issued this picture of a man (right) seen acting dangerously in the West Mersea area.

Ch. Insp. Ello Ello, said, "His face was disguised with a bandana and he was carrying 2 large implements, one a substantial wooden pole with a broad flat end and the other containing several sharp spikes. There is a very real and present risk to the public from this man as his face covering was too loose to contain aerosol droplets so he must be apprehend him before he gets the chance to kill someone's granny.

## Gaff Mask

Gaffomart Co have acquired the entire stock rejected by the NHS and can bring it to discerning OGA members who appreciate the toggle and loop fastening. Place your order today for the give-away price of only £29.99 (plus VAT) as this product is sure to sell out quickly.

Note; in the unlikely event of Covid restrictions being lifted soon, can be used as a burgee. WARNING; Not for use in care homes.

## Gaff Love

Old Gaffer seeks mate to tack and gybe through life's fickle winds with a view to tying a knot. Must have own boat. Please send photo of boat.

(With fond thanks to Fred Winstanley of NWA OGA for introducing me to both this joke and the OGA many years ago).

## Gaff Boat Hook

Do you struggle to avoid contamination while shopping. Then Rid-i-Cule and Co have just what you need.

For only £99.99 our 'Gaff-o-Hook' has been specially developed in our laboratory to keep you safe from handling anything. Plays tune 'What shall we do with the drunken sailor'. Takes 20 AAA batteries (not supplied). Warning; not suitable for handling eggs.

We have fitted a prismatic deck light in the for'd cabin which works a treat, giving masses of natural light where before we had to use electric. We have also fitted a charcoal heater which makes sailing out of season a reality, enjoying places like Beaulieu without the crowds.

We also have Perspex washboards which we can drop into the companionway when we are snuggled down for the evening. She never fails to attract admiring glances, and is well known among the harbour masters around the Solent.

All in all we love her.

# Ed's Gaffs



## Letters to the Editor

Dear Editor,

Having proof-read the Log in intimate detail (I know people think it an odd way to spend my leisure time but knitting and jig saws are so passé) I am deeply offended by the way you allow two instead of one space between words.

Yours,

A well-wisher.

Dear Editor,

I am glad to see the back of that Gaffers Log thing you spend all your time on because the veg patch needs to be dug over, the hall painted, the garage cleared, your sailing gear washed, that dinghy moved off the drive ..... (lack of space prevents the full letter being printed but many thanks to Mrs Jenny O'Donnell for her valuable input).

# Clyde Cruising

Gordon Garman continues his mission to entice us to sail Scottish waters for the Round Britain Challenge 2013 with a look at Clyde cruising – an easy if addictive diversion.

I am sure I am not alone in thinking that 2023 and the next Round Britain event will be here long before we all have our plans fully prepared. In any event, no matter how well we plan our future cruises, there will always be imponderables that make planning something to be kept for winter evenings, a warm fire, and a large dram.

A possible detour if should circumstances, or preferences, be such that a passage through The North Channel and its associated trip round the Mull of Kintyre, is not prudent, is to take the very scenic route through the Clyde area, and possibly even use of the exceptionally lovely Crinan Canal as a means of access to the Scottish west coast.

Some spend a lifetime sailing and never venture beyond the Clyde with its many harbours and anchorages. Nowadays most towns, villages and even small hamlets have visitors moorings, making life even easier, although some places do levy a small charge. There are proper marina facilities at Campbeltown, Tarbert, Portavadie, Port Bannatyne

(Bute), Stranraer, Girvan (depth limited to about 4ft at low water) Troon, Largs, Inverkip, Greenock and Rhu. Anchorages are too many to list but popular moorings include Carradale, Kyles of Bute, and Lochranza, Brodick and Lamash on the Isle of Arran.

The Clyde area takes in the waters between the Kintyre peninsula and the Ayrshire coast, and includes Loch Fyne, the Kyles of Bute, Holy Loch, Loch Long and Gareloch, all of which have strong connections to yachting, and with very good reason, over many decades. Sailing distances are mostly comfortable day sails and should the need arise, shelter is never far away.

If a clockwise circumnavigation of Britain is your preferred option, the first port in the Clyde area will most likely be Campbeltown. Some cruising boats miss the opportunity to stop here and in so doing miss out on a lot. The main reason cited for such an omission is the time taken for the detour. The entrance to Campbeltown Loch is only a couple of hours from the southern end of the Mull of Kintyre if heading north for Scotland's superb west coast a departure about a couple of hours before local HW should provide fair tides all the way from Campbeltown to Gigha. At least it does in my 31foot boat!

There are two supermarkets, various local shops, several good hotels, numerous pubs, a chandlers, engineering firms and of course distilleries. The latter's products are all available through the local Whisky Shop, but be prepared for an experience and an education. Some of the modestly priced single malts are enticingly good whereas if money is not in short supply, the choice is almost endless.

The small marina is easily accessed at all states of the tide although in very busy times it may be necessary to raft up with another boat, and the marina's modern showers, toilets etc are only a short distance away. A ten minute walk away, for the elderly, is Campbeltown Sailing Club, that although not always open, offer true hospitality and friendship when it is.

There are occasionally swinging moorings available off the club but enquire at the marina or the Royal Hotel (opposite the entrance to the marina) first. For any OGA boats heading for these waters either as part of the 2023 RB event or any other time, do let us know if you wish any local knowledge or even if you just want a yarn about Scottish sailing; it is amongst the best in the world!



Sunset over the island of Kerrera taken from Oban, the marina can just be seen.



The picturesque Crinan Canal offer a sheltered shortcut to the west coast.



Morning mist in the Kyles of Bute.

# Minstrel round Britain



Minstrel is a 34ft Gaff cutter, designed by Alan Pape and built in 1991.

Those who know Mary Gibbs only as the name on requests for your membership fee should read on to learn what attracted her to the OGA. As part of the lead-up to OGA 60 here is the first part of her trip aboard Minstrel during the Round Britain Challenge 2013.

What an introduction to the OGA. My local sailing club sent a circular email; "Some members may be interested in this". The OGA were announcing a planned sail in company round mainland Britain to celebrate their 50th anniversary. Some boats might be looking for crew. The whole cruise was to take about four months, and the timing depended on where one joined the circuit. I was really excited by this – I had for years had an ambition to sail round Britain, and it was the perfect time for me. I forwarded the email to my husband (who was well aware of my ambition but who does not sail!!) and got an almost immediate reply "It's been nice knowing you!" A flurry of emails and phone calls later, and I had arranged with Eric Stonham, her skipper, to go "all the way round" on Minstrel, a 34-foot cutter.

Many of those reading this will have been well aware of the RBC – but some will not, and now plans are afoot to repeat it in 2023. Well – perhaps not quite the same!! But it was such fun the first time, that I think just about everyone who experienced the last one would love to do it again. It started early in April, when the first boats set off from Maldon after a special dinner, and ended in the first week of September, when the last two boats to do the whole circuit, Minstrel and Capraia, arrived back in Milford Haven. In between, many sailors did parts of the trip, either as transient crew on other boats (but many of them joined the cruise more than once!) or on their own boats, but doing only part of the circuit (time is also needed to earn money to support the boat, after all!!).

The basic premise was to sail more-or-less in company, with each area having a couple of days when they hosted the crews in a specific harbour. There we would share music, eating, drinking, sailing, racing, exploring, craic ... In short, it was like a prolonged cruise with friends where, every few days, we stopped to party!!! Of course, this is the OGA we are talking about. Quite apart from the complex task of fixing times for gatherings along the coasts of Britain and (eastern) Ireland which would suit the hosts, not make unreasonable demands on those sailing the route, and allow time for the weather to be contrary, many of the boat crews had agendas of their own. Skippers had free rein over where and how they managed their sailing in between the local gatherings. So, though it was common to meet other RBC sailors at harbours other than the main gatherings (when there was invariably be a lot of invitations to visit other boats to eat, drink and natter) this did vary a lot. Most of the participants – certainly of those who made the full circuit – started from the East or the South coast, or the Netherlands. It meant that those starting off from the West coast did miss out on the early part of the cruise, and could not get to know the other participants for a while. I gather that there was a parade of sail in the Solent (but we were rigging Minstrel's mainsail in Neyland), after which the winds got stronger, and the fleet was galebound in Plymouth (the same weather system had us locked up in Milford Haven!) It was clear that we would not make it to the Scilly Islands in time but there was some good sailing for most of the fleet from Plymouth to Falmouth – and, with Minstrel still in South Wales, we had a wonderful trip to Skomer, where the puffins were out in force.

There were still more strong winds to come, and Witch had a very bouncy night in Falmouth trying to buck clear of her fenders – we had left Milford Haven by then, as our skipper had to allow time away from the boat for work, so that night Minstrel was surging around at the old quay in Fishguard. No one got much sleep! But things looked up from then on, and some of the "Dutch invasion" (Morgaine, Raven and Leonora) did make it to Scilly, and spent a delightful week there (I get the impression from the contributions they made to the RBC logbook – a log that most of the boat crews contributed to – that, though they were "waiting for a wind with no north in it", they were having a wonderful time meanwhile!).

Meanwhile, a good party was happening in Milford Haven, Minstrel was heading across Cardigan Bay with dozens of dolphins, and Cine Mara was already in Cork! Minstrel had some fantastic sailing across Cardigan Bay, beating most of the way from Aberystwyth up to Abersoch, a long day (sailed 44 miles to cover a distance of 30) but with the brilliant blue sky, and the shifting golden pattern of sunlight on the water, I did not want to stop! Next day was quieter, ending with one of the gentlest broad reaches I have ever experienced, doing two knots across Caernarfon Bar and drifting up the Menai Strait on the tide.

Unfortunately, I did not see anything of Ireland on this trip, but the gatherings in Dublin and Belfast sounded tremendous fun, with racing, singing and a wonderful welcome. Minstrel met up with the rest of the fleet in Holyhead, where the weather limited the sailing, but the socialising and singing was excellent! Our plan from there was to head for Campbeltown via the Isle of Man and Ardglass, but we never got to Ardglass – wind and tide were too much for us, and we retired to the Isle of Man, where we were tourists for a few days while the cold wind blew strongly from north-northwest. We could see the North Channel from the top of Snaefell, right in the eye of the wind.

Eventually we left Douglas and headed north through the North Channel – a long, cold slog overnight. We were between Kintyre and Jura soon after dawn; land, sea and sky were all a symphony of grey, very beautiful. Later in the day, the sun came out, the southwesterly increased to Force 3, and, with every stitch of sail we could raise, Minstrel drifted gently up the Sound of Jura – just a bit faster than the contrary tide! – sailing by the lee most of the time so that the ghoster jib and the poled out asymmetric spinnaker both stayed full. The wind became lighter again, and fluctuated between south by west and (later) west, but the contrary tide was getting gradually less, it was absolutely lovely, and there was no rush. After a night at anchor off Crinan, we woke to fog, but the local fishing boat seemed to know where it was going, and the chart plotter was reassuring. The fog was mostly not too thick, but I noticed that, though we knew we could see a few hundred yards, if nothing was actually visible within that distance, it felt as if we could only see a

few feet. But mostly there were plenty of things to identify our position by, hazy headlands and many small lighthouses, in a silky smooth sea, with occasional curious seals rolling alongside.



OGA Membership secretary Mary Gibbs at the helm of Minstrel.

We reached Kerrera, off Oban, without mishap, and Skipper needed to head off to booked work commitments, while Jolyan and I stayed on board, for a glorious sunlit holiday. There were masses of bluebells, and I think that the view north along Loch Linnhe is one of the most beautiful I know. Meanwhile, many of the fleet, including, I think, all of those who were transiting the Caledonian Canal, foregathered in Loch Melfort, for a gathering which I have to say I was always sorry I had missed when people talked of it! But once Skipper came back, we were off northwards – heading for Stornoway for the next gathering. First along the Sound of Mull, hazy but excellent sailing, creaming through the water on a broad reach; rounding Ardnarmurchan was hard work, but, north of the peninsula, the northwesterly strengthened, the sea became smoother, and the reach towards Mallaig, with the sun sinking behind us, clouds over Rum and the top of Eigg to port, and patches of luminous lavender colour in the clouds and a deep blue sea astern was one of the special memories of the trip.

On northwards the next day, with a reach along the Sound of Sleat and through Kyle Rhea in a brisk westerly, an afternoon of sun and clouds and light flashing off the shifting waters; we beat along Loch Alsh and the wind was sometimes almost too strong for me, but it was exhilarating sailing, flying through the water with the hills and woodlands on either side. We sheltered in Plockton, headed north to Gair Loch in the dusk, and were up early the next day for a brilliant sail to Stornoway – a fine reach all the way, and later, when the wind strengthened, making 7.5 knots or more, though rather cold, and the sea became very lumpy.

# Not going bump in the night

Anchored on the Ebihens archipelago near Saint Malo July 2020. Photograph by Loïc Le Marchand.



Loïc Le Marchand sent this contribution for the Log which was in French (plus an 'interesting' Google translation) and concerns Nyala, a Maurice Griffiths yawl built in 1933 by Everson & Sons in Woodbridge. Any shortcomings in the text are due to the editor's interpretation. The quality of the story speaks for itself.

For those interested, Nyala, she has a Facebook page "Nyala Yawl antique 1933".

I particularly like going to visit the Ebihens archipelago in North Brittany. It is located between Saint Malo and Cap Fréhel, near the magnificent beaches of Saint Cast. This archipelago is very popular. Many are the motor boats on site but I manage to run Nyala aground high enough on the beach to enjoy relative tranquillity while the other boats pull out when the tide goes out. Nyala runs aground very easily with her very shallow draft and dries on a long keel and legs.

But this summer, Nyala was accompanied by her tender, the "Vert Galant", a very pretty 50's dinghy built in Nantes, all in mahogany wood and riveted in copper.

From the first night I heard him banging against Nyala's hull depending on the moods of the wind and the tides. I then remembered an illustration I saw on social media that showed a particular way of anchoring a tender next to the boat using an outrigger or other spar so as to keep one safe in

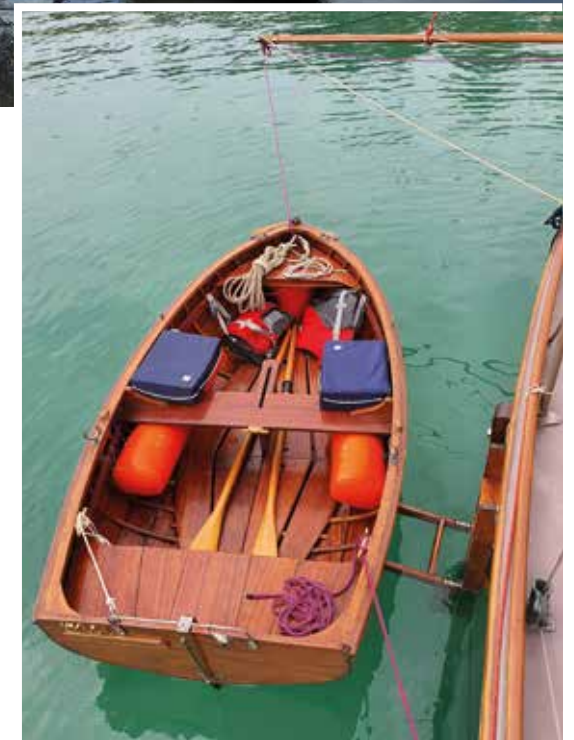


**Top:** Anchored on the Ebihens archipelago near Saint Malo July 2020. **Right:** the dinghy stays neatly off the topsides. Photographs by Loïc Le Marchand.

relation to the other while at the same time keeping the dinghy very accessible. I had thought this method was a little far-fetched, not really understanding the usefulness.

I was wrong! Arranging this mooring is not so complicated and the result is perfect. The dinghy is always available but no longer rubs against the hull of the boat like a drunken insect, afloat or aground. Constructed in the way shown in the pictures also provides an effective boarding ladder. I therefore strongly recommend this way of securing your tender alongside.

And then frankly, when the boat and her dinghy are beautiful ... Just look and say "What class".



# Pocket sized gaffer



Even when lockdown restrictions eased, many decided to restrict their sailing or not launch at all. Liz Dodwell took a different approach. We hear her tale of Doreen C,

Tim and Guy Faller with Doreen C at Lock 16 on the Deepcut flight. Photo by Liz Dodwell.

A puzzle for you – What is a small gaffer without its gaff? The answer might just be a canal boat!

Well it certainly was for us when we took Doreen C, our 16ft Winklebrig, on the Basingstoke Canal this year. We have strong sentimental ties to this canal but that is really another story. Suffice it to say we have long wanted to achieve a pilgrimage all the way up the canal to its limit of navigation and back from the River Wey. This year we made it.

The canal has not reached Basingstoke since the tunnel at Greywell collapsed in 1932, but since restoration in 1991 it has been navigable at certain times of most years to just short, near Odiham Castle. It is 32 miles long, and has 29 wide locks (ie 14 ft rather than just 7ft), now jointly owned by the Surrey and Hampshire County Councils.

So, just as soon as the restrictions were lifted, we launched Doreen C (minus her mast, boom, gaff, sails including topsail, squaresail and all that sailing gear) at Pyrford Marina on the river Wey. Over the next three days we climbed up through the 29 locks, over its three aqueducts, through the two swing and lifts bridges to the now collapsed Greywell tunnel. Here is much for any fit gaffer to enjoy. Working the locks is quite hard work but Tim managed it mostly single-handed, and I handled the boat. Being under seven foot beam we can actually slip in with only one gate open, if there's not rubbish behind the gate that is, and sometimes there was!

We were quite challenged though, mainly by the weed which caused an overheating problems with the outboard, when we frequently had to tow the



A lock in the St John's flight. Photo by Liz Dodwell.

boat. We did try paddling too but that was even more exhausting. But somehow we made it through the charming locks at St Johns, Woking to a peaceful mooring in the Brookwood country park. The next day saw Tim working through the 16 locks at Deepcut.

The great consolation, for me the helmsman anyway, was just how beautiful it is here, one of our very favourite stretches on any canal. The many locks slip by with charming views round each bend, passing the fine pine, oak and beech trees. One of the conservationist's favourite phrases is 'green fingers' creeping into urban areas, and this is very true on this canal. Nature is certainly right here with the dragonflies and mayflies joining the ducks, coots, moorhens and occasional herons and, later on

where the water is clearer, the glimpses of fish gliding through the weed. That night we stopped at the Canal Centre at Frimley. Here we did have a shock when at 4am one of the Canada geese landed on our cabin roof. I don't know who was more surprised as we emerged shouting from the cabin not knowing who or what was boarding us!

The next day we worked through Ash Lock, the last and only lock in Hampshire, on passing near Farnborough and Aldershot to Fleet. One great thing about Covid 19 is that so many people have been doing great things in their gardens, and nowhere more so than along the canal, especially in Fleet. We admired them all, especially those with boats moored, or canoes and paddle boards on the bank. Here we exercised our family 'bubble' rights and over the

# Pocket sized gaffer



Doreen C in the hydrocotyle weed above lock 1. Photo by Liz Dodwell.

next three days welcomed two of our children and two grandchildren to join us, either on a bike, or the bows of the boat (yes, that's two metres away), and we enjoyed our first meal out in months, socially distanced in a cosy courtyard of a restaurant near the canal.

Soon we were passing through my very favourite part of the canal, winding past Crookham, Dogmersfield and Winchfield to Odiham and on to Greywell. Even more memories here as this is where I grew up and we were married in Winchfield Church. We spent the next night at Colt Hill, Odiham. The following day we motored on to King John's Castle, always a treat, and then came the short walk, crossing the trout stream, and on to the mouth of the Greywell tunnel. This is now a famous habitat of many types of bats, so much so that those of us who would one day like to see it reopened fear the bat-lovers might win the day to see it kept closed!

On this top pound there is a swing bridge and a lift bridge to be worked, as well as three aqueducts to cross - over the main railway line, the busy A331 near

Frimley and the charming Whitewater trout stream near Greywell.

The return journey was even more enjoyable as we had little or no trouble with weed, and grandchildren helping with some of the locks. Since lockdown has eased, the hireboats at Odiham have been busy with all their narrow boats out, helping to keep the weeds at bay.

We gather the weedcutter should already have made some improvement with the weeds and volunteers are back trimming the banks. Then there are all the smaller boats, lots of paddle boards as well as the canoes and rowing boats, with some for hire at Frimley and Odiham. I understand the three tripping boats are all back in business now.

Yes, as many of you know, our English canals offer something really different for us old gaffers, and definitely to be recommended. If you don't have the chance to travel by boat, make your way to a canal near you and enjoy a walk for that specially different experience, aiming of course for a suitable canal side hostelry when you need that well-earned break!

# Welcome Aboard to our new members

| AREA | #    | MEMBER                                      | AREA | #    | MEMBER                                          |
|------|------|---------------------------------------------|------|------|-------------------------------------------------|
| BC   | 6398 | Mr Ian Uglow                                | NW   | 6417 | Mr Timothy Fenner                               |
| BC   | 6403 | Mr David Deans                              | NW   | 6419 | Mr James Woolgrove                              |
| DB   | 6414 | Mr Ian Malcolm                              | NWA  | 5042 | Mr Adrian Farey & Ms Amanda Coates              |
| EC   | 5261 | Mr Simon Papendick & Mrs Patricia Papendick | OS   | 6094 | Mr Arthur Petrie                                |
| EC   | 6385 | Mr Roger Harrison                           | OS   | 6401 | Mr Gregory Tosi                                 |
| EC   | 6388 | Mr Richard Courts & Angela Allen            | SCO  | 1731 | Mr David Morgan                                 |
| EC   | 6389 | Mr Paul Maltby                              | SCO  | 6387 | Mr John Smithies & Mrs Julie Smithies           |
| EC   | 6391 | Mr Samuel Hicks                             | SCO  | 6397 | Mr Richard Middlemiss                           |
| EC   | 6392 | Mr Hector Wykes-Sneyd                       | SCO  | 6416 | Mr Matthew Donald & Paige Grogan                |
| EC   | 6393 | Mr Keith Worsdell & Mrs Marilyn Worsdell    | SOL  | 4380 | Mr John Etherington & Ms Geraldine Etherington  |
| EC   | 6399 | Mr Charles Cook                             | SOL  | 6053 | Mr Bob Aylott                                   |
| EC   | 6402 | Mr Richard Baldwin                          | SOL  | 6383 | Mr Paul Turner                                  |
| EC   | 6408 | Mr Bernard Clark & Mrs Jennie Clark         | SOL  | 6384 | Mr Ken Wilding                                  |
| EC   | 6412 | Mr Richard Earl & Mrs Helen Earl            | SOL  | 6386 | Mrs Danielle Richardson                         |
| EC   | 6418 | Mr Samuel Brockett                          | SOL  | 6394 | Mr Iain Ballantyne                              |
| NE   | 6396 | Mr Johan Eriksson                           | SOL  | 6406 | Mr Gerry Pussard                                |
| NW   | 6390 | Dr Nicholas Costen                          | SW   | 6395 | Mr Joe Dennett                                  |
| NW   | 6407 | Mr Lionel Beardmore                         | SW   | 6400 | Mr Craig Hamilton Smith & Louise Hamilton-Smith |
| NW   | 6409 | Mr Mark Burgess                             | SW   | 6404 | Ms Mary Dooley                                  |
| NW   | 6410 | Mr Jeremy Lambert                           | SW   | 6405 | Mr Philip Nixon                                 |
| NW   | 6415 | Mr Keith Muncey & Ms Caro Inglis            | SW   | 6411 | Mr Mark Turner                                  |
|      |      |                                             | SW   | 6413 | Mr Paul Harriman                                |

# A new playground

Max Liberson introduces his 26ft 1936 gaff cutter Wendy May to a new cruising ground.

Wendy May, the 1936 26-foot gaff cutter designed by Maurice Griffiths, lay just where me and Harry had left her in March, before the lockdown madness descended. She was in a super safe, (if a tad smelly) mud berth at the Newport and Uskmouth sailing club. I had managed a few visits, and my brother Alex (now the club's commodore) also had kept an eye on her. I managed to free a week from other duties and resolved to go sailing, something both Wendy and I needed desperately.

Alex wanted to spend a few days with us too, he had never sailed a "proper" boat before and was fair gagging for the experience. I managed to arrive on Saturday 25th of July. Sadly, the MET office had changed their minds about the light NW winds we were hoping for and were forecasting fresh Westerlies. The Bristol Channel can get a bit lumpy, the tides run quite hard. We would have to tack our way out. In the past Wendy May had been pretty dreadful sailing hard on the wind and had some serious weather helm. My heart sank when I saw the new forecast, but I did have a plan of how to try and make things better. In reading a chapter in Maurice Griffiths book "Dream Ships" I had come across a description of how he cured severe weather helm by moving the ballast out of the bow and bringing it aft.

Once the tide had made enough for me to get on board I went forward and attacked the sole in the forward cabin. The board was jammed down and I had never lifted it. It finally succumbed to an old chisel and a couple of big screwdrivers and lifted, to expose a veritable lead mine of dull grey pigs. Some were of a different shape to the pigs in the rest of the boat. I estimate that I moved 400lb from up forward and redistributed it in the mid ships section. Looking at the water line showed the bows and risen out of the water by about 1.5 inches.



A new anchorage in Wendy May's new playground.

Sunday was spent sewing up my new canvas cover for the coach roof before I went over to see Alex and his Wife Tina and their daughter Becky who was there with her four boys. I had brought my laptop so I could show them photos of the places where I had sailed over the years. After a lovely dinner I returned to Wendy May for the night.

Monday was a wash out, the wind was blowing very hard out of the West but Tuesday came and Alex showed up at 11am. In the clubhouse the wind indicators changed to show North West prompting someone to say "you're going to have a great sail" but having been bit by old man sea many times before, I was dubious. The sky was overcast and grey, it was trying to rain, and it looked to me like a temporary shift. Nevertheless, we extracted ourselves from the mooring by 11.30 and tacked down the Usk with double-reefed main, stay sail and the working jib. The rain started to fall and the wind had shifted back to the West but I got, "don't worry, once get into the channel it will go North West", from my optimistic brother.

He was wrong. Just as well that I had a spare pair of oilskins he had not brought any. Wendy started to plunge in the wind against hard ebbing tide. I just got through telling Alex what a dry boat she was when she dipped her bow into a green one, and we

had a good soaking. "That's unusual" I said just as she did it again. I took the helm to discover that Wendy had lost a lot the awful hardmouth she had suffered before. I dropped a bronze pin into the pin rail and she settled down to steer a dead straight course towards Minehead. Alex said, "she sails closer than I thought" and he was right; Wendy had the apparent wind well forward of the beam and was capering about like a Bermudan!

At 18.00 in Minehead, I let out all the chain. It was a bit rolly but a lot better than trying to make progress against the now flooding tide. The cockpit is not self-draining so I spent some time on the pump. Wendy also leak a bit after she has not been sailed for a while. I cooked up some food and we tried to get some rest.

At midnight we motored off with the reefed main. It was a warm night and I had a rare old sweat on before the fisherman anchor broke out.

The wind had dropped to almost a calm but the sea was still up so we gently motored into it towards Ilfracombe 22 miles away. I did the first 2-hour watch which was a real treat, watching the star filled sky with the odd shooting star. I was reluctant to give the helm up to Alex when he showed up early for his watch.

I was woken when he closed the throttle and said "here's a place I wanted to show you", pointing the bow at some cliffs. All I could see was hard Devon granite and sheep grazing the heights but as we approached, the entrance to Watermouth appeared, wonderfully hidden and sheltered. The tide still had a couple of hours to ebb so we anchored in 6 meters leaving enough space not to block the channel and had breakfast and a bit of a sleep.

At 11.00 we up anchored and motored into Ilfracombe to take on fuel and buy pasties for lunch. Georgina the harbourmaster made the fuelling up pleasant. The pasties sadly where a

disappointment, the meat was of a poor quality and more gristle than anything. At 13.15 we left under motor to clear the wall then sailed serenely out of the harbour in the gentle S'Westerly. Many tourist cameras were on our reefed main, stay sail and jib as we made our way past "Verity" that strange statue of a 66 foot pregnant lady holding a sword. One side reveals her bone structure and the growing infant. Art is of course a subjective thing but I felt a little more affinity for the awful Ilfracombe pastie than I did for Verity. Other than that Ilfracombe is a pretty place.

Our original plan was to sail to Padstow but with the wind from the S.W Milford made a lot more sense so plans were changed. I took the second reef out but although we sailed faster I could not get her to point as high as when the second reef was in. So, I put it back.

We made slow but steady progress, and arrived off Worms head (great names!) with the tide in our favour and late enough that the firing range had packed up. Dale Bay is only 30 miles from Ilfracombe but we had not used the motor much in 13 hours so arrived at 02.30.

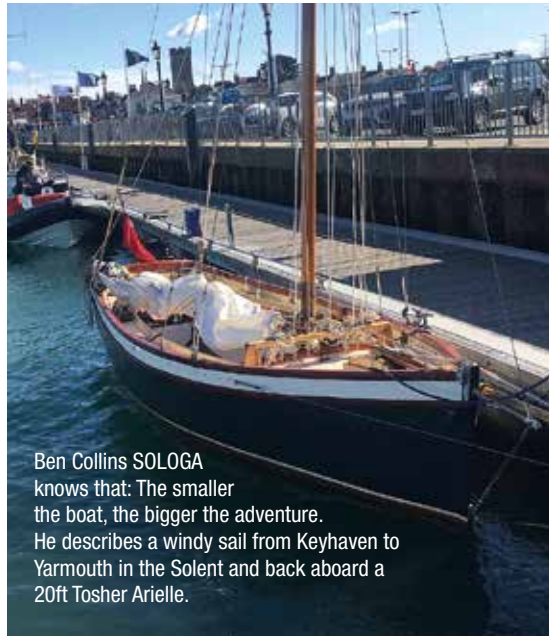
I didn't really mind the slow passage as we were joined by harbour porpoises then dolphins plus many Guillemots were going about their business on the tranquil sea. I would rather sail slowly than listen to the mechanical racket of the engine.

The next day we went into Milford Haven Marina, where I waited for my wife Eva to join me and Alex caught a train back to Newport. Moving the ballast amidships has made a big difference to Wendy's weather helm. My next move is to take some out.

I think she has far too much ballast and removing some will help her light winds performance. But I will do this gradually as I don't want to lose her ability to stand up to her canvas in a blow.

Max Liberson.

# A small boat adventure



Ben Collins SOLOGA knows that: The smaller the boat, the bigger the adventure. He describes a windy sail from Keyhaven to Yarmouth in the Solent and back aboard a 20ft Tosher Arielle.

Arielle safe and dry. Photo by Ben Collins.

After the Covid summer, the chance of an end of season rally was not to be missed. Three miles to Yarmouth seemed an easy trip with Arielle. Come the day strong northerlies were forecast. From Keyhaven that meant an offshore breeze and a gentle scud downwind to see my mates ... as easy as a picnic. I made some phone calls. Others seemed cautious "Yarmouth harbour in a brisk northerly can be a challenging place to enter and an even worse haven to sleep through a night." I would just go for the day. Saturday morning arrived perfectly sunny. The wind seemed tame. I knew it would increase as I got out in the Solent, but 'when the going gets tough....' I said to myself. I had done the trip dozens of times and in all kinds of weather!

Arielle is new to me, a 20ft Heard Tosher traditional Cornish fishing boat with a large open cockpit. There is not much by way of a deck but she has a good bilge pump. Heards are fast downwind, seaworthy and heel well when punching to windward but ride the waves in style. That's the theory.

I put three reefs in the main, and set up the small storm staysail. I could unfurl the jib if I needed it. As I cast off the

wind whipped up a notch and my boat and I sped down river, wind astern, water hissing under the bow. Out in the Solent, we left the marshes behind as the water became first ruffled and then choppy. Nose down we were ploughing along at a pace, Yarmouth in clear sight over the bow. Further out and the spring ebb tide was starting to gather momentum. Soon we were being slowed and then set southward. My plan had been to pass Sconce buoy, catch the eddy in West Bay behind Black Rock and tuck into harbour in one clean sweep.

From a distance, however, I could see something less assuring. The white caps dancing and crashing around Sconce and piling up against Fort Victoria looked ominous. The breeze was stiffening and in an open boat one has to be sensible ... no point in getting beaten while being sucked out bailing, going backwards on my way out past the Needles. I decided on a change of course, a long coastal reach, wind abeam up towards Lymington. I was soon spilling wind to keep control. Time to beat a retreat?

But I was out there! The sun was shining and the wind was in my hair! Sailing is all about spirit! Soon I was off Pennington and I loosened the sheets turning downwind aiming well east of Yarmouth to miss the rough waters of infamous Fiddler's Race. Arielle charged forward and we were soon passing Lymington Bank buoy bouncing and churning half submerged in the chaotic water. Things again looked challenging. The Solent was playing its usual tricks, spiking waves curling and twisting, dancing to the whims of the ebbing currents tugging beneath. Slabs of Solent were soon coming in over Arielle's sides and in a very random order. Jets of spray flung high and down my neck.

The boat surged on and soon the harbour entrance came upon us. The waves grew even bigger and the pier head slipped by, white caps chasing us to the end. We slalomed in and cut westward behind the breakwater to sudden tranquillity. I beathed a deep sigh of relief. I was exhilarated but drenched. The smaller the boat the bigger the adventure!

The berthing master was spotted cowering behind the pontoons for protection. He gave me a dubious look in my drenched state. Gesticulating into the wind, he directed

me to a berth at the foot of the harbour master's office--- I had clearly been assigned for special supervision. But where was everyone? Where were all the Gaffers? Was I here alone? I walked to the clubhouse to check if anyone was around and to withdraw from the afternoon race as I could not find a crew.

It felt strange and lonely with no Gaffer cheer. I sat down to eat my sandwiches, thanking goodness for the wonders of waterproof Tupperware. This was social distancing taken too far. Then from the quayside 'Hello Ben .... you made it'. Two veteran Gaffers standing on the quay in civies. 'We've come by car ... booked in for the OGA dinner tonight'. But it's alright for some I thought. I hadn't come for a meal anyway and I couldn't stay a night in my open boat. For a start I had no sleeping bag with me.

Meanwhile as we chatted, the wind, if anything had got up further. I contemplated a quick return to Keyhaven while I could still do it on the last of the ebb current. It would be a case of wet spray and a punching wind homeward. I walked along the quay to check the seas outside. The harbour entrance was sealed with a corrugation of rolling turmoil. I thought then of taking the ferry home and leaving Arielle under the harbour master's eye for the night. But Covid rules dictated that you had to book a ferry place in advance. And anyway that seemed a cop out! Plus, I would have to come back the next day!

I decided to give Arielle her chance, or at least a try at it. I put on my soggy heavy weather gear again and added woolly hat for good measure against the biting north wind. The outboard spluttered, I cast off and made for the north. As we cleared the harbour wall Arielle was hit full frontal by a steep wave, followed by series of white peaks cascading over my foredeck. We were stopped dead and then swung half sideways, meandering ominously towards the empty ferry dock. No room to turn around without taking in another measure of Solent aboard. I pondered my next move. A dramatic harbour mouth sinking in full view of a hundred waiting ferry passengers, would not be the done thing for an Old Gaffer lag like me. I could see the headlines! I twisted to full revs on the outboard and held my nerve as the propeller screamed and lurched behind and let the current do the rest. We kept close to the pier

and out of the fiercest waves. But soon the ebb got a hold of us sweeping westward, there was no time or space between the bobbing mooring buoys to pull up the main, I unfurled the jib and snapped in the sheet.

The outboard whizzed and I suddenly needed three hands to manage! But Arielle heeled to the task under her sturdy jib and the engine calmed in harmony. We weaved our way to meet whatever the Solent would throw at us. The white froth dancing ahead forewarned a wet ride. I needed more control to keep the water out. Could I raise the main to get better a better slant and show Arielle's underside to the coming white caps? To do so I would need to drop the helm and grab the halliards. Passing Black Rock shallows I dropped the revs and let go of the tiller, miraculously Arielle held her course. I reached forward to heave up the mainsail. The peak went up a foot or two, snapping out to the lee. Another heave and that was enough! At once Arielle lent to the wind, lifting her windward side to the waves and again calming our motion.

But no time to haul up more, we would have to sail with just the peak poking up from the cockpit. I tamed the flapping leach with a sail tie as the outboard purred. We set a course for Hurst Castle with spray filling my eyes but the waves passing well under. It was a tense but joyous ride. Just as suddenly we were through it all and into the calm off Hurst Spit. The adrenaline action was over.

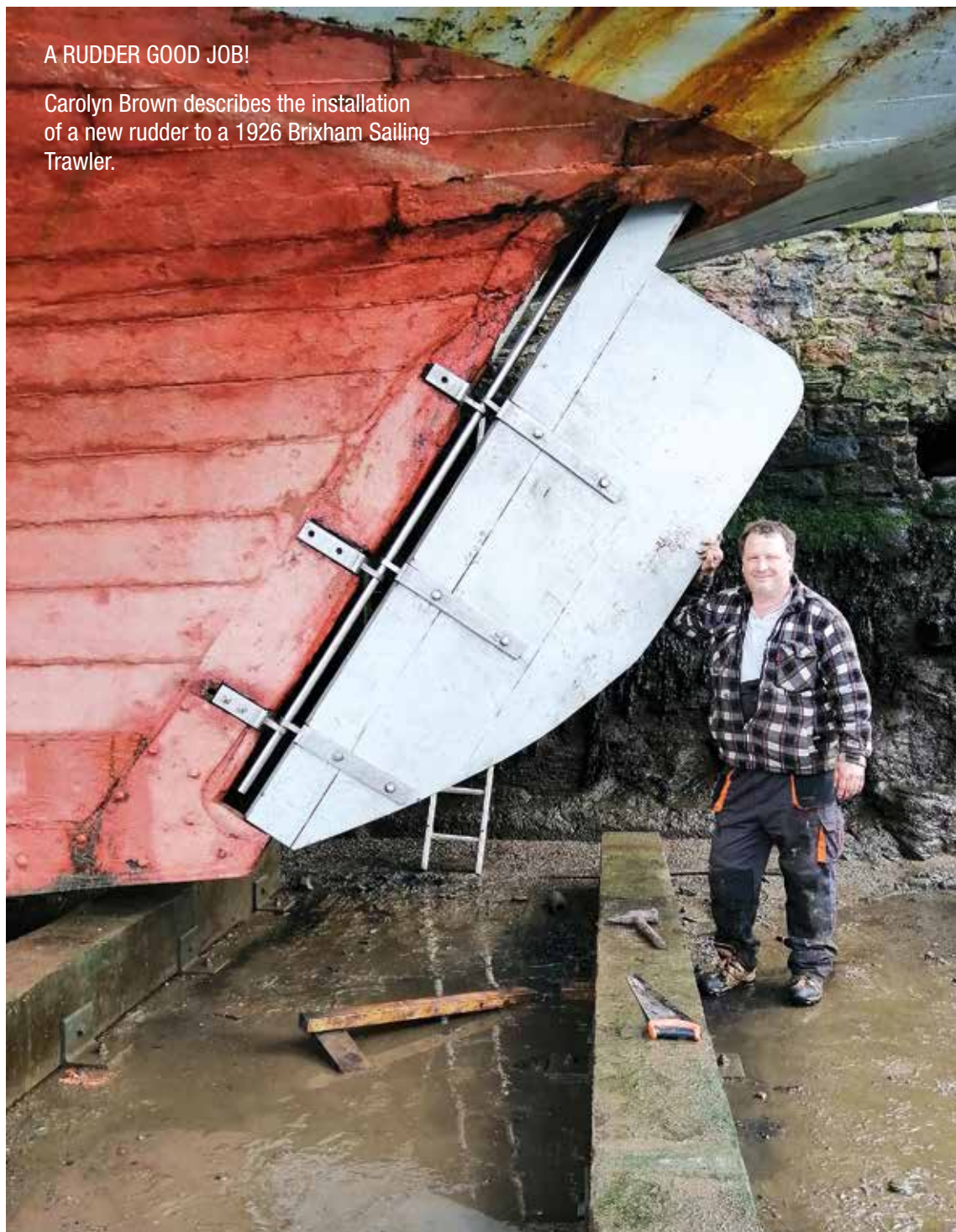
By now the tide was out and my mooring up river would not be accessible till sunset. Arielle scraped over the bar across the entrance, and I downed all sail. We had come to a halt well in the lee of the land as I let go the anchor. The sun was out and the wind much calmer. I pumped the bilges and lay flat down in the cockpit wet but relieved! From the floor I studied the sky and scudding clouds. As I dozed listening to the lapping water on the hull the thought came back to me: The smaller the boat, the greater the adventure!

But where had all the gaffers been? Home and comfy in their cardigans no doubt. But they didn't know what they had missed - or perhaps they did?!

# TALES FROM THE BOATYARDS

## A RUDDER GOOD JOB!

Carolyn Brown describes the installation of a new rudder to a 1926 Brixham Sailing Trawler.



Job done. Iain Hunter and the new rudder. Photo courtesy of Iain Hunter and Tony Bridle.



Rudder and tunnel before the work.  
Photo courtesy of Iain Hunter and Tony Bridle.

Vigilance, launched in 1926, was the last sailing trawler constructed in Brixham and is now the only one of the local Heritage Fleet maintained and crewed entirely by volunteers. This year she needed a new rudder - a task that called not only for the services of an expert shipwright, but also some innovation and ingenuity from the crew.

It had been obvious for a few years that Vigilance's rudder needed attention. Long ago, it was patched up with soft wood by the previous owner Ken Harris. Ken was well known for scavenging whatever he could for the belt-and-braces repairs that first brought Vigilance back from the brink. (He had, for example, fitted her up with an old Leyland lorry engine!) More recently the rudder had been strengthened by the addition of some metal plates but rot was winning having got into the blade at both ends. There were also signs of gribble worm by the bottom pintle and the surveyor said the time had come ....

The new rudder was made by Iain Hunter (IHShipwright) a man who has worked on most of the Brixham Heritage Fleet and who has been closely involved with the ongoing repairs on Vigilance since she was brought back to Brixham by a group of enthusiasts in 1998.



Dropping the old rudder.  
Photo courtesy of Iain Hunter and Tony Bridle.

He made the new rudder entirely out of English green oak sourced on Dartmoor. It's in three sections, fastened together with three one-inch stainless steel bolts and sealed with Sikaflex mastic.

The whole thing is fourteen feet long, the blade nine feet by 14 inches and tapered from nine inches wide down to three-and-a-half inches at the trailing edge. Iain's best guess is that it weighs a ton.

But before the new rudder could be fitted the old one had to come off. Vigilance was moved onto the grid in Brixham inner harbour. A team of four plus Iain went to work while the tide was in. The weight of the rudder was taken by ropes brought up through the tunnel in the deck and put onto two chain blocks round the mizzen boom and its cradle.

# TALES FROM THE BOATYARDS



Steady as she goes, new rudder nearly in position.  
Photo courtesy of Iain Hunter and Tony Bridle.

The old pin was covered in barnacles and needed the encouragement of a block and tackle to come out. At four metres long it wasn't possible to haul it up all in one go so Bosun Mick Bowman came up with an ingenious solution. He welded a four-inch ring on the top of the pin and hauled the top section out as far as the chain block would allow. At the end of its travel the protruding length was sawn off and Mick re-welded the ring to the shaft to prise out the next section. After three re-welding sessions the final length of pin was punched downwards into the water and the rudder floated free, controlled by lines from the deck.

As the tide retreated the rudder was lowered gently onto the beach to sighs of relief all round. "We had a couple of onlookers on the beach and it all went well. No-one was hurt. Nothing dropped. It was all under control, and we did it in one tide. It was down to good team work," says Iain.

The old rudder was chain-sawed up and hauled onto the quay. Vigilance was towed back onto her pontoon berth thanks to the Brixham Pilot Boat crew to await the next spring tide.

Iain had made the new rudder in his back yard in Torquay so when the time came a team of three manhandled it onto a boat trailer and drove it over to Brixham's breakwater slip. One of the volunteer skippers John Ashford, an ex-lifeboatman borrowed some large fenders from the Lifeboat station to use as floats so the rudder could be towed into the inner harbour by Vigilance's tender Jolly Roger.

John had taken photos of the exact position of the boat and the old rudder so the new one could be manoeuvred into exactly the same spot. Ropes were dropped down through the tunnel, again using the mizzen boom and cradle for support, and after a bit of fishing around underwater with a boat-hook, were secured round the bottom of the rudder. As the tide started to fall the ropes started guiding the rudder post up through the deck. Another couple pulled the bottom forward into line.

Once everything was lined up with three men below and two on deck it needed just a couple of adjustments the pin was dropped down from the top through the four pintles, and the job was done.

"It went in easy as anything," says Mick. "Once the top pin was in we just had to manoeuvre it a bit this way, a bit that way, and down it went." The metal brackets fixing the post to the worm drive on the steering were secured the next day.

Before skipping her back to her pontoon, under her own steam this time, Colin Mawbey doused the new rudder with a libation of whiskey to appease Father Neptune.

Because of the Coronavirus restrictions John Ashford is the only skipper to have had the chance to try the new rudder at sea. "The steering has become much more positive and the helm felt more responsive. Before there always seemed to be a 'flat spot' going from port to starboard.

"The new rudder is a bit wider at the top than the old one so I wanted to satisfy myself that the steering gear could handle the additional strain so I said 'Let's punish this thing as hard as we can!' We made a lot of turns with the wheel hard over, the engine flat out forward and astern to exert maximum pressure and I'm pleased to say she performed very nicely."

Iain is certain that it is a good job done: "Oak in salt water is only going to get harder. It was rot in the softwood in the old one that was the problem. This one should be good for very many years."

In fact, it may need some tweaks in the not too distant future. The Vigilance of Brixham Preservation Company Ltd. the charitable group responsible for maintaining the boat are currently investigating the possibility of a Heritage Lottery Fund grant to help finance a major refit to keep the old girl sailing serenely into her centenary year in 2026.

# TALES FROM THE BOATYARDS



Another Cherub back in the water. Photo by Claudia Myatt.

## Cherubs up a Suffolk creek

It's always good to see small boatyards thrive. They're the ones who know what they're doing with wooden boats, charge fair rates, understand traditional rig and often have nice soft mud berths available to keep a hull sweet. All too often we've seen these yards become unprofitable and then lost to developers, concreted over so that a working quayside becomes expensive flats, their windows looking out over an empty river. So it's always a relief when a boatyard changes hands to find that the new owners care as much about boats as the previous ones did – and have fresh investment and energy to bring to it.

We're particularly fortunate on the east coast to have many small boatyards up our muddy creeks. In Woodbridge on the River Deben we still have three working yards, including the long standing Eversons, founded in 1889 and renamed the Woodbridge Boatyard when taken over by Eric Reynolds in 2019. Eric has plenty of experience with traditional boats, being a trustee of the National Maritime Museum, Queen's barge 'Gloriana', Cutty Sark and the SS Robin Trust. He is passionate about making sure traditional boatbuilding skills get passed on to the next generation.



A Cherub under renovation. Photo by Claudia Myatt.

Everson's Boatyard was well known for designing and building a fleet of small gaff-rigged pocket cruisers known as Deben Cherubs in the 1920s and 30s. Out of the original sixteen, five are still sailing on the river and several more are known to exist further afield. Restoring the Cherub 'Ariel' last year won the yard the Classic Boat Magazine Restoration of the Year award, and work then began on another Cherub. Lindy Lou was the sixth Cherub to be built at the yard in 1931. Bought by Charles Cook late in 2019 she has been given a thorough refit, including replacing several planks, ribs and floors, and part of her stem. She also has new cabin sides, a new ply deck and inboard engine.

Lindy Lou was launched with the usual ceremony in October 2020. The launch of a newly restored boat is always a public occasion at the Woodbridge Boatyard as the river path goes between boatyard sheds and crane – a perfect excuse for everyone to stop and watch the fun from a safe distance. Another Cherub awaits restoration in the yard; Eric Reynolds and boatyard manager Matt Lis hope to see more of these pretty pocket cruisers brought home and sailing the River Deben again.

Claudia Myatt ECAOGA

# AGM 2021

## Association AGM Announcement January 16, 2021 from 15:00 to 17:00 Virtual Meeting using Zoom.

The originally planned 2021 AGM and social event to be held in Newcastle has been postponed to 2022 so this AGM will be an online virtual meeting using Zoom online videoconferencing. Instructions for joining the meeting will be e-mailed to all members two weeks in advance.

Your OGA Area Committee will be given a share of the money that would have been spent on a physical meeting so, working within the coronavirus rules and guidelines, they may organize suitable locations for some Area members to meet and use a single Zoom facility. This will enable members without online facilities to attend.

## 2021 ASSOCIATION AGM AGENDA

- President's Welcome.
- Approval of the minutes of the last meeting (published in March Gaffers Log).
- Treasurer's report and presentation of accounts.
- Secretary's report.
- Membership Secretary's report.
- Vote on the updated OGA Rules (these will be e-mailed to members two weeks in advance).
- Report on the OGA Dinghy.
- Election of Officers – see below.
- Answers to members' questions. (Questions to [secretary@oga.org.uk](mailto:secretary@oga.org.uk) one week before AGM)

## THIS ENDS THE FORMAL BUSINESS OF THE MEETING, TO BE FOLLOWED BY:

- Results of the Photographic Competition.
- Results of the "Name the OGA Dinghy" competition.
- Presentation of Association Trophies and Awards.

## ELECTION OF OFFICERS

**Membership Secretary:** Mary Gibbs (re-election for a second term)

Proposed by Patrick Vyvyan-Robinson, seconded by Alison Cable.

*(Note:- as votes using Zoom will be difficult to count, election will be based on the number of objections which must be made to [secretary@oga.org.uk](mailto:secretary@oga.org.uk) one week before the AGM)*

## AREA REPORTS



Questina heads down Milford Haven.

### BRISTOL CHANNEL

As always it seems that Autumn has arrived far sooner than we would have hoped. Most of us have had either less time, or in some cases no time, on the water this year. But despite this I am pleased to report that many of the Bristol Channel members have made the best of the circumstances and got out when they can.

As a result of lockdowns and then bad weather we have managed only one of the scheduled day trips out into the Channel from Cardiff this year. However, there were several impromptu trips out when the conditions were in our favour. On the one scheduled day out, several boats took part in the Commodore's challenge. (See Viv Head's report on page 24). On this occasion Chloe sailed by Charlie and Sue Harris were victorious having achieved the fastest elapsed time for the circuit.

Some of our members in Milford Haven have managed time out on the water, including David Grainger who has been getting to know his Golant Gaffer "Questina" in his first season as new owner. On the 10th of September, in light and variable winds, 6 boats set off around a triangular course



Bristol Channel Gaffers heading down the coast on the ebb tide.

in Cardiff Bay with the hope of winning the BCA Annual race cup. As ever it was keenly contested, but in the best possible tradition of Old Gaffers racing.

Despite the occasional infringement, discussions on the airwaves tended to focus on such important matters as 'which type of tea was being brewed at the time' rather than any impending protest! Chloe sailed by Charlie and Sue Harris had the best start and made good use of a slender lead at the first mark to pull ahead for both line honours and 1st place on corrected time. Further down the fleet there was often close quarters racing with much opportunity for gentle banter as the race progressed.

## AREA REPORTS



Blue Jack and Hetty Pegler racing at close quarters.

Off the water the popular series of zoom calls continued even after lockdown was eased, albeit with a change to a monthly rather than a weekly schedule. The format however remained true to the original calls with a seemingly (hopefully!) endless series of readings, sailing stories, anecdotes, limericks' and much more.

On the 21st October we held our Annual General Meeting. Inevitably this had to be done via zoom but it did allow us to carry out the necessary formalities of an organisation such as ours whilst giving us all the opportunity to celebrate the achievements of our members to 'award' prizes where applicable and to look forward to 2021.

This brought to an end my first year as President of the Area and the AGM gave me the opportunity to thank all of those people who have supported me and contributed so much to our area during what has been a challenging year. My Golant Ketch "Daydream" is now tucked up in the shed for the winter and I have embarked on a new project to build a Yachting Monthly Senior. She is a design from the 1950's that I would describe as 'Vintage' rather than 'Classic, but pretty nonetheless. As a 16' long trailer-sailer I am hoping that she will provide me the opportunity to get out and about around the whole of the Bristol Channel area as well as further afield. It is early days yet, but I suspect that I will be thankful for a project to keep me busy over the coming months!

Keith McIlwain, BC Area President

## AREA REPORTS



Solent Gaffers at the Bucklers Hard Rally. The small yawl in the centre is a 17 ft Willow Bay Shilling called 10 Bob, belonging to Ginny Harvey, who was attending her first OGA event. Photo by Sue Pennison.

### SOLENT

As with many other of life's activities, the Solent Gaffer's early season events stalled in March and, as lockdown progressed, we had no option but to cancel our programmed gatherings, one by one, including the Yarmouth Gaffers Regatta and our Annual Race and Rally. Enquiries to members showed that many had not got boats into the water before lockdown. However, as things eased a little, a good proportion of our members got afloat and/or started being able to use their boats to enjoy the (mostly) good summer weather.

As restrictions continued to ease, we programmed two informal late season events. The first was a low key gathering at Bucklers Hard 13-14 September. Despite everywhere being suddenly busy, we did manage to reserve berths at the visitors' pontoon for Sunday night. Eleven boats came, and Gaffers gathered, at a suitable distance, in the boatyard for an early evening reception in perfect conditions. The



At Bucklers Hard; Robin Powell's Crystal II which came 5th in the Centenary Chase. Photo by Sue Pennison.

second event was a gathering at Yarmouth 25-27 September, with the opportunity to take part in the Royal Solent Yacht Club's annual "Centenary Chase" pursuit race. Unfortunately, strong winds the day before resulted in cancellations and a small turnout. But new member Robin Powell in Crystal II came a creditable fifth overall amongst a very mixed fleet. Dinner was held in the Yacht Club in the evening.

As I write this in mid-October, we are planning our first ever virtual AGM; the advent of the "rule of six" having confirmed our earlier decision to cancel the physical meeting and dinner at the RAF Yacht Club. We will be using a combination of email voting and Zoom to conduct the necessary business and hope to conclude the Zoom AGM itself with a talk by Tom Cunliffe. By the time you read this, you will know how well we succeeded!

Looking ahead to 2021 with cautious optimism, we have started to plan our programme of events. The Yarmouth Gaffers Regatta will take place 3-6 June, alongside the excellent Festival of Sea Songs and Shanties organised by fellow Gaffer Chris Waddington and his team. Plans for the Annual Race and Rally are a bit less definite at the moment, but we may well dust off the 2020 plan to race from Cowes to the Hamble, for which tides on 3-5 September are most favourable. Please put these in your diaries and keep safe out there.

Jeremy Retford, Solent Secretary

## AREA REPORTS



Vilma off Snowdonia. Photo by Ollie Snowdon.

### NORTH WALES

To everybody's surprise and after everything that has happened this year, NW Gaffers managed a half day sail in company on the Menai Strait in perfect weather, against a backdrop of fantastic views of Snowdonia. Eight boats and around 25 members and guests, ranging from age six upwards took part. We took advantage of the event and weather to hold the much delayed AGM on the lawn at Port Penrhyn, complete with picnic tea. After sadly losing Sue and Peter Farrer's expertise in running NW's AGM and annual events over the past fourteen years, new committee members were voted in.

Patrick Vyvyan-Robinson shared Association news and plans arising from January's AGM, and helped to facilitate a discussion on new directions for the NW Branch. Particular interest was expressed in how we could attract more younger people to gaff rig sailing, and in maintaining traditional wooden boat skills in the broadest sense. Discussion on this will be continued.



Back at Port Penrhyn. Photo by Scott and Ruth Metcalfe.

With the loss of Holyhead Marina and the wonderful hospitality received there for our annual sea festival, the focus of events for the foreseeable future will be the Menai Strait as this is where most member's boats are now based. Plans so far are for late April and August 1-2 day sailing events, with an October AGM and meal.

## AREA REPORTS

### NORTH EAST

The North East Area has been struck by a totally unexpected and unpredictable squall of trouble which resulted in the departure of the Area President and Secretary. The initial shock has passed but much uncertainty remains.

#### A meeting on 7th October appointed:

Chair: Jim Bell (Area Vice President)  
 Secretary: Katie Jackson  
 Treasurer: Roger Hardman  
 Dinghy project: Martin Haigh.  
 It was decided that we should:

1. Act immediately to secure the integrity, reputation and assets of the NE area.
2. Plan to meet existing commitments.
3. Strengthen the Area management structure.
4. Consider the future of the NE area and its activities.

Essential to the above is the involvement of the whole of the NE Membership. A virtual members meeting is to be held on 25th. November 2020. In the meantime, I shall try to contact all NE members individually.

#### DATES TO NOTE:

**25th November 2020**

NE Area General Meeting (Virtual by 'Zoom')

**16th January 2021**

OGA Annual General Meetings.

**March 2021**

NE Area General meeting when I shall relinquish the Chair.

**September 2021**

NE Area AGM

**30th September 2021**

Roger Hardman will retire as Treasurer  
 Thanks to everyone in the Association who has helped us weathering this squall.

Jim Bell  
 Vice President OGA(NE)

### DUBLIN BAY

The Irish Covid restrictions have resulted in Dublin Bay not being able to hold any on-water activities this year. Our main regatta was cancelled in June and other races had been deferred and rescheduled, only to be cancelled again as tighter restrictions were re-introduced.

Thankfully no Dublin Bay member has caught Covid (as far as we are aware). Despite the fact that we have not been able to hold any on-water activities this year the sense of community and fellowship between Dublin Bay members has never been greater – thanks to technology, Zoom and WhatsApp in particular.

Encouragingly we have had an influx of new members, and in particular members from outside the Dublin Bay area. New members have come from Counties Down, Donegal and Kerry (as well as Dublin).

Unfortunately we have lost one of the boats from our regular Dublin Bay fleet – the beautiful Galway Hooker the Naomh Crónán. The Naomh Crónán and her crew had been a mainstay of the Dublin Bay OGA over the past 20 years or so and she was a much-loved and iconic boat on the east coast. In July the Naomh Crónán crew decided that the time was right to transfer her guardianship to our fellow organisation on the west coast - the Bádóirí an Cladaig. Donal Greene - active DBOGA member and Naomh Crónán crew-member - is also a driving force in the Bádóirí and is her new skipper. While it was with great sadness that we learned she will be leaving Dublin Bay we were thrilled about the 'return to her spiritual roots' and the secure and bright future awaiting her there. But we are also re-gaining an old friend. Marguerite is the 21' gaff cutter built in 1896 and prototype of the Howth 17 class, the fleet of 20 of which are still actively racing in their original gaff rig. Marguerite was a stalwart of all DBOGA activities for many years until 2017, when Tim Magennis reluctantly felt that the time had come for Marguerite to have a new owner. Guy Kilroy, that new owner, embarked on a very extensive restoration. We are delighted to welcome Guy to and Marguerite back to Dublin Bay OGA. We are also delighted to welcome the gaff ketch Betty Alan,

based on the south-west, and the Droleen dinghy built by Michael Weed (and others) in the Boat Building Academy at Lyme Regis this year to the precise 1896 plans.

We held our AGM on Thursday 22nd October on Zoom, at which we had a record attendance. Johnny Wedick was elected president, Darryl Hughes secretary and Jimmy Murphy treasurer. In addition the following committee were elected: Adrian Spence, Dave Neilly, Michael Weed, Seán Walsh, Negley Groom, Dennis Aylmer, Paul Keogh, Gerry Keane, John Elston, Mark Sweetnam, Joe Foley, Derek Woods and Cormac Lowth. The committee has an amazing geographical spread - Down, Donegal, Wicklow, Wexford and Cork in addition to Dublin.

Mark Sweetnam, Secretary, DBOGA

### EAST COAST

After a quiet spring and early summer, with all events cancelled, the East Coast Area spring into life as travel restrictions were lifted and people got their boats ready for the season. With social distancing in place there was no way to hold the East Coast race or summer cruise, but a number of informal cruises in company took place as people met up on the water, or found themselves in the same anchorage as other gaffers.

We did manage two small boat events, at the end of August and in Mid September. Both Slaughden Sailing Club and Walton and Frinton Yacht Club had robust COVID compliant systems in place, and both events were planned with careful distancing when launching and recovering. The Risk assessments had hitherto unheard of precautions, like using hand sanitiser as often as possible, and it was necessary to restrict the numbers at the event. Then there were the ever changing Government Guidelines ... We were allowed 20 guests on the Bank Holiday at Slaughden, but a fortnight later we were restricted to "bubbles" of 6 people, who were not supposed to interact with any other 6 person bubble ...

## AREA REPORTS



East Coast Lunch Stop. Photo by Marion Shirley.



Slaughden Rally. Photo by Joe Farrow.

Luckily us Gaffers are adaptable folk, and we managed to have a good time despite winds gusting up to force 6 at both events. Not ideal for dinghy sailing, but everyone who attended managed to get out on the water and go sailing at least one day of each weekend. Our track and trace system was not called upon either, and both events were declared successful.

We are trying to organise some sort of winter programme, possibly a talk on Zoom, but first we have the area AGM which will take place (remotely) on 21st November. Details will be sent out by email, but if you have any issues you would like to raise please let the Area Committee know as soon as possible.

Alison Cable

## AREA REPORTS



The Brixham Trawler Pilgrim.

### SOUTH WEST

Normally, by this time of year, we can look back with some pleasure and satisfaction on our Area sailing events and on all the jaunts we have had on our own boats. To a large extent, this has not been possible this year, I am afraid. In our Area, we made the best of a bad job during lockdown, though, with some quizzes organised by Paul and Penny Jolley and with talks using Zoom. Paul Jolley shared his passion for the second generation Morecambe Bay Prawners and Mike Garlick recounted some hair-raising tales from his days flying Sea Vixens off and back onto the deck of HMS Ark Royal. We are hoping to do more of these talks in the autumn.

I am pleased that I can report on some late-season sailing activities that did take place in our Area, though. In the absence of any formal sailing events in the Area, some of our members still managed to get together both on and off the water. Martin and Jan Elliott on "Roxanne" seem to have been the main catalysts for this, facilitated by our new WhatsApp group "SW Gaffers at Sea". After a few days in the company of David and Julie Patuck on "Susan J" and Martin Elliott on "Cariad" in and around Falmouth, they all headed east to Fowey where they met up with John Gallagher on "Periwinkle". A few others, without boats, joined them for a suitably socially distanced gathering at the Royal Fowey Yacht Club.

The only organised event for classic boats to take place in the south west this year was the Brixham Heritage Rally in mid-September. Due to the pandemic, this event was somewhat scaled back compared to normal years and was invitation-only. Several SW Gaffers' boats were included but the weather made life rather difficult for them. In the event, local OGA boat "Minx" was joined for the rally by several others in the form of "Mischief", "Roxanne" and "Theta". On the Friday night, the combination of strong NE winds and spring tides made life on the pontoons in Brixham harbour very uncomfortable, with several broken lines and some boat damage.

The planned sail in company was postponed until the Sunday because of the weather when the fleet had a fine sail in the sunshine in Torbay. Unfortunately, "Arriana" and "Periwinkle" had only been able to make it as far as Salcombe, but at least they were able to meet up with "Roxanne" and "Theta" as the latter pair made their way home.

For many years, Plymouth Classics was one of the "fixtures" in our calendar although it has not taken place for a couple of years, now. This year, with a change of ownership at Sutton Harbour, we were given a glimmer of hope that it might return. John Gallagher and Jonathan Brice were invited by the new owners to put on a trial event. At short notice, they were able to get together a couple of the local large boats, the Tamar barge "Lynher" and the Pilot Cutter "Olga" along with five smaller boats. Entertainment was provided by musicians on "Olga" and "Lynher" and there was a display of dance acrobatics in the rigging of "Lynher" from a Cornish circus performance school. Although this small tester event seemed to go well it remains to be seen whether it will lead to a return of Classics, proper. We will keep our fingers crossed.

On a slightly different note, I am pleased to report that one of our members, Gil Hayward, has recently taken delivery of a new OGA dinghy. Having whetted his appetite by sailing the first OGA dinghy

at Dittisham last year, Gil, ordered a boat to be built for him by Martin Haigh in the North East. Gil is very happy with the high standard of the build of his boat and would be very happy to give members a test sail. To summarise, I can only repeat what our President, Paul Jolley, said in a recent Zoom committee meeting, "we have been surprisingly active, in a funny sort of way".

David Bewick,  
Secretary of SW Gaffers

### SCOTLAND

The 2020 season never got started with all events cancelled and probably about half the normal number of boats in the water. We are aiming for the same events in 2021:

#### May 1 – 2

Tunnock's Flotilla on the Clyde ([www.clyde.org/tunnocks-flotilla/](http://www.clyde.org/tunnocks-flotilla/)) – We are aiming for some local OGA boats to take part in what should be a fun event.

#### June (early dates TBC)

Arran Muster – This will be an informal Scotland Area OGA event. More details will follow.

#### July 31 – July 23 - 25

Peel Traditional Boat Weekend – The Scotland area will take part with the other 'Irish Sea' OGA areas.

My own restoration project (Rawanah, OGA No141) is finally progressing after the lockdown delay. She is in the Crinan Boatyard probably for the next year. Please stop by if you are in the area.

Over the winter we are planning a shore-based event with a visit to the Scottish Fisheries Museum in Anstruther in March (dates to be confirmed when we have a better idea of the Covid situation).

Jon Reid,  
Scottish Area Sec.

# Scrubbing an old girl's bottom



John Harrin ECOGA has been Scrubbing an old girl's bottom.

Works starts. Photo by John Harrin.

Carabella; why I call her my old girl is really not fair as I am 19 years older. She's my toy girl. It was love at first sight so she came home with me after some basic checks from the Orwell Yacht Club to Wallasea Island, some 37 nautical miles with the wind on the nose. So it was with some zig zagging down the Medusa and through the Wallet Spitway into the Crouch. It's not the prettiest of rivers compared to the Orwell or the Blackwater but is close to home.

While she was out of the water for some work to the rigging I started scratching about below the water line and found there were areas of paint not adhered to the glossy base coat which had not been keyed up first. Another layer had simply been slapped on top. Back in the water she seemed ill at ease surrounded by fiberglass motor boats so I relocated near to Fambridge Yacht Haven where my dad and brother kept a sailing boat. It was a little further to go for me but much better.

I was itching to do her under side properly so she was put in one of the boat sheds and I started cold stripping 7 coats. Some places required a few encouraging expletives chucked at it. A local boat repairer at the marina sanded her off with orbital sanders connected to commercial extractors. During this time I was playing around on the internet reading about modern sealers and paints for wooden boats and came across

a product that sounded just the job. I think it is an American product and seeing as my boat is built to an American strip planking method in mahogany on laminated oak frames that was it. Smiths Clear Penetrating Epoxy Sealer comes in 1 litre tins of hardener and resin. When mixed 50/50 it stays liquid for a long time which allows it to soak into the wood. You keep putting coats on until it does not soak in any more. I managed 4 over a couple of days but you must then allow it at least a week to dry dependent on temp. If enough has gone on it will get a shiny sheen when dry.

I found a supplier online who proved very good for cost and service and sent me nice blue rubber gloves and for some reason, 2 packets of love harts. My boat is 5.5m at the water line with a beam off 7.5m and I used 1litre each of hardener and resin for each coat producing a good base for under water primer and anti-foul. She came out of the water as good as she went in this year so I can concentrate on the top side and give the white a good rub down before painting but as we well know it will not be just like that will it. I gave the ply deck and cabin top a good seeing to when I was waiting for the epoxy to dry. So should only need to replace the rebuilt hatch and grab holds because over the years of sanding they are quite thin. I also use the epoxy as a primer for varnish as it gives a nice finish. I hope this might assist others seeking a strong result.



Wild weather. Photo by José Luis Roman Saavedra.

**Beagle of Woodbridge, price reduction to £37,500**

Beagle has been in my ownership since 1991 and travelled to Brest, Eire, Holland and of course, Cornwall and Normandy. She lives in the Solent. Being a centre boarder she can reach some nice spots but sails really well with the plate down. A very comfortable and easy boat to handle, being a ketch. The hull was later used in the Pilot Cutter from Crabbars. Built and fitted out by Cornish Crabbars in Rock as 1 of about 14 Traders. GRP hull and deck with wooden (Iroko) cabin, spars, tan sails and Yanmar 20hp diesel. This boat is fully equipped with radar, AIS (receiver), Lying, Hamble River.

[guytod@talktalk.net](mailto:guytod@talktalk.net)

**Happy Quest: £31,500**

12 ton Thames Measurement Centreboard Gaff Cutter, Pure Sailing Craft, No engine. Launched 1995. Designed & built by D. H. Grainger at Pembroke Dock. L.O.A. 30' 4" L.W.L. 27' 3" Beam 10' 10" Transom Stern, Long Keel with Centreboard, Steep Deadrise, Easy Bilge, High Shoulders. Draught 3' 10" (centreboard up), 6' 10" (centreboard down), Displacement 8 tons (fully laden). Register Tonnage 7.05 4/5 berths, Optimus Cooker with Oven, Heating Stove, Baby Blake. Neptune Self-steering Gear, all Ground Tackle and Cruising Equipment. Comprehensive Sail Wardrobe.

Lying ashore under cover at Pembroke Dock.

David Grainger +44(0)1646683061 [dhgrainger@aol.com](mailto:dhgrainger@aol.com)

**Friendly Spirit: £21,000**

Friendly Spirit is now ashore in Mylor waiting for a new owner. She's an Oysterman 22 and a bit tardis like but very solid and a really lovely small boat. Built in 1988, 'Friendly Spirit' was rebuilt 1997 - 2000 before being sold in 2004. She had another refit in 2010. [richardgwillmott@gmail.com](mailto:richardgwillmott@gmail.com)

**Lila of Cowes: £85,000**

She is currently lying in Santa Cruz de Tenerife having been sailed from Cowes to Lanzarote in 2017 by her current owner, who also owns Voyaging Yachts. She is fitted out for blue water cruising and is an excellent passage maker. She has many unique modern touches to add to her classic hull and rig. In particular her hybrid diesel engine/generator and electric propulsion system makes her extremely convenient as a live-aboard and a satellite phone makes for convenient data download worldwide. She is under-utilised and available for sale outright. However the owner is also interested in retaining a 16/64ths share and finding three other like minded joint owners. A detailed user manual with many photographs is available.

[wkp895@icloud.com](mailto:wkp895@icloud.com)



**Widget: £5,500**

A keel / centreboard day sailer designed by Joel White, based on Nat Herreshoff's Buzzards Bay 12.5 from 1914. Built in 2014 using cedar strip construction with fibreglass / Sicomino epoxy. The mast and spars are solid Douglas fir and she has a 250kg lead keel with integral marine ply lifting centreplate which provides considerable stability. Standing rigging was supplied by Traditional Rigging of Bristol and the majority of fittings are bronze; the running rigging is 'hemp' lookalike cordage. The sails, made by Rowsell of Exmouth are in excellent condition. Price includes a galvanised SBS braked, single axle trailer, new in 2014; a 4kg grapnel anchor, 5m chain and 30m warp. There is a 'mast-down' heavy duty tarpaulin for winter cover (new in 2019) and a 'boom-up' cockpit cover which can be used as a tent for camping. The boat was completed in 2014 and has had limited use, all in fresh water. This beautiful boat is a joy to sail, is simple to rig and is easily sailed single handed but can carry four adults comfortably.

Lying Bristol: [ianuglow@gmail.com](mailto:ianuglow@gmail.com)

**Reynardine: £29,500**

Reynardine is an Alan Buchanan design, built in Gweek, Cornwall, 1974.

Year Built: 1974 Full details at M J Lewis Boat Sales

**Helen of Hamble: £17,000**

Tamarisk 24 built in 1980. Rebuilt in 2005-7 by Mike Brackstone with complete new internals, coachroof and cockpit. Cockpit, coach roof mast and spars are all wood. Deck stepped mast in tabernacle and there is an attachment to easily lower the mast. Helen was featured in PBO January 2009. New Beta 14hp 2018 very little used and twin batteries. Gaff cutter rigged with self tacking staysail and retractable bow sprit, jib is on a Wykeham Martin furling gear. Two comfortable berths in main cabin and two small births forward. Galley Oven and grill, pull out cool box, sink and water pump. Main cabin has 5ft6" head room, more under hatch, solid Bengco SS heater and Separate Jabsco heads. An M330GE radio and a map 276C GPS. There is also a galvanised Craft 'T' cradle.

Contact: Mike Brackstone, 07714440844.

**Windflower: £32,500**

Built by Woodnutts of Bembridge to an Alfred J Westmacott design.

LOA - 31' LOD - 26' Beam 7.5' Draft 3.6'

Windflower had a major refit in 2005 which included a new engine, spars, rigging and sails. She has been kept ashore undercover in the winter months and comes with her own cradle and full winter cover. Windflower has been sailed successfully in local club regattas with several class wins in the annual Yarmouth Taittinger Regatta including winning the regatta overall in 2013. Windflower has also won Yogaf on two occasions and won a number of races at the RLYC including the coveted Potters Ship Trophy. The sail inventory has been continually upgraded along with her running and standing rigging.

Contact: Malcolm McKeon - 07860 237237 or [malcolmmckeon@gmail.com](mailto:malcolmmckeon@gmail.com)



### Calypso

#### PRICE REDUCED TO £5,000 as all gear is ashore

18" Bermudan cutter, 3/4 rig. Built by Ponsharden Shipyard, Falmouth in the 1930s, reputedly to a design by Warrington Smyth. Carvel construction, pitch pine on oak, copper fastened, lead keel. Her draft is 4'2" and she sails like a dream. Complete with 12hp Dolphin direct drive engine. SSR registered. Two berths (one settee, one comfortable pipe cot - both 6 foot) and has carried her owners safely over many cruises between Weymouth and Eastbourne. She comes complete with everything - right down to the cutlery and crockery as it all fits in nicely - as well as more essential bits like radio, etc.!

Contact Julia Richards +44 (0)1983 241090 or email



### Carlotta

#### Heard 28, Gaff Cutter. £40,000

Built in Mylor by Martin Heard, 8.5m LOD, draft 1.5m Beam 3.0m. Launched in 1993. The GRP hull is based on the Falmouth work boats. Decks: wood sheathed in epoxy. Coach roof mast and spars are all wooden. Deck stepped mast in tabernacle. Roller reefed main sail, staysail new 2018, jib, topsail and asymmetric balloon jib. Roller furling for staysail and jib. Engine Yanmar 3HM35, 30hp. New chart plotter with AIS receiver installed on cockpit bulkhead in 2015. Standing room from galley and chart table through to the forepeak and heads. 5 berths in two cabins. Plastimo Neptune 5000 two burner cooker and oven, fridge and Eberspacher heater. Lying Chichester.

Piers Rowlandson. [piersrowlandson@gmail.com](mailto:piersrowlandson@gmail.com). +44 (0)7811207072



### Fionn

#### Price £9,000 negotiable to a good home.

Fionn is a fine seagoing yacht has been well built in Australia to Laurent Giles' Vertue design, and fitted out as a well balanced gaff cutter. In recent years Fionn has been re-splined, and her running and standing rigging renewed. Her bowsprit has been made retractable. Sails tan and white Dacron, 2 mainsails, 2 jibs, a staysail, and a topsail, plus Genoa and spinnaker. Ground tackle includes a manual gypsy winch, 35lb CQR, and 27lb Danforth anchors plus 25 fathoms of 5/16th chain. Paraffin stove and separate heater. Professionally installed electronic instrumentation.

Currently laying at the Marine Store yard, Maldon  
Steve Wood. Tel: 01473 231686, mobile 07847688718



### Harbinger £25,000.00

Harbinger is looking for a new custodian. She is a gaff cutter yacht (originally a Manx Nobby fishing boat) now kept in Southampton, 38'6" LOD, 50' LOA, 11'6" beam with a max draft 5'6". The deck and interior date from a major refit in the late 1970s to mid 1980s. Deck recaulked and new rudder made in 2017. During 2016 she sailed to Brest and Douarnenez and took part in both Maritime Festivals. In 2017 she joined the Solent OGA cruise aimed at reaching the Scilly Isles and, along with most of the fleet, reached Falmouth, but got no further. For partnership - Equal shares to a maximum of 3 partners.

Contact: [mike@strudwickhouse.co.uk](mailto:mike@strudwickhouse.co.uk)



### Rowspar £22,500

Rowspar is an Itchen Ferry yacht built in 1926 by Berthon Boat Co. LOA 34 feet, LOD 25 feet, beam 9 ft. 2 in. Draft 4 ft. 4 in. Displaces 5.5 tons approx. Engine Vetus 16 HP (2009). Darglow feathering prop. Radio, GPS etc. Hull pitch pine on oak frames, copper fastened. Lead keel, bronze keel bolts and many fittings. Teak cockpit, cabin, deck and interior. Saloon: 2 berths, table, Taylors cooker with oven, sink. Fo'castle: pipe cot, heads and storage. Cockpit and full winter covers. More pictures and excellent 2013 survey available. Lying Portsmouth. Contact: John Hall tel. 02392 632059 (home) or 07901 922050



### Syrinx £30,000

One of 3 Broads Yachts built to the same design by W.S.Parker on Oulton Broad. 9 ton 31' gaff yacht kept in original condition. Original dB Handy Billy Thornycroft engine. Boat rebuilt 2017. Full set of sails by Jekylls. Contact: 07979108319 or [Dennislast1957@outlook.com](mailto:Dennislast1957@outlook.com)



### Truant

Cheverton Mark 1. Lying Orwell Yacht Club, free to a good home. Must be moved by end of the year.  
[hyskeir@gmail.com](mailto:hyskeir@gmail.com)



### Leven Lady £11,000

Slate grey Bayraider 20 by Swallow Yachts. Fast, stable (see videos on internet) shallow draft, Gunter ketch. Wooden main mast and boom, carbon gaff and mizzen. Additional cut-down carbon gaff and main. Compass. 4 stroke Yamaha in well. Anchor, chain and rode, fenders, warps. Overall and mooring covers. Road trailer serviced. New tyres. Antifouled. Lying Bury St Edmunds.  
[jodc2k2@aol.com](mailto:jodc2k2@aol.com)



### Gracie £3,450.00

Nestaway dinghy. A pretty clinker design reminiscent of ships' tenders - she sails well, rows well and tows well. She takes 3 adults rowing or motoring and two adults sailing. Quite high freeboard and slightly chubby. She splits into 2 sections: the bow section fits inside the stern for easier transport and storage.  
[smlewis@btconnect.com](mailto:smlewis@btconnect.com) or call Sue on 07900 242452



### WANTED

Second-hand Essex Smacks boat 12ft, preferably with unstayed mast and single lugsail. Paul Pearson 07824 347753 [rainbowpitta@btinternet.com](mailto:rainbowpitta@btinternet.com)

# OGA Merchandise

## CLOTHING

Our range includes polo shirts and caps of good quality and available in a range of sizes including women's fit. At present these shirts are being offered in red or blue with the OGA insignia and the option to have your boat name included at no extra cost. £23-80 includes delivery to UK mainland. It is hoped fairly soon to be able to offer traditional fishing smocks. You can see the range and order direct from the supplier [www.rivieraembroidery.com](http://www.rivieraembroidery.com)



## FLAGS

Why not brighten up your vessel and be proud of your membership by displaying an OGA house flag or burgee? Our flags are available complete with toggle and lanyard; Large 18" x 12" in navy blue woven fabric £50, Burgee 18" x 12" in navy blue woven fabric £26-50. The flags are made to MOD specifications of good quality fabric to ensure durability and many seasons of use. Special flags such as President and Commodore can also be made and quoted for on an individual basis. You can see the range and order direct from the supplier [www.rivieraembroidery.com](http://www.rivieraembroidery.com)

## BOAT PLAQUES

Boat plaques will enhance your boat engraved with your boat number for posterity, these are fashioned in bronze by an OGA member and finished to a high standard. To order a boat plaque please go to [www.oga.org.uk/about/merchandise.html](http://www.oga.org.uk/about/merchandise.html) and follow the instructions. Please ensure that you use your boat number, not your membership number when ordering. Your boat number can be checked on the boat register. For non-U.K. deliveries please add mainland Europe and Ireland postage to your order.

## CHRISTMAS CARDS

Packs of eight Christmas cards containing four different designs are available from [www.oga.org.uk/about/merchandise.html](http://www.oga.org.uk/about/merchandise.html) for you to send to both your Gaffers friends and others to get across your involvement with sailing the type of boats that we all enjoy and spread the word about the OGA. The cards are unique to the OGA and designed for us by member Claudia Myatt.



Jerseys with boat names



Burgees and flags



Boat Plaques

**JAMES LAWRENCE SAILMAKERS LTD**  
BESPOKE SAILMAKERS

WM 76  
87 MW

[www.jameslawrencesailmakers.com](http://www.jameslawrencesailmakers.com)  
Email: [sales@jameslawrencesailmakers.com](mailto:sales@jameslawrencesailmakers.com)  
Tel: +44 (0)1206 302863

Made with Pride in Great Britain

[www.woodbridgeboatyard.com](http://www.woodbridgeboatyard.com)  
T: 01394 385786  
E: [enquiries@eversonboats.co.uk](mailto:enquiries@eversonboats.co.uk)

WOODBRIDGE BOAT YARD  
CLASSIC BOAT SERVICES  
ESTABLISHED 1889  
EVERSON'S WHARF

**Repairs**  
**Restorations**  
**Annual Maintenance**  
**Yacht and Tender Moorings**  
**Open and Covered Storage**  
**Lifting and Scrubbing**

Classic Boat 2020 Awards WINNER

**BRIAN KENNEL**  
Boatbuilder est. 40 years

Member of the WBTA and IIMS. New build and restoration up to 60'. Spar building and consultancy. Builder of the 12' Smacks Boat and 14'6" New Whitehall Rowing Skiff.

Tel 01206331212, 07745173908  
[sallyboatsails@bopenworld.co.uk](mailto:sallyboatsails@bopenworld.co.uk)  
[www.briankennellboatbuilders.co.uk](http://www.briankennellboatbuilders.co.uk)

## TRADITIONAL BOAT SUPPLIES

### TRADITIONAL BOAT SUPPLIES LTD

Now under the same roof as Bristol Classic Boat Co

Still trading in specialist tools and supplies  
for Traditional Boats and Boatyards

Le Tonkinois Varnish, Coelan,  
Red and White lead putty,  
Red lead Paint, oakum and caulking cotton,  
And much more.

[www.traditionalboatsupplies.com](http://www.traditionalboatsupplies.com)

Tel: 01173 305950

## THIRD PRINTING!

### LONDON LIGHT A Sailor's Story



An Autobiography by  
**Jim Lawrence**

"Famous for his wit, Jim does not disappoint as a wordsmith either, his wry take on life in full flow."

Dick Durham, *Classic Boat*.

£16.50 + p+p, Hardback, 192 pages, 140 illus.

Order online at [www.chaffcutter.com](http://www.chaffcutter.com)

 **CHAFFCUTTER BOOKS**

## NAVIGATION SUPPLIES

In partnership with Bookharbour, order online and use this discount code at the checkout for 15% off cruising guides, nautical charts, books and instruments!

**BH152020**

 Bookharbour

## Discover New Gaffers in **WATER CRAFT**

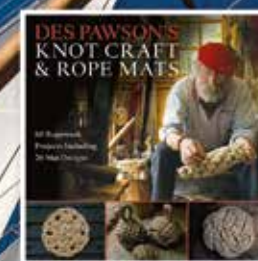
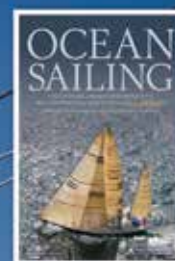
Read about today's affordable  
new gaffers in the practical  
bi-monthly magazine.

[www.watercraft-magazine.com](http://www.watercraft-magazine.com)

## EXCLUSIVE DISCOUNTS FROM ADLARD COLES

to save 25% on all of our nautical books, enter OGA25 at the online checkout

[www.adlardcoles.com](http://www.adlardcoles.com)



## Traditional equipment *for classic boats.*

Classic  
Marine

Est. 1991



Order online or come and visit our new chandlery  
at Suffolk Yacht Harbour on the east coast.

Telephone: 01394 380390 or 01473 659394 | Email: [info@classicmarine.co.uk](mailto:info@classicmarine.co.uk) | [www.classicmarine.co.uk](http://www.classicmarine.co.uk)

Classic Marine, Suffolk Yacht Harbour, Levington, Ipswich, Suffolk, United Kingdom IP10 0LN

Photography Credit: Emily Harris

Find the OGA online

[www.oga.org.uk](http://www.oga.org.uk)

Contact the Editor (Log and online)

[log@oga.org.uk](mailto:log@oga.org.uk)

Contact the Boat Register Editors

[boatregister@oga.org.uk](mailto:boatregister@oga.org.uk)

Browse the online Boat Register

[oga.org.uk/boat\\_register/browse\\_the\\_register/browse\\_the\\_register.html](http://oga.org.uk/boat_register/browse_the_register/browse_the_register.html)

Advertising: Gaffers Log/online

Members' boat adverts are available for

browsing on the OGA website, if they are held in the OGA online Boat Register.

All adverts in print and online are placed in good faith. Neither the OGA Editor, nor OGA, shall be held responsible for content or accuracy. Non-commercial advertising is free to OGA Members. Other adverts may be placed, for a fee, in Gaffers Log at the Editor's discretion. There is no advertising, apart from members' boats, on the OGA website.

Copy deadline for Spring issue: 26th February 2021



Sunrise off Fowey. Photo by Jonathan Ryder Richardson.



If you would like to advertise here, please contact, [secretary@oga.org.uk](mailto:secretary@oga.org.uk)