



GAFFERS LOG

ISSUE NO. 102 SPRING 2020



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

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Please submit material for the
Summer issue by xx xxxxxx 2020

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Welcome



One day last July I was enjoying my delightful retirement on Mersea Island. No more deadlines, no more clients with over high expectations, no more stress. Then it happened. A plea for volunteers. Well I had edited sailing club newsletters and spent a life drafting documents so why not give something to the OGA instead of taking as I had done for over 20 years. A voice said, "don't do it". My wife has wonderful perception. I don't so I didn't, listen that is, so I did. I volunteered to be editor.

Throughout the months leading up to the AGM all I heard was how Beverley had done a fantastic job as editor and she would be a hard act to follow. No pressure there then and rather painfully and undeniably true. What has become clear is the job is far more than grammar, sentence construction and storyline. You need to understand digital media and I always got others to do the techie bits. Oh dear. I have introduced some changes including a small

boats section. Please read it and let me have your news and views. As well as reports from the areas and the AGM, we have some wonderful articles for you to enjoy as well as the saddest piece; lovely Sue Farrer's obituary.

I must thank our trophy sponsors, Rosie Parnham at Adlard Coles, Phil at Watercraft, Kenneth Beken (of Cowes) and Rob Peake at Classic Boat. You may wish to consider reciprocating the invaluable support they have shown us. Most members have been fantastically understanding and supportive when my incompetence has been embarrassingly revealed but others, a very very few, have not. So it is with enormous trepidation that I present to you my first Log. If you don't like it that's fine. I'm sure someone out there can do better so please form an orderly queue.

Submitting articles for the Log. Use unformatted Word or Apple pages NOT PDF, in a separate attachment not embodied in an email. It helps if it is in arial 12. Do not embody pics in the text. Attach them separately in the highest resolution jpg available. Say who took them and provide their consent. Give a description of where, who and what is in the shot. A good length to aim for is 1500 words. Anything longer might need trimming, split between editions or held back until a space becomes available.

Please do not take offence but it is essential that pieces are subject to editing for grammar, spelling, sentence construction and the overall look of the magazine. It is not possible to acknowledge every submission.

John O'Donnell log@oga.org.uk

OGA 60: East Coast, August 2023

After the successful OGA55 event in Cowes last year the East Coast Area has offered to organise an OGA60 event on the east coast. It's still early days but looks like being around a five day event in early August, 2023. There will be opportunities for all types of boats, including cruising, racing and great places for socialising. It is likely that the assembled fleet will spend part of the time in marinas and some at anchor or moorings as we move round the rivers and creeks of the East Coast.

More information will be coming out in 2020.
Watch out for updates in Gaffers Log, Newsletters/mailings and on the OGA website.
Pete Thomas, East Coast Area

From the Quarterdeck

This year started badly with the devastating news of Sue Farrar's sudden death just days after our AGM weekend in Bristol where Sue had, as usual, been at the forefront of the fun and enjoyment. Sue was given a marvellous farewell in Macclesfield by an impressive, but not surprisingly, large contingent of Gaffers. It was a testament to Sue's popularity, and the key part she played within the OGA, that so many of our members were there to support Pete and say goodbye to Sue.

Equally unexpected and unwanted was the arrival of Covid 19 and its impact on our everyday lives. Like many others I initially thought I would be able to self-isolate on board and get on with the business of getting ready for sea. Little did we realise to what extent all our lives would need to change, so in line with the Government Directive and RYA advice, we are all, quite rightly, minimising travel, staying away from our boats and postponing all our events both on and off the water until we have the 'all clear'.

We are social animals and Gaffers, I think, more so than most! We will find other ways to keep in touch and maintain the spirit of the OGA during the next few months.

The GMC is meeting via a video link on a regular basis and I am sure Area Committees are doing the same. Newsletters and other communications will keep us in touch with news of how we are all getting on at home and Social Media will, I am sure, continue to keep us supplied with uplifting and amusing video clips!

When we have defeated this pandemic we will return to our rallies, regattas, shore-side events and boat restorations with gusto. I have sailed for as long as I can remember. My father introduced me to dinghy sailing on the River Severn and I have fond memories of manning the jib sheet as we zigzagged our way upwind to reach that magic moment of being able to turn downwind! This parody of life lost on a small boy!

Growing up I sailed a variety of Bermudan rigged boats, seldom racing, but always trying to go as fast and as far as possible in boats of questionable seaworthiness! I got the offshore 'bug' in my 20s and sailed as crew and then skipper in UK and French waters, the Baltic and the Mediterranean.



Patrick Vyvyan-Robinson OGA President.

When my parents retired to Cornwall my father acquired a Cornish Shrimper - my introduction to Gaff Rig and I was hooked.

My first gaffer was a Memory 19 - which prompted me to join the OGA in 2005. In 2009 I bought Capraia, a Heard 28 which I keep in the River Cleddau at Pembroke Dock. From here we have sailed locally along the beautiful, rugged and unspoilt Welsh Coast and embarked on more ambitious expeditions to Ireland, Cornwall, the Scillies, Brittany, the Channel Islands and the West Coast of Scotland.

In 2013 I joined the OGA 50 Round Britain Challenge and witnessed, really for the first time, the true nature and spirit of the OGA which left me with a feeling of wanting to get more involved.

In 2017 I was co-opted onto the GMC to oversee the Youth Fund and support other projects which enabled me to see, first-hand, how the OGA works.

I am honoured and excited at being appointed President of the OGA and look forward to meeting as many of you as possible once we are able to travel and start holding events again. I very much hope you remain in good health and in fine spirits.

Patrick Vyvyan-Robinson
OGA President

Hello from the Secretary

Those of you who attended the 2019 AGM in London and recommended/supported the idea to move the AGM around the country should be proud. The 2020 AGM in Bristol, hosted by the South West and Bristol Channel Areas, was a tremendous success with a record breaking 101 members attending, many having never been to an OGA AGM before. It was special because it was more than just a formal meeting. It was a great social occasion with good food and entertainment, followed on the second day by a boat tour of the harbour and a visit to the Underfall Yard and Mark Rolt's Bristol Classic Boat and Traditional Boat Supplies yard. SS Great Britain was impressive too. The January 2021 AGM will be in Newcastle!

If you find a supplier of goods and services useful to OGA members please ask if they are interested in advertising in the Gaffers Log which gets mailed to 1200 members. If so, please send me their email and the name of the person you spoke to.



Photo: Sue Feather

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

Two OGA boats have been nominated for Classic Boat 2020 Awards: "Witch" in the Centenarian of the Year category and the "OGA Dinghy" in the Traditional New Build category. Look out for the results early April. The OGA Dinghy is expected to feature in the Watercraft magazine and was on display, together with a Smacks Boat on the OGA stand at the London Dinghy Show. All good publicity!"

Colin Stroud; secretary@oga.org.uk

Colin Stroud's Plum at the OGA East Coast Race 2019.



Knives and the Law

BC Area member Chris Evans contacted us concerning the confiscation of his safety knife from his trailed boat by port officials on the continent. Our legal eagle explains the law.

In the UK it is an offence to carry a knife, other than a folding knife with a blade of less than 3", in a public place without good reason. There are several important points for sailors to note. First, a public place is anywhere to which the public have access. Secondly, to be effective, safety knives have fixed blades longer than 3" so we need to take great care with them. It is unlikely that you will face difficulties in the UK if it is in your boat as it is there for the well established good reason of safety. It is when you carry it on your person or in the car where complications may arise as it will be up to the court to decide on the circumstances. You may well be able to show good reason if on your way to or from the boat but the more you divert from the direct route, the greater the problem you face. Popping in the pub means you have more to explain and making an evening of it in the current state of heightened police vigilance would be most unwise.

Many knives are contained in multitools and have a locking arrangement, my Swiss boat knife being an example. The locking mechanism takes it out of the 3' category so the same care is needed as with a fixed blade.

This is the law here but Chris encountered a problem abroad so what extra care is required off the ferry. Some carriers have their own rules and air travel has a particularly strict prohibition on any pointed instrument. Border officials abroad can be particularly keen to exert their authority so the only advice I am afraid is to have a knife which is demonstrably designed for safety and keep it on the boat securely locked away en route. This is because France requires this for any knife in a vehicle and, like the Belgians, gives significant discretion to the police and local authorities to designate any knife as prohibited depending on circumstances. The Netherlands ban 'throwing knives' hence the need to make sure yours can obviously be seen as designed for boat safety. Folding knives if longer than 11" opened are similarly banned as are two edged blades. Most countries ban outright items such as switchblades and gravity knives (where the blade deploys and locks with a flick).

In times where knife crime is rife the authorities are watchful. You may be fortunate and suffer only confiscation but the penalty for unlawful possession is punishable with an unlimited fine and up to 4 yrs in prison. Finally, possession for 'self defence' is most certainly not a good reason in law.

ED

The small folding knife is OK but an old bread knife used for cutting rope may need some explanation away from the boat.



Covid Blues

Whether house confinement is a nightmare or simply an interesting difference depends on 3 things; where you are, who you are with and what you can do with your time. Mersea Island is as good a place to be locked down. I can walk everywhere so combine the trip to the Spar or Co-op with the daily exercise we're permitted. Given that the council have decided to stop recycling collections, the space between the sailing gear overwintering in the garage is slowly filling with plastic, cans and glass. And paper. My goodness it brings home how much we read. It will have to be 'repurposed'. I think I'll be OK if I can't get loo rolls. Well, after the first 20 pages of 'what we don't know about the virus' and nothing in the business or sport pages, it is soon consigned to the bin leaving the decision; what to do with the rest of the day. Perhaps get out your charts and brush up on your navigation but since you fitted the little TV screen thingy you can't see the point in protractors and dividers even if you could remember what you did with the pencil.

This is an island with the focus on the sea; fishing, oyster dredging, regattas, club series, booze-ups in the club bar. In winter every drive has a boat and in the summer the creeks are crammed with boats of every description. And unlike the marina codled shiny plastic, here we have large numbers of beauties swinging to the tide and wind, heavily constructed of wood years ago. Lovingly and very expensively restored is the smack Boadicea, swinging to her mooring and still sailing after 200 years. The thing is, the drives and hardstandings are still full

of boats high and dry and it looks like they're destined to stay there for some time. Even those of us with boats on a trailer are marooned as the police are enforcing the stay at home policy with vigour. If they stopped me while trailing Leven Lady it might make for a difficult conversation. "Excuse me sir but can you tell me the essential nature of your journey?" "Oh I'm so pleased to see you officer because I have been tailgated by this idiot driving a boat for the last 5 miles and I just couldn't shake him off". No, it won't work so it's shore leave for us all.

In future days we'll be telling our grandchildren, 'Ah, in my day there were shelves full of beans, different brands of beans, multi packs of beans, millions of beans. And soft but strong white paper wrapped round a cardboard tube for use in the toilet. Stacks and stacks of them. You just went along with a trolley, piling all those beans and loo rolls as high as you could and after fighting off the people trying to grab your stash you got to the checkout to be told 'only 2 items per person. We had resilience then. You don't know you're born these days'.

We're all in the same boat, the not terribly good ship Covid 19. So the usual tone of the Spring edition of the Log seems misplaced in this exceptional situation but look on the bright side, you could be scraping your bottom. And antifouling. Stay safe folks.

ED

Brian Skinner makes a SOLENT AREA LONELY HEARTS PLEA

Janty, who some East Coast members will know, is in good sea worthy condition is sailed throughout the year from my home port of Newhaven. She has had a fair amount of maintenance this year, including a hull repaint over the spring and early summer.

My patch of water is from Littlehampton through to Eastbourne (who can question the beautiful stretch of coast in particular between Newhaven and Eastbourne). Littlehampton is a superb small harbour best entered and exited 1 to 2 hours either side of high water. Shoreham harbour to the east, as with Newhaven, is an all weather and tidal accessible port and offers a very snug bolt hole once through the small ships lock.

I am very unfortunately in a gaff rig black spot here and would like to hear from members, new or old of any gender, who could be interested in a meeting to sail up in my patch.



Janty was built in 1939.

I can be contacted on brianjimskinner@gmail.com
Many thanks indeed, and fair winds.

(If anyone out there is similarly pining alone, whether seeking or offering crews, please don't be shy, email log@oga.org.uk ED)

OGA Accounts: 2019

Treasurer's report to year ending 30th September 2019

Income and expenditure account for Year ending 30th September 2019

Income	2019	2018
Membership Subscriptions	34,147.16	34,167.53
Merchandise Sales	377.05	1,173.85
Advertising Revenue	1285.00	1,282.00
Bank Interest ¹	495.33	437.98
Donations	336.00	336.00
Youth Fund Income	395.00	1,519.20
OGA 55 Income	0	11,500.19
Total	37,035.54	50,416.75

Expenditure

Direct Costs		
Youth Fund Grants	500.00	200.00
GMC Meeting Expenses	511.25	197.45
OGA Dinghy	263.16	402.60
AGM Costs	2,036.85	In figure below
ACM Meeting Expenses	1903.41	5466.08
Area Funding	4394.44	4,208.59
OGA55 Costs	189.72	25,985.20
Gaffers Log and Yearbook Postage	5,286.94	5,693.38
Gaffers Log Printing	5,354.00	5,036.00
Gaffers Log, Yearbook, Fliers, Pre-Press & Production	1950.00	2,300.00
Yearbook Printing	-	1,472.00
IT Expenses	293.42	220.64
President's expenses	23.18	408.38
Exhibitions		190.00

Total Direct Costs: 22706.37

Gross Profit: 14329.17

Less Expenses

Direct Costs		
Merchandise Purchase	182.56	3,137.09
Paypal Fees	248.66	In figure below
Bank Charges	483.40	835.08
Subscriptions	125.00	125.00
Business Insurance	1,238.72	1,238.72
Website costs	1,370.02	1,361.23
Currency Difference	23.31	-

Total Expenses: 3,671.67

Net Profit: 10657.5 (8315)

Account Balances

Current Account	£17074	
Youth Fund	£4295	Current interest rate 0.04%
Events fund	£4705	Current interest rate 0.02%
Euro Account	€0 (Funds moved to current account)	
Deposit account 1	£31,659.54	Current interest rate 1.83%
Paypal	£908	

Notes:

- 1 year bond with Aldemore bank matured in June, now reinvested in a further 1 year bond at 1.83%. To keep the reserves in line with inflation a further 1.5% will be deposited in the 2019/20 financial year (£475)

Subscriptions

From October 2020. Subscription fees are:

Individual member (UK) entitled to one vote at the AGM and other general meetings (by cheque or PayPal £32, Direct Debit £30).

Family member (UK) partner and children under 21, entitled to two votes (by cheque or PayPal £37, Direct Debit £35).

UK Junior (under 25) entitled to one vote (by cheque, PayPal or Direct Debit £5.25).

For the 2020 financial year there will be increased costs over the 2019 year. A yearbook will cost circa £2500, the layup of Gaffers Log is expected to be more than previous years and the website and boat register need redevelopment.

It is proposed that there is a subscription increase for the 2021 membership year of 2.5% The proposed fees will be:

Single Membership	£31.00 (Paypal £33)
Family Membership	£36.00 (Paypal £38)
Junior Member	£5.50

Tony Kiddle
OGA Treasurer

Dec 2019



Dick and Pat Dawson's immaculate Lone Wolf built in 1905.
Photo by Vanessa Bird.

OGA Membership

Joiners and leavers

I have continued to record the membership at beginning of October and beginning of April, (except that I did the breakdown a bit late in Spring) as it tends to be at its lowest in early January, and the numbers are in a state of flux between January and March anyway. Of course there are always a few members who do not remember to pay their subscriptions till their boat is in the water....

Area	17th October 18	8th May 2019	16th October 2019
Associate member	6	6	6
Bristol Channel	56	48	51
Dublin Bay	69	69	69
East Coast	348	328	338
Northeast	19	18	20
North Wales	55	51	52
Northwest	27	23	22
Northern Ireland	51	42	42
Overseas	12	10	12
Scotland	32	31	32
Solent	344	307	315
Southwest	142	135	139
Unknown (lives in Midlands)	1 (now lapsed)		
Total	1162	1068 (total 8th April 1056)	1098
Trailer section	141		134

The number of new memberships between 1st December 2018 and 30th November 2019 is 78, which is rather down on last year (when it was 90) but there have been at least 11 completely new members (as opposed to old members rejoining) since the beginning of December, which is pleasing, as it is more than double the numbers in the same period a year ago – though not yet statistically significant, I suspect! There have definitely been an increasing number of members cancelling their Direct Debits, but as some of them have chosen to restart, or pay in other ways, it is hard at this moment to measure how this will affect total membership.

Meanwhile, it appears that the efforts of our active members to “spread the word” are bearing fruit – my favourite email from November was from someone who said “Hi. I met a couple of old codgers called Malcolm and Mike who told me about your trailer section. I’d like to join” – he is now a member.

So I think numbers have been gradually decreasing, but there is still a lot of active interest in joining us too, and promoting small boat activities does seem likely to be the way to go. But keep spreading the word!



Transcur was built in 1889 as an oyster dredger. She was restored by Peter Thomas between 1999 and 2001. Photo by Steve Daley-Yates.

Pete Thomas stood down as Sailing Secretary after 11 years. His accomplishments were outlined by Dick Dawson who, with his wife Pat, proposed him as an Elder Gaffer at the Bristol AGM.

He joined the East Coast Area Committee in the early 2000s. Between 2003 and today he has been both East Coast President and Vice-President, which post he retains to this day. He and his wife Clare have been major drivers in the EC Summer Cruise for at least 10 years and they were both deeply involved in the organisation of both the OGA50 and OGA55 celebrations.

With others on the Association Sailing Committee he has wrestled with the intractable problems of gaffer handicapping for many years and whist that is an ongoing task, his adjustable handicapping system has worked well for EC races for at least 10 years. With his encyclopaedic knowledge of the gaffer fleet at home and abroad he has been a great help to the Boat Register Editors past and present. His serious restoration and continued custodianship of Transcur is a lesson to us all.



Left to Right: Peter Thomas, Dick and Pat Dawson, Alistair Randall.

His interest in smacks boats has culminated in his building of a prototype mould to his own design from which two boats have been completed. As an accomplished shipwright, engineer, blacksmith and sailor he is always free with advice and encouragement.

He is an exceptional sailor and custodian of traditional sailing and is never happier than when helping others learn the same skills. He trains and encourages youngsters to get out on the water and develop a proper gaffer attitude to sailing and personal comportment on the water. His services to the OGA overall, as well as to the East Coast Area, are exceptional so it is only right that on his retirement from committee duties the OGA should elect him an Elder Gaffer.

RYA Dinghy Show



For the first time we took a stand at the RYA Dinghy Show 29th Feb - 1st March. Taking place as usual in the dramatic setting of Alexandra Palace we had the OGA dinghy and a smacks boat to make us stand out from the rows of Bermudian plastic, and on that score we were a huge success.

Not only did we sign up 6 new members directly on the stand we also talked to a steady flow of people keen to know more about the boats and us so the PR aspect was judged to be excellent. It was clear that many people had a dream of sailing or getting back

into it but were put off by the complexity of modern racing dinghies. Our solid, safe boats and relaxed and companionable ethos was what many were looking for. I believe strongly that there is a marketing lesson for us there. A scout leader was particularly interested in the dinghy and it would be good to think that he might follow up on his interest in building one. The NE Area are making great strides to use the dinghy, with help from the Youth Fund, to introduce our young people to sailing and the gaff rig in particular, so if this could be taken up by other areas it might be

a positive way of arresting the decline in participation among adolescents. They are after all our future.

It was most heartening to have so many volunteers to man (and woman) the stand and a wonderful opportunity to meet members from distant parts of our organisation, all enthusiastic and knowledgeable ambassadors for the OGA. Much time and effort was required to get the boats to London, build the stand and clear away at the end so congratulations are due to all involved.

John O'Donnell



Main Photo: The OGA Stand at the RYA Dinghy Show.
Above: The OGA Dinghy and Smacks boat stood out amongst the other Bermudian exhibits. Photos by Colin Stroud.

A HAZE OF NOSTALGIA

Mark Hickman is a sentimental soul and tells us how he lives in A HAZE OF NOSTALGIA.

It's a funny thing owning an old boat, at times almost impossible to justify. So often I've gently smiled, forced to agree with onlookers who, while admiring the old boat's lines invariably feel moved to comment on how the upkeep must prove extremely onerous. Certainly, some elements surrounding the responsibility of keeping 'Tarifa', an 111 year old sloop afloat and presentable are mind numbingly tedious but others aren't. After all it's my choice at the end of the day. I don't have to own and look after this boat but the rigours of ownership are surely offset in many ways. To become embroiled in the calculation of the cost per hour of actual sailing can prove utterly negative and positively scary. To be perfectly honest I'm not obsessed with putting masses of miles under the keel. The pleasure I can get, even a few miles from home, while "waiting for the tide" in a pleasant anchorage can be immeasurable.

But probably one of the most rewarding and interesting facets of being a custodian of an old yacht is piecing together its history. Over the years I've uncovered so much, a jigsaw of names, events, places and coincidences that are denied the owner of a modern boat. Some discoveries have proved pivotal like the hand written letter from the hugely knowledgeable maritime historian John Leather (who became a good friend) informing me that he had found the original builders plans for my "restoration project". Bearing in mind these were blueprints from a time before the Titanic set sail this was something of a coup: "Cruising Yacht. Number 159c Scale 1/2" = one foot. GU Laws A.I.N.A. Burnham on Crouch Feb 17th.09".

I managed to collect names of owners from Lloyd's Yacht registers and, by various means, put faces to quite a few of them. I had a call out of the blue recently that highlighted this historical fact-finding is ongoing. "Hello, this is John Shapiro. I owned your boat back in the 1950's". His name was familiar to me from my previous researches, but to meet the man and have him sit in the cockpit yarning put a different perspective on things. He told me, along with other reminiscences, how he would ride out to Maylandsea on the freezing pillion of a Lambretta scooter from the North Circular in the depths of winter, clutching various tools and paints to prepare the old boat for some estuary cruising. He even had a copy, now on dvd, of a short cine film he had made of a day afloat back in his



Tarifa

youth. That film is a priceless, totally unique and a wholly unexpected addition to my ever-growing archive. But perhaps the most poignant moment came when I was researching the internet for further information on the boatyard where Tarifa was built. I discovered a post from someone looking for information on their great uncle who was a boat builder at the Burnham Yacht Building Company as a young man. The post included a remarkable photograph of the boatyard workforce including John Veitch, the young man in question. He apprenticed in the yard to become a full-time shipwright during the early years of the 20th century. Without doubt he would have had a hand in the construction of my boat but sadly, along with some of his workmates, he was to lose his life on a battlefield in the Great War. As a singer and songwriter I was moved to write and record a song for him, "The Burnham Shipwrights", seeking to draw inspiration from the sentiment that those young men who died for their country live on in the shape and fabric of this lovely old yacht.

So many times I've sat below in the subdued glow of the oil lamp reflecting off the old worn and patinated interior, thinking about or discussing conversations that might have taken place in just such circumstances over the years. When I blow out the lamp and lay back in my bunk, I look around me in the dim light at familiar features that so many eyes have rested on in days now long passed. Back to days when aircraft were still struggling to get off the ground and the technological world that we now inhabit would seem like light years away. I feel it a real privilege to be in a place that allows me to drift back, just for a little while, to be in the presence of those who have sailed this old yacht for the last 111 years.

It is not necessary to travel the oceans for sailing excitement. Gary Flashman finds interest and challenges over a couple of days on The Solent;

We had spent a couple of days in Newport, Isle of Wight, waiting for a break in the weather. As usual Freda, our replica Lancashire Nobby, had attracted her fair share of attention, not least because of the tankards hanging from the boom (when they weren't being used for their intended purpose). We caught the tide down through Cowes, then enjoyed a glorious sail in bright sunshine across the Solent to Beaulieu. For readers unfamiliar with the area, the Beaulieu river runs from the Solent, close to Southampton, northward deep into the New Forest. The tides can run quite hard



Evening in Newport



Morning mist in Beaulieu

around the entrance but once you are inside it's a lovely cruise up the river.

We picked up a mooring a little up stream of Bucklers Hard, having checked with the harbour master. As with a lot of places, moorings are made available to visitors when

not required by their owners. There is a large marina There is a large marina there in a lovely location but like a lot of traditional boat owners we tend to avoid such places. Having said that their facilities are some of the best in the area even if you need to get there by dinghy.

Our only company for the evening were the birds feeding on the foreshore, followed by the owls hooting in the forest after dusk. Dinner in the cockpit was followed by music, reading by the light of oil lamps, and finally a very good nights sleep with the tide slipping past the hull as our lullaby. We woke before dawn. We had a tide to catch, and you don't mess with the tides in the Western Solent. Sunrise saw a mist gently swirling through the reed beds and across the river, with hardly a breath of breeze. Further down the river a yacht was moored, its inflatable tethered astern. As we got closer we spotted an uninvited guest in the dinghy, a seal, bouncing around like a kid on a trampoline and clearly thoroughly enjoying itself.

BEAULIEU FOR HOME

Clearing the entrance we headed east for Portsmouth and our home mooring. The visibility was not particularly good, and we could see a fog bank building toward Southampton Water. More worrying was a large container ship approaching from the east, exactly where we needed to be. The Solent is a major shipping channel serving the car and container docks of Southampton. Between Calshot and Cowes the ships need to swing hard to the north with a precautionary area marked on the charts to facilitate this.

As most yacht skippers are aware a large ship cannot steer at less than around 12 knots, and with a deadweight of several hundred thousand tonnes takes over a mile to lose way. In confined waters like these she cannot take avoiding action, so if you are in the way you get hit. By now the fog had started to close in. We could no longer see the ship and clearly the captain or more likely the pilot couldn't see us. A gaffer with a wooden mast has a poor radar presence so we headed south into shallow water where the ship would go aground before she could hit. Surprisingly a couple of yachts headed toward the precautionary area only to be herded off by the harbour patrol vessel, doubtless with a significant amount of colourful language. We had maintained a listening watch on the Southampton VTS channel for shipping movements and now made contact with Lee on Solent and Portsmouth NCI (National Coastwatch Institute) stations. This is a voluntary organisation who maintain visual and radar watch around the coast, in effect replacing the manned coastguard stations of old. We reported our position and requested an update on shipping movements and of the visibility on the other side of the Solent.

They reported that the visibility was clear at Lee, and that we were in the middle of a thick bank of fog that had drifted down Southampton Water. As for shipping: 'We aren't allowed you tell you what's going on, that's down to VTS. What we can say is that there is nothing on our radar.' That was all we needed to know. We had already plotted our position on our hard copy charts, so we could buoy hop across the shipping lane into the relative shallows of Ryde Middle, in the company of a couple of other yachts. We crept across without incident and sure enough the weather was absolutely clear off the Lee and Stokes Bay. We had a stomping sail back to Portsmouth, and exchanged a very cheery wave with the NCI crew at the harbour mouth watch tower. Back on our mooring we stowed everything, tidied up and were picked up by the ferry. We were enjoying a well deserved pint in the Jolly Roger by early afternoon. Exactly what sailing is all about.

OGA NEWS

ANNUAL GENERAL MEETING

Minutes of the Annual General Meeting of the OGA held at the Novotel, Bristol, on Saturday 11th January 2020

Present: Alistair Randall (President), Colin Stroud (Secretary), Tony Kiddle (Treasurer), Mary Gibbs (Membership Secretary), Pete Thomas (Sailing Secretary), with a total of 101 members including the Association Committee.

1. President's welcome - Alistair Randall

Alistair welcomed everyone to the meeting expressing his delight on such a large attendance but sadness in this being his last task at the end of his term in office. He also thanked all the Areas for their hard work during the year providing so many successful events.

2. Apologies

Apologies for members unable to attend were recorded by the Secretary.

3. Minutes

Minutes of the AGM Held at IBIS Styles, London Excel on Saturday 12th January 2019

There were no questions on, or matters arising from, the minutes of the last meeting.

4. Treasurer's report

Tony Kiddle Tony presented the accounts and there were no questions. The Association Committee had approved an increase in 2021 subscriptions by 2.5%. There had been no increase for 2020.

5. Membership report

Mary Gibbs Mary reported that membership numbers were looking good and were down by only 65 to 1098. The Year Book, not published in 2019, will be produced in 2020 now that sufficient members had given their consent to be included.

6. Youth Fund

Patrick Vyvyan-Robinson Patrick reported the Youth Fund stood at £4300 and asked members to help find potential applications and forward them to their Area Secretaries. Fund criteria on the website at <https://www.oga.org.uk/youth-fund/apply>.

7. Secretary's report

Colin Stroud Colin thanked the BC and SW Areas for hosting this 2020 AGM in Bristol. This new format AGM, now more of a social gathering than just a formal meeting,

was certainly popular with 101 members attending and sets a precedence for the 2021 event. Thanks to Mike Forward who has volunteered to take on the Trophies and Awards Officer role and to Bob Aylott for judging the 2019 photography competition.

8. OGA Dinghy

Tony Kiddle stated that two more dinghy kits have been ordered by the EC Area, the OGA Dinghy has been nominated for a Classic Boat 2020 Award in the "traditional new build" category and one will be on show at the RYA Dinghy Show at Alexandra palace. Steve Fullerton and Des Omera (NE Area) presented their progress with one built, two in progress and a third planned. They also outlined their achievements in getting the local schools and yacht clubs involved, getting building and storage facilities and obtaining significant grant funding. Their vision is to have a total of six boats in their Area. Pete Elliston recommended there should be a boat name convention (proposals please??).

9. Election of officers

Patrick Vyvyan-Robinson was elected as the new Association President and John O'Donnell was elected as the new Gaffers Log and Online Editor. Pete Thomas stood down as Sailing Secretary.

10. Awards

Patrick Vyvyan-Robinson, on behalf of the Association, thanked Alistair for his very successful term as President and presented him with a wooden block trophy.

Beverley and Steve Daley-Yates were thanked for doing an amazing job on the Gaffers Log and Website and presented with a pair of engraved glasses.

Beverley announced the Gaffers Log award winners and presented the trophies. She also introduced the photographic competition that had had a record number of submissions that presented a challenge for the judge Bob Aylott (who unfortunately could not attend the AGM). Beverley read out Bob's rational for each of the winners and awards were presented. (All details on the OGA website).

Pat and Dick Dawson presented their proposal to award Pete Thomas with the Elder Gaffer title for his outstanding work in a number of roles over an extended period and Pete was elected and presented with an Elder Gaffer flag.

11. Other business

Brian Corbett, OGA representative Trustee on the board of the Maritime Heritage Trust presented his work with National Historic ships and Heritage Harbours. Details will be published in the Gaffers Log. Steve Fullerton and Des Omera (NE Area) presented their plans the host the January 2021 AGM social event in Newcastle.

12. Closing remarks

Patrick Vyvyan-Robinson outlined his vision for his term as President highlighting priorities for small boat events and the OGA60 and RGB events on 2023. He closed the meeting by wishing everyone a good sailing year and hoping to see everyone at the 2021 AGM social event in Newcastle.

Colin Stroud,
Association Secretary, February 2020

MARITIME HERITAGE TRUST

The OGA is committed to preserving the traditions of our sailing world. Brian Corbett, the OGA representative on the MHT tells the Log about exciting developments.

Medway HH1

The proposal to designate Medway as the first British heritage harbour was presented at the Sun Pier House tea rooms, on 10 December 2018 to some forty enthusiastic representatives from the following groups; Thames Sailing Barge Trust; Sea-Change Sailing Trust, and; Thames Sailing Barges, Blue Mermaid; Cambria; Edith May; Repertor; Lady Daphne, and; Raybel; Medway Queen Preservation Society; Maritime Heritage Trust (MHT) Trustees; Chatham Maritime Marina; Ex naval steam ships, VIC56 and VIC96; Southeastern Tug Society, and tugs, MT Kent; MT Fearnought, and; steam tug Barking. Medway Maritime Trust; Steam Tug TID 164; Medway Council;

Medway and Swale Boating Association (MSBA); Faversham Creek Trust; Faversham Society; Faversham Town Council; Since then I've been campaigning the Heritage Harbour (HH) initiative as part of the Medway - Place Champions, a Medway Council initiative to improve the Medway area as a residential and tourist area. Introduced to an invited audience at the Chatham Historic Dockyard in June 2018, Local Maritime Heritage is a main facet of the initiative, so Medway HH sits well. The leading Medway employers and organisations were invited to put up champions. As the champion for the river community I also promote the benefits at the River Festival meetings of which Howard Doe, the deputy leader of the council, is the very enthusiastic chair. Medway Council's commitment is shown by the appointment of a senior officer to represent the council on the Medway HH group.

Roy Brooks, Operations Director of Scotline / Interada, the major commercial shipping company using the upper Medway Roy is has become a partner with MSBA and is keen to be involved with local maritime heritage. He and Kelly Tolhurst MP gave a joint presentation at the MSBA Conference 9 March 2019 on the bright future of commercial shipping in the Medway development. Medway Council have bid for City of Culture status in 2025. I am discussing Medway being a Tall Ships race port in 2025 with the directors of Sail Training International. It will be the main agenda item at the next Medway Heritage group meeting.

The 'Boat Shed' and other historic buildings and wharfs, which form part of the historic Sheerness naval dockyard, may lead to Sheerness becoming an integral part of Medway Heritage Harbour.

Faversham and Oare HH2.

Faversham & Oare Creeks HH is moving more quickly. Peter Flowers, a Faversham town councillor was one of several of the Faversham community who had attended the Sun Pier House meeting and agreed the basis of the Faversham and Oare Creeks Heritage Harbour group (FOHHG). Based on our meeting, Peter presented a paper to the Faversham Town Council and Sir David Melville, chairman of Pearson Education plc and past vice-chancellor of the University of Kent and trustee of several Faversham heritage trusts, kindly agreed to chair the new group.



OGA NEWS

Several meetings have taken place at Faversham Guildhall. Aims and objectives are being developed and considerable work in optimising balanced development and improvement of the creeks has already been carried out. It is not yet clear which national organisation will award designation but it meets sufficient of the Heritage Harbour (HH) criteria and is strongly supported by the European Maritime Heritage (EMH), Faversham Town Council, Swale Borough Council, and Kent County Council.

Paul Carter, until recently leader of the Kent County Council, is championing the rebuild or replacement of the upper Faversham creek swing bridge, which is fundamental to achieving the maximum potential for the area.

Maldon and Heybridge HH3.

Maldon and Heybridge HH is moving at even greater pace. Richard Titchener and others from the Maldon TSB community attended the inaugural Sun Pier House meeting and has given his strong personal support. A public meeting was held at the Maldon Little Ship Club (MLSC), mid-September during Maldon Heritage Weekend. The enthusiasm from the Maldon riverside community and Town Council was palpable. The Maldon and Heybridge Heritage Harbour Group (MHHHG) was formed and sprang into action, designing a notice / flyer for the open meeting within hours. Dr Andrea Raiker is the chair. Iain Stubbs, Commodore of the MLSC has given valuable support, as have all the group members.

Several meetings have now taken place to optimise the local plans to secure Maldon and Heybridge Maritime Heritage for future generations. As with Faversham, it is not yet clear which national organisation will award designation but like them they meet the criteria and have strong backing. Interestingly, Maddie Phillips, who had recently completed a Master's degree in Maritime archaeology and working professionally in maritime heritage kindly agreed to become a young ambassador trustee with the MHT and member of the MHHHG.

The Future across Great Britain and Northern Ireland

Cowes – The harbour commission and the Cowes Classic Boat Museum have expressed interest.

Buckler's Hard – Although over development is far less likely on the estate, Mary Montagu-Scott and her management team are interested in nominating Buckler's Hard as an Heritage Harbour.

Cardiff Bay – Trevor Godbold, a fellow Trustee of the MHT is also a Trustee of The Heritage and Cultural Exchange, who, with the Cardiff Bay harbour authority, are investigating the mutual benefits of HH nomination for Cardiff Bay, one of the best stretches of secure safe lock / barrage controlled waters in Europe.

London River (Royal Docks Development) – Richard Albanese, a fellow Trustee of the MHT and myself are investigating the possibility of incorporating heritage harbour facilities within the Royal Docks development, as there is; surprisingly now few locations on the Thames for historic vessels.

Sandwich – The Sandwich Port and Haven Commissioners and Dover District Council are at the early stages of investigating nomination of Sandwich as an Heritage Harbour.

Leith and Falmouth have also expressed interest. Brian Corbett is OGA Trustee MHT and rep on EMH. He is a member of the Association of Yachting Historians and chair of Medway and Swale Boating Association (MSBA) Email; brianacorbett@aol.com 07860 891395

THE OGA NATIONAL AWARDS.

A brief History by Mike Forward. Subject to correction, it would appear that for the first thirty years of the Old Gaffers any recognition of daring deeds did not feature. It would appear that most if not all of the trophies have been donated during my twenty years membership. Now we have ten of them and we need nominations as only three were awarded this year. The other 7 are bed mates with the trophies of the dormant Plymouth Classics Rally, of which I am also custodian. I need you to ensure that the OGA trophies don't get mixed up with the local silverware

The Alan Hidden Trophy

Given by the family of Alan Hidden who left monies in his will to be awarded annually for the best outstanding performance for an under 25 year old. It was last awarded to Finbar Pickering on Island Swift.

Cape Horn Trophy

A belying pin on a board from the replica Bark Endeavour built in Freemantle in the 1990's and commanded for all of it's working life by my colleague Capt. Chris Blake. Donated by Patrick Reid from Western Australia OGA, and awarded for outstanding individual seamanship.

Nominations are scrutinised by Dick Dawson and Ian MacGillera. first awarded to Nick Skeet in 2006 and last awarded to Daryl Hughes in 2018.

David Cade Memorial

Donated by Alison Cade and awarded to the member who has made the most outstanding contribution to the association during the year over and above the call of duty. It is a brass gaff jaws set on a wooden board, first awarded in 2002 to George Jago and last awarded in 2018 to Tony and Sally Kiddle.

ODTAA (One Damn Thing After Another) Cup

Presented by outgoing President Alistair Randall to 'Allow recognition to a member for a contribution to the OGA not covered by any other trophy. The only winner was Eloisa Howlett in 2018 of the Essex smack 'Ellen'.

Gaffers Globe

Instigated by Jon Wainwright and awarded to 'An OGA member who has undertaken a major voyage relative to their boat and experience during the year'. This is a lovely compact glass globe that would enhance any suitable shelf, was first awarded to Elish and Rick Wylie in 2007 and last awarded to Vic Love in 2018

Grumpy 11 cups

This is actually a cup of two halves located and donated by George Jago and David Cade and awarded annually to 'An OGA skipper and young crew for an outstanding sailing achievement during the year.' The cup is not engraved with earlier winners. The earliest I can find is Charles, Niki, Aimee and Alice Erb in 2013 and the last were Paddy Murphy and grandson Conor in 2018.

Gaffers Tales

Instigated by the late Jon Wainwright for the best contribution to Gaffers Log. First awarded in 2013 to John Laband and Jacqui Furneaux, it is currently held by Steve Mitchell.

Tales of the Sea

Presented by retiring Editor and designed and produced by Steve Beverley Yates it is awarded for the best contribution to the Gaffers Log and associated media contact. First awarded to Alasdair Simpson in 2018 and currently held by Alison Cable.

Jaunty Cup

Donated by George and Brenda Jago for the member under the age of 25 years for the best contribution to the Gaffers Log or to an older member writing about a youth event. The 2009 winner was Hannah Goram then ten years old and the current holder is Peter Hudson aged eleven.

Jolie Brise Cup

Made and donated in 2013 by the Rev. David Mumford and awarded by the GMC to a non-member who has made a significant contribution to Gaff Rig. First won by Andrew Wolstenholme, the last was Roger Dongray in 2016. Other winners include Nigel Irens and Ed Burnett. Mike Forwood is our Trophy Secretary.

PHOTO COMPETITION Winners announced.

Judging the competition for the first time has been a real eye opener and a pleasure. I've been amazed at not only the number of entries I had to plough through, but the quality and the creative talents you Old Gaffers have when you've got a camera in your hands. It's amazing. Maybe some of you should pack up sailing and take up photography. It wasn't easy picking the final winners and for those who didn't make the podium this year, please don't jump overboard in self-pity while screaming, 'I'll never enter again, it's all a fix.' Or worse blame the judge. Always remember, unlike professional photographers, you are in a unique position, surrounded 24/7 by boats and sailors. Exclusive pictures are just waiting to be snapped in every direction. Please try and keep your horizons straight and whenever possible, include people in your pictures. It is so important, it can make the difference of binning it or winning it. Thank you for allowing me to be the judge of this truly fantastic competition.

Sailing gaffers Category

- 1 Andrew Kelland BCA
- 2 Will Stirling SWA
- 3 Martin Pound SOLA

Life at Sea Category

- 1 Paul Gibson NIA
- 2 Georgina Green NEA
- 3 Will Stirling SWA

Bob Aylott, Solent Area, Photo Competition Judge

OGA NEWS





1st

PHOTOGRAPHIC COMPETITION 2019 SAILING CATEGORY

'Leaving Cardiff Bay Locks' by Andrew Kelland, Bristol Channel Area
Judges' comments: 'It's great when a picture makes you have a double take. On first impressions, I thought it was a remote-controlled model boat on a pond. Then a second look confirmed the true reality. From the elevated position, the boat appears tiny against the massive lock walls. Any magazine yachting editor would clear space for a photo like this.'



2nd

PHOTOGRAPHIC COMPETITION 2019 SAILING CATEGORY

'Sing out if you see ice' by Will Stirling, South West Area
Judges' comments: 'If you thought The Isles of Scilly were bad then just imagine how hazardous this lot would be. Their yacht in the middle of an ice field off East Greenland. A great holiday snap for the family album.'



Mayflower 400 years

Mayflower 400: 28-29 August, 2020

To celebrate 400 years since 'The Mayflower' departed from Dartmouth, a weekend of celebrations is being arranged. Join SW Gaffers with 'Matthew' playing the part of 'The Mayflower' and 'Pilgrim' acting as 'Speedwell'. Plans include a river pageant and procession, followed by a reception for crews (hopefully at Britannia Royal Naval College) and more informal party probably in the Guildhall. SW Gaffers will meet and assist boats coming into Brixham to join the OGA Squadron and entertain members at Brixham YC.

Paul Jolley, President South West Gaffers:
swsec@oga.org.uk



'Matthew'
Photo: Viv Head

LOG IN!

We extend a warm welcome to new members since the last issue of Gaffers Log in November, 2019. Mary Gibbs, Membership Secretary: membership@oga.org.uk

Bristol Channel

6088: Mr Peter Meese 6363: Dr Rob Jarman & Mrs Jane Jarman 6365: Mr Vernon Hocking
 6367: Dr Julian Lamb 6377: Mr Stephen Greig 6378: Mr Giles Sanders

Dublin Bay

5103: Mr Tom Kelly 6368: Mr Graham Files 6379: Mr Jimmy Daly

East Coast

5713: Mr Eugene Corkhill 5729: Mr George Hutley 6356: Mr Ant Law 6357: Mr Keith Musto
 6370: Mr Rod Daniel 6373: Mr Roger Donohue 6380: Mr Steven Sawford

North West

6376: Dr Chris Englefield 6381: Mr Gary Latham

Overseas

5439: Mr James Rothrock 5949: Mr William Kirkpatrick 6374: Mr Bruce Vecchioni
 6375: Mr Ricks Meppelder

Scotland

6364: Professor John Blackie

Solent

5961: Mr Andrew Edmondson 6150: Mr Richard Ward 6358: Mr Giles Whittaker & Mr Richard Tarr
 6359: Mr Mark Jenkins 6361: Mr Damon Roberts 6369: Mr William Freshwater
 6371: Mr Peter Thomas 6372: Mr Mark Seymour 6382: Mr Kurt Grosse & Mrs Edwina Grosse

South West

4892: Mr Bruce Kemp & Mrs Charlotte Alexander Kemp 6173: Mr Bob Fisher 6234: Mr Nick Spence
 6360: Mr James Vickers-Fletcher 6362: Mr Fergus Turner 6366: Mr Peter Jordan

PHOTOGRAPHIC COMPETITION 2019 SAILING CATEGORY

3rd

'Weather Helm' by Martin Pound, Solent Area

Judges' comments: 'Great racing picture that not only captures the action, but by shooting wide has set the scene and retained the atmosphere of the day.'

Living with an Engine

David Grainger tells us about Living with an Engine.



David Grainger's Happy Quest which is currently for sale.

I have bought an engine. Well, I have acquired a boat which I am assured has an engine somewhere. For the past 25 years I have sailed my 12 ton gaff cutter without one. Prior to that I owned 'Samphire', a 23'9" engineless sloop, for about 5 years. Before her I had 'Mignonette', a 10 ton Maurice Griffiths gaff cutter whose auxiliary became increasingly unreliable until about 40 years ago I decided to give up the unequal struggle and abandon any attempt to get it to run. Sailing since I was 11, I felt that

by then I had enough experience and confidence in my sailing ability to enable me to handle her under canvas alone, and so it proved. 'Mignonette' took me into all the South Bristol Channel ports from Watchet to the Isles of Scilly. 'Samphire' used the wind to wriggle up pills and gullums to places like West Williamston, Garron Pill and Creswell Quay, while 'Happy Quest' has visited over 130 ports and anchorages in Wales, England, Ireland, Scotland and France.

"But" said my marine-motorist friends, "I have to have an engine to get back to work on Monday!" Really? Time and time again I hear of one of them having to delay starting a holiday or stuck in some far-away port for ages while awaiting diagnosis of some obscure fault or delivery of a vital spare part. After all, in spite of a large engine, people are often holed up by bad weather, for the winds still govern us all. I admit that on one occasion during the long calms of that exceptional year 1976 I had to anchor 1½ miles from my home (and in full view of my wife) while we consumed the very last of our victuals and waited 6 hours for the tide to turn. However with careful planning working my tides and making some small allowance for possible calmer days, I have rarely been late arriving at my intended destination.

I will always remember 'Happy Quest' with all her kites aloft ghosting down Port du Crouesty some years ago, a close fetch along the narrow channel from our berth inside the lighthouse. Passing an old friend I hailed: "Now it's all over we're homeward bound." "We'll be on our way too this afternoon," called back her skipper, moored by the main channel, "The mechanic's just fixing our engine."

Both of us had sailed from Milford Haven to take part once more in Semaine de Golfe, the huge biennial festival of traditional craft held in the Morbihan. Unfortunately 'Mischief', a Carter 36 ocean racer, had been plagued by engine trouble since she arrived and had not really taken part in the rally while one engineer after another tried to solve her problem.

Out in Quiberon Bay a fair tide saw us through the Teignouse Passage and on our way. We put into Benodet for a night carousing ashore and then again into Camaret for more of the same. Back home after a passage of nearly five days, I rang to see how much faster than ours his voyage had been. His wife answered. "I'm afraid he's in Crouesty, getting his engine repaired!" He eventually arrived two weeks later.



One of the author's previous yachts, the 10 ton Maurice Griffiths designed gaff cutter Mignonette built in 1946.

However, deciding that in my 84th year 'Happy Quest's' gear was getting too much for me and my dinghy too heavy to push up and down the beach, I decided to "down-size" to a sweet little Golant Gaffer in less-expensive marina. All the boats for sale were fitted with 8 hp diesel engines, so now I have one.

Having enjoyed many years peace of mind sailing without an engine, I find myself lying awake at night contemplating the complex procedures that must be followed for starting, stopping, servicing and laying up. I see visions of filthy bilges, hear the clatter and smell the unpleasant odour. Bursting oil pipes, blocked cylinder heads and cracked impellers run through my mind delaying sleep. Then nightmares of great hairy diesel bugs wake me up. And I haven't even attempted to start it yet!

(Will David manage to start his motor and evade the bugs? Why don't readers tell us how you get on with the iron topsail via log@oga.org.uk ED. Note; Happy Quest is for sale)

Demise of a Morecambe Bay Prawner

Mike Forwood SWA tells us of the Sad demise of a Morecambe Bay Prawner.

The Arnside conference is on 21 March so I thought that it was an ideal time to tell the readers about the latter days of my prawner Marta.

I had no need for a boat of my own when I was working as for fifteen years I was involved with Sail Training ships that took all my time and energy. When that was coming to an end I scoured the West Country and found a very pretty 32ft prawner in Millbrook, just about as far up the creek as it was possible to get. It was in a fair state, lying ashore with the pig iron ballast laid where David Bailey, who had been its custodian for some fifteen years, had been cleaning them up ready to be eased back into the bilges.

At the owner's house it was obvious from his pictures, books and navigation instruments on display that he was a seaman. In fact we had both spend our apprenticeships with the British Tanker Company known in the fifties as Better Times Coming as the food was meticulously doled out according to the Merchant Navy agreed victualling rules; in ounces per week. We were a lean lot in those days. David was best part of a decade older than me and when he gave up the sea he started up a firm making aluminium fittings for canal boats in his garage under the name of YS mouldings which products can still be purchased today. He introduced me to the Plymouth Classics and finally the OGA. That was some twenty years ago.

Marta was taken to the museum at Morwelham on the Tamar in 1990 and she lived there in the medieval cut in exchange for doing maintenance work about the site, which seemed a very fair arrangement. I tried my hand at granite walling there and some maintenance on the Garlandstone soon after Tommi Nelson's men had undertaken a major refit on it. At the time I was away a lot in Ireland working as Project Captain on the Jeanie Johnston, a replica famine ship of the 1840's that was their millennium project in the

wake of the Good Friday agreement. Just a few yards away Charlie Force was rebuilding The Lynher, a Goss built trading vessel constructed immediately under the Calstock viaduct a hundred years earlier. Charlie had dragged the Lynher out of the mud near Truluggan boatyard some five years earlier, filled it with empty forty gallon drums lashed down to the hull and somehow got it to the museum without



Marta on the River Tamar.



Marta nee Elizabeth at Brixham in 1958.

Demise of a Morecambe Bay Prawner



Mike and Chrissie Forwood motor Marta down the Tamar.

it sinking underneath him. We took both Marta and Lynher down to Falmouth for the eclipse of the sun and Marta became a regular visitor to the Brixham heritage weekends and the classics at Falmouth and Fowey.

I had been unable to discover a great deal about it's previous history but it seems she was built around 1920 at Arnside where a dredge was made for fishing. With the dredge out the steering was light as a feather but Marta had a wicked weather helm otherwise. But it looked the part with roller reefing and sat in the water with the sweetest lines. It had a steel bowsprit, beautifully tapered and eight sided baca. Apparently a previous owner kept breaking bowsprits, obviously not able to get used to the offset propeller. I soon replaced that with a wooden one. The old one is on the Calstock dockside as a floodlight mounting.

I made many attempts to keep it watertight on the slipway at Morwelham but finally gave in and shifted it to the yard at Calstock where I withdrew the keel bolts, or what was left of them, and drove in new ones. But with doubled cut frames to be renewed and

the deck up for relaying, not to mention a suspect garboard strake it was going to be a major job. Not that I minded some hard graft but I really wanted to go sailing. And of course at the end of the day a prawner has very limited headroom. She might have sailed sweetly but she needed a new owner.

But unbeknown to me Marta was about to be reunited with a previous owner. Chocked up high to get those keel bolts out and under a heavy lorry tarp, an acquaintance in the yard said it looked like a Morecambe Bay prawner. Astonishingly, when we removed the cover it was the boat that he bought it from a Timber Merchant in Fleetwood in the fifties and sailed down the Irish Sea with a friend. But he was perplexed because although he was convinced it had been his and subsequently came up with some photographs, which I still have, her name had been Elizabeth. After various escapades in the West Country he had finally taken it to Brixham where it was sold by Alec Primrose, but to whom he could not remember which rekindled my interest in checking it's pedigree. I drew a blank with the register of prawners, who even doubted that it was built as



Marta snug on the Tamar.

a fishing boat. I searched every beam and frame for a clue but the stern was cropped off like so many prawners so I had to accept that I would never get to the bottom of it.

I would like to end this story on a happy note but it is not to be. Adversing Marta in The Gaffers Log I had a call from Scotland and a prospective buyer arrived two days later. Money changed hands, paperwork was completed and he returned home to arrange transport. It was just what the new owner wanted he said. The mast was unshipped and I motored my once pride and joy down The Tamar to Saltash Sailing Club where a waiting artie with crane soon had it aboard for its new home at St. Andrews.

About a month later I had a call from the new owner. He couldn't control it and the bowsprit was worrying other boat owners. Just as well it wasn't the old

metal one. Well it did have an offset prop and only a Volvo MD1 and needed an eagle eye when coming alongside. Would I come up and show him how to handle it. I couldn't of course. A month later another call. He had hit a couple of boats and sunk a buoy and was likely to be banned by the harbour master. Six months later I had another call. He had been told to take it away and it was now in Anstruther ashore. Another six months went by and I was told that Marta had been stripped of its rig and sold on and that the hull had been given to boy scouts as a project. Perhaps somebody on the North East coast might be able to fill in a little more of it's history. I still have a carved name board from the stern as the new owner wanted to change its name yet again.

Marta, or Elizabeth as she was originally known deserved a better ending.

A Venerable Gaffer

Built in 1905 and still going strong, Lone Wolf is a familiar sight at many Old Gaffer Association events. Dick and Pat Dawson describe her history.



Main Photo: Lone Wolf as she is today. Photo by Tom Cunliffe.
Inset: Lone Wolf in Copenhagen in 1913.

This article was originally published in the annual magazine of the Royal Solent Yacht Club in 2018. It has been reproduced with their kind permission.



Lone Wolf competing in the 1932 Round the Island Race. Photo courtesy of Beken of Cowes.

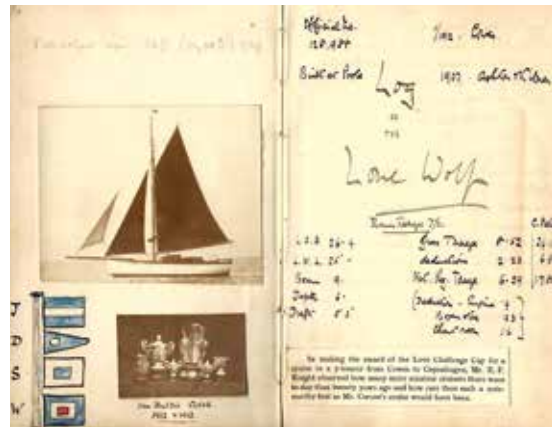
115 years ago a 26ft. yacht was taking shape in Hamworthy, Poole. She had much in common with the local workboats but she was finer in her ends and had a lead rather than an iron keel. Her futtocked oak frames were utilitarian and her planking was rather knotty local pine, although her trim was all teak. She was named *Lone Wolf*.

Little is known of her first six years, but in 1911 she began her association with Yarmouth when she was bought by Henry Carson, whose family built a house in Totland by the Turf Walk. During the next 11 years she was moored in Yarmouth during the summer, when she was not voyaging far afield.

Carson's Log begins "*After tennis at Mrs Butler's, Beryl [his sister] and I went to Bursledon to bring away the yacht. Arriving late but got Moody out, found the dinghy and after buying some stores and a lifebuoy rowed off to the Lone Wolf.*" After sailing to Beaulieu for a night they took her to Cowes to have some alterations done by Souters. He completes his log of this first cruise with "*Very pleased with the way she handles.*"

The work took some time and Henry and Beryl finally sailed her into Yarmouth on the 6th August. Later that month they left for a cruise down the West Country, having got a pluck clear of the pier by Target Towing Tugs (2/- as they kept them waiting and 1/- to the man who helped to warp *Lone Wolf* up to the tug). They

A Venerable Gaffer



Henry and Beryl Carson's original 1911 log book. A 100th birthday present to Lone Wolf in 2005.



Off Cannes in 1920.

spent the first night in Lulworth Cove but had to get out early the following morning as the wind had swung round to the South: "Had to beat out and then got a good drenching outside getting the staysail down and the anchor on deck".

From there they visited Portland, Brixham, Salcombe, Dartmouth and Weymouth before sailing back to Yarmouth on 1st October. The weather appeared settled with a northerly breeze; however the wind strengthened and headed them. "Rather anxious about going into Yarmouth in the strong NE wind.... wanted to get tied up quickly.... Got mainsail down and ran in under jib which I rolled after passing the pier head. Even then she had rather too much way on and she took so much chain that she swung within a few feet of one of the barges at the quay. Got a warp out and some chain in. I then got a man to help warp across to a berth. Had to pay him S/- for an hour's work; but glad to be fixed up." Carson had several other sails with a friend in strong winds in the Solent, the friend "very much admires the Wolf's behaviour in the squalls", before laying up in Cowes in November.

In 1912 Henry and Beryl had grander cruising plans and on 23rd June left for the Baltic sailing to Holland, through the canals, the Elbe and the Kiel canal. Beryl was no passenger as the log tells when they entered Dover. "...becalmed under the SW pier with a strong wind whistling overhead. The inevitable mail steamer arrived and nearly sent us against the wall; gave a pluck in the dinghy but

whilst casting off a puff of wind caught the Wolf and sent her up into the harbour. I gave chase and found that my sister had taken the yacht to a clear berth.... and there we anchored." That summer they made Copenhagen, where they laid the boat up for the winter.

In late April 1913 they returned continuing their cruise up to Kronstadt in Russia before turning for home. On July 28th they arrived in Kalmar after a bit of a blow and the following day *Asgard*, with Erskine Childers (author of *The Riddle of the Sands*) arrived in some difficulty as the lashing on the head of their mainsail had carried away. Carson helped them in mooring. Both Childers' and Carson's logs are published in the Royal Cruising Club's Journal 1913 and both refer to each other. Childers writes "Lone Wolf and her adventurous crew, whose companionship added much enjoyment to our stay here, left for the south on July 31st." They arrived back in Cowes on 25th September. Their logs won the Cruising Association Love Cup in 1912 and 1913 and the Royal Cruising Club's Romola Cup in 1913. The RCC also presented Beryl with a silver rose bowl.

Immediately after the war they were off on their travels again, sailing for Le Havre on 15th October 1919. The wind was NNW and they had a very rough crossing, taking 17½ hours from Cowes. With the mast lashed down on deck they arranged tows up the Seine and then mainly used the boat's 3hp Seal petrol engine on down the canals, the Saône and Rhône to the Mediterranean.

They wrote six articles for *Yachting Monthly*, published 1922-3, describing their trip, the countryside and the hardships of immediate post-war French peasant life. For the rivers Saône and Rhône they had to take on a pilot. The pilot was short and wiry and found the Wolf a great trial. "The [engine] developed a dislike for him which was returned with interest. My brother was pretty frequently employed in attending to its inside." Some things have changed considerably: the Rhône now has 12 large locks and canalised sections but in Carson's day "The Rhône is no tame river flowing quietly month in and month out. It is really just a savage mountain torrent which occasionally permits itself, as an act of grace, to be used by men and ships." Eventually they arrived at the Mediterranean but found sailing there rather different. "The big yachts are moveable hotels, and though a few do make passages with the owners on board..... There is a great deal of racing, chiefly up to the 6 and 7 metre class..... the cruiser of 5 to 30 tons is very rare indeed". So they decided to return home via the Canal du Midi to Bordeaux and then sail home.

Two years later Carson sold *Lone Wolf* and she had several owners during the 1920's. In 1932 she was bought by brewer Joe Mew, who campaigned her in the Round the Island Race. Our sadly missed past Commodore, John Flanders remembered, aged 10, sailing *Lone Wolf* with Joe and his father. An accidental gybe took his father over the side - fortunately he was quickly recovered.

Just before the second world war *Lone Wolf* was sold and taken to the East Coast, where she spent the war on a mooring at Pin Mill. After the war she had several owners in quick succession and in 1950 was converted to Bermudan rig.

This did little for her looks and less for her sailing performance. It took a good force 4 to 5 to get her moving. However, she was bought by Edgar Traylen in 1961 who looked after her and sailed her regularly for 20 years. Most of his cruising was over to Holland but in 1962 he cruised down to the West Country and visited Yarmouth. He reluctantly sold her in 1981 to a keen gaffer in Wivenhoe in 1981 and we snapped her up from him in 1983.



The Gaff Rig reinstated shows Lone Wolf racing in the OGA Old Gaffers Race in 1998. Photo by Chris Scott-Francis.

We were looking for a boat but hadn't imagined making such a big commitment. We only went to look at her on a cold wet November day because she was built by the same yard as *Iseult*, the Yarmouth resident gaff yawl we had sailed for years. There was no discussion; we both knew she was the boat for us. That Easter we spent several very cold days on board before sailing for the Medway where we had organised a berth for three months. There we learnt to sail her and planned to take her down to the Solent in August.

On 30th July we sailed for Ramsgate. After waiting a couple of days for the fog to clear we left for Brighton. This took 25 hours as the NW 3/4 went from NW 6 to SW 4/5 to nothing then back to NW 6. The elderly Morris Vedette petrol engine found the trip difficult and when the wind almost died five miles short of Brighton refused to start. Having tried everything to encourage the poor thing into action, there was little else to do than

A Venerable Gaffer



Lone Wolf alongside the 1909 Gaff Yawl Iseult during the 2005 Yarmouth Old Gaffers Festival.

set every stitch of sail and sail into Brighton marina. At the last moment the engine decided to burst into life, making entry less stressful.

A couple of weeks later we sailed for the Solent, eventually arriving in Yarmouth on the 14th August. Over supper in the Club, watching the sun go down over Pennington, we resolved to move to Yarmouth. Unfortunately this was not to be realised for another 23 years! That summer we kept her in Yarmouth until October when we sailed for Littlehampton, as once out of the Medway mud we had discovered *Lone Wolf* leaked badly and was in need of serious attention. There over the next three years, with the help of the skilful shipwrights at Hillyards, we undertook a major refit. This was a significant undertaking and there is no room for the story here.

Lone Wolf was back sailing in 1987 and in 1988 we arranged to berth at the Elephant Boatyard at the top of the Hamble. Magically, we moored no more than 100 yards from where *Lone Wolf* had been when Carson first boarded her in 1911. We drove down to Bursledon most weekends for the next 18 years (she was our weekend sailing cottage) and regularly sailed to Yarmouth – and often further afield down Channel and across to France.

For many years our plan to move to Yarmouth made no progress, then suddenly in 2006 everything fell into place; even our house in Sussex sold in 10 days. When we sailed to Yarmouth for the Old Gaffers Festival it was a one way trip for the *Wolf*. Back home after 84 years! We and *Lone Wolf* have settled comfortably in to life in Yarmouth and the three of us have relished every one of the last 12 years.

Dick and Pat Dawson

Minutes of the OGA AGM

Held at the Novotel, Bristol, on Saturday 11th January 2020

Present: Alistair Randall (President), Colin Stroud (Secretary), Tony Kiddle (Treasurer), Mary Gibbs (Membership Secretary), Pete Thomas (Sailing Secretary), with a total of 101 members including the Association Committee.

1. President's welcome - Alistair Randall

Alistair welcomed everyone to the meeting expressing his delight on such a large attendance but sadness in this being his last task at the end of his term in office. He also thanked all the Areas for their hard work during the year providing so many successful events.

2. Apologies for members unable to attend were recorded by the Secretary

3. Minutes of the AGM Held at IBIS Styles, London Excel on Saturday 12th January 2019

There were no questions on, or matters arising from, the minutes of the last meeting.

4. Treasurer's report – Tony Kiddle

Tony presented the accounts and there were no questions. The Association Committee had approved an increase in 2021 subscriptions by 2.5%. There had been no increase for 2020.

5. Membership report – Mary Gibbs

Mary reported that membership numbers were looking good and were down by only 65 to 1098. The Year Book, not published in 2019, will be produced in 2020 now that sufficient members had given their consent to be included.

6. Youth Fund

Patrick Vyvyan-Robinson reported the Youth Fund stood at £4300 and asked members to help find potential applications and forward them to their Area Secretaries. Fund criteria on the website at <https://www.oga.org.uk/youth-fund/apply>

7. Secretary's report – Colin Stroud

Colin thanked the BC and SW Areas for hosting this 2020 AGM in Bristol. This new format AGM, now more of a social gathering than just a formal meeting, was certainly popular with 101 members attending and sets a precedence for the 2021 event. Thanks to Mike Forward who has volunteered to take on the Trophies and Awards Officer role and to Bob Aylott for judging the 2019 photography competition.

8. OGA Dinghy

Tony Kiddle stated that two more dinghy kits have been ordered by the EC Area, the OGA Dinghy has been nominated for a Classic Boat 2020 Award in the "traditional new build" category and one will be on show at the RYA Dinghy Show at Alexandra palace. Steve Fullerton and Des Omera (NE Area) presented their progress with one built, two in progress and a third planned. They also outlined their achievements in getting the local schools and yacht clubs involved, getting building and storage facilities and obtaining significant grant funding. Their vision is to have a total of six boats in their Area. Pete Elliston recommended there should be a boat name convention (proposals please??).

9. Election of officers

Patrick Vyvyan-Robinson was elected as the new Association President and John O'Donnell was elected as the new Gaffers Log and Online Editor. Pete Thomas stood down as Sailing Secretary.

10. Awards

Patrick Vyvyan-Robinson, on behalf of the Association, thanked Alistair for his very successful term as President and presented him with a wooden block trophy. Beverley and Steve Daley-Yates were thanked for doing an amazing job on the Gaffers Log and Website and presented with a pair of engraved glasses. Beverley announced the Gaffers Log award winners and presented the trophies. She also introduced the photographic competition that had had a record number of submissions that presented a challenge for the judge Bob Aylott (who unfortunately could not attend the AGM). Beverley read out Bob's rationale for each of the winners and awards were presented. (All details on the OGA website).

Pat and Dick Dawson presented their proposal to award Pete Thomas with the Elder Gaffer title for his outstanding work in a number of roles over an extended period and Pete was elected and presented with an Elder Gaffer flag.

11. Other business

Brian Corbett, OGA representative Trustee on the board of the Maritime Heritage Trust presented his work with National Historic ships and Heritage Harbours. Details will be published in the Gaffers Log.

Steve Fullerton and Des Omera (NE Area) presented their plans to host the January 2021 AGM social event in Newcastle.

12. Closing remarks

Patrick Vyvyan-Robinson outlined his vision for his term as President highlighting priorities for small boat events and the OGA60 and RGB events on 2023. He closed the meeting by wishing everyone a good sailing year and hoping to see everyone at the 2021 AGM social event in Newcastle.

Colin Stroud, Association Secretary, February 2020

Draft Calendar of Events: 2020

www.oga.org.uk/events

This Calendar lists events organised by the OGA and other organisations where OGA members' boats are made welcome. Details were confirmed 12 January 2020. Contact Area organisers or visit the OGA website for up-to-date information. Please help organisers by registering for events as early as possible.

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SW	18 April	Fitting Out lunch & talk: Tamar Barge 'Lynher'	Duke of Cornwall Hotel, Plymouth	David Bewick: secretary@southwestgaffers.org.uk
EC	08 - 10 May	EC Gaffers vs. Tollesbury: SB	Tollesbury SC	Alison Cable: www.oga.org.uk/eastcoast/events
BCA	15 May	Up-Channel Cruise: Cardiff Bay SB	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
SOL	15 - 17 May	Cowes Spring Classics *	Cowes	www.cowesspringclassics.com
SW	22 - 24 May	Brixham Heritage Sailing Regatta *	Brixham	www.brixhamheritageregatta.uk
BCA	21 - 28 May	Gloucester Big Bash	Gloucester Docks	Keith McIlwain: www.oga.org.uk/areas/bristol-channel
EC	23 - 24 May	Crouch Rally	Burnham-on-Crouch	Trevor Rawlinson: www.oga.org.uk/eastcoast/events
SOL	28 - 31 May	Solent Gaffers Yarmouth Rally	Yarmouth, Isle of Wight	Jeremy Retford: solsec@oga.org.uk
BEL	29 May - 01 June	Ostend at Anchor *	Ostend	www.oostendevooranker.be
DB	29 May - 01 June	Dublin Bay Regatta	Dublin Bay	Mark Sweetnam: dbsec@oga.org.uk
SOL	30 May	Round the Island Race *	Cowes, Isle of Wight	www.roundtheisland.org.uk
BCA	04 June	Bristol Channel OGA Annual Race SB	Cardiff Bay	Roger Wallington:
BCA	05 June	Down-Channel Cruise: Cardiff Bay SB	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
EC/TS	06 - 08 June	Swallows & Amazons: SB	Walton & Frinton YC	www.oga.org.uk/eastcoast/events
SW	12 - 14 June	Falmouth Classics *	Falmouth	www.falmouthclassics.org.uk
NE	13 - 14 June	OGA Blyth Rally	Blyth, Northumberland	Jim Bell: www.oga.org.uk/events
BCA	13 - 20 June	Seafair Haven	Lawrenny Quay	www.seafairhaven.org.uk
SW	15 - 18 June	SWOGA Helford River Rally	Helford River SC/Port Navas YC	Don Garman: cornwall@southwestgaffers.org.uk
BCA	27 - 28 June	Portishead Cruise	Portishead Marina	Charlie Harris: charlieandsueharris@hotmail.com
BCA	03 July	Down-Channel Cruise: inc. Commodore's Challenge	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
BCA	03 - 05 July	West Coast Rally (BCYA) *	Cardiff Bay	www.bcya.org.uk
SW	03 - 05 July	Sea, Salts and Sail *	Mousehole	www.seasalts.co.uk
SW	06 - 08 July	SW Gaffers Festival of Sail: SB	Queen Anne's Battery, Plymouth	David Bewick: secretary@southwestgaffers.org.uk

AREA	DATE	EVENT	LOCATION	MORE DETAILS
FR	10 - 19 July	Brest & Douarnenez Festivals: *SB	Brittany, France	
SOL	17 - 19 July	Royal Solent YC Taittinger Regatta *	RSYC, Cowes	www.royalsolent.org
EC	25 July	East Coast Race: SB	Stone SC	www.oga.org.uk/eastcoast/events
SOL	25 - 31 July	Cowes Classics Week *	Cowes, IoW	www.cowesclassicsweek.org
EC	26 July - 01 August	East Coast Summer Cruise: SB	Blackwater, Stour, Orwell & Deben	www.oga.org.uk/eastcoast/events
SW	28 - 31 July	Fowey Classics *	Fowey	www.foweyclassics.com
NW/NI/DB	31 July - 02 August	Peel Traditional Boat Weekend *	Peel Harbour, Isle of Man	www.peeltraditionalboat.org/
BCA/SW	01 - 02 August	Clovelly Maritime Festival *	Clovelly	www.clovelly.co.uk
BCA	06 - 10 August	Bristol Harbour weekend cruise: SB	Bristol Harbour	Keith McIlwain: keith@daydreamboats.co.uk
SW/TS	14 - 16 August	Dittisham Rally: SB	Dittisham SC	www.oga.org.uk/south-west/events
EC	15 August	Swale Match Weekend *	Swale (Harty)	www.kentishsail.org
SOL	August	Bursledon Regatta *	Bursledon	www.bursledonregatta.co.uk
SOL	August	Solent Gaffers Annual Race & Rally	Cowes & Lymington	Jeremy Retford: solsec@oga.org.uk
SW	28 - 29 August	Mayflower 400	Dartmouth	Paul Jolley
DB	29 - 30 August	Howth Regatta	Howth	Mark Sweetnam: dbsec@oga.org.uk
BCA	11 September	Up-Channel Cruise: Cardiff Bay SB	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
SOL	September	Hamble Classics *	Hamble	www.royal-southern.co.uk
SOL	11 - 20 Sept	Southampton Boat Show *	Southampton	www.southamptonboatshow.com
SW	18 - 19 Sept	Brixham Heritage Rally *	Brixham	www.brixhamheritageregatta.uk
EC	19 September	Maldon Town Regatta *	Maldon	www.maldonregatta.co.uk

COVID 19

Regretfully some of these events will have been cancelled due to the coronavirus pandemic prior to our going to press. Please consult the relevant website for further details.

SB event suitable for small/open/trailerable boats, check with organiser regarding facilities
***** the Organiser is not the OGA

Event Notices



Brest and Douarnenez Festivals 2020 10-16 July

In 2016 a goodly number of OGA members attended these memorable events which are happening again this year. Tim and Liz Dodwell in High Barbaree and Kevin McBride in Psyche are planning to be there and would welcome hearing from any other Gaffers who are intending to go or thinking of doing so.

Please contact timandlizzdodwell@btinternet.com if you are interested.

Tarbert Traditional Boat Festival on 17, 18 and 19 July 2020

The programme will be announced in a few weeks on www.tarberttraditionalboatsfestival.co.uk in a few weeks. Traditional boats arrive Friday afternoon and the marquee and bar open at 5.00 pm for the welcome reception. Musicians and guests can perform on the Open Stage in the evening if you contact us in advance.

The pontoons open to the public from 10.00 am on the Saturday. Activities include the greasy pole, stalls, boat jumble and woodworking demonstrations. A community BBQ and Ceilidh will follow in the evening. After breakfast Sunday 19 July the boats will leave for a Sail Past on Loch Fyne.

Please confirm your attendance to Phil Robertson, 07713332319. Harbour Master's Office, Garval Road, Tarbert, PA29 6TR or malleemok@live.co.uk. by 1 July 2019 to allow us to prepare a berthing plan. The fee is £20.

Berthing fees for traditional boats will be reduced by 30% for both festival nights.



Entries Open for Cowes Spring Classics 2020

Cowes Spring Classics organisers are delighted to announce that entries for the 2020 edition of the regatta are open. Taking place taking place over the weekend of 15 – 17 May, organisers Mary Scott-Jackson of MSJ Events and Martin Nott, a wooden boat builder, are expecting a wide range of participating yachts in 2020 with many new interested owners already making contact about how they can enter.

Due to a calendar clash (and the opportunity to race on neap tides), the racing is being organised by the Cowes Corinthian Yacht Club in 2020. CCYC have the experience and expertise and we look forward to working with them.

Also new for 2020, two new classes are being introduced – a Non-Spinnaker Cruising Class racing with the main fleet but aimed at those boats with fewer crew. The other class is “racing for people who don't like racing” with timed races - no handicaps, no stress, challenge friends with similar yachts, perfect for class associations wanting to join the regatta for fun.

The regatta will once again be based at Shepards Marina, using the historic Sugar Store as its social hub. Entries are encouraged from Cruisers and Cruiser racers, Gaff Rigged yachts and Pilot Cutters, Day Boats and Raters, Classic Metre yachts, affordable Classic Cruisers plus modern Spirit of Tradition yachts.

Mary Scott-Jackson 01983 245100, mary@msjevents.co.uk, www.cowesspringclassics.com

Sea Salts and Sail, Mousehole A MARITIME FESTIVAL NOT TO BE MISSED 3rd, 4th & 5th JULY 2020

There aren't many harbours in the world where one can still scull a vessel through the entrance 'gaps' – ours is 11 meters.

Join us for three days of action-packed festival fun on the water and around Mousehole's picturesque harbour.

If you have a traditional sailing vessel (or a mate with one!), we'd love you to join us. We'll be filling our 500 year old horseshoe harbour with old maritime classics and you can be part of re-creating the sights, smells and flavour of this vibrant, fishing port of yesteryear. Our last festival attracted 50 boats and is becoming known as the perfect warm-up to Brest and Douarnenez!

Registering is simple - www.seasalts.co.uk. This will help us plan sailing categories, courses and harbour fun - around 'ever competitive' crews. Ideally, include a decent picture of your vessel and short write-up, so we can give you some visibility on our website and festival catalogue.

As always, there's a lot in the pipeline to look forward to, including the Crew Supper on Friday night and three categories of 'races' through the weekend, including Jonny's now infamous sculling competition. Atmosphere should be electric! As well as all the kids' stuff and great stalls, live music will be played through-out. A 'trading by sail' vessel is also planning to turn up on Friday!

If you're interested in coming or have questions or ideas, please contact us. We look forward to meeting old and new friends in July.

Contacts; rob@seasalts.co.uk, 07957 381783.
Dan: 07880 712946

STOP PRESS

As we go to press we have news that a number of events are being affected by the Covid19 pandemic.

Please check with organisers before travelling. News will be published on the appropriate Area pages of the website. Bear in mind that, as with all sailing activities, it is for each skipper to make decisions about safety within the prevailing law. ED

Event Notices

Scotland Area News

After a quiet 2019 the new Scottish 'committee' has put a realistic plan together for this season. We have a lot of coastline and a small membership so future plans will rely partly on events organized by others and in conjunction with other OGA areas.

May 1 – 2: Tunnock's Flotilla on the Clyde (www.clyde.org/tunnocks-flotilla/) – We are aiming for some local OGA boats to take part in what should be a fun event.

June 5 -7: Arran Muster – This will be an informal Scotland Area OGA event. More details will follow.

July 31 – August 2: Peel Traditional Boat Weekend - After discussions with the other 'Irish Sea' OGA areas the Scotland area will take part.

The west of Scotland has some magnificent sailing areas. Just let me know if you are planning a cruise up here and we will try to arrange meeting up.

A lot of my season will be spent working on my 'new' boat 'Rawanah' (OGA number 141) a 1934 Maurice Griffiths-designed ketch. She has deteriorated to a poor state over the last few years and is now a major renovation project. She will be in the Crinan Boat Yard from May. Please drop in if you are passing!

Crossfields of Arnside and their Boats Conference on Saturday 21st March 2020 at Arnside SC

Talks include; Empress 1928, which is being restored prior to going out to the Mediterranean and Ziska 1903, which has been shortlisted for the Classic Boat Awards and featured in Gaffers Log Nov 2019. There will be talks by Paul Jolley (SWOGA) owner of Minx and from Gary Flashman (SolOGA) about Freda which was built as the prototype for the Freda Class based on the design of the Sir William Priestley.

Sun 22nd: Optional visit to the new Windermere Jetty for steam boats, racing yachts and recording breaking motor boats: 'conservation conversation' at 11.00am.

Theme for 2020 is Swallows and Amazons. Cost £7.50

Event Notices

The 2023 Round Britain Challenge

To celebrate our 60th Anniversary, the OGA has proposed a Round Britain Challenge (RBC 60) in 2023 involving as many OGA members as possible. Boats will be able to participate in the complete circumnavigation or join the fleet for a section of the Challenge near their home port. As was demonstrated in 2013, this is an event that truly brings together our widely dispersed membership participating in one event, over a period of 3 months, in different ports and harbours around our coast.

I have volunteered to help co-ordinate the RBC 60 and some of you will know me as the co-skipper of the pocket cruiser Robinetta. I also curate the Boat Register and edit the East Coast newsletter. Robinetta didn't do the Round Britain in 2013 but she did join at Ipswich and go round to Cowes and since then we have been all round Britain, Ireland and Brittany. We took 5 years for the trip, travelling a few weeks every year, so I feel I have a good grasp of what each of the areas has to offer.

The 2013 RBC was all about the participants, and for many of them it was a life changing experience. It also brought people from different areas together for what seemed often to be the first time. It left a real legacy of co-operation between areas which has enhanced my pleasure in being a member and I'm sure has done the same for many of you. In 2023 we want to repeat the success and benefits of RBC 50 but also try and reach out more to local communities whenever and wherever possible – this will be a great opportunity to spread the OGA message, promote gaff-rig sailing and attract new members.

The draft itinerary for the RBC60 was presented to the Association Committee at their meeting in Bristol in January. The EC Area has agreed to organise the start in early May and to coordinate the main OGA60 celebrations which will take place over a long weekend on the River Orwell in early August.

Event organisation will be primarily an Area responsibility, but I'm here to help areas share ideas and co-ordinate. A provisional schedule has been put together by the President and Area Committees have been asked to review the itinerary, start planning for events in the ports to be visited and encourage their members to get involved. We hope to make RBC 60 a voyage of discovery for both the boats and crews participating, and the people in the places they visit.

Alison Cable, OGA60 Round Britain co-ordinator
boatregister@oga.org.uk

Yarmouth Old Gaffers Rally and 'A Celebration of Sea Songs and Shanties' Yarmouth Harbour – Isle of Wight Friday 29th May to Sunday 31st May 2020

Along with the biggest annual gathering of gaff-rigged boats in the UK, with up to 100 craft attending, and for the third year running, 'A Celebration of Sea Songs and Shanties' will be taking place on The Green, opposite Yarmouth Harbour, and in various other locations around the town.

With a host of both local, national and international performers, including the famed 'Sheringham Shantymen' - who will be headlining on the Saturday – and the noted 'John Conolly' – headlining on the Friday -, the event will be building on the success of previous years. Other confirmed performers include 'Ferryman', 'Silver Darlings', 'Eremue Folk', 'Rona', 'Wellington Wailers', 'Mark Hickman', 'The RUG Band', 'Ventnor Jazz Band', 'Shalfleet Shanty Singers' and Yarmouth's own 'Slipshod Singers' – with more acts set to confirm soon. Some of the acts will also be appearing at various pubs and venues around Yarmouth over the weekend in addition to on the main stage in the marquee on Yarmouth Green.

The event kicks off on Friday the 29th May around mid-day with performances running on to early evening. Performances will again carry on from lunchtime through to early evenings on both the Sat & Sun, with food, ice cream, an Island Ales beer tent as well as children's entertainment all on hand to ensure that visitors can relax and enjoy the event.

On Sunday evening, the celebration will come to a dramatic close with a 'Fantasia of Sea Songs' including renditions of such favourites as 'Rule Britannia' – complete with flag waving and audience participation.

Thanks to the generous support of Yarmouth Harbour Commissioners, Island Brewery, Wightlink, Yarmouth Town Council and others, there will be no charge to access the event but collections will be made to raise funds for the Needles NCI – National Coastwatch. Car parking will also be available.

John Smith, Press Officer Yarmouth Celebration of Sea Songs & Shanties Tel: 01983 753325 newinn cottage@gmail.com

Dutch Wooden Boat Festival 3-5 July 2020

Come to Willemsoord in Den Helder with your wooden boat! It is free for participants and visitors. Think of it as an exercise for Sail Amsterdam a few weeks later. You only have to descend southwards on the Noord-Holland Canal, ending up in Amsterdam Y-harbour; you can't miss it!

See beautiful sailing ships, motor boats, small sailing craft and speedboats from 18-51' Sailboat raffle for a wooden Sharpie, with a braked Pega trailer, touring AND racing sails. Net proceeds will go toward tools for ecological fishermen in Costa Rica to build a new wooden boat again but this time a larger one of 27!

Only 100 lottery tickets of 25 euros will be sold so, a big chance to win! Everything above 500 euros goes to the project.

For more information: Bert van Baar E
debootbouwschool@gmail.com

SMALL BOATS

The Trailer Section has always been an anomaly. These issues are reflected in the Trailer Section report on page 42. Small boat sailors value the opportunity to visit other areas but there is no central reference point to identify where suitable events are taking place save for the initials 'SB' against the event in the annual calendar.

Small boats are a wonderful opportunity to increase OGA membership as the success of our stand at the Dinghy Show demonstrates. A number of areas are involved with the OGA dinghy project which, if organised effectively, could be the ideal platform for feeding young people into the OGA life. Increasing the profile of our small boats will encourage areas to arrange their own SB events; a virtuous circle for area OGA's but we need to promote them nationally.

To start things off here is a list of SB events. Please let me know if you want your event to be added.

Please email me with reports from events particularly including info about launching facilities, parking and accommodation.
ED

OGA SMALL BOAT EVENTS

DATE	Event	Area
8-10/May	Gaffers v Tollesbury SC	EC
15/May	Up channel cruise, Cardiff Bay	BC
29/May-1/June	Trout Inn, St John's Br, Lechlade	TS
4/June	Bristol Channel Annual race	BC
5/June	Down channel cruise, Cardiff Bay	BC
6-8/June	Swallows and Amazons	EC
13-20/June	Seafair Haven, Milford Haven	BC
27-28/June	Bristol channel / Portishead cruise	BC
27-28/June	Barton Turf Adv Centre Norfolk	TS
29/June-1/July	Festival of sail Plymouth	SW
3-4/July	Welsh Coast Rally	BC
6-8/July	Festival of Sail	SW
10-19/July	Brest and Douarnenez Festival	FR
25/July	EC race	EC
26/July-1/August	EC summer cruise	EC
6-10/August	Bristol Harbour w/end cruise	BC
7-10/August	Clywedog SC, Llandiloes	TS
14-16/August	Dittisham Rally	SW
11/Sept	Up channel cruise, Cardiff Bay	BC
11-13/Sept	Glenridding Sailing Centre, Ullswater	TS
25-28/Sept	Trout Inn, St John's Br, Lechlade	TS

Weekly events;

2/4- 24/Sept	Thurs evenings informal sailing, Cardiff Bay	BC
	(new sailors contact davidbotterill30@gmail.com)	

CONTACTS:

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Event Notices



Eider is a Broads One Design built in 2004 by Kingsley Farrington. Photo by Alison Cable.

TRAILER SECTION

Numbers attending are significantly down on previous years, though we did see some new faces. Many regular attenders are finding the exertions travelling and sailing too much. The reality is as a section we effectively only represent around twenty people all of whom are also represented by their OGA Area. While there is merit in maintain the Trailer Section as a group of like-minded friends who sail together, I can see little purpose it remaining as a formal OGA Section. Since we had significant problems with the Norfolk Gathering we have moved the venue to the Barton Broad Adventure Centre. This turned out to be an excellent venue though with less options for our adventures

The two Lechlade 'Messing About on the River' events, were well attended and run in conjunction with the Home Built Boat group and the DCA, provided a gentle start and end to the season. The Beale Park Boat Show, one of the regular events the Trailer Section attending to 'fly the OGA Flag', was cancelled in 2019 and is unlikely to occur again.

Two successful events organised at Clywedog by Mike Stevens, which despite the weather not being ideal, a good number of boats attended. The Norfolk Gathering and the Ullswater events were also reasonably successful.

The Ullswater event, which was run as a joint event with the Drascombe Group, was mainly attended by local OGA members. As a joint effort it works well. A number of Trailer Section boats attended the SW Area event at Dittisham, though the weather was not good and the sailing was somewhat curtailed

For 2020 the sailing programme for the Trailer Section is likely to follow the same pattern as in 2019. We will run our traditional events at Lechlade, Clywedog, Norfolk and Ullswater with dates already booked for those venues (Norfolk Gathering date TBC).

As always we will encourage Trailer Section members to attend other OGA small boat events in 2020 which include the EC Swallows and Amazons event and the SW Dart River Regatta.

Double Acting Runners



David Grainger describes his ingenious DOUBLE-ACTING RUNNER LEVER

When building "Happy Quest" I gave the running backstays a great deal of thought. Some of my previous craft had been variously fitted with tackles, whips and snubbing winches or home-made Highfield levers.

Thinking of the possibility of linking port and starboard levers together to work in one operation, my original idea was to have one on each sidedeck joined by a rod across the bridge deck. The port one would lead forward directly to a deck sheave; the starboard would lead aft around a turning block and thence to its deck sheave. Next I thought of moving both levers onto the centre of the bridge deck and coupling them with a latch which could be opened. Finally I decided to move this set-up to the after cockpit coaming with a vertical pivot under the tiller where the levers would get in no-one's way and be easy for the helmsman to operate.

I began experimenting with a mock-up and finally came up with one double-acting runner lever which I then made and have used successfully for the last 23 years. The geometry of all this had to be worked out very carefully to ensure enough slack in the lee runner in order to eliminate unhooking when the boom is squared right off.

To get sufficient drift in the slack runner it is important to get the length of the lever and the position of the sheaves just right. The lever [1] consists of two carefully-shaped metal cheeks separated by 5/8" and held apart by a small sheave, a large sheave and a block which takes the pivot pin (all made of Delrin). Where D = distance between the centre of the Large Sheave (radius R) and the Pivot, and d = distance between the centre of the Small Sheave (radius r) and the Pivot, then the drift released is approximately $2(D+d) +$



$\pi(R-r)$. Both runners pass through the gap between the cheeks of this single lever.

The metal pivot base is very strongly bolted under the tiller through the after cockpit coaming and a substantial reinforcing timber behind it. Two flexible wire pennants are rove through the lever with their bitter ends hooked [2] onto hooks each of which has a built-in wire mouse to prevent them jumping off (actually water-ski towing hooks) and which are bolted through port and starboard coamings (these are very thick). The lever is held to one side or the other by the tension in the runner, as it is mounted slightly over-centre.

The pennants run through holes in the cockpit coaming (fitted with a small bronze sheave and lined with a plastic tube) round a turning block [3] and through a deck sheave [4]. They are then secured to each running backstay at the level of the boom by a short lanyard which gives plenty of flexibility at this point and enables adjustment of tension to be made if necessary.

The backstays both have an extra leg spliced in aloft, one leg from each going to the truck and one to the hounds opposite the jib halyard.

When tacking or gybing all that is needed is for the helmsman to put the lever over as the boom goes overhead. Except when short-tacking (or in smooth waters if I am feeling lazy!) the lee runner is triced forward with a short tricing-line spliced into the bottom eye of the aftermost shroud [5]. This is passed up through the hard eye at the bottom of the lee runner and bowsed down by hand to a cam-cleat seized to that shroud and facing aft [6]. A smart pull aft on the pennant releases the tricing-line from the cam-cleat without going forward, freeing that runner ready to put about.

TALES FROM THE BOATYARDS



Charlotte undergoing restoration.
Photo by Charlie Harris.

Charlotte- 1893 Morecambe Bay Prawner Update

After undergoing the beginnings of a major restoration in Cardiff over the last four years, Charlotte has passed into the ownership of Dr Julian Lamb of Knowle, Solihull in the West Midlands. She was transported in kit form having had her newly fashioned oak frames (90% complete) removed.

Julian Lamb is not currently a member of the OGA. He knew Charlotte when she was at Watermouth in the Bristol Channel, when he was a lad in the 1970s. He is very keen to continue the restoration and her future looks assured even though there is still much work to be done. The Charlotte restoration team in Cardiff has been disbanded. Although the team did not complete the restoration, the experience has been rewarding.

Viv Head, November 2019



Above and Below: Charlotte in various stages of restoration.



AREA REPORTS



Traditional Cobles off Bridlington.

NORTH EAST 2019

It's been an exciting and fulfilling year here in the North East. As reported in this year's Gaffers Log, our main activity has been getting our OGA Dinghy Project up and running. We're delighted to be able to report that we've started our first dinghy build at Tunstall College in Hartlepool. From our first contact with the ~Headmaster of Tunstall school at last year's Puffin Festival in May, we started the project at the school in November this year.

Fund raising for this first build came from our own efforts at a Curry Night (£500), Shanty Night (£400), Youth Fun donation (£500) and private donations amounting to £900. Following our application to the Freemasons of Northumberland, we were delighted to be awarded the sum of £5,000 to build a complete dinghy sponsored by them. This second dinghy will be built at the Duchess School, Alnwick. The National Lottery still won't give us any money!

At the start of the year we invested in our own yellow NEOGA gazebo. We have been using this to promote the North East Old Gaffers at various festivals around the area. We attended the Coble Festival in Bridlington which generated a huge amount of interest in our dinghy project and the OGA in general, we're hopeful of picking up some extra members on the back of this. Another highlight of the festival was a visit to our stand by Andrew Wolstenholme, the dinghy designer,

Andrew was delighted to see that his design was being used for such a laudable project. He was glad that the build was being undertaken by a local school thereby encouraging young people to try sailing gaff rigged vessels which was exactly the brief for the original design.

Our president Des was invited to attend the AGM of the Coble and Keelboat Society to encourage our ongoing relationship with them. Some of our members took part in the round Britain voyage on the Williams 2, competing several of the legs and having great fun sailing a 100 year old 100 ton Baltic Trader. In the coming year, we will be progressing the Dinghy Project by starting the second build at Alnwick in February. Our fund-raising activities will continue, with another curry night and future events still to be confirmed. We would hope to have started the third dinghy build by the summer.

We are planning a North East Regatta to be held on the 13th and 14th June at the Port of Blyth. We should have around 8 or 9 gaff dinghies, including the two we are currently building and hopefully Tony Kiddle's original dinghy. We are hoping to get local working cobles to attend and also a series of skiff races involving community skiff rowing clubs. We would also welcome anyone from the trailer section who would like to sample sailing in the North East! And would hope to see some East Coast and Scottish members attend with their boats.

Steve Fullerton NEOGA Secretary

AREA REPORTS



2019 Annual Race.

SAILING REPORT 2019

2019 has been a quiet year on the Sailing front. There has only been one member enquiring about the developments on the handicap situation with the OGA. It seems that most area have successfully run their annual races efficiently without any real problems or issues.

I spent some more time at the start of the year on the suitability of using a handicap system like the Jague Classique in a modified form. The JCH is a free system and open in that the formula is not secret. As it stands it does not work for the gaffer fleet but with adjustments it possibly could. It has been suggested that it may be just simpler to keep our current system and adjust that rather than starting with a completely new system. At present it appears that there is little support for changing the system. Participation in racing is certainly waning not just with the OGA but across the sport in general. This is certainly the case on the east coast over the past few years.

We can do one of several things.

- Leave things as they are now—easiest solution – accept that the OGA system has some failings for more modern boats. There are always likely to be exceptions.

- Keep our OGA system but modify it to include headsail areas not just fore triangle.- need to collect data and update records.
- Completely new system tailored to suit gaffers.

The east coast area use a flexible handicap system based on performance and have done so for around 10 years now. This has worked successfully. It uses the OGA measured handicap as a starting point.

My suggestion for handicaps at present is that we use the OGA formula but do adjust it to use the actual headsails set not just the fore triangle as is the case now. If this seems a good idea we would need to collect data from all members, who would then need to measure their headsails and send the details to the boat register editor. The boat register would need to be updated to include those details.

As I will be stepping down from this position it may be up my successor to take on handicap changes or wait till a more certain need for change is supported. I would like to thank all those who have helped and assisted in various ways over the past few years.

Pete Thomas,
Sailing Committee.

AREA REPORTS


Satellite during
The 2019 Cowes Spring Classics.

SOLENT 2019

Since the last ACM, we have gained 20 new members, with the total now standing at around 320.

Activities in 2019

Three events kept members in touch through the winter. We attended a Cruising Association event at Parkstone Yacht Club in Feb, where Julian and Alison Cable talked about their 2016 circumnavigation of Ireland in "Robinetta". In early March, about a dozen gaffers visited the RNLI training centre in Poole, Dorset. In late March there was a walk on Pennington Marsh. The early season Chichester Weekend in May saw 'fresh' conditions with some gaffers craving onboard heating. We enjoyed a good meal in Chichester Yacht Club and on a sunnier and warmer Sunday, boats sailed to East Head where they rafted up for a picnic.

Our biggest event was the annual Yarmouth Rally (30 May - 2 June). 56 boats attended; down a bit on usual numbers. Racing was hampered by light winds and strong tides, but we enjoyed good food and excellent music from JC and the Dance Preachers, and Hughie Jones (of Spinners fame) who had been performing at the concurrent and excellent shore side Festival of Sea Songs and Shanties.

Our Portsmouth Rally in June was attended by 9 boats, enjoying Haslar Marina and some of the city's many attractions, including a visit to the studio of Colin Baxter, marine artist and model maker. The Annual Race and Rally was a two-venue event, with 30 yachts taking part. After gathering in Cowes on Friday 30 Aug, 20 yachts raced to Lymington on Saturday, the remainder cruised there. After a good start, a pesky front gave SW F6-ish winds over an ebbing spring tide, making life hard for the smaller boats. Following a drying out session, an enjoyable prize-giving and

dinner was hosted by the Royal Lymington Yacht Club. Our AGM was held on 23 Nov and the same Committee was re-elected, along with three new volunteers to help things along. We hope that this will allow a more even spread of workloads and help with succession planning. However, for personal reasons, I do not intend to stand as Secretary again at our 2020 AGM.

Small boats

We regularly see boats in the 16-19 ft range sailing to our events and small boats have been the growing end of the fleet. While OGA 55 was a success for smaller trailered dinghies on the Medina, it did show that the Solent itself can be a real challenge. We were not able to organise specific events for very small craft in 2019 but we are in the process of organising a Beaulieu River Rally in 2020, which should offer small and trailable boats the chance to launch and camp at Bucklers Hard, and to enjoy the beauty of the location.

2020 events

Planning is underway, maintaining and developing our popular events and looking to provide a range of settings for 2020 sailing to generate interest and raise the number of boats attending – of all sizes.

Solent Gaffers Objectives for 2020

- Increase attendances at Solent Area events and participation in racing.
- Encourage participation by Gaffers in other Solent racing regattas and events.
- Try and develop some events to be more suitable for small/trailered boats
- Develop committee member's skills and experience with a view to succession planning
- Have fun doing it all!

Jeremy Retford, Solent Area Secretary

AREA REPORTS

SOUTH WEST 2019

Our first sailing event of the year was the Helford Rally that follows straight on from Falmouth Classics. We have got used to scorching sunshine for this event over the past few years, but it was somewhat cooler this time. However, the favourable tides this year meant we were able to access the delightful Tremayne Quay for a BBQ on the first evening and get into Port Navas Yacht Club for dinner on the second. The latter proved to be a distinctly lively affair with full house, excellent food and sea shanties. For the race, we had a better wind than in recent years and fifteen boats crossed the start line off Durgan in a good breeze. After three laps of the course, Don Garman in Mary Ritchie was first in Class 1 and Gil Hayward in Mary Hay, first in Class 2. The prizes were presented by Ashley Butler.

South West Gaffers second Plymouth Festival of Sail, that includes our annual race, took place from 8th-10th July. This year, the event was based at Queen Anne's Battery (QAB) marina. This was the first time we had held our main sailing event in the week, but it seemed to have little impact on the numbers taking part. We had 21 boats registered, including several trailer sailers, with some visitors from outside the Area and some new members joining many of the usual suspects.

The weather forecast for Tuesday, our race day, was not very encouraging with very light and variable winds. As it turned out, the wind was rather better than the forecast and was certainly enough to get the boats around the race course. The fastest boat, by some margin, and first overall on handicap was Bristol Channel Area member Robert Green's beautiful home-built gaff-yawl, Lapwing. Our evening event on race day was held at The Royal Western Yacht Club, where we had supper, the prize giving and entertainment from the wonderful "Rubber Band", a group of very talented musicians from the Calstock area.

On the Wednesday, we left QAB for a cruise in company up the Tamar to Saltash that left Drake Island to starboard, taking several crews over "The Bridge" for the first time. There was then a relaxing run up the river, giving the crews chance to pit their wits against each other in the nautical quiz that had been set for the occasion by Paul Jolley. Chris and Cathy Danby were more knowledgeable than most and received a bottle of Rum for their trouble. The stop-over gave us all time for a party, a pint and a bit of a natter before returning to QAB for the now traditional pontoon party before dashing off to the B-bar in the Barbican for yet more food and music to end the event.



Thetis and Lapwing during the 2019 Plymouth Festival of Sail.
Photo by Gil Hayward.

The Dittisham Rally this year coincided with an unusually strong summer storm that blew through the west country that weekend. With most water-borne activities in the area and some land-side events cancelled on the Saturday, it was no surprise that the planned race and parade of sail did not take place. Gil and Carolyn Hayward did a splendid job of rearranging things, however, hosting the Friday evening drinks reception in their house and getting the race moved to the Sunday. The prototype OGA dinghy had been taken to Dittisham for the weekend and it was sailed in the race by Mike Bennett and John Wynn. They narrowly beat Mark Darley's Pippin to first place on handicap, allowing John to reclaim the trophy that he had, himself, donated for this event. This event has, justifiably, become very popular amongst the OGA trailer sailors, some of whom trail their boats a considerable distance to take part. As is usually the case, our members took part, and often took away prizes, from many other sailing events in the area that are not organised by us. At our recent AGM, the committee were re-elected en bloc and the officers remain unchanged.

Our 2020 programme is still being finalised but we expect it to feature many of the usual events.

New Event

10th October 2020: Guided visit to Charlestown Harbour at 14.30. Preceded by lunch - 12.00 for 12.30 Venue TBA.

David Bewick. SW Area Secretary

AREA REPORTS



Tir na n'Og. Photo by W M Nixon.

DUBLIN BAY 2019

The weather was not kind to our activities in 2019. Gale force winds in the days leading up to our main regatta in early June resulted in a reduction in the number of visiting boats attending. Regardless, the regatta weekend itself was very successful in all aspect. Conditions for the racing were perfect and after an exciting race Naomh Crónín won the Asgard Trophy.

We had planned to hold the Leinster Plate and Lifeboat Cup races in Howth on 31st August / 1st September but had to cancel due to weather conditions. We rescheduled to 5th and 6th October and although the Leinster Plate race started on Saturday 5th the race was abandoned after 40 minutes when gusts reached 35 knots. The fleet mustered as planned in Howth on Saturday night and during a reception in the Abbey Tavern we presented the RNLI with a cheque for €1,300 – the proceeds of contributions made by members during our winter talks series. Racing was also cancelled on Sunday due to the forecast of high winds. So neither the Leinster Plate nor the Lifeboat Cup were awarded in 2019.

Dublin Bay boats and crews had some fantastic cruising achievements during the summer. Sean Walsh in Tir na n'Og and Jimmy Murphy in Lady Beag both completed circumnavigations of Ireland. Paddy Murphy circumnavigated Ireland in Aigh Vie for the second time in two years, this time single-handed for most of the way. We were delighted to welcome Patrick Vyvyan-Robinson from Wales in Capraia who circumnavigated Ireland and Mary Gibbs (also from Wales) in Molly Cobbler, who sailed single-handed from Wales to west Kerry and back. Numerous other Dublin Bay boats completed cruises to the south coast, Northern Ireland, the Isle of Man and the north-west coast of Ireland.

We held, for the first time, an end-of-season sailing supper in Poolbeg on Friday 4th October. Following feedback received from those attending we plan for this to become a fixed item in our annual calendar. Our Christmas Party was held on 14th December and was a very well attended event (attracting a much larger audience than our membership) and features many very good and enthusiastic musicians. It generates much good-will for the DBOGA among the Poolbeg Yacht club members, the general sailing community in Dublin Bay and among the Ringsend community at large. A couple of years ago the Irish Sea areas agreed that each year the main event of one area would be designated as 'the' Irish Sea event for that year and other areas would make a special effort to attend. We strongly support this concept but unfortunately no such event took place in 2019. Hopefully we can coordinate with other Irish Sea areas at the ACM / AGM and agree the designated event for 2020 and we look forward to a good contingent of Dublin Bay boats attending.

Overall the Dublin Bay Old Gaffers Association is in a healthy state. The membership numbers are steady and our finances are solid (we have a small surplus every year for the past few years). Our winter programme of talks consistently attracts a good attendance and raises significant funds for the RNLI. Our biggest challenge remains the number of Irish-based gaff-rigged boats participating in our events – we are not sure that it reaches the critical mass to ensure the longer-term vitality of the Dublin Bay area. In this context we were delighted to say that three new Dublin-based gaff-rigged boats attended our regatta in June for the first time.

Mark Sweetnam
Secretary, DBOGA

AREA REPORTS



Vilma and Soteria at Holyhead, Photo by Richard Burnell.

NORTH WALES 2019

Annual General Meeting and Penrhyn Boat Shed Party 30th March 2019

20 attended our AGM this year. Unusual setting in the boat shed but it did work out fine. Following the AGM 39 people attended the party in the evening. A great evening with the live band Reckless Elbow. As usual hot food and puds. were on the menu. Scott and Ruth were thanked for the use of the workshop for the event.

Small Boats at Lechlade on Thames 24th to 27th June 2019

Although this was a trailer section event a few of our area members attended along with myself and Peter. This popular event is held at the Trout Inn, Lechlade. All in all a good weekend pottering about in boats on the Thames.

Conwy River Festival Saturday, 20th July – Sunday, 28th July 2019

Although six boats were registered for the racing only one attempted the course and that was Mike Leharne with his

boat Sea Ma Chilli. There was insufficient wind to enable boats returning to their berths in Conwy.

August 2019

A small gathering of members and boats met at Menai Bridge in August. Sailed down the Menai Straits and anchored at Aber Menai for the night. Excellent weather conditions.

North Wales Area Annual General Meeting

Our area AGM will again be held to coincide with our boat shed party but at the time of writing this report no date has yet been fixed.

Diary Dates for 2020

Peel Traditional Boat Weekend – PL20
Friday, 20th July to Sunday, 2nd August 2020.

Conwy River Festival

The dates for this will be 29th to 31st August 2020.

Sue Farrer
North Wales Area Secretary
(Sue sadly died suddenly in January 2020.
Read her obituary on page 55).

AREA REPORTS



Fleet gathered at Brightonlingsea.
Photo by Colin Stroud.

EAST COAST 2019

Generally attendance at most East Coast events has remained fairly steady again this year. For the second year running the Stone Sailing Club proved excellent hosts for the East Coast Race, which this year benefited from more wind, but less sun. With a boost from its inclusion in the summer cruise, the Crouch enjoyed record attendance for recent times, while the Pennyhole Bay Race, incorporated in a Stone Point Rally, saw fewer entries, but again probably due unusually to not being in this year's summer cruise.

Two new additions to our programme deserve special mention. The Deben Rally over August Bank holiday weekend was very well attended & generally considered a great success by those who came. Likewise we had a small boat rally at Slaughden Sailing Club where we were made very welcome, invited to return & again reports from our members were all very positive.

Regrettably this year began with the sad news that Lena Reekie passed away. Not only was Lena a regular supporter of OGA events, both with her own boat Linnaea & also as crew on Crow, but she was a driving force behind the organisation of the Swale match. The huge turnout at her memorial celebration at Faversham was testament to the high regard in which she was held.

Sadly over the year we also lost Donald Barrett, Brian Green (former owner of Jubilee, a regular at past Shotley festivals) & Paul Webster, another long standing member who was for many years owner of the smack "The Quiz".

Over the winter we have planned 3 Sunday lunch get togethers at different locations in our area. The first was held on 8th December at Walton & Frinton Yacht Club and attracted 24 members. Unfortunately the usual dinner at Royal Burnham YC will not be possible this year, but plans are underway to put on an alternative at Walton & Frinton on 7th March.

At our AGM held in November, we discussed both the OGA 60th Anniversary and the OGA dinghy. Both topics attracted a lot of interest with some pleasing results. The East Coast Area has volunteered to host an Anniversary Event to celebrate 60 years of the OGA and members showed great interest in this event.

We hope to build 2 OGA dinghies fairly soon, and various avenues are currently being explored to assist with the build. We plan to then host an OGA Dinghy Event during the 60th Anniversary.

Lorna Hill
East Coast Area Secretary.

AREA REPORTS



Master Frank from Peel is nominally part of the Northern Ireland area. Photo by Alison Cable.

NORTHERN IRELAND 2019

2019 was an unfortunate year of inactivity for NIOGA, A change of President and Secretary took place in November 2018, the incoming officers taking time to assess the strengths and weaknesses of NIOGA.

In September NIOGA members were canvassed by questionnaire to ascertain what level of interest there was present in terms of future involvement and activities for the medium to longer term. The returns received have formed the programme for 2020.

The 2019 AGM was held on Volharding (a 100' loa Dutch Ostzeetjalk based in the Albert Basin on the Newry Ship Canal.

The membership in attendance recognised that NIOGA was at the bottom of a cycle of limited support and enthusiasm. They voiced support for a not too ambitious 2020 programme of activities intended to rekindle enthusiasm and in particular, getting members together and boats out on the water. Not a great year for NIOGA but 2020 promises a renaissance.

Gerry Brennan Secretary NIOGA



Above and Below: Portaferry Sails and Sounds Festival.



AREA REPORTS



OGA Annual Race, Cardiff Bay, Daydream and Ludwen
Photo by Charlie Harris.

BRISTOL CHANNEL 2019

At this time of year, we would normally all be looking forward to the sailing season to come. Unfortunately, this is not a normal year.

It won't come as a surprise to you to hear that we have been reviewing our programme of activities in light of the Coronavirus outbreak. We are very mindful in the revision of our event calendar that we have a responsibility to observe and respect Government guidance on staying safe and social distancing. At this point we will only comment on those activities planned up until the end of May.

The spring series of 'Gaffers in the Bay' hosted by Cardiff Bay Yacht Club was due to commence from Thursday 2nd April. This series of timed self-timed laps around the buoys in Cardiff Bay has been cancelled until further notice. Following the self-timed laps OGA members would often have concluded their evening with a drink and a meal. CBYC has closed its bars until further notice.

The fitting out supper previously notified to take place on 23rd April has been cancelled.

Neither the Up-Channel cruise scheduled for Friday 15th May nor the Gloucester Big Bash scheduled over the weekend of 23rd / 24th May will now take place.

On the plus side our members have been able to enjoy an excellent edition of our regional publication 'Severn Tidings'. It was written before the changes required due to Coronavirus but does include articles as diverse as sailing a gaffer based upon an 'enlarged' Wayfarer design, to sailing around Cape Horn on a Dutch ex herring drifter! As normal a link to Severn Tidings can be found on the Bristol Channel page of the OGA website. Please do take a look if you have not seen it.

Nearer the time I will update our members in the Bristol Channel region of our plans for June onwards. Hopefully there will be better news by then, and the possibility of enjoying sailing Gaffers once again! I hope that this horrible situation passes without too much personal impact to you and yours.

Stay safe.

Keith McIlwain, President. Bristol Channel region.

Footnote: We have been informed that Seafair Haven scheduled for mid-June has been postponed.

AREA REPORTS

EAST COAST UPDATE

The Sunday lunches continued successfully at Royal Burnham and the last at Colne YC in Brightlingsea. The highlight of the social season was the Annual Dinner at the Walton and Frinton YC on 7th March.

The annual talk took place at the Nottage Institute in Wivenhoe on 28th March where the speaker was Dawn Woods, a marine police officer based in Burnham on Crouch. Last year she rowed single handed across the Atlantic and having heard her at the RBYC last Autumn it made for an interesting change of pace.

The 2020 East Coast Race will be at Stone Sailing Club again on 25th July and will be immediately followed by the summer cruise week. The plan is for the cruise to take us north this year, so the Crouch Rally will move back to the late May bank holiday. Earlier in the month is the Tollesbury Race and Rally for small boats. We also run the Swallows and Amazons small boat rally, and numerous other events that you will see on the calendar. Members of other areas are always welcome to come along, and you can sign up on line.

Many EC members made it to Bristol for the national AGM, where they saw Pete Thomas, ex-East Coast President and long time member of the GMC, receive the title of Elder Gaffer. See report in the news section of this Log.

Alison Cable

BOAT REGISTER REPORT FOR 2019

The Boat register has continued to grow, with 60 boats being added to the register, 47 of which have been published for general viewing.

Once a boat has been placed on the register it remains there, whether or not the owner stays with the organisation, so the register is now a long way from being merely a list of members boats.

It is an internationally important archive, and several queries have come from overseas, requesting information about boats on the register. It has been a pleasure to deal with these requests, and those from closer to home.

The purchase earlier this year of a complete and searchable electronic version of Lloyds Register of Yachts has made it possible to confirm the identity older boats and their origins.

Finding new custodians for the older boats on the register can be difficult, but the more information we have on a boat, and the better their story, the more likely it is for a new owner to become interested and take them on.

The register can also be used to generate handicaps for gaffers events, so long as the owners have provided sufficient details. Until we took on the register we were not aware that the OGA provides the handicaps for the gaffers class in the Round the Island Race, and the Cowes Classics races. It can be interesting to get e-mails requesting handicaps for entries to these events, especially when it involves trying to get information from non OGA members, but doing things like this raises the profile of the OGA in a positive way.

Another way we were involved in raising the OGA profile occurred in November when we attended the National Maritime Heritage forum in Glasgow. We met both local and national groups who are engaged with maritime heritage at all levels. Many of the people we talked to had heard of the OGA, and those that had not were interested in what we did, and envious of our not having any premises to maintain! We discovered that a disconcerting number of maritime museum professionals were not familiar with yachting and did our best to point them at the living heritage which is the OGA.

With the main OGA web site coming to the end of its natural life we are looking for a new home for the online boat register and exploring options to keep it accessible. With well over three thousand boats on the register we can not allow it to disappear and lose all the hard work that went into creating it.

We will provide a demo of an alternative browse capability and outline our suggested way forward at the meeting. If you want to have a look before the meeting you can find it here. <https://oga-browse-boats.herokuapp.com/>

This is very much a proof of concept and what we can do with it is restricted by the current data base structure. We would welcome ideas on richer ways of representing boat data.

Julian and Alison Cable,
OGA Boat register editors



Sue Farrer, Elder Gaffer, North Wales Area Secretary died in January 2020.

Born on the 8th May 1948 at Hope Hospital in Salford, Sue spent most of her youth in and around South Manchester and Wilmslow. She met Peter in the mid 60's and in 1970 began a lifelong interest in the sea, under water with East Cheshire Sub-aqua Club, moving above the waves with a small inflatable boat after their wedding in 1971. Setting up home in Alsager they moved on to a Skipper 12 dinghy and learned to sail on Winsford Flash before work took them to South Africa and involvement in diving & sailing clubs there. Back in the UK, sailing started to take precedence with Peter building 'Thokolosh' based on a Folksong hull from Eric Bergqvist. After 4 years they bought a new Kelt 850 they named, 'High Fibre'. They sailed her out of Conway & Holyhead until 2018 when Storm 'Emma' (The Beast from the East) destroyed the marina, 'High Fibre' and 85 other boats.

In 1987 Sue chartered 'Velsheda' for a weekend, and later the Thames Barge 'Hydrogen' and helped Eric Bergqvist (already an Old Gaffer) at Southampton & London Boat Shows to promote his 16ft gaff rigged Winkle Brig. It was at London in 1994 that they met Peter Lyons & Alan Aston from NI OGA resulting in an invitation to a Carrickfergus OGA event. Eric lent them a Winkle Brig and led to them joining the OGA Northwest area.

The next year they acquired 'Nymph', a 20ft ¾ decked gunter rigged sloop, built in 1923/4 and in rather poor condition. The inaugural trip was to Bristol Festival of the Sea in 1996 followed by trailing to Falmouth Classics (a 640 mile round trip) only to find they could not sail because of the weather.

Sue saw a need for a dedicated small boat event which might almost guarantee a sail. Scouring the Lake District they settled on Derwentwater Marina and Sue organised

the first dedicated OGA small boat event for 6th September 1997 – Princess Diana's funeral day! The event was a great success attracting 20 – 30 boats each year and helping with the formation of the Trailer Section. Having to deal with changes each year led to it ending after 10 years.

Another acquisition was 'Nutmeg', a 1950 Borwicks (of Windermere) sailing dinghy: a proper Swallows & Amazons boat, which was perfect for events at Lechlade & Ullswater. During this time, the then President of the OGA David Cade asked them to reform the old North Wales area. Sue became Secretary (a post she held until her death) and Tony Mead (Conway Harbourmaster) president. Sue sat on the Conway River Festival Committee for several years.

Moving to Holyhead in 2006 Sue organised the First Holyhead Traditional Sailing Festival the following year. It gained EU funding for 3 years attracting between 30 & 50 boats each year from large (Zebu, Soteria, Joanna Lucretia, Vilma) to small (Optimist & Mirror dinghies) as well as pirates from Liverpool & Anglesey. The event allowed close links to be formed between North Wales OGA & Dublin Bay & Northern Ireland OGA areas, reflected in the large contingent from Ireland at the funeral. Our President was highly impressed that it took them less time to arrive than he did from Wales. The last event ran in 2017, before Storm Emma destroyed the marina.

Sue spent over 20 years on the OGA Association committee and 10 years on the General Management Committee as trophy secretary, ensuring that the Association trophies were kept under control and awarded annually. She was a familiar sight at OGA stands at Excel & Beale Park Boat Shows and at Portsmouth Festivals of the Sea.

For the last 5 years Sue became increasingly involved with Delamere Field Archers, U3A bowls & table tennis, wildlife photography, folk music festivals and the occasional music session in a local pub.

Her funeral in Macclesfield was attended by people from many different non-sailing organisations whose lives had been enriched by the same energy, tenacity, organisational skills and sheer infectious fun which had enriched the OGA. The order of service concluded with a note, 'There will be no raffle!'. The attached photo sums Sue up, in an OGA50 fleece in front of a gaff sail and a face lit up by a huge genuine beaming smile. She passed away without warning on January 15th 2020.

Editor

Wendy May and the Boat Show



Having a pause en route to Southampton.



Wendy May was designed by Maurice Griffiths and built in 1936.

The Southampton Boat Show was an unpaid gig but I would be able to promote my book, 'The Boat They Laughed At' and deliver talks about affordable sailing. John Goode agreed that Wendy May would be an example of gaff rig and provide a stand for the OGA and I would have a place to stay!

I keep Wendy at Canvey Island YC, so the total distance is about 170 nm. The snag is that the last 100 or so is W, and Wendy does not like going to windward. Only 25.5 foot on deck with a fullish bow, she will go more up and down than forward. So I watched the forecast like a hawk. On Friday 7th September the wind was forecast NW then N on Saturday blowing from the W by Sunday afternoon for the rest of the week.

Dick Durham, Wendy's previous custodian, could not make it but my good mate Allen Kelly could. He had not sailed much but has a claim to fame as the blacksmith in Kevin Costner's 'Robin Hood, Prince of Thieves'. A blacksmith might have limited use on our trip but he is good on a guitar so at least we could belt out a tune to keep spirits up.

I headed south from Wolverhampton leaving my wife still unpacking after our recent move. Retribution may follow but for now sleep in my tent was uppermost on my mind.

Friday dawned and I went for Allen. There is quite a walk across the staging to get to Wendy. Allen picked a trolley. It had a puncture. After pushing across the creaking narrow walkway high above the marsh of the ominously named "Small Gains Creek" everything fitted in and I set about preparing for sea. The working jib was rolled away on its Wykeham Martin, the big staysail hanked on and the main double reefed. I wired in the Simrad tiller pilot that Dick Durham had given me. Off we go and after 20 minutes we were in deeper water. Motor off, sail set, relax.

The wind fell light and I stupidly took out the reefs. The light went and solar powered Allen retired below and was soon soundo while we rode the tide along Princes Channel. Just as I knew it would the wind came back and we were over canvased. Letting go of the tiller, Wendy to come up to wind and I rolled away the jib so she heaved to nicely. The double reef went back in and we got going again. Allen came up and steered for a bit while I managed to get something sharp and painful in my eye.

We lost the tide off Deal but with the fair breeze we kept going instead of anchoring off the beach. The wind grew light so we had to turn the motor on. The Simrad tiller pilot was employed and I made us the best bacon and mushroom butties ever. I tried to get some sleep but my eye was very painful.

The wind came back and we sailed past Beachy Head. Allen was thoroughly enjoying the night sky so I left him to it and tried to rest. When I came up I worked out that we would need to get a move on to catch a fair tide up Southampton Water before the wind went westerly. So reluctantly on with the motor.

We were a few days early as they were still building the marina so I put us into Marchwood YC where we were made very welcome. Allen had to be back to work. My eye cleared itself so I was able to get a good sleep at last. Monday was raining with wind from the W so I shopped and slept. John phoned to say I could go into the show marina across the river. I moored up to get information but all I found was a chart in some tea hut. I took the number for the OGA pontoon and brought Wendy in. We had arrived.

The show site was organised chaos with hundreds of people building stands and sparkling up boats. I was feeling a bit out of place amongst all the glitzy boats but then the sailing legend who is Tony Curphey arrived in his scruffy Nicholson 32 just back from a 308-day singlehanded non-stop circumnavigation. I helped him moor up alongside Wendy and that night we went for a beer but on our return were escorted back to our respected boats, by security. After a morning run, I was refused re-entry despite my pass as I didn't have a hi-vis vest. Eventually I got in, yes, escorted by security. The rest of the days were spent sanding and varnishing while preparations round the show became frantic. My heart was broken when I saw sheets of good plywood being thrown in a skip.

The OGA crew appeared with boxes of promo and we settled in with some tea before I went off for my first talk. It went well and I sold a few books. Back on Wendy many people were very interested in an old wooden boat berthed with all the new stuff. Tom Cunliffe showed up. "Don't tell me, that's Wendy May, pity you have to walk past so many shockers to find a real boat". My heart filled with pride and the boat show was already worth whatever it had taken to get to.

The OGA display arrived on Saturday and we soon had it rigged on the stern. The big motorboats were serving champagne. On Wendy it was Yorkshire tea. Wendy seemed to enjoy hearing "its great to see a proper boat". I spotted Rob Peak on the Chelsea magazine stand and as his mother had sailed on Wendy he hurried down to come on board, looking quite choked up. I realised that he had

never been on board. He had to get his mother down as she had talked often about Wendy.

We were coming to the end of the show. The jet stream was soon to be dumping a series of depressions on us. I really didn't fancy attempting to smash my way up the Thames Estuary in anything with west in it so I would have to make full use of the 36 hours of strong Southerlies. I could not get a crew, so I set up a sheet to tiller self-steering rig. If we were lucky we could carry a fair tide all up the coast. I kept the double reef as we cleared Southampton Water. "Shtander", the replica Peter the Great frigate was also headed east, under topsails, jib and mizzen. We were getting well bounced around but Wendy was loving smashing her way across the seas. Often the top of a wave would land on us and a good deal found its way into the not self draining cockpit along with torrential rain out of the slate grey sky. I was kept busy pumping.

Before it was fully dark I reluctantly handed the jib but the Wykeham Martin didn't furl so I dragged it below. Wendy was steering harder without the jib and the wind was coming on still. The night was long hard. Just after Dungeness a Mayday came over the radio, a yacht close by had a MOB. It was F7 upwind and uptide so I could not assist. Fortunately the man was wearing a lifejacket with a strobe so the helicopter found him while Dungeness lifeboat towed the yacht, with a MOB recovery line around its prop and a very frightened crew, to Dover.

Off South Foreland at dawn I put in the third reef. We galloped inside the Goodwins to the North Foreland with the tide. Off the Longnose I dropped the main apart from just the peak and made it into the estuary.

It was nice not being bounced around but progress was slow. I got a slant for Southend so up sail to pick up a mooring to wait for the tide in Ray Gut. It did not make enough so I tried to ram us in over the mud but only succeeded in getting stuck 10 minutes before HW. I went to bed exhausted but my bladder woke me at 02.00 and I had a rare old time of it before I arrived in the cockpit to find that Wendy had taken on a 30 degree list to port. That explained the disorientation.

In the morning she slid without fuss into her berth. Wendy May proved again what a special boat she is, tough as nails, sweet sailing, totally trust worthy. Someday all boats will be made like this!

Max Liberson

MEMBERS' BOATS FOR SALE: www.oga.org.uk/boats-for-sale

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Lillibullero: further reduced £37,000 ono

Built as second of three sister ships in 1932, Boston (Lincs.) by AM Gostelow for WH Johnston, she has had six owners to date, including a period in the Netherlands. Making several North Sea passages, and being well maintained she is a solid and trustworthy gaffer with very interesting history and archive available from current owner.

Michael Robertson: +44 (0)7719 756151 | n111mpr@gmail.com



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. LOA 30' 4" LWL 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). Port of Registry – Milford Haven, Registered No. 711951, 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. Well known in BCOGA, NWOGA and DBOGA circles, she sails well in all weathers from Force 0 to Force 9. She has cruised widely from the West Coast of Ireland to the English Channel, and from the Hebrides to Belle Isle. Took part in Semaine du Golfe five times and many other Rallies of Traditional Craft.

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



Anita: £29,950

Built 1972, River Crouch as an oyster dredger. Iroko on oak, designed by Watson. Bought by current owners 2005, converted to comfortable, versatile cruiser: Thames Estuary, navigable head of the Thames, Norfolk Broads, Kennet & Avon Canal to Bristol. 5 berths in two cabins. New 50hp Beta engine 2012, most ancillary equipment new in last 10 years. Hot water system, cabin heating. Well maintained, ready to go, suitable for coastal cruising and inland waterways of Great Britain and Europe.

Brian Kennell: +44 (0)7745 173908 | sallyboatsales@btopenworld.com



Hannah of Rock: £3,000

Cornish Crabber Mk1 CC3, built 1975, last of only 4 wooden Crabbers. Over past 9 years made good the hull and all wooden parts, fitted new Nanni Diesel N2.14 10 HP, mast, sail, radio, wireless wind speed & direction. Depth gauge, compass & all usual kit included: fenders, ropes, fire extinguishers, 2 anchors, auto steering, topsail, jackyard, wooden spars, complete stainless steel railing and cables. Road trailer, no longer road usable. Afloat Bawdsey Quay. Barry Paul: barry@leonpaul.com



Hester: £8000

Martin Heard 20' Tosher, no.19, launched 1994. GRP, long keel, 2 berth cabin, drying out legs. 1 GM 10 Yanmar engine, all usual electronics. Lying Ipswich. Melvyn Fox: melvynfox@gmail.com | +44 (0)7484 157835



Theta: £25,950

Tamarisk 29 gaff cutter, built 1982 N Cornwall Marine. Hull design Percy Dalton, based on Falmouth Quay Punts late 19th/early 20th century. Strong GRP hull, Cygnus Marine, swept teak over ply deck, mahogany coachroof & coamings, spruce spars. Current ownership 6 years, singlehander. Proved strong competitor in classic sailing events.

John Crellin: john@dodbrooke.plus.com | +44 (0)7968 710648



Margaret Ann: offers invited

An interrupted project. Cracked timbers replaced/new sections scarfed in, rotten deck beams replaced. new tongue & groove pitch-pine deck laid. Coachhouse and cockpit removed, need replacing. Available with all timber and fittings to complete restoration. Road trailer. Currently on drive, Kingsbridge, S Devon. Peter Crook/Elspeth Macfarlane: +44 (0)1548 857559

peterneispeth@peterneispeth.uk



Molly Oxford: £29,950

Heard 28, built 1989, professionally fitted out by Robertson's of Woodbridge. Excellent interior design, build quality excellent, good condition inside & out. Classic Boat Magazine review: 'the nicest Heard 28 I've seen'. Equipped for offshore cruising, modern navigation aids: Raymarine C90 Plotter; VHF DSC/AIS; Raymarine Bi Data Log/Depth. Insurance Survey 2019: no major defects. Rigging replaced 2016, engine rebuilt 2009. Taken part in Brest & Douarnenez Festivals, Falmouth Classics, Yarmouth Old Gaffers. Afloat in commission Chichester, W Sussex. Seeking a new discerning skipper to continue her adventures.

Chris Lane: +44 (0) 7803 922487 | yachting@hotmail.co.uk



Boy Frank: £10 restoration project

1957 Yarmouth shrimper need of restoration (see p.56). Presently covered on a trailer in a boat park opposite Felixstowe Ferry, River Deben. Trailer included but needs new tyres and work to be road legal. Lots of spars, mast and various parts included.

Barry Paul: +44 (0)0780 1341739 | barry@leonpaul.com



Iskra: price on application

Built 1930, David Hillyard, Littlehampton, a powerful sailboat capable of good passages & extended cruises. 30' LOD, 10' beam, 4'6" draft. Early history unknown, previous owner Frank Mulville, 1970s, sailed her extensively inc. transatlantic single-handed and with wife, Wendy. Strong traditional construction, pitch pine on oak, pine deck covered in marine ply & epoxy/glass. Major refit 2000/2001, Brian Kennell, Maldon. Full sales details on OGA website. Lying Walton-on-the-Naze.

Nick Zienau: nick.zienau@gmail.com



Lazy Wind: £47,500

30' gaff cutter, was built 2002, North Quay Marine. Wood/epoxy, wooden spars, full complement navigation & safety equipment. Yacht cradle, dinghy with launching trolley, 2.3hp outboard available separately. Many long-term cruises, Channel coasts and Frisian Islands, Milford Haven, Whitby. Lying Chatham Maritime Marina. Sale due to advancing years - ours not hers!

M J Lewis & Son (Boat Sales) Ltd.: info@milewisboatsales.com



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Rosenn: £30,000

1896 Solent One-Design, completely professionally re-built and restored 2009-2010 to the highest specification and similarly maintained by two very careful owners. Coated with epoxy inside and out and finished with epoxy paint and varnish. Mainsail and topsail by Lawrence, headsails by Sanders, spinnakers by Elvstrom and Hyde. Navigational equipment includes compass, log, depth sounder and chart table. The fully upholstered interior and cockpit cushions were replaced in 2010. Regularly serviced inboard Yanmar 1GM diesel with new bronze propeller 2010. Excellent racing record (successes too many to list), a snip at this price. Apply: +44 (0)7836 572879 | +44 (0)7836 702955



Odd Times III: £12,250

Tamarisk 24', long keel, gaff cutter. Built by North Sea Craft 1975, GRP hull, wooden superstructure. Recently re-powered professionally (Marine Power), Yanmar 3YM20 20hp diesel engine, new fuel tank & new 3 blade prop. Standing rigging & running rigging replaced 2017, new bilge pumps (manual and electric), new all weather cockpit cover 2018. Galley area, three bunks, separate heads compartment. Lying on the Hamble River.

Chris O'Connor: +44 (0)7580 943279 | chris.oc429@gmail.com



Hazelisle: £9,950 ono

One-off classic yacht. 35' LOD, 10' beam, 5.6' draft. Designed, Francis Jones, built 1952, mahogany and iroko on oak. In hands of current owner since 1975. Age (of owner) now forces sale. Well maintained, afloat and in commission lying River Wyre, NW England. Full details and inventory available on request. J Boyd: +44 (0)7759 973793



Corncockle: reduced to £37,000

Heard 28, 8.53 m LOD, 3.0 m beam, 1.5 m draught, 12.5 m LOA, 9 tonnes displacement. GRP hull, encapsulated internal ballast, GRP encapsulated wooden deck, superstructure. 5 berths. Perkins Perama 30 diesel engine, Hurth gearbox, 15" x 8.5" pitch propeller. 100 litre diesel & fresh water tanks. x2 100Ah batteries. Oregon pine spars topsail yard, GRP tube. Mast deck stepped in tabernacle. Mainsail, 3 slab reefs, Nos 1, 2 and 3 jibs with Wykeham Martin furling gear, 3 staysails, topsail, trysail. Gallows aft for boom support. Afloat in commission winter 2019/2020 Gosport, Hants, UK.

Peppy & Graham Dadd: peppy.dadd@thewalnut.org.uk
+44 (0)7887 384996 | graham.dadd@thewalnut.org.uk



Alando: £10,000 ono

26 ft Essex Smack CK178 built by Aldous, Brightlingsea, 1923. 3 berths, inboard diesel engine. Owned since 2003 and much work carried out. Recently refitted, looks great, sails beautifully. Gillingham, River Medway. Phone: +44 (0)7971 933150



Pajaro: £10,950

Very pretty wooden dayboat, Scandinavian design, similar to BB17 or mini-Dragon. Mahogany beamshelf, may be Clyde built, where she was known to be active 1970s. Rescued from prolonged storage ashore at Ardfarn, comprehensively & sympathetically rebuilt/restored by shipwright Gordon MacNair at Ardrishaig. New bespoke road trailer, 2016 now laid up ashore under cover in Cornwall. December 2018 survey, outstanding condition.

Jim Hughes: jim.hughes3753@btinternet.com | +44 (0)7876 568061



Beagle of Woodbridge £49,500

Built and fitted out by Cornish Crabbers 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), Chartplotter, wind, speed, depth instruments, windlass (manual), IFL swedish winches, Eberspacher heater, fridge and Tan sails+cream topsail (2013 season). Loa 12.62m, Lod 9.144m, Beam 2.9m, draft 1.07/1.6m (plate down). Headroom in saloon, 1.88m. Up to 6 berths available. Lying, Hamble River. Tel: 01489 782240, mob 07708 038590 Contact email: guytod@talktalk.net



Jacinta £4,500

Jacinta is a typical Maurice Griffiths design of Leigh Cockler class, maintained in working order and available immediately, in full commission at Maldon, Essex. Engine Yanmar 2ym15. Installed 2009, currently approx 600 hours use. Large Cockpit with extensive locker space. Very roomy main cabin with standing headroom, under flush deck and doghouse. New spinflo thetford 2 burner hob and grill gas cooker in stainless steel case. Cabin has two berths and centreboard case. Forepeak has sea toilet, single berth and chain locker. Electric lighting throughout and navigation lights. New keel bolts 2004. Recaulking below waterline completed March 2014. Contact Graham Jenkins Skylarks Bacon End Great Dunmow Essex CM6 1JP Telephone: Home (01371) 876 879 Mobile 07817 064623

Contact email: grjenkil@aol.com



Shaula £9,000

Shaula is a Lock Fyne cutter, currently with three births but could comfortably sleep six. 75hp Perkins Diesel with a 4 bladed propeller and plastic 70 litre tank fitted in 2016. Separate room for the heads with a Lavac toilet fitted in 2016. Wooden mast built by Collars in 2016. Standing rigging made up by Bristol Traditional Rigging in 2016. Simpson Lawrence windlass rebuilt in 2016. Legs for grounding the boat professionally made in 2016. Liferaft and tender with outboard all new in 2016. A survey conducted on Shaula in 2015 can be viewed at <http://stevespages.org.uk/survey-shaula-2-2-15.pdf> Contact Stephen Greig, the owner, on 07787 555715 or by email. Contact email: greigsteve@gmail.com



Natural Selection £24,000

Reluctant sale due to failing health. Natural Selection is a unique ocean-going gaff-rigged yacht based on a 1930s design by Laurent Giles and built to the highest standards at the International Boat Building College, Lowestoft. Ideal for single-handed sailing, with automated steering by the tiller.

Iroko on oak, with solid mahogany deck, bronze fittings, mahogany interior. Two full-length berths and standing headroom. Paraffin Taylor stove and Ebersbacher diesel heater.

14hp engine is in excellent condition and well-maintained. Owner invites anyone interested to spend a few days sailing. <https://naturalselectionvirtue.home.blog/>

Contact email: andrewedmondson123@gmail.com



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OGA burgees and flags may be ordered directly from the suppliers, and the postage prices have been reduced, so why not order new flags and burgees for the 2019 season?

You can also order clothing directly from our suppliers. Choose from two OGA designs and have your boat name or any other text added to clothing. Order online, by email or phone. Prices include embroidery and VAT, but not p&p.

Tan or navy smocks in two styles available from £38.63
Poly-cotton polos: Men's: £16, Ladies: £15, Children's: £12
Pique polo (poly cotton 65/35), 'Fruit of the Loom': navy, red, sky (light blue), white and heather (grey).

100% cotton polos: £20

All cotton polo shirts, men's and women's sizes: black, bottle green, navy, red, royal blue or white.

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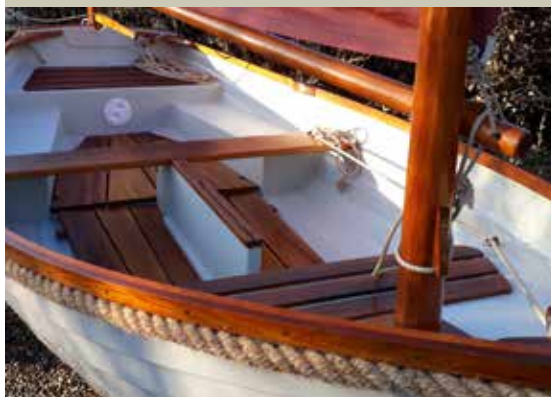
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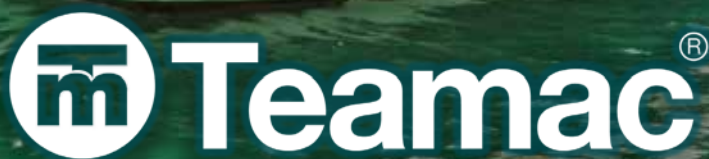
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