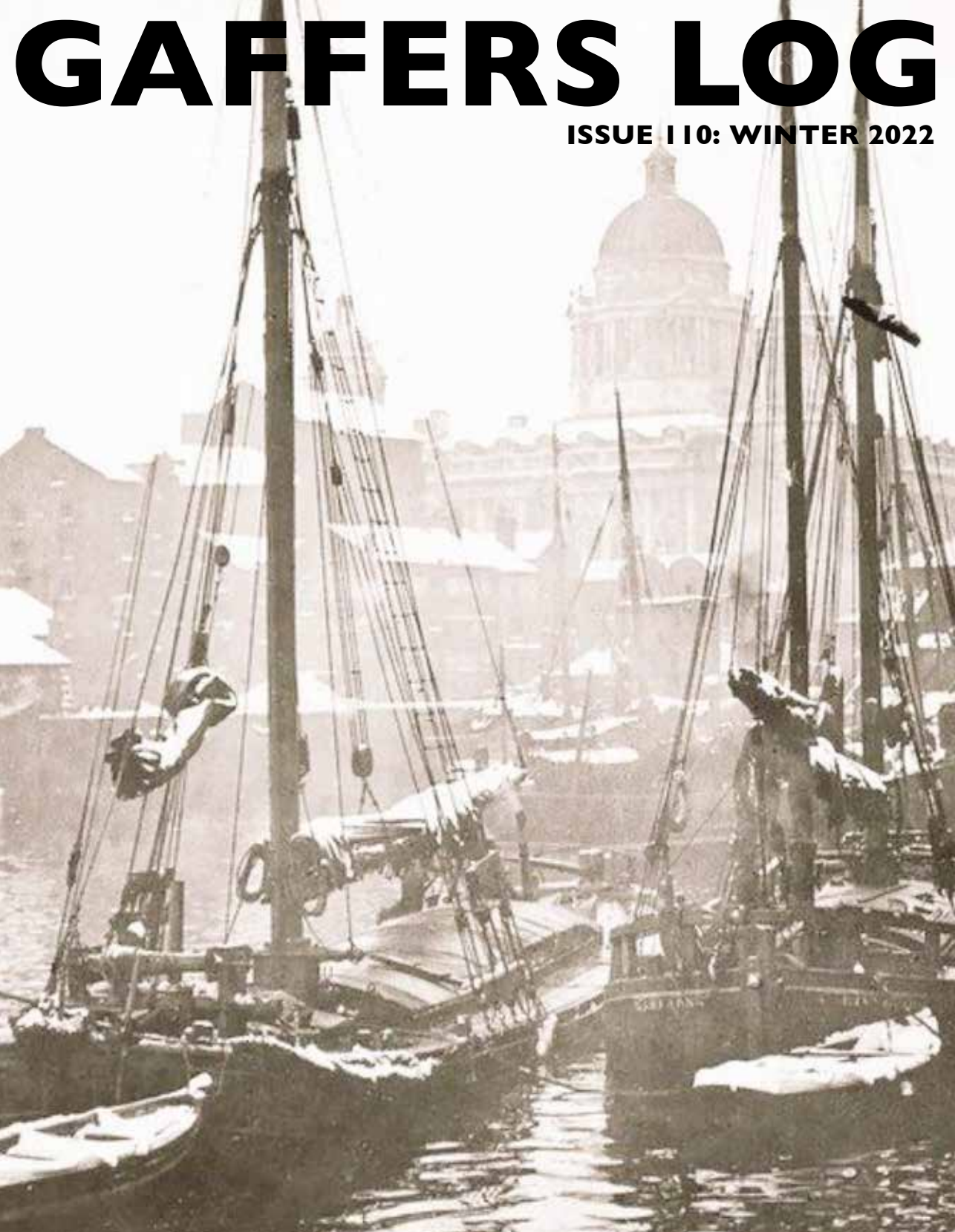


GAFFERS LOG

ISSUE 110: WINTER 2022



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

ISSUE 110: WINTER 2022

Editor: Philip Hopson
log@oga.org.uk

President:

Patrick Vyvyan-Robinson
president@oga.org.uk

Secretary: Colin Stroud
secretary@oga.org.uk

Treasurer: Tony Kiddle
treasurer@oga.org.uk

Membership Secretary: Mary Gibbs
membership@oga.org.uk

Online editor: Elly Howlett
online@oga.org.uk

Trophy Officer: Mike Forwood
trophies@oga.org.uk

Small Boat Secretary:
David Bewick
smallboats@oga.org.uk

Boat Register & Boat Sales
Alison & Julian Cable
boatregister@oga.org.uk

Area Secretaries

www.oga.org.uk and click on 'Areas'

GAFFERS LOG
PRODUCTION

Graphic design: Solitaire Creation

Print: Whitehall Printing, Bristol

ISSN 2753-1147

Printed on FSC MIX paper from
responsible sources.

Designed to assist visually-impaired
readers

PLEASE SUBMIT MATERIAL
FOR THE SPRING ISSUE
BY 24th FEBRUARY 2023

Published by:

The Old Gaffers Association
2 Tythe Barn Way,
South Woodham Ferrers,
Essex, CM3 5PX

CONTENTS

- 3 Editorial
- 5 Welcome aboard to new members
- 6 From the Quarterdeck
- 7 Hello from the Secretary
- 8 OGA Instagram Account
- 9 What would you like to see in the OGA Log
- 10 Tall Ship Sailing Adventure
- 15 Ellen McArthur Cancer Trust
- 16 Building *Dipper*
- 20 Mersea Flat *Oakdale*
- 26 Farewell and Adieu to *Happy Quest*
- 29 *Lone Wolf* is for sale
- 30 OGA 60th anniversary
- 34 OGA AGM in Portsmouth
- 38 Out of her tent and out of the River
- 42 Wooden Boat Gathering
- 44 *Pride of Liverpool*
- 46 Obituaries
- 49 OGA Photographic Competition 2022
- 50 Brixham Heritage Rally
- 52 Area Reports
- 63 Merchandise
- 65 Boats for Sale
- 71 Forthcoming Events for 2023

COVER PHOTO

Canning Dock circa 1908. Photo courtesy of
Stephen Proctor.

It is with great pleasure, that I have been
accepted aboard as the Editor of the
Gaffers Log.

I have been a long standing, traditional
boat fanatic since I was a teenager,
committing every weekend from the age of
13 to volunteer and eventually sail aboard
the Tallship *Zebu* out of Liverpool and
then at 17 progressing on to various other
vessels in the UK classical vessel circuit,
before eventually getting lured overseas
into the luxury yacht world.



Philip Hopson (right) as a young volunteer
aboard *Zebu*.

wet – but my main profession now, is working with property in Yorkshire; where I have
Silverspring an Estate Agency.

Around a year ago I purchased *Ploughboy* – a 1901 Morecambe Bay Prawner, which I
am currently restoring, and it is my intention to base her out of Liverpool/North Wales.
Recently I have also taken ownership of the 1912 Morecambe Bay Prawner *Lady Anne*
- a stop gap measure, to get me sailing! Ever since I was a teenager in Liverpool, I
have always wanted a Morecambe Bay Prawner – I love the design, simplicity and size
of these vessels.

It is the time of year, as the weather turns, when many of us hang our boots up
and reflect upon the season which has passed. For many, this has been a more
consolidated return to “normal sailing”, following the previous challenging few
years. Recent developments with a new monarchy also bring a new chapter to the
commonwealth and mark the beginning of a new era.



New OGA Gaffers Log editor, Philip Hopson.

I have since spent much of my career thus
far at sea; working my way up from
deckhand to Captain (via engineer!) on a
plethora of different Super Yachts around
the world; including: *MY Lionshare*, *SY*
Naema (A large Gaffer!), *MY Golden*
Eagle, *SY Barracuda*, *MY Pura Vida* and
MY Aries.

I think one of my highlights was my first
Atlantic Crossing as Captain at the tender
age of 29 on the 148ft *Golden Eagle*.
Being at sea really is quite a magical
experience.

I presently hold a Master 500
license, undertaking occasional delivery
and freelance work to keep my toes

Editorial (cont'd)

It is my intention as editor, to continue to help to nurture the publication, to strive forwards. The Old Gaffers association offers a wonderful network and indeed family within the boating community. I feel that it is imperative that we continue to promote the organisation to new members, both young and old and support their journey into the wonderful world of gaff rig sailing.

For this edition, we cover a variety of different stories from around the globe. One story which originates from my home port of Runcorn; efforts to save one of the two surviving Mersey Flats (a vessel not a building!), we have input from our members in America, *Dipper* a fabulous product of the lockdown, an update on the *Pride of Liverpool* Nobby, Tallship adventures on *William II* and many more! I must say I have been overwhelmed and extremely grateful for the support which I have had taking over this role – from all involved.

We also encourage our members to enter the photo competition too, we welcome seeing everyone's photos from the seasons sailing – details of which are in the publication. This is an exciting opportunity for all involved and we look forward to receiving your photographs.

Pleasure being onboard and wishing everyone a healthy and happy winter.

Yours aye,
Philip, Editor, log@oga.org.uk

External Communications Officer

The OGA requires a suitably experienced volunteer for the new role of External Communications Officer. Responsibilities will include:

- Building the reputation of the OGA by creating articles for sailing journals and publications (print and online)
- Developing and retaining relationships with sailing associations and institutions such as the RYA and Cruising Association, and owner associations to improve OGA awareness amongst their members
- Working with the Online Editor to plan social media campaigns
- Creating sponsorship opportunities for Association events and initiatives (e.g. Gaffers Log, OGA60) and maintaining relationships with sponsorship partners
- Be a co-opted member of the GMC

If you are interested and would like more information about the role please contact the Association Secretary, Colin Stroud.

Welcome Aboard to new OGA members

OGA MEMBERSHIP	TITLE	FORENAME	SURNAME	AREA
6575	Mr	Mark	Cann	SW
6576	Mr	James	Sumberg	EC
6577	Mr	Denis	Wedgwood	BC
6577	Ms	Julia	Carson Sims	BC
5756	Mr	Richard	Crockatt	EC
6578	Dr	Christopher	Menadue	EC
4120	Mr	Kevin	Misselbrook	EC
6579	Mr	John	Montgomery	SOL
6579	Mrs	Margaret	Lamont	SOL
6580	Mr	Tim	Balfour	OS
6581	Dr	David	Vasey	EC
6581	Mrs	Carol	Vasey	EC
6582	Mr	Philip	Hopson	NW
6583	Mr	Julian	Eley	SOL
6584	Mr	Des	Trollip	EC
5832	Mr	Thomas	Holtby	NE
6585	Mr	Barnaby	Scott	SCO
6586	Ms	Caroline	Eagles	EC
6587	Mr	Jerry	Whiston	DB
6588	Dr	Kim	Sturgess	SW
6589	Mr	Travers	Allison	BC
6590	Mr	Charles	Goodsman	BC
6590	Mrs	Elizabeth	Goodsman	BC
6498	Mr	Christian	Toker-Lester	SW
6498	Mrs	Helen	Toker-Lester	SW
6591	Mr	Bob	Harris	EC
6592	Mr	Brian	Duff	OS
6593	Mr	Paul	Thearle	SW
6594	Cmdr	David	Howe	OS
6595	Mr	Dave	Ashman	SW
6596	Mr	Joel	Peacock	SW
6596	Mrs	Anouchka	Peacock	SW
6597	Mr	Clive	Jones	OS
6447	Major	Kevin	Farrell	OS
6598	Mr	Paul	Musgrove	SW
6599	Mr	Tom	Newham	SOL
4179	Mr	Michael	King	SW
6600	Mr	Brian	Creighton	DB
6290	Mr	John	Smith	EC

From the Quarterdeck

In this my final contribution to Gaffers Log as President, I want to share a few reflections about the 'job'. The primary role of the Association President is to oversee the implementation of the OGA's objectives, as defined in our Rules, through the actions of the Association and General Management Committees, whilst maintaining the ethos and culture of the OGA. Through the work of these Committees we have taken some positive steps to improve our internal communications, tidy up our processes and create a better sense of 'corporate' identity through consistency and branding. The President also leads the thinking on longer term, strategic issues, and by increasing the number of Association Committee meetings from one to three a year; we will continue to focus more on this in the future. The OGA, like many organisations, does not take the idea of change lightly but I believe that to continue to appeal to people of all ages with an interest in traditional sailing craft, we must ensure that we never get too comfortable with the status quo and remain open-minded about making changes where called for.



Patrick Vyvyan-Robinson, OGA President.

The OGA's future is totally dependent on the goodwill of volunteers who step up to the plate to become officers of the Association, locally or for the Association, and those who volunteer to organise our events, in some cases year after year. In June we said farewell to one such stalwart member, Brian Corbett, whose contribution to the OGA in so many different ways will be impossible to be replaced by just one individual. His obituary appears in this Edition. I have been extremely fortunate in having such a hard working and committed team around me during my tenure. Finding suitable new blood is an ongoing challenge only solved by people coming forward to take on a vital role. One such example is our new Log Editor, Philip Hopson, who introduces himself properly in this, his first edition of the Log. Welcome aboard Philip!

We definitely need to improve our ability and capacity to effectively communicate externally with sailing clubs and associations, and publications likely to be read by existing and potential members. With this in mind we are searching for a volunteer to become the OGA's External Communications Officer. A job advert appears in this Edition.

To spread the word effectively we need a constant supply of photographs showcasing our events and activities. Once again I make a plea to all photographers; the closing date for the OGA Photograph Competition is the 30th December. Please have a look at the website for details, rules and instructions for submitting entries. The same applies for the OGA trophies and awards which are awarded to members for outstanding achievements during the year. Winners will be announced at our Annual AGM which is in Portsmouth on 14th January 2023. I very much look forward to seeing many of you there.

Patrick Vyvyan-Robinson
OGA President

Hello from the Secretary

Welcome to Philip, our ninth Editor of Gaffers Log in the 29 years of production. Prior to the Gaffers Log, there were Newsletters and we have copies of those as well as all the Gaffers Logs in our hard copy archive, with an ever increasing number being added to our searchable digital archive under the "News" section on the OGA website. Another collection is held at the British Library Legal Depository.

Not every Member attends OGA events or meetings, or uses our social media platforms to keep in touch, or receives e-mails. In fact, we have over 300 Members with no email address or one that no longer works. So the Gaffers Log is the most important product of the OGA as it is the only benefit of membership that every single Member receives. If you have an email address and are not receiving anything from the OGA please contact me at secretary@oga.org.uk.

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



Colin Stroud, Association Secretary.

Photo: Sue Feather

by Philip Hopson

The OGA Instagram account

Philip Hopson, Gaffers Log editor describes how the OGA Instagram account works.

Some of our readers may be aware of the work our online editor, Elly, has been doing to promote the organisation through the social media platform "Instagram".

Instagram is a photo and video sharing social networking service and was launched in 2010 in the USA and has grown in popularity globally at a rate of knots. It now links communities, organisations and businesses around the world – using the power of images.

The application works by permitting you to create a profile; each commences with an @; for example, the old gaffers associations profile is named @oldgaffersassociation1963.

Upon your profile you can upload images, which can be searched using a hashtag # - for example #classicboat – yielding images "tagged" with this in the description.

Due to the wonderful nature of gaff rigged vessels, they are very well received and very popular. It can be said that the classic boating community are very supportive of each other online as well as in person!



Whilst the platform (accessible both on the internet at www.instagram.com and also as an app; downloadable onto most smart phones) is openly accessible, for members who do not wish to use it, we will display an update of the page in the log to feature what is going on here too.

Elly has been very busy promoting the OGA's page on the platform; at time of writing, we have 258 posts/photos published and a following of 12.2k people! Quite incredible really.

This does, like all things great, take some stewardship. Elly is doing a wonderful job of curating this at present, but we are indeed looking for further assistance with the online presence of the association. If this is something you believe you can help with, then please contact Colin, our secretary, to discuss further.

What would you like to see in your OGA Log?

As part of my tenure as Editor of the OGA Log, I look forward to engaging with as many members of the organisation as possible. This is however, challenged by distance, time and tide!

Do you have a local project or vessel which you believe would be of great interest to our readership?

Have you completed a noteworthy passage with your own or someone else's vessel which you think would be noteworthy?

I would really like to hear from you!

In order to be able to efficiently collect and log this data, I have set up a google sheet; which everyone can submit content to, using the following link or QR code: <https://forms.gle/B8yQFJh55SYj41VZ6>

To use a QR code: Open the camera on a modern smart phone, as if to take a photograph of the code. This should prompt you with a website link to click – which will send you to the form.

Alternatively, we openly welcome submissions via post to:

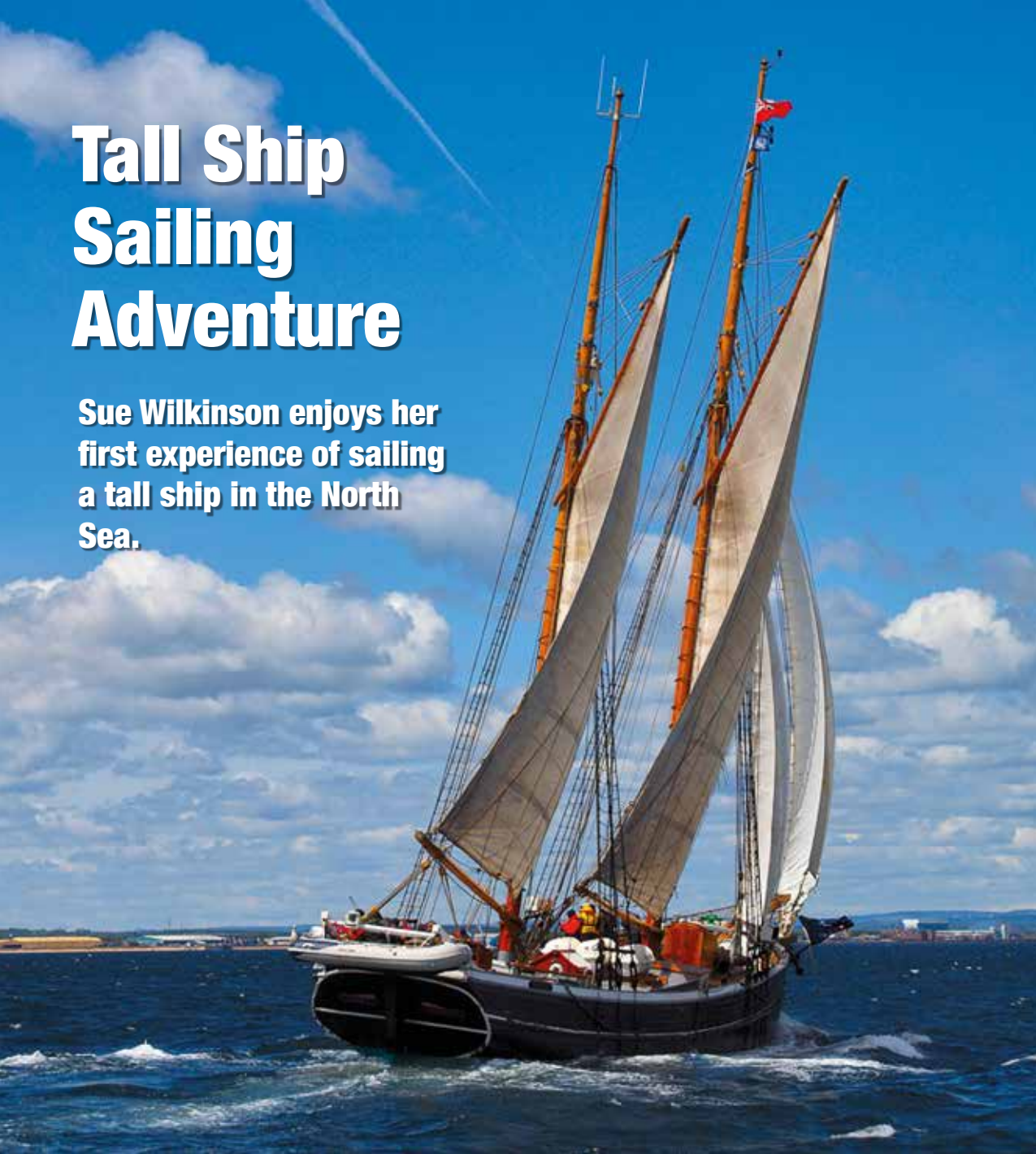
The Old Gaffers Association
2 Tythe Barn Way, South Woodham Ferrers,
Essex CM35PX

Yours Aye, Philip



Tall Ship Sailing Adventure

Sue Wilkinson enjoys her first experience of sailing a tall ship in the North Sea.



Williams II, a Baltic Trader built in 1914. Photo by Ron Dobson.

Sailing on a Tall Ship is right up there with the greatest travel adventures in the world. When I was offered the opportunity to take a trip on a historic ship with the North East Old Gaffers Association, I leapt at the opportunity. Our journey would be on the *Williams II*, an impressive gaff-rigged ketch based in Blyth, Northumberland.

by Sue Wilkinson

The ship is a striking sight, built in solid oak and pine, with huge masts which dominate the town's historic Commodore's Quay. On the day of the trip, I was feeling nervous about spending four hours on a ship heading out to the North Sea in "mixed weather conditions". This wasn't the first time I've been sailing. I know my 'port' from my 'starboard', and can tie a few basic knots. Nevertheless, a tall ship is a very different beast - and I'm a novice sailor. I reported for duty and soon felt calm when our brilliant captain and crew took us through the safety briefing.



The crew reporting for duty. Photo by Ron Dobson.

Within minutes, our group of Gaffers and guests were ready to be transformed into a sea-worthy team. We certainly looked the part, even if we didn't resemble glamorous extras from a Duran Duran video. Kitted out in our gear, we were chomping at the bit to grab a slice of the action. We were joined on board by teachers from two schools based in Hartlepool and Amble. The North East Gaffers have been working with them on our Gaffling community project which aims to give young people, who wouldn't normally get the opportunity, to develop their skills in boat building and sailing.

The teachers from High Tunstall College in Hartlepool were able to share their success story with James Calvert Spence College in Amble who have just received delivery of our kit for their gaff rigged boat. The schools aren't sailing experts but we've teamed them up with local experts and trainers. This was a chance for them to try sailing on a tall ship for the very first time.

Sailors Ahoy!

As the *Williams* motored out of Blyth harbour down the channel, there was a sense of excitement and adventure. As we left the piers behind, it was time for the serious job of getting the sails up and doing some proper sailing up the Northumberland coast to Newbiggin-by-the-Sea. Mistakenly, I thought that the crew would be doing all the work but soon it emerged that those who felt up to the task would be helping with sailing of the boat. A brief wave of panic hit me, but before long I was mucking in with everyone else.

Tall Ship Sailing Adventure (cont'd)

I declined the job of steering the ship but volunteered for rope wrangling and watching out for lobster pots. It can be a major hazard if the pots get tangled up in your propeller. "Lobster pot to the starboard" was a frequent cry as we started to sail and picked up speed to 8 knots.

By now the mizzen sail had been raised and even the nervous members of the group were getting in on the action. Others watched, learning the ropes whilst a few folk enjoyed the beautiful view with a hot cup of tea. The sea state was slight to moderate – but even when it did get a little bumpy, the *Williams* was as solid as a chunk of rock. At 90 tonnes in weight that's probably no surprise.

By now, I was helping to coil the ropes and watched in awe as the crew went about their more complicated duties. One of my fellow passengers was learning how to steer the boat under the guidance of our skipper, Liz, an ex-RAF sergeant and sailing expert. Most folk took a turn on the wheel which I wasn't expecting. What a fabulous opportunity to win 'bragging rights' when back home on dry land.

At the other end of the deck, one of the crew, was showing a few brave souls how to get inside the ship's netting at the bowsprit. She was climbing around the tall ship like a trapeze artist with a fantastic sense of balance – and a safety line. Some of the Gaffers followed her over the side and enjoyed the experience of having the best panoramic views on the boat. Not everyone took the trip into the netting – but this journey is very much about doing what you feel able to do within your comfort zone. Safety is paramount so we were wearing clip-on lanyards.

Wet and Wild

One thing I've learned from previous sailing trips is that there's always scope for a bit of 'jeopardy' and adventure, often caused by unpredictable weather. As we admired the striking "Couple" statue off the Newbiggin coastline, and spotted a passing pod of dolphins, the weather started to turn very windy and wet.

This was the mid-point of the trip when we were about to change direction and alter the configuration of the sails. As a strong gust of wind hit the front sail, it almost shredded and was left flaying around and billowing ominously with shackles clanking around.

The crew were straight on the case and fixed the problem fairly quickly, but it's a reminder that you always have to be prepared to deal with changing weather conditions.



The crew on deck of the Williams II. Seen here are details of her massive construction. Photo by Ron Dobson.

By now it was very wet and some of the crew and guests were deploying the waterproof trousers and full-on wet weather kit. ! Just a few minutes earlier we'd been relaxing in our summer deck shoes, trainers and T-shirts – but this is the North East coast of England not the Mediterranean. I also deployed extra layers of kit as it was getting quite cold compared with the warm weather when we'd set off from Blyth.

The wind was now howling, and some folk headed below deck for cover. Down below on the *Williams*, it's very sheltered and there's a galley, sitting area and dining space although there are no port holes. There's also overnight accommodation and bunk beds for longer excursions. It feels like being in a cosy cocoon. I kept popping my head up to see what was happening on deck but opted to keep dry in the main cabin, only to emerge fully when we were within sight of Blyth.

As we approached the piers, the Old Gaffers stayed down below to let the crew get on with the tricky task of berthing the ship in 'full-on', gusty winds. Orders were shouted over the howling gale, ropes were thrown, and mooring lines were secured in an impressive collective effort. I'm just pleased that the guests on board didn't have to volunteer for that tricky job. Back on dry land, we reflected on our memorable trip and exchanged sailing stories. We were cold, wet and windswept, but the smiles on people's faces told the story of a brilliant and exhilarating sea adventure. The great news is that an excursion on the *Williams II* is open to anyone who wants to get their sailing thrills on a tall ship. Why not give it a go?

Tall Ship Sailing Adventure (cont'd)



Williams II, was built in Denmark and restored by Blyth Tall Ships. Photo by Ron Dobson.

Williams II - Fact File

Built in Denmark in 1914. Worked as a Baltic Trader. Bought and restored by Blyth Tall Ships. Her name celebrates the original *Williams* ship from Blyth which discovered Antarctica 200 years ago. *Williams II* is almost exactly the same dimensions.

Gross tonnage - 90 Tonnes, Waterline length - 24 metres, Draught - 2.5 metres.

Worth mentioning?

A fuller version of this article was originally published by Tammy Tour Guide: <https://tammytourguide.wordpress.com/>

Book a day trip, excursion or train as a crew member: ! Blyth Tall Ships - <https://www.blythtallship.co.uk/>

NOTE

This was the culmination of the NE Gaffers Regatta weekend when our members and guests came together for a sail and shindig with sea songs and a BBQ on Blyth waterfront in the evening.

Stop Press

Since submission of the article, Blyth Tall Ships have been awarded a National Lottery Grant, BBC article can be found at: <https://www.bbc.co.uk/news/uk-eng-land-tyne-63257865>

Ellen MacArthur Cancer Trust

Sharon Lee, who's partner Simon Harding who owns *Cygnets of London*, is a member of the East Coast OGA and recently wrote to us to share her experiences of sailing with the Ellen MacArthur cancer trust.



Sharon Lee.

As a keen sailor for over 10 years I have had so many fabulous adventures with Simon and the OGA and seen how it transcends all ages. So when I became aware of the Ellen MacArthur Cancer Trust, I thought it was a fantastic opportunity for youngsters to see the fun sailing can bring. Ellen MacArthur, as many of you will know, sailed solo around the world in 2005, but had set up her cancer charity in 2003 to support young people aged 8–24 to rebuild their confidence after cancer. The charity provides the youngsters with a range of experiences including sailing trips. The charity relies on donations but also on volunteers. The volunteers include graduate volunteers who are young people who have previously taken part in the sailing trips, but also volunteer clinicians who can be on hand to support the young people and be on hand to provide the occasional clinical assistance to ensure safety.

I signed up as a volunteer clinician at the end of 2019, after speaking to a skipper on the boat I joined following a short sailing trip in the Atlantic. I was due to take part on my first volunteer trip in 2020 but unfortunately the pandemic hit so it was put on hold. At last, I was able to undertake my first volunteer session for the trust, which culminated in the ASTO Small Ships race in Cowes, between Thursday 22 and Sunday 25 September.

I can honestly say it was one of the most amazing things I have ever had the privilege of taking part in. The young people on the trip were so inspirational, despite their cancer journey and it made me feel humbled. I also had the opportunity to chat to one of the other clinicians on one of the other boats on the trip who just happened to be a GP from the North of England and we exchanged emails as he talked about an initiative they have for recruiting GPs so was keen to hear more.

I will definitely be volunteering again for the trust. If you would like to learn more about this amazing charity or make a donation see link <https://www.ellenmacarthurcancertrust.org/>

Building Dipper



Keith Mcllwain has itchy feet during lockdown and builds a Yachting Monthly Senior.



*The Yachting Monthly Senior Minuet.
Photo by Geoff Bowker.*



Dipper sailing on the River Deben during Queen Elizabeth's Platinum Jubilee Weekend. Photo by Colin Stroud.

Like so many, I decided to try to put the additional time at home as a result of the first lockdown to good use. After several fruitless months trying to learn to play the Piano, and a period of an easing of the lockdown rules, I decided to do something that I knew I could do. I decided to build a boat.

My decision was triggered by seeing a pretty little gaffer on a friends Facebook page. The photograph of *Minuet* had been posted by a fellow graduate from the Boat Building Academy at Lyme Regis.

I love my current boat, a Golant Ketch called *Daydream*. I was however enthused by the idea of having a lighter, simpler, trailer sailer to explore rivers and creeks wherever they might be found. I had also for some time enjoyed the adventures of Tony Smith, the current custodian of the wonderful little gaff cutter *Shoal Waters*, originally built and sailed over 70,000 nautical miles by the extraordinary Charles Stock. Most importantly though, I had an intense boat building itch that I needed to scratch!

by Keith Mcllwain



Stem and Bulkheads. Photo by Keith Mcllwain.



Hull panels stitched. Photo by Keith Mcllwain.

I quickly ascertained that *Minuet* is a 16' long Yachting Monthly Senior designed by Kenneth Gibbs, a Thames boatbuilder, in the 1950's. I like to describe her as 'Vintage'. She is of an age, the age when home boatbuilding was in its enthusiastic infancy. I discovered a group called the Eventides Owners Group dedicated to the boat designs and designers featured in the pages of the Yachting Monthly magazine, and one Maurice Griffiths in particular.

From them I sourced copies of the original drawings and decided to build the centre board version of the Senior with a gunter rig. I also took the decision to fit a pair of mini steel bilge keels with the primary intention of being able to dry out on a falling tide and take the ground comfortably whilst also providing the benefit of adding some additional ballast where it would be most beneficial. I then purchased a set of stitch and tape plans from Selway Fisher. These provided me with an excellent set of hull panel drawings to aid the overall build process. I settled on a build methodology of building upside down, over permanent, and temporary bulkheads, adopting stitch and tape hull construction without the use of stringers. I placed my order for various qualities of ply, timber, epoxy, and other materials from Robbins Timber (who are fortuitously just 10 minutes down the road from my home/workshop) and prepared the build space in the garage.

Following hull construction however it soon became apparent that this approach of trying to ensure that the hull panels produced from the Selway Fisher drawings perfectly fitted the bulkheads produced from the original drawings was a mistake. It was my 100% my mistake! I had tried too hard for perfection and in shaving a little bit here and clamping a bit firmer there had

Building *Dipper* (cont'd)



Hull being sheathed. Photo by Keith McIlwain.

produced a hull that, once wheeled outside for a clean-up, could clearly be seen to be 'un-fair'. I wrestled for days with thoughts ranging from 'no one will ever notice' to 'there's nothing for it but to start again'. In the end I spent the best part of a week making 'adjustments'. I am so glad that I did. Even if no-one else had ever noticed I most certainly would have, and it would have annoyed the hell out of me, for ever.

Having resolved the hull profiles, sheathed the hull in 280g glass cloth, painted the topsides attached the mini bilge keels and moved the hull outside prior to turning her for the next stage of the build.

Robbins Super Elite Sapele (at an eye watering cost!) and solid Sapele were my choice for decks, cabin etc. It is my intention to keep *Dipper* in a large double garage, protected from the damaging effect of sunlight when not in use, and so concluded that I could satisfy my desire for varnished timber. I should say at this point that a part way through this build we took the decision to relocate from the Bristol area to Suffolk. The need for a large garage or



Hull finished prior to turning. Photo by Keith McIlwain.



Launch day. Photo by Charlie Harris.

shed, or the ability to construct one, has been no 1 on my search criteria, if not my Wife's! I should also say a big thank you to Pete and Clare Thomas for making space for *Dipper* at their home during the year as the ups and downs of moving home have unfolded. It has been a big help.

A particular joy for me was being able to use the knowledge gained in sailing and living aboard *Daydream* for a few days at a time, in the building of *Dipper*. This knowledge helped define the rig and sailing control lines, the

cabin layout, position of the single berth, seating position, cooking facilities etc. I will sail *Dipper* single handed for much of the time and so wanted to ensure that she was set up comfortably and safely to do so.

I did find myself feeling a self-imposed time pressure towards the end of the build. My wife and I had agreed that the build should be completed before putting our house up for sale. As the weeks passed by and the completion task list refused to shrink, I 'called in the cavalry' for the final push. Martin (another BBA graduate) who lives in Bristol was employed to make the Sitka Spruce mast and prepare the other spars. He also carried out several other tasks that helped me enormously.

And so, to the water. At last! Circa 18 months after that first sight of *Minuet* on Facebook, *Dipper* was launched into Cardiff Bay with the help of my OGA friends there.

A quick sail around the bay, a first place on corrected time for the timed laps always held on a Thursday afternoon (having now taken *Dipper* to Suffolk I will forever claim that she is unbeaten in the Bay), a comfy night on board and copious notes of tweaks and improvements required before heading home to put the house on the market the very next day.

My only other opportunity to sail *Dipper* this year has been to join the East Coast group on the Deben for the Jubilee weekend. And what a glorious event it was too! 4 days of sailing in a beautiful location with a lovely bunch of Gaffers (people and boats) whilst making every mistake known to sailors and 'getting away with it' with no harm done.

The Mersey Flat Oakdale

**Bob Ratcliffe describes a North-western English
Regional Style of Gaffer**



Mersey Flats on the river circa 1920 from a painting by Samuel John Liton Brown – Image care of the Mersey Flat Oakdale Facebook page.

At around the time of the first Old Gaffers race in the late 1950s, a small corner of England had only just said farewell to her last working sail after tenaciously clinging to a bygone age longer than most places in the Western World. Runcorn, long a River Mersey and inland canal port, was by then firmly established as a minor port along the Manchester Ship Canal.

Her heyday as an independent Customs Port and shipbuilding centre of some renown was already a distant memory, but her shipwrights continued to construct and repair an impressive array of craft. A clutch of small yards clung-on and, although most of the work centred on repairs to modern boats (such as at the Ship Canal's Old Quay Yard, where they refitted & overhauled the company's own fleet), two yards could be said to carry the torch for such traditional craft right into the modern age.

If you wish to read more regarding the various shipyards of Runcorn, please visit:

<https://bobratcliffeupperm.wixsite.com/runcorn-shipyards>

by Bob Ratcliffe



Stubbs' Yard and the schooner, Volant – Photo care of the late Ken Stubbs, grandson of the last yard owner.

The Stubbs' Yard (using the Public Slipway along Runcorn's Waterfront off Mersey Road) ceased operations in the '50s having, until then, repaired schooners and similar craft at the site for decades (the family having a pedigree going back much further, but at disparate locations across Runcorn). When this shipyard closed and merged into the Old Quay facility a neighbour, a mere quarter mile to the west, did after a fashion, continue these traditional works.

The Castlerock Yard of Richard Abel & Sons had stopped building new barges by the mid-1950s, but they continued the maintenance of dumb barges converted from old sailing hulls, many of them of their own build. Furthermore, the hulls were a continuation of the company's designs for sailing vessels going back 100 years. The basic, primitive, design of their workplace, and the skills employed by the workers, were exactly those of their fathers and grandfathers before them. The main product was a Mersey Flat: The local style of workhorse barge used to lighter goods to-and-from ships, and to trade in-and-around the various waterways of the North West and often beyond. One of the very last to be built was *Oakdale*.



*Part of Runcorn Waterfront, looking to Widnes.
Castlerock Yard is wedged between the three bridges, on the near shore – Photo care of My Heritage.*

The Mersey Flat *Oakdale* (cont'd)

Mersey Flats



A model of a Mersey Flat, the *Elizabeth* (built by Dobson of Wharton) as held by the Merseyside Maritime Museum, her gaff rig evident – Photo care of the Museums on Merseyside.



A flat in sail on the Mersey in 1908 – Photo care of the Oakdale Mersey Flat Facebook page.

Sturdy, deep-draft, vessels of carvel-built design (planks abutting each other, rather than overlapping), with more-or-less flat bottoms, Mersey Flats were strong and distinctive. They came, however, in a variety of sub-forms, developed for specific rivers or canals, or certain sailings.

Thus, there were “outside” flats, designed to go into & beyond the Mersey; there were “cut” flats, designed just for the canals, and there were more nuanced types, like the “Leeds & Liverpool (Short) Boats”, built for the dimensions of that canal. Several of the latter still exist, but only two “standard” flats remain (if any could truly be described as such).



Launch report from the Oakdale – From the Mersey Flat Oakdale Facebook page.

The last remaining Composite Mersey Flat (wooden planking over metal frames), *Oakdale* is also the last-known surviving commercial sea-going vessel built in Runcorn. Of all the Mersey Flats built across the region (along the Mersey, Weaver, and other local rivers & canals, and from North Wales to southern Scotland), only two now survive: *Mossdale*, built in Chester but later bought and refitted by Abel's of Runcorn) is at Ellesmere Port Boat Museum; and *Oakdale*, beached at Askam-in-Furness and once used as a house boat by her owner and restorer, David Keenan. Mr. Keenan has lots of experience and knowledge of local maritime affairs (having worked in the coastal trade for many years, including as master of the *Oakdale*) and clearly loves the vessel, realising her unique status. The work, however, is now getting beyond his ability to achieve on his own and, as a consequence, the Mersey Flat *Oakdale* Community Interest Company has been set-up to keep the vessel going.



A dumb barge, built to the lines of a Mersey Flat, takes shape on the older patent slipway at Castlerock Yard. This slipway was destroyed by the building of the road bridge to Widnes, and replaced by one further east – Photo from the Mersey Flat Oakdale Facebook page.

Oakdale was built for the company's own use and worked for Abel's until 1963 when they ceased trading. She was sold to Rea's who later sold her on in 1966. She was then sold to a man who wished to make her into a floating restaurant, but the plans fell through. Dave Keenan bought her when she was lying in deep mud at Burscough near the pub whose landlord was trying to open her as an eatery. Dave took her to Brunswick Dock in Liverpool and went about the surviving barge companies to buy the necessary spares before refitting her at the Bootle Barge Company. He even fitted a small mast to allow *Oakdale* to emulate her sailing predecessors, for reasons of efficiency & economy.

The Mersey Flat *Oakdale* (cont'd)



Oakdale in happier days, working on the River Mersey - Photo from Dave Keenan's Collection.

Vital Statistics

Launched on 15th September 1951 after an 18-month build (the shipwrights were kept busy in repair work to the existing fleet, working at the main yard or travelling to docks in Runcorn, Liverpool, and Manchester).

72' 6" X 15' 9" X Depth 3' (6' 6" moulded depth); Lister HA3 Diesel Engine (fitted 1957). Official Number 183820.

66 Reg Tons Gross, 63 Reg Tons Net, 52 Tons Displacement in working order, Cargo Capacity 120 Tons.

Listed on the National Historic Ships Register. Part of the SHIPSHAPE Network.

In the photograph (*right*), the men who built *Oakdale* can be seen gathered by her bows. The photograph was supplied by Mr. Ted Hill, who has been helping us with our understanding of the yard and how she operated. He was apprenticed to Abel's and then became a full shipwright for them. He can be seen in the centre rear of the group, with his head just left of the "O" of *Oakdale*.



The shipwrights stood beside Oakdale at the slip, just before her launch – Photo from Ted Hill's Collection.

This vessel is critically in need of volunteers to help maintain her up at Askam. Any help in preserving this vessel would be an aid to keeping alive a very important facet of national and international shipping heritage.

Once we get this done, we have yet more big plans. As well as preserving *Oakdale*, we wish to build replica Flats, but on more developed lines. The idea would be to make a viable local trading craft, and we are already cooperating with an expert shipwright to draft & execute these ideas. We also have links to renowned sail-training organisations, including the Merseyside Adventure Sailing Trust (MAST), with whom we intend to develop plans for Flat-sailing courses. A series of talks to local schools and communities, collaborating with the Runcorn & District Historical Society (<https://www.facebook.com/RuncornDistrictHistoricalSociety/>), have helped to build our local footprint, along with establishing links to youth groups in the area.

If you wish to learn more, or know anyone who might be interested in volunteering with us, please visit our Facebook site:

<https://www.facebook.com/OakdaleMF>

Further reading:

<https://www.nationalhistoricships.org.uk/page/shipshape/oakdale-mersey-flat-cic>

or...

<https://www.nationalhistoricships.org.uk/register/2024/oakdale>

Finally, if you would like to help us by donating money, please visit our GoFundMe page:

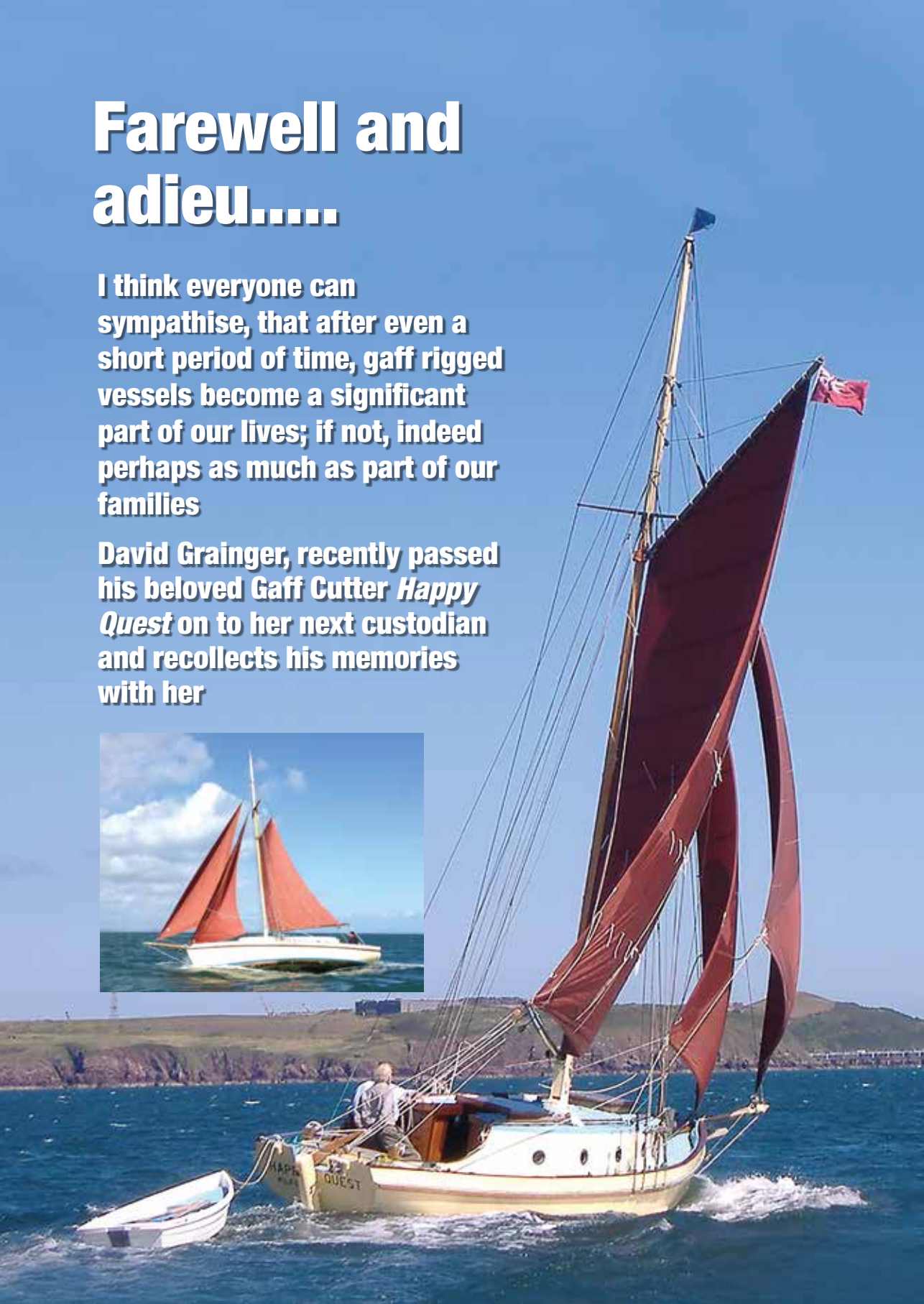
<https://gofund.me/deef40ae>

Many thanks. Bob Ratcliffe MBE

Farewell and adieu.....

I think everyone can sympathise, that after even a short period of time, gaff rigged vessels become a significant part of our lives; if not, indeed perhaps as much as part of our families

David Grainger, recently passed his beloved Gaff Cutter *Happy Quest* on to her next custodian and recollects his memories with her



by David Grainger



Happy Quest on her way with her new owner. Photo by David Grainger.

I gazed at her as she went away down the road. From her conception, she had been with me for over half of my long life. But now I am old, and she is still young, so she is leaving me for another. All I will have left are a few documents, many photographs and a treasury of fond memories. Some of those memories came flooding back to me as I watched her departure. And I remembered

.....Remembered hour after hour sitting on a folding captain's chair in front of her new keel casting while I bored and screwed the many keel-bolt holes with a magnetic ship-plate drill and a huge tap-wrench.

..... Remembered one year starting late for my entry in Semaine du Golfe, slipping her mooring off my home in Pembroke Dock and making with all haste to the South. Down the Haven, round Land's End, across the busy shipping lanes by Ushant and on into the Chenal du Four. Round le Corbeau, through the Raz du Sein, past the far-outlying rocks of Pointe de Penmarc'h and those of the Iles de Glenan, through the Passage de la Teignouse and into Quiberon Bay. It was as if she knew we had to hurry. We took the flood tide, 9 knots of it, into the Morbihan and, once through the race off Ile de la Jument, turned SW in gentler currents to sail South-about round first the Ile aux Moines and then Ile d'Arz, bringing up amongst the huge fleet anchored off Kernoel just in time for the opening barbecue of the event. We had covered just under four hundred miles in less than four days.

Farewell and adieu (cont'd)

..... Remembered sailing close to the Stags of Broadhaven, steep pyramids of bare rock off County Mayo whose sides plunge from their 300 foot summits straight down into deep water. So close were we that I could have leaned far out and touched their slippery smooth sides.

..... Remembered foggy days. The dim light of the Bishop emerging from the murk dead ahead exactly where expected almost two days after our last hazy glimpse of Wales, beating against light winds through the thick mist with only a lucky short break-through of the sun the day before enabling me to get a couple of sights to fix our position. Brought up on traditional navigation, I never had an electronic box of tricks telling me "after 100 yards turn left" nor did I want one. And I remembered later entering the Chenal du Four only to see a bank of dense fog rolling out over the sea to engulf us in condensed moisture while we had to carry on, lookout on the stemhead clutching the foghorn and only just visible from the helm. Meticulous dead-reckoning, an Easterly breeze and the swift tide carried us from buoy to buoy, sometimes only heard but not seen, until we suddenly burst out into the brilliant sunshine of the Iroise.

..... Remembered a swift passage from St Ann's Head to Holyhead Breakwater, 120 miles in exactly 18 hours, with all the way the wind on the quarter blowing up to Force 6; but she hardly pulled on the helm, so well-behaved was she. It was the run of a lifetime.

..... Remembered one magical dark, star-lit night on passage back from the South coast of Ireland, ghosting along with a gentle air imperceptible on deck yet filling her light-weather sails without even rippling the glassy surface of the sea. A score of dolphins came to escort us and put on a long elaborate ballet, each performer pursued by a tunnel of light lined with phosphorescence which, long after they had gone, endured deep down in the crystal-clear water.

Since the day she first kissed the water and in all these years, over all her thousands of miles at sea, she had never moved except by the power of the wind and at all times solely under my command. But henceforth another man will hold her tiller, will care for her, will direct her wanderings, will decide her future. I watched her until she disappeared around the bend, my eyes misty with tears as I finally said farewell and adieu.

David Grainger September 2022



Memories. One of the many anchorages in Brittany visited by David in Happy Quest. Photo by David Grainger.

Lone Wolf is for sale

The 1905 gaff cutter *Lone Wolf* is in search of pastures new. It's time for her to move on, in company with enthusiastic new owners who can give her the love and care she deserves



Galley and Saloon.



Saloon looking forward.



June 2018, Yarmouth Rally. Photo by Dave Moore.

Dick & Pat Dawson found her in Rowhedge in 1983, just returned to gaff rig after a Bermudian interlude. After a refit she has given nearly 40 years of cruising joy in return for Dick & Pat's support. *Lone Wolf* was built by Ashton & Kilner in Poole, 26.4 ft on deck, pine on oak, bronze fastened with lead keel. A Yanmar 3GM diesel is fitted.

In her early days she cruised the Baltic, and the Mediterranean via the French canals. More recently she has remained in English and French waters, cruising the English Channel from her home for the last few decades in Bursledon's Elephant Boatyard and latterly in Yarmouth, Isle of Wight.

Since the early 1980s she has been a regular participant in Solent Gaffer events, with a sprinkling of race trophies but, more importantly, a serious reputation as a party boat at gaffer and historic boat events on both sides of the Channel.

She is a comfortable and biddable boat; spacious for 2 and comfortable for 4, always a joy to sail. Asking price £25,000, to be seen in Yarmouth Isle of Wight.

For more details about *Lone Wolf* contact Dick Dawson, 01983 760655 and dick@dpdawson.co.uk

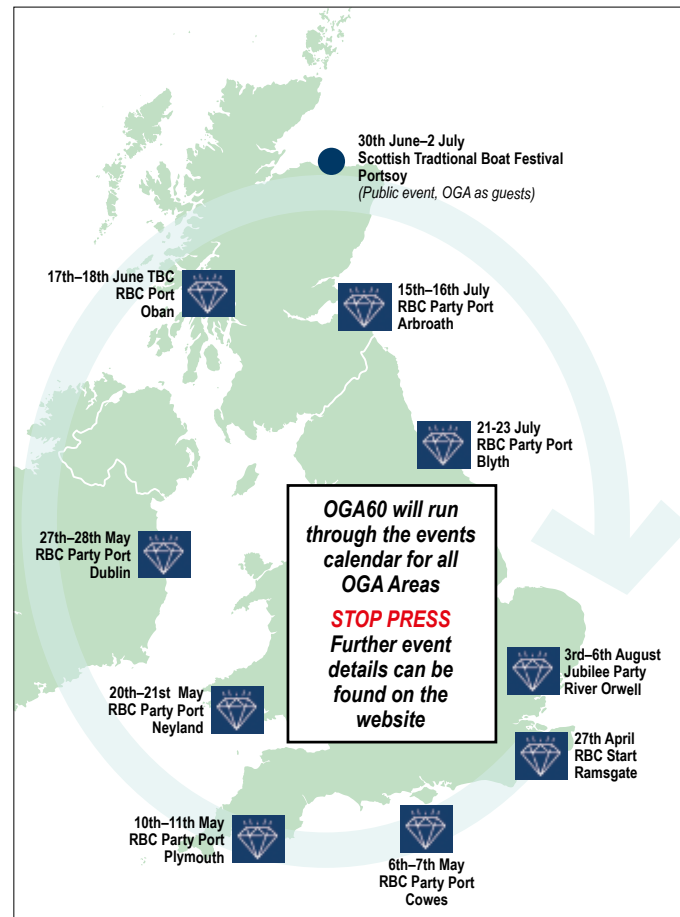
As this season finishes the work to ensure that the OGA's 60th year is celebrated in style is gaining even more momentum. The festivities will start with the AGM in January, in Portsmouth. We are a dispersed organisation and each area is planning its own schedule of events throughout the year to celebrate the milestone. The Round Britain Challenge (RBC60) will form a thread throughout the celebrations, joining up the areas and finishing at the four-day Jubilee Party on the River Orwell in Suffolk.

The OGA60 and Area pages on the website will be updated with the latest information throughout the winter. The schedule of events will be updated on the website as it develops and will be launched at the AGM in January. An 'OGA60 Commemorative Events Calendar' will be circulated to all Members in March detailing all events and how to book attendance.

Round Britain Challenge

The RBC60 circumnavigation will start from Ramsgate at the end of April. Already eighteen boats have signed up to sail the whole route and many more will be joining for one or more legs. Don't fancy entering your own boat? There are crewing opportunities - register your interest via the OGA60 pages on the website. You can see details of the boats already signed up here. Alternatively, you can see them on Instagram by searching with the hashtag #RBC60.

The fleet's progress around the UK will provide opportunities for celebrations around the UK at the 'Party Ports'. This will help involve the maximum number of OGA members in OGA60 and 'spread the word' about the OGA. In addition,



The Round Britain Challenge showing the stop over ports.

the Scottish Traditional Boat Festival, held in Portsoy, has invited boats from the fleet to register to take part in their event. This is a fantastic weekend which has been running since 1993. Check them out at stbfportsoy.org.

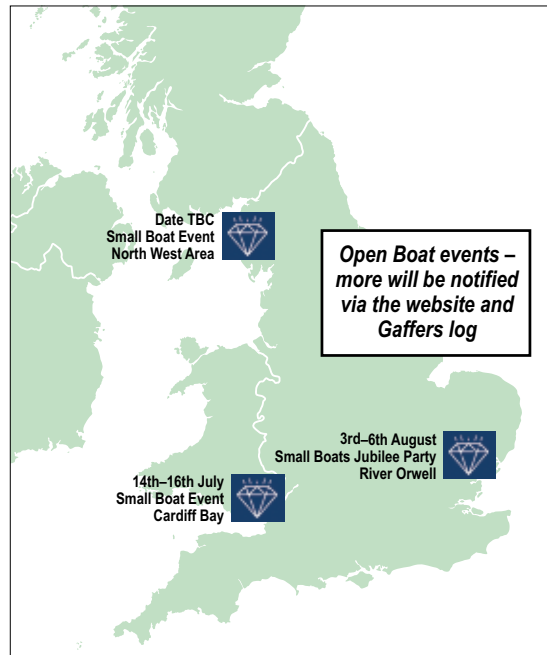
Please register online on the RBC60 page where you can also express interest in the Party Port celebrations. Registration secures you an OGA60 flag as well as helps the organisers firm up their plans. Alternatively, contact the organisers at oga60@oga.org.uk.

Jubilee Party

In early August we will celebrate the completion of the Round Britain Challenge, welcoming the fleet to the historic port of Ipswich. This will start a four-day party celebrating sixty years of the Old Gaffers Association and very importantly the boats old and new which have been the centre of our activities. The Jubilee Party will offer something for everyone whether arriving with an open boat, classic yacht, traditional working boat, "spirit of tradition" craft or land-yacht / camper van.

Ashore there will be a programme of visits and activities to explore the maritime history and traditions of the area. The Party will start with a Civic Reception to welcome the Round Britain Challenge yachts 'home' and acknowledge our sixty years. This will be generously hosted by Ipswich Borough Council and Associated British Ports. Ipswich is a historic port and there will be plenty of opportunities to engage in some of its history. There will be guided walks, visits to local boatyards, excursions to the Sutton Hoo Saxon longship museum and the recreation of that ship in Woodbridge. We will have several historic vessels with us for the party offering tours and trips. We are in discussion with the operators of Thames sailing barge *Victor*, the Colchester Smack *Pioneer*, Lowestoft trawler *Excelsior*, Arthur Ransome's *Nancy Blackett* (aka *Goblin*) and more. And of course, there will be plenty of scope for catching up with friends old and new.

A highlight of the Jubilee Party will be a Parade of Sail from Ipswich downriver to Suffolk Yacht Harbour at Levington for the second half of the party. We are planning for a large fleet of over one hundred boats. Once at Levington there will be separate races and cruises for the open and the larger boats and more shoreside trips and activities. We will hold the very first Gaffling 4.1 World Championships. Already six Gafflings have been built and it is hoped more will be completed by next August. You may take part even without your own boat as there will be boats to borrow. The Jubilee Party will finish appropriately, with cake, champagne, a Prize Giving and an evening of food and music. For those



Small boat events for 2023 during OGA 60.



The OGA Round Britain fleet at Ipswich Docks in 2013.
Photo courtesy of Classic Boat Magazine.

who can take part, there will be a short, leisurely cruise south to some of the East Coast rivers for a few days after the festivities on the Orwell. Time for some relaxation and recovery before heading home.

The Jubilee Party will be a large event and it would help the organisers greatly if you would let us know, without commitment, if you are interested in attending. Please use the Jubilee Party online form on the OGA60 page of the website, or drop a message to Jubilee@oga.org.uk.

Area and Small Boat Events

The RBC60, its Party Ports and the Jubilee Party are the flagship events celebrating our 60th year. Around these, the OGA Areas and the Small Boat team are building OGA60 celebrations around these events in their calendars for next year. For example, the Bristol Channel Area will host an 'OGA60 Open Boat' rally in Cardiff Bay over the 14th-16th July and the North West Area will host an open boat event, dates to be confirmed shortly.

Further details will be made available on the website as they become available, at the AGM in January and the whole schedule will be published in the OGA60 Commemorative Event Calendar in March 2023.

OGA60 Jubilee Party - Provisional Event Overview

(Updated October 2022)

		Open Boats incl. Gafflings	Yachts	Other Activities
Wednesday	2nd August	Boats Arrive- Registration opens at Ipswich and Levington. (Slipways, dinghy base and camping at Levington)		
Thursday	3rd August	Small Boat Cruise (R. Stour or Walton Backwaters)	Welcome RBC60 boats. Pontoon gaffer reviews.	
	HW Harwich 1230 approx	Civic Reception at the Customs House, Ipswich Waterfront		Historic Ipswich walking tours.
		Evening Get Together and Meal in St Clement medieval church. After dinner talk about aspects of filming 'The Dig' dramatising excavations of the Sutton Hoo Saxon burial mounds.		Tour of local boatyard.
Friday	4th August	Sail to local sailing club for lunch	Welcome RBC60 boats. Pontoon gaffer reviews.	Historic vessels open to visitors - East Coast fishing boats Excelsior and Pioneer, Thames barge Victor and more.
	HW Harwich 1315 approx	Parade of Sail - Ipswich to Levington		
		'Al Fresco' evening meal and 'Open Mic' at Levington		
Saturday	5th August	Gaffling 4.1 International Championship Heats	Open Boat Cruise	Cruise to Wrabness, R.Stour, or Stone Point, Walton Backwaters
	HW Harwich 1400 approx	Pre-Dinner Talk about Trinity House Eat aboard or at Haven Ports YC lightship or The Ship at Levington		Excursion to Sutton Hoo and Woodbridge to learn about the Saxon longship found there.
				Cruises and race spectating on local smack or barge.
Sunday	6th August	Gaffling 4.1 International Championship	Jubilee Open Boat Race	Jubilee East Coast Race
	HW Harwich 1445 approx	Prize Giving and Jubilee Toast Hog Roast Entertainment - John and Mario		Art workshops. Ropework workshops. Other gaffer related events at Levington.

East Coast Area Summer Cruise Monday 7th to Thursday 10th August

The plan is to start this year's cruise from Levington on Monday 7th following on from the OGA 60 celebrations, not too early don't worry! The fleet will head south over the following week exploring what the Essex coast has to offer en route and finishing up in the Medway, Kent.

Stops will include the Walton backwaters, made famous by Arthur Ransoms Swallows & Amazons, where we will have a BBQ on Stonepoint Beach; Mersea Island for smacks, workboats, and fresh Seafood galore; and the River Medway, ending up close to Chatham Dockyard with perhaps a visit to Upnor Castle. We are planning for plenty of sailing and socialising with something for everyone and a great finale for those on their way home south after the Round Britain challenge!

OGA AGM programme



Portsmouth Naval Dockyard. Photo courtesy of Portsmouth Naval Dockyard.

OGA Annual General Meeting

Discover Portsmouth at the OGA AGM Weekend 13-15th January 2023

Come and meet up for a weekend of fun, history and catching up with fellow gaffers in the heart of historic Portsmouth, a venue with a long-term association with the sea and a wealth of maritime history.

Why Portsmouth?

The philosophy of having the AGM in an easily accessible location with plenty of maritime atmosphere is to encourage local members to attend and the wider membership to enjoy a social weekend in the depths of winter. Portsmouth sits on a main direct train line from London, has ferry connections with the continent and Southampton airport is not far away.

The AGM will be based at the Holiday Inn, Pembroke Road, Portsmouth, a short walking distance from the train station, the Historic Dockyard, Gosport Ferry and Gun Wharf Quays (for anyone more into shopping).

PROGRAMME

Friday 13th January

In the early afternoon we have booked the Seaplane tender 1502 to give a 20-minute tour of Portsmouth Harbour.

Also, on Friday early afternoon and to fit with the Seaplane tender trips so that you can do both, we have secured the Lead Shipwright on *HMS Victory* to provide a tour of the re-planking of *HMS Victory*. This is a tour specially provided for the OGA, it is not available to the general public. Donations will be requested, and the Shipwright has asked these go to Sea Change Sailing Trust, an organisation providing training and mentorship to young people. <http://www.seachangesailingtrust.org.uk>

Saturday 14th January

Saturday daytime: Free time in the Portsmouth Historic Dockyard or other local attractions.

AGM will run from 16.00-18.00.

Saturday evening:

Buffet supper and live music after the AGM.

After the AGM there will be time to catch up and chat in the hotel bar or a local pub and a hot buffet dinner will be served at 19.00. Following dinner, put your dancing shoes on and JC and the Dance Preachers will get us all up on the floor. The band of skilled musicians are tried and tested at many Yarmouth OGA events, and they never fail to deliver a great evening.

Sunday 15th January:

On Sunday morning (10.30 am) a tour of Boathouse 4 within the Historic Dockyard has been arranged. Again, donations are requested and information on what is on offer is at <https://www.boathouse4.org/home/1>

Alternatively, there is the whole of the Historic Dockyard with the *HMS Warrior* and the *Mary Rose* Museum as highlights.

Also in the area are:-

Gun Wharf Quays (within walking distance of the Hotel) – Waterfront outlet shopping with over 90 sgtores. <https://gunwharf-quays.com/>

Gosport Ferry (within walking distance of the Hotel) across to the Royal Navy Submarine Museum - <https://www.nmrn.org.uk/visit-us/submarine-museum>

The D-Day Story – Portsmouth- within walking distance of the Hotel - <https://theddystory.com/>

OGA AGM Booking arrangements and accomodation



HMS Warrior. Photo courtesy of Portsmouth Naval Dockyard.

AGM booking arrangement

Registration for the AGM and bookings for tours and food These must be made online. Information is on the main OGA website and follow the link to the booking system where you can book and pay securely for trips and the Saturday evening buffet for all members of your party.

If you don't have email/internet access, please ask a fellow member to book your choices for you.

Deadline for registering for the OGA AGM is 24th December 2022.

Booking Accommodation

Please note, the venue is the Holiday Inn on Pembroke Road. Beware when booking as there are three Holiday Inns in Portsmouth. If you require overnight accommodation, please book direct by calling 0333 320 9345. Quote code OG1 and OGA. A block of rooms is reserved until 3rd December 2022. Any not booked by this date will be released. The Hotel has parking for a number of vehicles and additional arrangements with the local Council for parking locally outside the Hotel. The cost of parking is £5 per night.

OGA AGM Agenda

Below is the formal announcement of the AGM

Announcement of Association AGM
January 14, 2023 from 16:00 to 18:00

At the Holiday Inn, Pembroke Road, Portsmouth, UK.
as well as a Virtual Meeting using Zoom.
Instructions for joining the zoom meeting will be e-mailed to all members two weeks in advance.

2023 AGM AGENDA

- President's Welcome
- Approval of 2022 AGM Minutes – Secretary
- Presentation and Approval of Accounts – Treasurer
- President's Report
- Election of Officers – Secretary
- Mini-presentations on OGA initiatives by Members (subjects and speakers tbc)
- Members' Questions to the Association Committee
- Location and date of 2024 AGM - Secretary
- President's Closing Comments

This ends the formal business of the meeting, to be followed by:
Results of Photographic Competition – Judged by Sandy Miller

Presentation of Trophies and Awards

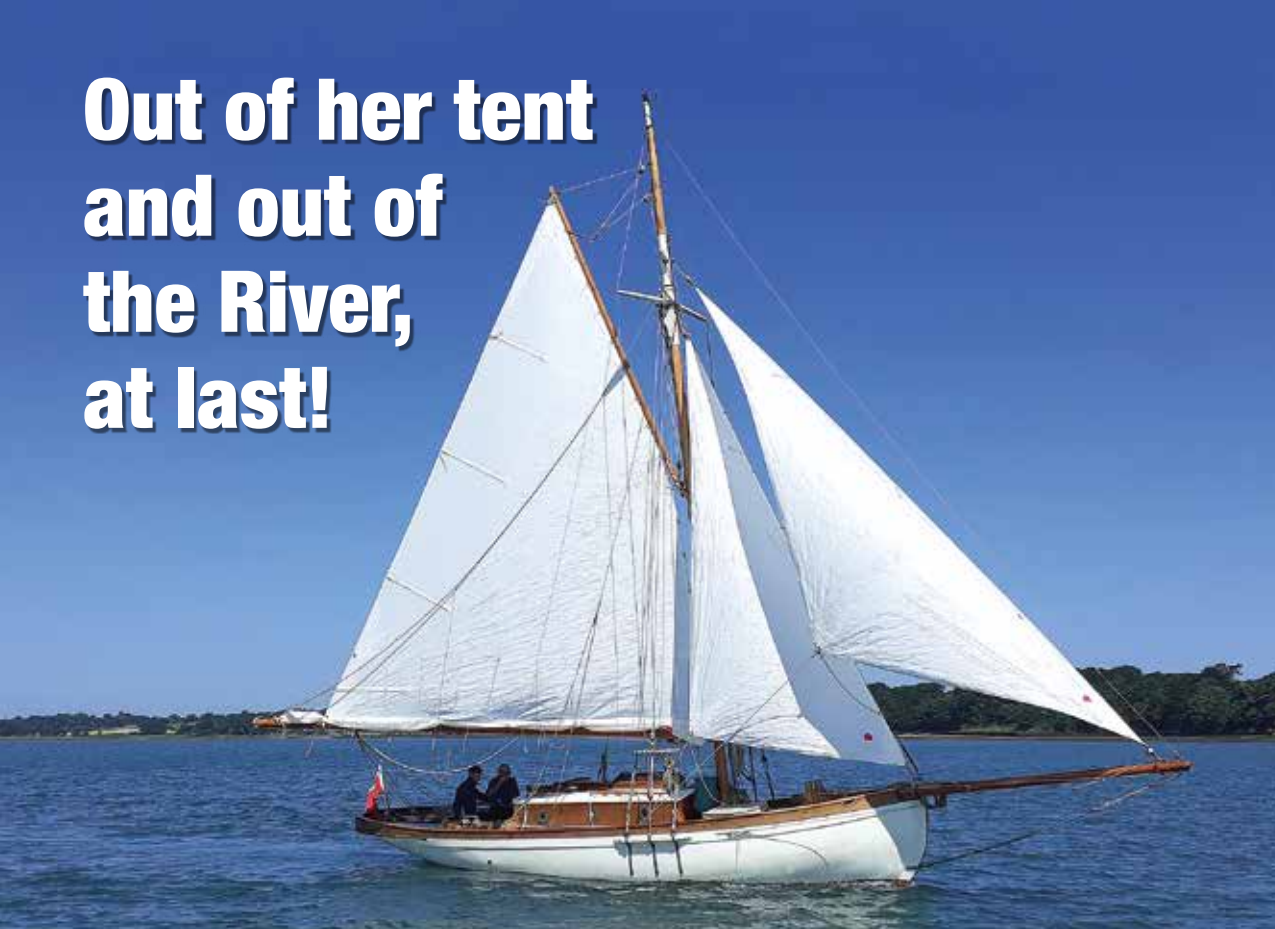
Notification of Election of Association Officer

At the AGM on January 14, 2023, one elected Association Officer, OGA President Patrick Vyvyan-Robinson, will step down after three years in office.

As of the October 20 deadline Mike Beckett has volunteered, and been nominated, to stand for election. Voting will take place at the AGM in Portsmouth and details regarding voting for those attending by Zoom will be sent with the Zoom link on December 31.

Colin Stroud
secretary@oga.org.uk

Out of her tent and out of the River, at last!



Cachalot sailing in Harwich Harbour in 2021. Photo by John Warren.

Cachalot leaves the River Deben, Suffolk, for the first time in 15 years. Some snapshots of summer sailing 2021/22 and a party invitation. Beverley and Steve Yates describe the completion of her restoration.

Some readers may remember restoration stories from the tent. Others may have visited us over the years, providing welcome encouragement and confidence to carry on with what was, at times, a daunting task, the restoration of our 1898 gaff cutter *Cachalot*. New to sailing and having just purchased a classic gaff cutter in 2005, we were encouraged to join the OGA by Jo and Paul Masters. Their boat, *Clytie*, has been sailing the River Deben, Woodbridge, Suffolk since 1922 when she was built at the Woodbridge Boatyard (formerly Eversons) for Jo's great grandfather.

After a year with *Cachalot* on the Deben, getting to know not only the boat but members of the OGA, we laid her up for winter at the Tidemill Yacht Harbour, Woodbridge. In January, 2007 Steve received a phone message from Mark at the Tidemill. 'Give us a call, Steve, your boat has sunk!' The restoration/rebuild story has been recounted many times and may be perused in full online at your leisure: www.cachalot.org.uk

by Beverley and Steve Yates



Cachalot being launched in 2017.

Fast forward 15 years and Steve was determined to get out of the river at last. After her launch in August 2017 something always seemed to get in the way . . . she's not taking up, more work on the hull, no crew available, fitting out the interior, mending winter storm damage, a new suit of sails, family weddings in France (and a funeral in Scotland) then quarantine for the pandemic!! Nothing was going to stop him once the pandemic restrictions were relaxed in summer 2021. Steve enlisted brother Peter as crew and planned the first trip for mid July, a shakedown sail so we'd be ready to join the OGA East Coast Summer Cruise, 2021.

After leaving the Tidemill YH, the brothers spent the night on Billy's buoy at Ramsholt, enjoying supper and a tot of rum as they made plans for their passage south. This passage would be the first time *Cachalot* crossed the Deben Bar since September 2006 when she returned from the first OGA East Coast Summer Cruise we took part in. As they waited on a buoy for sufficient water to cross the bar at Felixstowe Ferry, Peter decided to try changing the depth sounder from Steve's preferred 'feet' to 'metres'. Not the ideal time to disable the display completely! Fortunately, Steve managed to reset it as they motored out of the river in very lumpy conditions. The sea-state remained poor as they motored along the coast to Harwich Harbour and decided to come into the River Orwell.

Out of her tent and out of the River at last! (cont'd)



Cachalot sailing during the Suffolk Yacht Harbour Classics Regatta. Photo by Josh Masters.

Wednesday found them enjoying a sail up the Orwell to Ipswich, with reefed main and staysail. Peter hoped to be able to purchase a fishing rod to relive childhood adventures so they took a berth at Ipswich Haven Marina and went ashore. After sailing back down the Orwell into the River Stour, they moored on a buoy at Wrabness when Steve was somewhat concerned to notice the boom had slipped down the mast by about three inches! While he repaired the gooseneck, Peter unpacked his new purchase and started fishing from the stern: #1 catch, a large piece of seaweed, #2 a crab but third time lucky yielded a reasonable sized sea bass for supper!

Friday dawned with fair winds and blue skies, perfect! HW at Woodbridge Haven was not until 1634 so they had plenty of time to enjoy a sail in Harwich Harbour. OGA member John Warren was out on his Morecambe Bay Prawner fishermen's lifeboat replica *William*. Thanks go to John for a great collection of photos under

sail and video footage. Peter and Steve sailed back up the coast early afternoon, crossing the Deben Bar and sailing all the way up to Waldringfield. Touching the mud on the final tack could have ended the trip badly, but Peter jumped on the rear deck and freed her in time to take in the sails and get back into the Tidemill just in time for supper.

With Simon and Ricarda as crew, we looked forward to joining the OGA East Coast Cruise. Sailing in company with *Kestrel* we left the Deben in somewhat choppy conditions meeting up with the OGA fleet in Walton Backwaters for an evening on the beach. With hardly a breath of wind, the fleet returned to the River Deben to anchor at the Rocks in lovely bright sunshine. However, the forecast looked bad. Reluctantly deciding to stay stormbound in the Tidemill YH, we learned the OGA boats were also stormbound in the Backwaters!

This year there's been more summer sailing for *Cachalot*, some maintenance following winter storm damage and final touches to the interior of the coachroof which was looking really shabby in comparison with all the new galley fittings completed whilst the weather was inclement last summer.

June 2022 found Steve with Ben and PJ as crew at the Suffolk Yacht Harbour Classics Regatta. *Cachalot* became 'party boat' on the Saturday evening as several 'Young Gaffers' joined us after racing on 'Sweet Return'. Thanks go to Josh for a couple of great photos of *Cachalot* under sail.

Having finished all the interior coachroof improvements, including a handrail to run the full length of the cabin on both sides, we were ready to join the East Coast OGA cruise again, this time with crewman, Dan 'the Miller'. It's the first time *Cachalot* has sailed beyond Stone Point in our ownership, so we were keen to reach Brightlingsea, to join the fleet after the East Coast Race at Stone. After an enjoyable week, we were thrilled to be awarded the Concours d'Elegance!

In 2023, *Cachalot* reaches an important milestone, 125 years since her launch. We're planning a party sometime/somewhere as the OGA celebrates their 60th anniversary. Look out for an invitation to join us!



Party aboard Cachalot during the Suffolk Yacht Harbour Regatta in June 2022.

Wooden Boat Gathering

Three OGA members took part in the inaugural Wooden Boat meet held on Lake Windermere in May 2022

Organised by the Wooden Boat builders Trade Association, the first Wooden Boat Gathering was held at Windermere Jetties Museum in May 2022. The event aimed to bring together people with an interest in wooden boats to share ideas and experience. It seeks to retain the social aspects of wooden boat shows such as Greenwich and Beale Park that no longer take place.

Three OGA members from South Windermere Sailing Club came up in their boats: Tim Fenner in *Nutmeg*, a David Moss Sea Otter; and Jeremy Lambert and David Hindle in *Kria*, an Arctic Tern Iain Oughtred designed double-ender based on a Shetland yole.

Windermere Jetties opened in 2019 and now has a fascinating collection of craft associated with the lake, including steamboats, gaff rigged yachts, speed boats and sea planes. Windermere played a major role in the development of steam launches and speed boats, with wealthy northern industrialists with holiday homes by the lake vying to have the fastest or most luxurious boat. The Museum has a state of the art conservation boat yard and a café with lakeside views. The Museum welcomes people arriving in their own boats. The Gathering included talks, museum tours, social events and a chance to see boats that wooden boat builders and visitors had brought to the event.



Nutmeg, a David Moss Sea Otter owned by Tim Fenner.

by Alasdair Simpson

Speakers included Andrew Wolstenholme, designer inter alia of the Gaffling 4.1 Dinghy and OGA member; Tolly Tolhurst, an Oxfordshire organic farmer who spent 13 years building *Niada*, a 35 foot gaff rigged ketch; and Stephen Beresford, the head boatbuilder at Windermere Jetties.

Stephen talked about the different approaches to boat restoration. For example, how a boat is preserved for display indoors in a museum is very different from the approach taken with maintaining a boat used to take out passengers on the lake.

Conservation techniques vary from preserving the remaining fabric of a boat, such as the *Mary Rose*, restoring the boat retaining as much of the original fabric as possible, complete rebuilds, to replicas. As the appearance and use of a boat changes over its life, for example a fishing boat might become a yacht, the key question is to what period of a vessel's life do you restore it.

The boatbuilding team leads tours of the Museum and each member gave their own, in-depth perspective of the collection and the work that was underway in the workshops.

The Wooden Boatbuilders Trade Association plans to hold a second Gathering in 2024.

Sailing to Windermere Jetties in your own boat

For owners of small gaff rigged boats (and larger boats) it is possible to launch from the Council-owned slipway at Ferry Nab, south of Bowness, or at Fellfoot Country Park at the south end of the Lake: you can then sail up to the Museum following the new RYA Windermere Dinghy Trail, where you can moor on one of the jetties at the Museum free of charge for three hours.

South Windermere Gaff Rig Regatta Sat 20th August

South Windermere Sailing Club held a gaff rigged regatta on Saturday 20th August which included a cruise in company up the lake to Windermere Jetties.



Kria, an Arctic Tern Iain Oughtred designed double-ender owned by David Hindle.

by John Hodson



Pride of Liverpool laid up ashore awaiting restoration. Photo by John Hodson, OGA North West and Nobby Owners Association.

Pride of Liverpool

John Hodson describes how the Nobby Owners Association are restoring the *Pride of Liverpool*, one of the boats made from the moulds of the *Sir William Priestley*

The *Sir William*, which featured in the Gaffers Log in 2018 was built by Crossfields in Arnside in 1934 as the Morecambe fisherman's lifeboat. Sir William Priestley was a Bradford mill owner and MP. In Morecambe the fisherman provided the resort's lifeboat. Lady Priestley donated the money to build the lifeboat in memory of her husband, who was a supporter of the RNLI and had an estate nearby. Morecambe was popular with holidaymakers from Bradford.

There are plans to display the *Sir William* in the resort. She is currently in the collection of Lancaster Maritime Museum awaiting restoration. The Museum has set up a working group with interested parties to help plan the boat's future. In 1979 Eric Bergqvist took moulds from the *Sir William*, which have been



Pride of Liverpool in happier days. John Hodson, OGA North West and Nobby Owners Association.



Sir William Priestley launch, Arnside 1934. Photo by courtesy of the Crossfield family archive.

used to make at least 14 boats, including *Minx*, *William* and *Black Jack* all on the OGA Boat Register. Another boat on the register, *Freda* is based on the *Sir William*. Hulls taken from the mould were sold onto home builders by Eric to complete the fitting out.



The moulds are still in existence, so it would be possible to make further hulls from the mould. One of the moulds has recently been added to the boat register.

The aim of the *Pride of Liverpool* project is to have a boat for use by people who are not in a position to own or maintain a Nobby themselves. It is planned to restore the *Pride of Liverpool* based on the appearance of the *Sir William Priestley* in 1934. You can see a video about the restoration on the Nobby Owners' website <https://www.nobbyownersassociation.co.uk/photo-albums/videos/pride-of-liverpool/>

The project has an active team of volunteers but are always keen to recruit more volunteers. Contact ann.ingham.owl@gmail.com if you would like to volunteer. The restoration is taking place at Tarleton on the River Douglas between Southport and Preston.

The Nobby Owners Association aims to encourage the continued use and restoration of traditional Morecambe Bay Prawners (Lancashire Nobbies) - traditional wooden fishing boats dating back from the late 1800s.

Obituaries

Brian Corbett



Brian receiving the award for short handed sailing at the Hamble Classics from Vicky Weston.

Brian Corbett passed away on 29th June. Brian was an enthusiastic and well travelled member of the OGA, trailing and sailing his beloved Hereshoff Half Rater *Winifred* to many OGA events countrywide and, in doing so, touching upon many members of the OGA.

Those who knew Brian knew of his love of maritime history and this was backed up firstly with his involvement in the Maritime Heritage Trust where he was a Trustee from 2016-2022, and secondly, in the Heritage Harbours initiative where he was a driving force and represented and promoted the OGA.

As a person, Brian has been consistently described as the personification of a gentleman and was a very generous one with both his time and his hospitality. He is hugely missed by those fortunate enough to have known him.

From Sue Pennison – President Solent Area.

In an attempt to have something good come of Brian's passing, an OGA-wide collection has been organised. It currently stands at £896.25 but it is still open for donations at <https://donate.giveasyoulive.com/fundraising/brian-corbett>. The funds are going to the Maritime Heritage Trust at the request of Brian's family. Please consider giving in Brian's memory. Thank you.

Michael Prior

Long time DBOGA member Michael Prior passed away peacefully at Tallaght Hospital, Dublin on the 22nd of July, 2022. Michael played a major role in some of Ireland's significant maritime projects that have come to fruition over the last 30 years or so.



Michael Prior.

As a founder member and active committee man Michael helped to steer DBOGA from its humble beginnings towards the very active & vibrant fellowship of seafarers that it is today. As a long time member of Poolbeg Yacht & Boat Club, Michael was an energetic member of its Development Committee that navigated the club through all of the bureaucratic "hoops and hurdles", that enabled it to build its current club house and marina. Michael was also a long time member of the Marine Institute of Ireland and served as its President. He played a key role in persuading the Government to help financially with the refurbishment of the historic Mariner's Church at Dun Laoghaire which houses the National Maritime Museum which is run on a voluntary basis by the Institute.

Michael was also one of that stalwart band of maritime "movers & shakers" that successfully lobbied the Irish government to rescue and preserve the iconic *Asgard* from her "prison" sentence at Kilmainham Gaol where she was neglected and deteriorating badly. The subsequent conservation programme and successful rehousing of the preserved *Asgard* to Collins Barracks for the public to visit and enjoy is a fitting testament to Michael's achievements.

Michael's working career in the Irish civil service culminating in a senior role at the Department of Social Welfare equipped him well in his various missions to obtain government funding for maritime projects. Michael's pride and joy was of course his beloved gaffer *Dolphin* and his collection of books on boats and seafaring was extensive. In the words of a few DBOGA fellow committee members: "Michael was a great and generous friend" (Sean Walsh) and "Michael was probably the most informed and intelligent person I have ever had the pleasure of working with" (Johnny Wedick).

Some twenty years ago Michael was diagnosed with Parkinson's disease which he bore with stoicism and great dignity. Our thoughts are with Michael's wife Anna and his two sons Stephen & Aidan. Rest in peace Michael.

Darryl Hughes, Hon Secretary DBOGA

Obituaries

Roger Clarke



Roger Clarke 1946-2022.



Roger Clarke's Albert Strange Yawl Emerald sailing at the Campbeltown Classics. Photo by Gordon Garman.

A sailor almost all his life, Roger epitomised all that was good about yachtsmen, especially ones whose passion was for the traditional.

In Roger's case this meant not only a true love for his lovely Albert Strange yawl, *Emerald*, but also for the traditional way of doing things. Always ready to stop for a chat, he could frustrate people with his determination to do things the right way, very few power tools for Roger!

His chats invariably led to him offering a helping hand to others, and in his own quiet way offering the benefit of his vast experience and knowledge of all things nautical. He had been a merchant sailor, before joining the Coastguard Service, and a yachtsman from a very early age, originally in the Bristol Channel crewing for others, before becoming a boat owner himself.

Roger served as Treasurer of OGA Scotland for many years and was always a pleasure with whom to work. During his time with OGA Scotland Emerald was a common sight around the Clyde, as well as a regular visitor to the Isle of Man and Irish waters.

Although Roger often sailed single handed, he was very sociable and always ready to share a dram and a story; he will be missed by all who knew him. It is a privilege to have known such a fine man, and our sympathies go to his wife, Sandra who shared many days afloat with Roger.

Gordon B Garman, OGA Scotland

OGA Photographic Competition

The OGA Photographic Competition is renowned for the quality of its entries. The 2022 Competition is now open, with two categories: 'Sailing Gaffers' and 'Life at Sea'.

Judge Sandy Miller comments

A strong image can be of absolutely anything. What is important is that something catches your eye, makes you feel something and makes you want to react. Then it will resonate with others. Once you have your subject, do your best with composition. The rule of thirds can be a quick aid, I.E. placing your subject a third of the way in/up/down from the sides. There is no substitute for good light but different light situations suit different subjects so don't despair if it looks gloomy, it will probably suit something! Close ups can look great in cloudy weather. Finally, keep taking pictures and look closely at the results. Understanding what makes you like a picture and why helps you take better pictures in the future.

CATEGORIES

Sailing Gaffers

Photographs of gaffers in any situation: at work, rest or in repair. The photograph can be of one or many boats; and of the whole boat, or of any detail. The photograph should convey the special qualities attached to sailing gaffers.

Life at Sea

Photographs focusing on a human story, situation or atmosphere. The best or the worst: peace, excitement or misery!

Complete the entry form and upload your entries (with your OGA Membership No.) to https://www.oga.org.uk/awards___competitions/photo_competition_2022.html.

The closing date is 1st December 2022.

Winners will be announced at the OGA AGM in January 2023.

Prizes

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

OGA PHOTOGRAPHIC COMPETITION RULES

1. Photographs must have been taken by the entrant, in the same calendar year as the competition.
2. Photographs must not have been entered into any other photographic competition.
3. Entries are limited to two photographs per category for each entrant.
4. All entries must be in High Resolution format (original/actual size of image as taken your camera/device); and be uploaded direct to the OGA website.
5. Submission of an entry gives the OGA permission to use the image in print and online.
6. Photographs must include a title – a brief, imaginative heading to convey mood or atmosphere. This forms part of the entry and may influence the judging. The title (max. 20 characters) should be supported by a caption – concise, factual data giving name of boat, location and other relevant details (max. 60 characters).



by Penny Jolley

Brixham Heritage Rally 2022

Penny Jolley, Brixham Heritage Regatta Secretary reports

Gaffers gathered together for the Brixham Heritage Rally in September 2022. Photo by Penny Jolley.

Twelve boats came together from 23rd to 25th September in Brixham for our now traditional end of season get together. Gaff Rig Association boats came from Dartmouth (*Little Tern* and *Cynthia*), Dittisham (*Mischief*) and Brixham (*Minx*) to complement local boats and classic yachts from Exmouth and points west – *Amnesia*, *Escape*, *Fly*, *Isobel*, *Joker*, *Lexia*, *Maid of Shannon*, *Mary Flora* and *Tamarind*. Friday gave them all a good passage and then a fair evening on the pontoon, followed by a lively get together at Brixham yacht club, exchanging tales of summer sailing and remembering the warmth of that summer's heat and the return of cross Channel passages.

A gusty day on Saturday for the Rally with a steady northerly wind accompanied at first by some spectacular clouds followed by beautiful late afternoon sunshine giving the photographers some superb shots (on the Brixham Heritage Regatta Website). The Rally Officer, Richard Spreckley, set an excellent course reaching out towards Berry Head, then towards the Orestone when the wind obligingly picked up a bit of westerly, followed by a



Cynthia made it to the lead. Photo courtesy of Classic Boat Magazine.



The Brixham Trawler *Provident* celebrates her centenary in 2024. Photo courtesy of *Provident* sail on Board.

lovely broad reach down towards Churstone. The informality of the event was soon usurped by the inevitability of boats enjoying the challenge of being out on the water together; just two classes, the four larger yachts (over 40') and then the remainder of the fleet started 10 minutes later. Some skippers had neglected to listen in to the skippers' briefing on Channel 8 and headed off on what is the 'usual' course; their realisation and subsequent manoeuvres puzzled the rest of the fleet, especially as one of them was *Cynthia* who we usually rely on to lead us round the course!

Cynthia somehow managed to get out into the lead, with *Isobel* and *Mischief* chasing her, closely followed by *Minx* and *Lexia*. It was a particular joy to see *Mary Flora* back participating with her new foresail and not undertaking duty as committee boat as so often with club racing.

All back to the yacht club where we had an excellent evening, although some boats went off early to beat the weather, the remainder leaving in the morning for a good sail back home (or in *Minx*' case to Dartmouth for crane out and the end of another season).

Thanks to everyone who helped make the event such a success: the Regatta committee, the BYC staff and chef, and the BHR bosun out on the RIB as safety boat.

Just in case you've already got your 2023 diaries do put in the date of the Heritage Regatta, 27th and 28th May – and Rally 16th September. And 2024 will see the Heritage Regatta in party mood as *Provident* celebrates her 100th birthday! (25-27th May 2024).

AREA REPORTS

BRISTOL CHANNEL

Bristol Channel Day Cruises

The Bristol Channel Old Gaffers had a busy summer including six day cruises in the Bristol Channel, locking through the Barrage from Cardiff Bay. However, despite the summer of 2022 being remembered as hot and dry, only one of our cruises actually enjoyed warm sunshine and gentle winds, two were cancelled due to high winds and rain, and some were rescheduled.

A total of twelve boats took part in at least one trip, a very pleasing total. Our first cruise took boats eastwards towards Clevedon: freshening winds ensured an exhilarating broad reach back to Cardiff. The second trip headed north towards Newport, and again freshening winds gave us an exciting beat home. At the end of July we enjoyed a fabulous summer cruise south along the coast to Barry, with gentle winds and warm sunshine. However, the pattern of strong winds resumed for the final two trips, the penultimate being shortened to a wet and windy dash over to Flatholm and back. Our final outing in September took the fleet up-channel towards Newport, again with freshening winds. But with a course towards the north-east, and winds from the north-west we had a superb port reach outwards and starboard reach back, giving skippers a great finale to the 2022 season.

Other Bristol Channel Activities/Events

Seafair Haven, the rally for traditional sailing craft held biannually in Milford Haven, has not taken place for the past few years for various reasons, not least Covid, but returned in June 2022. Apart from the first day, when strong winds forced the cancellation of the planned parade of sail, participants enjoyed glorious weather though



*Milford Haven Estuary – Johanna Lucretia.
Photograph by Charlie Harris.*

maybe a little more wind would have been appreciated on some days. The topsail schooner *Johanna Lucretia* was present in the Haven for the event, and provided a visual centrepiece. The week included cruises up river to explore the Cleddau, down the Haven towards Angle Bay and up the Pembroke River to visit the Castle Pond.

Bristol Channel Cruise-St Piran

The Bristol Channel annual Cardiff Bay Race took place in September. Light to moderate winds greeted the boats at the start and Robert Green, sailing his beautiful Viviers-designed gaff yawl, *Lapwing*, took full advantage to take line honours and retain the cup on corrected time.

Bristol Channel Yachting Association Welsh Rally

The Bristol Channel Yachting Association (BCYA), outside of the OGA, lays claim to be the largest sailing association in the country after the RYA. Over the weekend of the 1st and 2nd July 2022, the BCYA Welsh rally was held at Cardiff Bay's Waterfront. It was attended by many boats from around the Bristol Channel, not least of which were representatives of the Bristol Channel Old Gaffers Association. At a pontoon ceremony, BCYA Chairman, Gordon Craig, introduced

AREA REPORTS

DUBLIN BAY

Forecasts of strong winds unfortunately led to the cancellation of our Howth Regatta which was scheduled for the weekend of September 3rd and 4th. The weather in the preceding month was more clement and a number of DBOGA boats made the passage to Peel for the Traditional Boat Weekend on July 29-31 and then sailed to Strangford Lough to take part in the Strangford Sails & Sounds Festival on August 5-7. A number of DBOGA boats were able to get some distance cruising in during the summer months. Sean Walsh's *Tir na n'Og* cruised the waters of West Cork and Kerry, Mark Sweetnam's *Don Carlos* cruised the waters of Clare, Galway & Sligo and DBOGA President Adrian Spence together with high latitudes sailor Paddy Barry and others sailed from Strangford Lough to Svalbard in the Arctic Circle via Orkney & the Shetland Islands in his ketch *El Paradiso*. This voyage to the Arctic circle will be the subject of one of our winter Zoom talks-see below.

DBOGA's team of volunteers led by Johnny Wedick continues to make cleaning and inspection visits to the iconic *Asgard*, (housed at Collins' Barracks in Dublin) every quarter. Please contact Johnny if you would like to join his band of intrepid volunteers. Our RBC 60 sub-committee continues to do sterling work in ensuring that Dublin's role as a party-port in the 2023 RBC 60 will be a success. Marine artist and historian, (and DBOGA member), Cormac Lowth, painted a superb picture of *Naomh Cronan* sailing past the Poolbeg Light House, which was presented to the retiring Chief Executive of the Dublin Port Company, whose on-going support to DBOGA is much appreciated. DBOGA committee member Michael Weed continues to head up our small boats group and has made good links with

the Lord Mayor of Cardiff, Councillor Graham Hinchey and his wife, Ann Hinchey, the Lady Mayoress. The BCYA's Certificate for the most deserving Bristol Channel Club or Association of the year went to the Bristol Channel Old Gaffers Area.

Milford Haven 2023 Friday 19th May - Sunday 21st May

Milford Haven has been selected as one of the party ports for the Round Britain Cruise. On arrival in the Haven boats will be moored in Neyland Marina. Bristol Channel Area will be organising a warm welcome and entertainment both at the Marina and also at nearby Neyland Yacht Club. A parade of sail by classic lifeboats will escort the gaffers leaving Ireland down the Haven estuary.

Cardiff Bay 2023 Friday 14th - Sunday 16th July

Small Boat Event to celebrate 60 years of the OGA

The Bristol Channel Area invites traditional sailing boats to a weekend in Cardiff Bay to celebrate the 60th Anniversary of the OGA. The event will be hosted by Cardiff Bay Yacht Club and will be suitable for trailer sailors, but larger vessels arriving by sea are also welcome. The weekend will be based in the sheltered waters of Cardiff Bay, with launching facilities and pontoon berths provided by Cardiff Bay Yacht Club. There will also be an opportunity to sail in the Bristol Channel, locking out through the Barrage locks for a short cruise. Other activities will include a river raid, a Bay race, a log-boat race, and opportunities to sample the Bay-side amenities, together with social events in the yacht club. Further details for all of our events will be published on the OGA website later in the year.

Susanne Newbold and Charlie Harris

AREA REPORTS

DUBLIN BAY (cont'd)

the Drascombe Owners Association of Ireland this year. Our series of Winter Zoom talks in aid of Howth RNLi commences on October 27th when Cormac Lowth will talk on "The Life of Admiral Richard Brydges Beechey, a Marine Artist who lived in Ireland". Subsequent talks are : November 24th, Darina Tully, "Ancient Boats of Ireland And Their Possible Descendants"; January 26th, Adrian Spence and Paddy Barry, "Svalbard (Spitzbergen) or Bust: High Latitude Sailing"; February 23rd, Joe Ryan, "The History of the Irish Coast Guard"; March 30th, Andrew Doherty, "A Historical Sketch of Waterford" and on April 27th, Stewie Andrews, "Recollections of Diving to Shipwrecks". All OGA members are welcome to attend these talks and Zoom links and talk details will be found on the DBOGA section of the OGA website under Areas. Please come early to get a good seat!

Darryl Hughes, DBOGA Hon Secretary

EAST COAST

This year has seen a return to normality in the way the events run, with full socialising enabled once more. Our first summer event was the annual Swallows and Amazons rally at the Walton and Frinton Yacht Club. The weather was warm enough on Friday night to sit out under the stars, but Saturday's race was challenging. 17 boats entered, but due to breaking waves in Hamford Water, most started a shortened course. With groundings, breakages, a swimming incident and even a sinking, the race was not short of drama but everyone survived. A sustained tussle between Bilanbil and Longshore saw the latter, sailed by Sam Domain, the victor by a very short head. Sam also won 'Spirit of Tradition.' The weather on Sunday was a great deal more

forgiving and, although some had to leave, a goodly fleet set sail and went round the island in champagne condition complete with seal watching.

Stone Yacht Club again hosted the East Coast Race, which was run in a pretty good sailing wind of around Force 3-4. Out of a field of 23 Gaff rigged boats 2 retired before the finish, leaving only 5 boats without trophies! Next year's East Coast commodore will be the skipper of Peace, while the Cape Cutter 19 Stormy Cape, took home the Plodders Pot. Full results are on the East Coast area of the website. The East Coast summer cruise began straight after the race, and headed north to the River Orwell before the fleet split in 2. The smaller boats stayed in the Harwich area while the larger boats continuing north to Lowestoft where they took part in Excelcior's 100th Birthday Party. This had been postponed during the COVID disruptions, but was a highly successful event this year, with working boats coming from as far as Shetland to take part. The OGA visitors were royally entertained.

A new event for this year was a rally up the Stour to Mistley for the August Bank Holiday. The OGA has visited the Quay on a number of occasions in support of "Free the Quay", and this time the Mistley Thorn provided a great meal for the participants. Eleven of the smaller boats had a great time on the Norfolk Broads in September, waking to sunshine on Saturday 24th,, before withstanding a cloud burst that had everyone bailing their boats before setting off for the day's sail from Hickling Broad to Horsey Mere, and having more settled weather for a trip up the Thurne on Sunday. That same weekend many of the larger boats attended the Maldon Regatta, which is not an OGA event, including the eyecatching *Dirty Girty*, and the Area commodore's boat Peace, who both took home some silverware.

AREA REPORTS



Dirty Girty at the Maldon Regatta.

The final sailing event attended in the year was the annual Reeuwijk Raid in October, where once again the East Coast sent a fleet of small boats to sail the Dutch equivalent of the Norfolk Broads at the invitation of GWV Elfhoeven. This event is open to all OGA members and well worth the ferry trip over the north sea.

The East Coast now has 2 Gaffling 4.1's available for members to borrow. Both have road trailers, and it would be lovely to see them being used in other Areas, so please get in touch with their custodians if you wish to sail them. Details on the East Coast area of the website, under the Gaffling tab. https://oga.org.uk/areas/east_coast/gaffling_.html

Alison Cable, Eastcoaster editor

NORTH EAST

Our main event this summer was our Rally in Blyth, Northumberland. Local boats were joined by our friends in the North East Maritime Trust who brought their sailing coble *Royal Diadem* and their 100-year-old restored Tyne lifeboat *Henry Frederick Swan*. The fleet accompanied the Blyth Tall Ship *Williams II* on a sail out into the bay - you can read a full report on that from OGA member Sue Wilkinson elsewhere in this Gaffers Log. An evening barbecue on the river bank was most enjoyable, and the singing was something to experience!



The Gaffling sailing dinghy Tunstall Tide.

The project to encourage young people in the region to get into sailing is really taking off. The first Gaffling dinghy is in the water, and 16 students from High Tunstall College in Hartlepool have been through a five week sailing course. We launched *Tunstall Tide* on a sunny Wednesday under the watchful eye of instructor Micky Early. It was heartwarming to see youngsters confidently take her across the marina in a nice breeze. They have been continuing their sailing exploits this autumn, and we are exploring whether it would be possible to bring them to the first Gaffling world championships.

Our second dinghy is being built by students at James Calvert Spence College in Amble, Northumberland as part of their technology curriculum. We hope it will be ready to sail on the River Coquet some time next year.

Mark Batey, NEOGA President

AREA REPORTS

NORTH WALES



Gaffers tacking in the Menai Strait.

Sadly, we were not able to manage a sail in company as planned on the 2nd July, as too many of our members were still repairing or maintaining our boats (or, in one case, still sailing in the Bay of Biscay!) However, we did manage to get together to mark Bart's Bash with an informal race followed by a picnic on 10th September, and five gaffers foregathered in Port Penrhyn that morning, ready to leave well before high water. Scott Metcalfe kindly allowed those of us whose boats were still laid up having work done to crew on board *Klevia*, his trading ketch.

The light easterly winds meant that *Klevia* was not really able to show her paces, and I think we were the last to cross the starting line but it gave us a good view of the other gaffers – *Laura*, *Felinheli*, *Elaine* and *Lazy Wind* – as they tacked to and fro in the sunshine along the beautiful backdrop of the Menai Strait.

Back in Porth Penrhyn, there was plenty of room for us all to share a bring-and-share picnic on board *Klevia*, where the prizes were presented. Mike Leahy in *Laura* won first prize (a bottle of excellent champagne), with David and Anne West-Watson coming second in *Lazy Wind*, and Graham Wright in third place in *Felinheli*.

Sally Holgate, North Wales Area Secretary

NORTH WEST



Hearts of Oak arriving at Arnside.

We held two events for trailer-able boats over the summer. Whilst not organised by the OGA, the Peel Traditional Boat Festival took place on the Isle of Man at the end of July.

Arnside Classic Boat Regatta – July

Arnside Classic Boat Regatta took place in July attracting 8 traditional boats in sunny weather. There was a holiday atmosphere with people watching from the shore.

Arnside has a long sailing history with the village's first sailing club set up in 1852 and the Victorian's holding regattas. Crossfields built Morecambe Bay Prawners and yachts in the village from the 1840s to 1940s, including Arthur Ransome's *Swallow*.

A key feature of the regatta was the arrival of *Hearts of Oak*, a 34 long Morecambe Bay Prawn built in Ulverston in 1912 which made the difficult voyage up the Bay from Roa Island, near Barrow.

Peel Traditional Boat Festival - July

Although no OGA boats made the trip from the North West Coast, the event was well supported by our area with some 15 members travelling on the fast-cat *Manannan* from Liverpool to Douglas. Two boats belonging to members from the North Wales Area came. *Master Frank* owned by Joe Pennington, a

AREA REPORTS



Master Frank launched in 1896.

We held two events for trailer-able boats over the summer. Whilst not organised by the OGA, the Peel Traditional Boat Festival took place on the Isle of Man at the end of July.

Arnside Classic Boat Regatta – July

Arnside Classic Boat Regatta took place in July attracting 8 traditional boats in sunny weather. There was a holiday atmosphere with people watching from the shore.

Arnside has a long sailing history with the village's first sailing club set up in 1852 and the Victorian's holding regattas. Crossfields built Morecambe Bay Prawners and yachts in the village from the 1840s to 1940s, including Arthur Ransome's *Swallow*.

A key feature of the regatta was the arrival of *Hearts of Oak*, a 34 long Morecambe Bay Prawn built in Ulverston in 1912 which made the difficult voyage up the Bay from Roa Island, near Barrow.

Peel Traditional Boat Festival - July

Although no OGA boats made the trip from the North West Coast, the event was well supported by our area with some 15 members travelling on the fast-cat *Manannan* from Liverpool to Douglas. Two boats belonging to members from the North Wales Area came. *Master Frank* owned by Joe Pennington, a North West OGA member based in Ramsey, Isle of Man was there. *Master Frank* was launched in Ramsey in 1896.

Although sparse in the number of boats which attended, the craic in catching up with friends from the Isle of Man and Ireland more than made up for this shortfall in boats at the event. The annual quick boat building contest went ahead where teams have to build a basic boat on the beach and then paddle it round a short course.

South Windermere Old Gaffers Regatta – August

The regatta attracted 8 boats with traditional rigs. The plan was sail up to Ramp Holme a small island half way up the lake just south of the car ferry. Unfortunately, strong south westerly winds gusting Force 7 meant that the event had to be called off after about 1 hour sailing. It would be difficult to beat back four miles against the wind from Ramp Holme to the YMCA. Well done to everyone who sailed through the wind. There was a barbecue outside the Clubhouse afterwards.

South Windermere Sailing Club have recently moved to YMCA Lakeside on the west side of the lake. The club have active fleet of gaff rig boats. The Club are renovating a house previously used for staff accommodation as their clubhouse, which will have youth hostel type accommodation when complete. There is a café and camping on the YMCA site. The club have good launching facilities, which are sheltered from most wind directions.

AREA REPORTS

NORTH WEST (cont'd)

Gaffling 4.1 Dinghy

A group of four teenagers from Arnside Sailing Club are building a Gaffling 4.1 dinghy at Fyne Boats near Kendal. Funding comes from the National Lottery Heritage Fund grant to restore Severn, which was built by Crossfields in Arnside in 1912 and a £500 grant from the OGA Youth Fund.

Caledonian Raid - June

Well done for OGA North West members Jermy Lambert and David Hindle for taking part in the Caledonian Raid from Fort William to Inverness at the start of June. Unfortunately, they had to retire from the event at Loch Ness due to Covid. However, they won the award for the best dressed boat.

Plans for 2023

We hope to repeat the Arnside and South Windermere events in 2023. There is planned event at Barrow-in-Furness in August 2023. We would also like to hold an event in Ullswater, as there is a big fleet of gaff rigged boats there. To celebrate the OGA 60th Birthday we plan to hold a national event for trailer-able boats in the Lake District in August 2023 (Venue to be confirmed)

Kevin Goulding, NW Area President

OVERSEAS, NORTH AMERICA

The number of OGA members in the North American continent is still small, but is increasing steadily. It has been proposed to set up a new OGA Area in the USA and Canada. Although widely dispersed, many gaff vessels actively sail those waters. New member David Howe of the Institute of Maritime History will be an initial contact to see how much interest there may be in this.



The 9-ton "pinkie" schooner Wyvern.
Photograph by Captain Patrick Schoenberger.

In August, David and friends sailed the 9-ton "pinkie" schooner *Wyvern* (OGA # 3716) from Maryland to Maine to carry a new student to the Maine Maritime Academy, calling at ports in Massachusetts and New Jersey along the way.

David can be reached at david.howe@maritimehistory.org. Do email him if you would like to be in touch with other OGA members in the new area.

SCOTLAND

The Scottish area is one of the smallest in membership but one of the largest in area, and, we would claim, the best sailing. We didn't manage any formal events this year but various members did get together here and there. At least two events were attended by multiple OGA members.

Jon Reid, Scottish Secretary was joined at the Portsoy Traditional Boat Festival by Alison & Julian Cable on their way to the Clyde from Suffolk on *Robinetta*. *Robinetta* won the Christine Thain award for taking the eye of the organisers at the event.

AREA REPORTS

OGA boats from multiple areas joined other gaff and lug rigged boats on Sail Caledonia's trip through the Caledonian Canal. These included Julian & Alison Cable in *Tiki*, Graham Files in *Wren* and David Hindle on *Kria*.

Jon Reid / Julian Cable

SOLENT

The Solent Gaffers 2022 boating season is I don't know about you, but my 2022 boating season seems to have flown by. I hope you have had a good season and that you enjoyed the events that your committee put on for you. Looking back at some of these.

Following on from Yarmouth we held a smaller and less formal gathering at Bembridge, 2-3 July, with boats and their crews enjoying a breezy sail over followed by an excellent barbeque.

Our Lymington Rally, 4-8 August, attracted fourteen boats for all or part of the weekend, which was blessed with stunning weather. This was a deliberately laid-back event, intended to be suitable for boats of all sizes, including small/trailer ones; although despite our best efforts, only two of the latter came. There were no formal dinners, and we had an enjoyable Pontoon Party on the Saturday. The three short day sails were well received, and a particular highlight was the amazing Newtown beach BBQ organised and funded by Bernard and Nobby. It's amazing what they can fit into little *Miss Ningi*! On the Saturday of the Rally, the Royal Yacht Squadron organised a Queen's Jubilee sail past and fleet review at Cowes, with Princess Anne taking the salute. Solent Gaffers were represented by Jo and Gina Tall in *Sea Filly*, Malcolm Fieldhouse in *Tigger*, Bob Brinton in *Sapphire* and Anthony Wheaton in *Aeolus*. The Annual Race and



Newtown Beach BBQ.

Rally, 19-21 August began with a peaceful night at Cowes on the Folly pontoon, followed by brisk sunny reaching racing or cruising in the Solent to Portsmouth and supper at Haslar Marina's lightship. What more could you ask for? *Nomad* and *Dirty Girty* battled away at the front of the racers, but victory went to the latter, owned by Ed Roberts from East Coast Gaffers. The full race results can be found on our website.

The Yarmouth end of season Rally, 17-18 September, was attended by eight boats. Blustery winds settled down to give a pleasant sunny weekend and there was a good turnout to support the Royal Solent YC Centenary Chase on the Saturday, with *Nomad* taking line honours.

Your committee is currently planning next year's events. We will not be continuing with on-line book club and quizzes this winter, as participation rates last year were very low. Due to its popularity, we plan to run another rope making and splicing day, this time in Emsworth. We will also programme a Sunday walk on the Solent Way followed by a pub lunch. As mentioned before, Yarmouth Regatta 2023 will take on the bank holiday weekend of 25-29 May.

AREA REPORTS

SOLENT (cont'd)



Jolie Brise. Photo by Rick Tomlinson.

Solent is organising and hosting the ACM & National AGM at the Holiday Inn, Portsmouth PO12TA, over the weekend of Fri 13 to Sun 15 January 2023. There will be a dinner after the short AGM on Sat, and then music from our old friends the Dance Preachers of Yarmouth Regatta fame. Full details and how to book should be elsewhere in this Log. It promises to be a great weekend with the chance to meet gaffers from all over UK, so please do come and join in.

Next year is the 60th Anniversary of the OGA and the Round Britain Cruise fleet will be stopping in Solent Gaffer territory at Cowes on the 6-7th of May, at Shepards Wharf Marina. We will be hosting a dinner there and the famous *Jolie Brise* will be attending and offering short sails. So, get afloat early and come and join in the fun. If not afloat yet, come by land. It's an easy trip from the mainland on Red Jet ferries!

The main celebration of our 60th is the taking place on the East coast around Ipswich and the Orwell, 2-6 August. If you are interested in sailing there in company, please let us know. Tim and Liz Dowell are doing so and are offering to help with advice and co-ordination.

If getting there by sea is not feasible, but your boat is trailable, there will be arrangements for launching and recovery. There will also be opportunities to get afloat if you travel there boatless. Surely, an event not to be missed.

Jeremy Retford, Solent Area Secretary

SOUTH WEST



Gaffers racing in the West Country.

The autumn Gaffers Log covers most of the sailing season and there is a lot to report on. The South West is blessed with some wonderful sailing waters and we have also been blessed with some fantastic weather throughout the year. The Falmouth Classics ran 17-19 June and, by the Thursday evening, the port was filled with luggers, pilot cutters, a topsail schooner, gaff and Bermudan cruisers with the addition of a surprise visit from the brigantine *La Malouine* who took time off from her itinerary to join in some of the events. With 103 entered to race, Friday provided an idyllic day for racing in the Carrick Roads and Falmouth Bay. Having said that, day 2 of the Falmouth Classics saw some of the classes abandoned because of very strong northerlies but the parade of sail and power on Sunday attracted around 100 boats with vessels dating from 1881 to 2020 providing a splendid

AREA REPORTS



Gaffers racing at the Helford Rally.

pageant of maritime history. The parade was led by the two Falmouth RNLI lifeboats followed by the 1930s topsail schooner *Annie of Charlestown* and the 1907 West Country trading ketch *Irene* now being used by the local charity Sea Sanctuary.

The South West Gaffer's Helford Rally followed the Falmouth Classics 20-23 June. On Tuesday a fleet of tenders and shallow draught vessels under sail were accompanied by Don Garman's Plymouth Pilot on a visit to the Gweek Classic Boatyard. A clear blue sky and a gentle breeze ensured the river was looking at its best with ancient woodland on either side dropping down to the waters edge. On the return, engines were raised or removed and eight tenders participated in a very competitive rowing competition towards Groyne Point and then to an evening beach barbecue. The Wednesday race started promisingly but the wind died requiring shortening of the courses for the two classes. Fortunately, there were not too many retirements. Prize giving took place at Helford River Sailing Club where Club Commodore Chris Hosken presented the glassware and trophies.

Our annual rally was held over 4th – 6th July based at Queen Anne's Battery and the annual race was held on Tuesday 5th. Boats assembled on the 4th with boats rafting up in



Competitive dinghy racing during the Helford Rally.

the usual tried and tested OGA manner which moderately frustrated the Berthing Master who tried to organise us! Fourteen boats took part in the event which started off with an excellent pontoon party followed by a meal at the harbour-side Waypoint which came up to its usual excellent standard. Unusually due to a gentle (2-3) NW breeze, the race fleet was started downwind and stayed pretty much together down the first leg. However, the bit of tide and the fickle wind at the windward mark was more challenging for some than others and the "usual suspects" soon emerged in the front pack. Following the race, a lively prize giving was held at The Stable where members enjoyed a pizza buffet followed by entertainment provided by The Tavy Tars.

The Fowey Classics took place 26 - 29 July with a race on 27 July and a further race on 29 July. The intervening period saw a beach picnic at Lantic Bay and an excellent talk evening talk by a Henry Stenner, who had restored a Mevagsissey Tosher. Friday was the big day and the weather remained remarkably fair and warm with a hint of some breeze to come. Most of the boats paraded up and down the river in front of the town until about 13:00 before setting off for three laps as far as Cannis Rock. In the event, the breeze faltered and the course was shortened to one

AREA REPORTS

SOUTH WEST (cont'd)



Cynthia (right, white sails).

or two laps dependent on size. On return we weaved through the beautiful racing Troys and assembled for the Prize Giving. *Cynthia* came in first, *Roxanne* was awarded the "ansome Transom" for the best overall boat and *Our Boys* dog, Poppy, for the best boat dog. *Mata Hari* another Helford classic, earned a well deserved award for the most improved boat and, of course, the Gribbin Cup went to *Gelvyenek*, the best under 18 foot! All this was followed by an amazing "Tapas" buffet, more beer and the prizes for the Troy's.

There has been a 'Gaffer Race' at Ditsum Regatta organised by Dittisham Sailing Club (DSC) for many years but South West Gaffers have been involved since 2014 when they incorporated it into their 'River Dart Rally' focusing on The Small Boats/ Trailer Section. It has been held every year since 2014 (with the exception of 2020) and this year we had 15 boats with 30 participants. For the first time, boats in the 19/21' range predominated with 3 due to come by sea from the River Yealm, Saltash and Salcombe. The smallest boat was a Limpet 10 and the largest a Cornish Crabber

26 with an all-girl crew. Francois Vivier had 3 boats entered (2 Morbic 12s and a Jewell Yawl). Andrew Wolstenholme had one of his new OGA Gaffling 4.1 Dinghies and a Kite 21. Dart Sailability joined in the Race and led the Parade of Sail with *Kanata* - No. 16, their Drascombe Longboat which has been adapted for wheelchair use with wheel steering. The Longboat has proved a popular choice for many Sailability clubs. Its safety and stability are ideal for group activities and the flexible sail plan is a huge advantage. In addition to the 'Gaffer Race' DSC also run a Pursuit Race at the same time for their members, both races raising money for the RNLI. As the wind was predicted to be light both races were held in the 'Dittisham Lake' as sending gaffers up river was likely to leave them becalmed. A triangular course was set using one of the DSC rescue boats as the committee boat for the start/finish and using 'Flat Owers' as one of the marks. This kept the 2 fleets well apart and the Gaffers did not have to wend their way through the moored yachts off Dittisham. *Mary Hay* went on to win on corrected time by 11 seconds over *Dart*, the Gaffling 4.1 – so a 1st & 2nd for Andrew Wolstenholme this year! Last year Francois Vivier claimed 1st & 2nd with *Aberrare* and *Andouillette*. In 2023 'Ditsum Regatta' will be held on Saturday 12th August so put the date in your diary now!

The final gathering of the year was the Brixham Heritage rally (reported elsewhere) which almost brings the season to a close. The same formula will follow next year with the addition of RBC 60 at Plymouth 10 – 12 May and also the South West Gaffers 50th celebration held at Plymouth 26 – 28 Jun.

Tim Price, SW Secretary

OGA Merchandise

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

OGA flags are also available from Riviera Embroidery.

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

Polo Shirt (Product code: H400)

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

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

Price £23.80 includes delivery to UK mainland.



Fleece (Product code: 870M)

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

Price £35.00 includes delivery to UK mainland.



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

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

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



OGA Merchandise

Cap (Product code: RC050)

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

Price £13.50 includes delivery to UK mainland.



Flags & Burgees

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



Bronze Plaque

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



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

Discover New Gaffers in
WATER CRAFT

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

www.watercraft-magazine.com

MEMBERS' BOATS FOR SALE:

www.oga.org.uk/boat_register/boats_for_sale/boats_for_sale

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

Aeolus, Price: £56,000

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



Almita, Price: £26,000

Gaff cutter, built in 1906. 26ft, Shoal Draft with centre board. (2'6" draught with plate up). Pitch pine on oak, extremely good condition. Full suit of James Lawrence sails (only used for 1 season). 6HP 2018 outboard drops into cleverly engineered well in cockpit. New bunk cushions. Force 10 gas cooker. Immaculate survey 2018. Very fast! Winner of 2021 Swale Match, 1st visiting yacht and Concours d'Elegance. Reluctant sale as bought a bigger boat for increasing family! Lying Maylandsea

Contact David on 07710 320992 or email on d.f.smith@me.com



Devon Maid, Price: £15,000

Built as a gentleman's day boat in 1914. Expect to be the centre of attention as she's such a pretty classic, easily sailed by 2. The cabin was added in the 1930s, full standing headroom. In 2009 the interior was reconfigured to accommodate 2 berths and a small galley. Heads curtained off forward. Beta 20 engine fitted 2014. James Lawrence mainsail 2018, Mizzen SKB 2010, both topsails new 2010. Trysail and mizzen staysails. S/s standing rigging and guard rails renewed 2009. Rudder tube and shaft replaced in s/s 2008. Garmin GPS chart plotter, Standard Horizon DSC VHF and all you need to cook and serve a feast for 4 on board. New winter and summer covers. Warps, fenders, main CQR anchor and CQR kedge with ropes and chains. Engine battery and 2 leisure batteries. New solar panel. Shore power connector in cupboard. Main mast unstepped 2021. Quotes from insurance survey 2021 "exceptionally good for her age" "has benefitted greatly from being owned and well maintained over the last several years by a professional boat builder." Beken photograph of Devon Maid taking part in the first Old Gaffers Race of 1959 included! Lying Falmouth.

Contact: 01326221681 email: david@devonmaid1.plus.com



MEMBERS' BOATS FOR SALE:

www.oga.org.uk/boat_register/boats_for_sale/boats_for_sale

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

Francis Webber, Price: £48,500

Pilot Cutter P20. Full suite of sails including topsail on jack staff and a flying jib as well as the standard cutter rig. A modern cruising chute is also available. Solid GRP moulded hull with flexiteek deck. Two very large quarter berths aft with airy heads forward allowing a long saloon. Wooden mast, spars and steeking bowsprit. Lifting keel. Mounting points for wooden beaching legs (included). Standard Horizon VHF with AIS and deck mounted remote handset. 2016 Yanmar 3YM 30hp engine. 2014 mast and spray hood. 2017 prop shaft and seals. Raymarine autopilot and other instrumentation (2015-2021). 2021 Headlining & LED lighting throughout. Professional mains electric installation (2019). 2018 gas hob/oven and professional gas pipework installation. 2021 new standing rigging. Jabsco heads refurbished 2019. New 150L flexi water tank and pressurised cold water system (2020) For reluctant sale due to family illness.

Contact: email: lesliefmay@gmail.com



Freda, 1890 Itchen Ferry, Price: £10,500

Designed by the Itchen Ferry maestro Dan Hatcher, using almost identical lines to his masterpiece Wonder. She was built in 1890 by Fay of Northam. It is believed that not only is she probably the most original Itchen Ferry working boat in existence but possibly the fastest on handicap as well. Hardly surprising when we discover her owner was Captain Sam Randall, a famous big boat racing skipper of the day. Pitch pine on oak, two batteries, isolation switch, New electric bilge pump. Engine-Yanmar IGM 10 Spars- Columbian pine mast,boom, bowsprit. Sails- main,jib,foresail,topsail. Wykeham Martin furling gear. Raytheon depth sounder. Anchor and various warps fenders etc. Cockpit cover. Manual Patay bilge pump. Lying Woodbridge Suffolk. **Tel 07762300350 email: amabuthu@hotmail.com**



Henrietta, Price: £28,500

GRP smack yacht, built by John Tyrell in 1993. 1GM 10 engine. Complete set of electronic instruments including AIS. Taylors 2 burner paraffin stove with warming oven. Good headroom below. There are two single berths in the forepeak, which has a hatch to the foredeck, and two opposing settee berths in the saloon. The "Heads", a Jabsco manual sea toilet, are amidships as is the Faversham stove. The galley is to port of the companionway steps which descend over the engine. The chart table is to starboard. The sink is supplied by a manual brass pump (cold only). The interior is well fitted out with hardwood shelving and a painted interior. Fitted winter cover, Based Milford Haven. **contact email: martin@crowdy.eclipse.co.uk**



Maggie B, Price: £31,950

Built by Martin Heard in the early eighties, she had a major refit 2013/14 including a new coach roof, cabin interior and separate heads. New mast and standing rigging in 2018 (Mast by Collers), SKB sails, Darglow feathering prop. Hot and cold pressurised water system. Compressor cold box. Cooker with oven and grill. Split charge relay for battery. Beta 38 engine with hydraulic gearbox. Electric Anchor winch. Standard Horizon VHF Clipper Echo and log. Clipper wind speed and direction indicator. 3 anchors. Warps Fenders. Mooring strops. Currently hauled out at Calstock Boat yard on the River Tamar. **Contact: email: boatregister@oga.org.uk**



Members' adverts for boats are also available to browse online. Visit the website for more information about boats advertised here and more boats not included in Gaffers Log. Free Advertising online and in Gaffers Log is a benefit of OGA membership.

Master Frank, Price: £30,000. Negotiable

Master Frank is the Isle of Man's oldest boat afloat and the only surviving half decked longliner. She was originally built in 1896 by Clucas & Duggan shipwrights of Ramsey. She has an innovative build, with elements from Essex Smacks, and Morecambe Bay Prawners but also has a "rocker" keel. Rigged as a gaff cutter. Lovingly rebuilt in 1993-96 by her current owner, a master carpenter and shipwright the Master Frank has been kept in good condition. She has had a new big jib in 2021, new mainsail in 2019, and the engine has only done about 300hrs since the last rebuild. Fully equipped, ready to sail, and used regularly Lying Ramsey, Isle of Man. **Contact: Joe Pennington 07624 404684**



Miscellaneous SENSIBLE OFFERS

Deck stepped spruce mast, 35'6", 4" square base, oval shaped with taper, varnished, s/s standing rigging including spreaders, grooved for Bermudan main. Danforth Anchor 28 kilo. Stuart Turner 1 cyl fwd & reverse gear, can be made to run or for spares Large quantity of pine, teak, elm offcuts & planks + quality mahogany veneer in approx 10'x2' strips. Buyer collects. **Tel. 01326 221681 email: david@devonmaid1.plus.com**

Memory, Price: £10,000

Salterns built open Memory. Finished in Iroko. Lead pig inside ballast. Braked 2 wheel trailer. Tan sails including topsail. Yamaha 4HP in trunk. Remote fuel tank. Lots of gear. Lying Wrentham, East Suffolk. **Contact: email: tonywrentham@gmail.com**



Nare Mist, Price: £10,900

Mevagissey Tosher 18. Gaff rigged cutter built 1980 by T Heard yard in Mylor, Cornwall. GRP hull. Pine mast and spars. Two sets of foresails - large white plus smaller heads sails of mace colour. Topsail. 9hp GM diesel (reconditioned 2014). Darglow feathering prop. Two bunks. Legs for drying out. Mainsail cover. Cockpit cover. Over boom cover. YouTube <https://youtube.com/playlist?list=PL2oEJ9-cFJOM6w56ri-nJN4Kc3ZWGUKrS> Lying Dartmouth. **Contact: email: kim_sturgess@hotmail.com**



Sauntress, Price: £20,000. No offers.

A 28' by 8' beam, 4'10" draught, pitch pine on oak gaff cutter yacht with square yard and sail, built 1913 by Wright & Harris, Cardiff, Wales. No. 166720 on the Part 1 Register, no engine, lovingly maintained over near half a century, ocean capable, jaw-droppingly beautiful. I am selling her because my partner/crew of nearly 20 years died and I have neither the will, nor the physical ability, to sail her any more. Lying Carriacou island, Grenada, West Indies: take her to the Antigua Classics and she will be the star of the show. Absolutely unique. Usual inventory.

Contact: Martin Scannall: email: martincalpe@gmail.co



Sheerwater, Price: £600 ONO

Dutch 20ft 16 square class dayboat built 1955 needs new owner. Hull and keel professionally restored 2018. Cutter rig, sails of good quality. Needs some minor work to complete preparation for coming season. Lying in dry storage, Rosneath. Has road trailer.

Contact: Jon Hammond on 07976920162



Spirit of Wenda, Price: £8,000

An absolute bargain, *Spirit Of Wenda* has been for sale since the sad death of her builder/ owner Claudio Frontero. She is a splendid example of the Albert Strange *Wenda* design and should be a serious contender for anyone considering a classic yacht especially as the price has dropped below half the original asking price This includes all her new unused sails and equipment. **Contact: Jamie Clay: email: jamiejosephclay@gmail.com**

**Tantina II, Price: £28,500**

Designed by J. Francis Jones and beautifully built by R. A. Newman in 1961. LOA 31ft 6in. In the same ownership for the last 40 years, she has been maintained on a no expense spared basis and always kept indoors during the winter. Very strongly built with pitch pine and mahogany planking on oak frames with teak decks and superstructure. Lead keel, bronze keel bolts. Very comfortable and very fully equipped, 20hp Beta engine, various electronics including solar panels, radar, B & G and Raymarine instruments, plotter, AIS etc. Hydrovane windvane steering gear and Raymarine autopilot. Eberspacher heating, fridge, 2 burner cooker with grill and oven, hot and cold pressurised water to galley and heads with shower and electric toilet. Five berths. A very capable cruiser, having been as far north as Shetland Islands, west as far as Rockall, and south to France, Brittany, and Azores. Extras include Avon Redcrest dinghy and 2hp outboard. Recently launched, in commission Scotland, and ready to cross more oceans. More details on OGA Boat Register.



Contact: Gordon Garman 07799134869 or email: yotscribe@outlook.com

Thetis, Price: £6,000

Saltern's Tela 16' 6" dayboat, built 2004. Telas were built from a mould that was taken from a Barry Island "seeker" (i.e., a small pilot boat). Thetis has a pale blue grp hull with cream decks, oiled hardwood fit out with bronze thole pins and rowlocks, and varnished spars, all of which are in good condition. The gaff main and furling jib were new in 2019 and have been lightly used. Topsail and yard. The standing and running rigging are in good condition. Pair of leathered wooden oars. Bilge pump. Tiller extension. Padded rudder bag. There are two covers: one over the boom for "in-use" and a "flat" one for towing and storage ashore. Robust Hayling road trailer (new wheel bearings 2022) with spare wheel. ePropulsion "Spirit" electric outboard motor available separately for £1,000. **Contact: Dave Bewick email: dwbewick@icloud.com**

**Tiki, Price: £3,500**

Padstow Lugger Day boat. 15' on deck 22' over spars. GRP hull with teak gunwhales. solid wood spars. Steel centre plate. Very stable, and easy to row. Old sails, but still good. Oars, bilge pump, 2 covers. Road trailer. Fitted with leisure battery for use with electric trolling motor.

Contact: Alison Cable. email: boatregister@oga.org.uk

**Tregatreath, Price: £16,250**

Heard 23 Gaff Cutter built in 1987 by Gaffers and Luggers. GRP hull with wooden cabin, cockpit and solid spars. Two berth cabin with galley and chart table and forward stowage space for sails. Includes two burner hob with grill, auto pilot and GPS. Well maintained and in good condition.

Contact Alan Londesborough Tel 07818 092291

**White Nancy, Price: £25,000 or very near offer**

Heard 28 Gaff Cutter. Cruising version of the Falmouth Working boat built in 1999, a powerful traditional rig and capable hull form which makes for a superb sea boat. This one was built by Martin Heard himself, lovingly maintained, her third owner regretfully offers for sale after extensive voyaging. This boat has crossed the Atlantic and equator twice solo. She would suit those that appreciate the timeless solid build with none of the concessions to cost sadly apparent in more modern boats. Lying in Falmouth.

Contact: Travers Allison. email: susiejcday@gmail.com Tel: + (254) 798 504 995

**Witch, Price: £28,500**

Built by Dickies of Tarbert in 1898, but constantly updated to a standard to enable recent cruises round Britain, North Sea crossings and Brest and Douarnenez. Been in family ownership since 1965. Her sailing characteristics have endeared her to successive owners and she points to wind like a 'witch'. Full inventory of sails and navigation aids.

Contact Alistair Randall. email: alistair@witch1898.co.uk

**Young Pretender, Price: £9,000**

Memory 19, cabin version. The boat has been out of the water for several years, but was previously campaigned with some success in the Classic Regattas organised by the Northern Ireland Old Gaffers Association. New sails were purchased in 1998 from James Lawrence Sailmakers, who also serviced the main in 2005. Comes with Mariner 6hp 4 stroke outboard, purchased in 2005. The decks were covered in Tek-Dek in 2003. A tender is included in the sale. There is a trailer, which is in need of servicing. A well maintained boat with a full inventory.

Contact Paul Reid paulwireid@gmail.com

**Zingela (launched as Sekyd) Price: £10,000**

Vertue no 131, SSR11191. Built in 1965 by Robertsons of Woodbridge of Iroko on Oak 25ft8" long, 7ft 11" beam, draws 4ft5". Cosy 4 berth accommodation with built in charcoal stove,heads, plumbed in sink and spirit 2x hot plate cooker. Full nav equipment, instruments, radio,tiller pilot. Garmin551 and Aries wind-vane. Yanmar 2GM20 diesel with 400hrs, new engine mounts&prop seals.Excellent suit of sails--2 x mains, 2x genoas, new spinnaker, Lewmar winches, roller reefing on genoa, slab reefing main. Aluminium mast with nav lights, excellent steel rigging and guard rails. Full set of upholstery with matching covers 2 years old--spray hood, boom cover, full deck cover with boom tent. Rib with outboard.Hull in good condition (keel bolts have been checked). Wintering ashore but ready to go. See register for extra's!

Contact Peter Enticknap. 01544-318422 p.m.enticknap@gmail.com

**REDUCED PRICE BARGAINS****Reynardine, Price: £12,500.00 REDUCED PRICE FOR QUICK SALE**

Reynardine is an Alan Buchanan design, built in Gweek, Cornwall, 1974. Full details at M J Lewis Boat Sales

Contact Peter Wakeling 07541 657473 or email peterwakeling59@gmail.com

**Rowspar, Price: £19,500 reduced price**

Itchen Ferry yacht built in 1926 by Berthon Boat Co. Totally restored 1999 by Spence Mooney and Chidham Marine, to a very high standard, using the best materials and retaining the traditional character.

Contact: John Hall tel. 02392 632059 (home) or 07901 922050

**Spray, Price: £18,000 reduced price**

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

Contact Kevin Goulding (NW OGA President) on 07967 829960



ADVERTISEMENTS

Inclusion of an advertisement does not imply endorsement by the OGA of any goods or services.

We are pleased to announce that two pre-eminent names in classic sailmaking in the UK have joined forces to combine their skill and craft.



FOR ENQUIRIES ON ALL TYPES OF CLASSICS AND RIGS

please contact: hello@ratseyandlaphorn.com

sales@jameslawrencesailmakers.com

Tel: 01983 294051



Traditional equipment for classic boats.



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

Telephone: **01394 380390** or **01473 659394** | Email: info@classicmarine.co.uk | www.classicmarine.co.uk

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

Photography Credit: © Emily Harris

Forthcoming events for 2023

● **OGA Annual General Meeting**
Portsmouth 13th – 15th January 2023

● **OGA 60 Round Britain Cruise**
Starts 27th April 2023 Ramsgate

● **OGA 60 Rallies all around the UK**
Please see website and current issues of
the Gaffers log for details

● **OGA 60 Jubilee Party**
3rd – 6th August 2023 River Orwell
Completion of OGA 60 Round Britain Cruise

THIRD PRINTING!

LONDON LIGHT
A Sailor's Story



An Autobiography by
Jim Lawrence

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

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

Order online at www.chaffcutter.com

CHAFFCUTTER BOOKS

THE SMACKS BOAT

Brian Kennel, Boatbuilder est. 40 years



12' lugsail rigged GRP dinghy, The Smacks Boat is built to order to your specification.
Prices start at £8,350-00 including combi trailer and cover.

Tel 01206331212, 07745173908
sallyboatsails@btopenworld.co.uk
www.briankennellboatbuilders.co.uk



MARINE PAINTS AND VARNISHES SINCE 1908

Superior varnishes for boat owners who want perfection



Marine coatings you can trust

More questions are asked about varnishing than any other boat coating project. Getting it right can make the difference between long lasting protection and shine, or rapid breakdown of the varnish scheme and subsequent damage to the wood substrate.

Our Teamalak Yacht & Seaplane Varnish is a High-Quality, Traditional High Gloss, UV resistant Marine Varnish.

- Long lasting protection from UV light
- Supplied in 500ml, 1l, 2.5l and 5l tin sizes
- Perfect for all types of marine woodwork inside & out
- Also available as a High Performance Varnish for a scratch resistant, mirror finish



Antifouling | Bilge & Locker Paints | Deck Paints | Preparation | Primers & Undercoats | Topcoats | Varnishes & Oils

Visit us at
teamac.co.uk

Call us on
01482 320194

Keep in contact on
   