



GAFFERS LOG

ISSUE NO. 100 JULY 2019

*** 100th ISSUE ***



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

100

ISSUE 100 JULY 2019

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Autumn issue by 25 October 2019

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Cover photo: 'Maybird' finishes
the Round Ireland Race (p.38)
Photographer: Meadhbh Quinn

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Foreword



This issue, the 100th, is once again packed full of contributions from all around the OGA Areas, and further afield. As we check photos for clarity and copy for typos we bring a 'Stop Press' from North Alaska: 'Ziska', built 1903 in Arnside by Crossfields crossed the finish line of the Race to Alaska (p.13). There's a brief summary of Newsletter developments over the years on p.7.

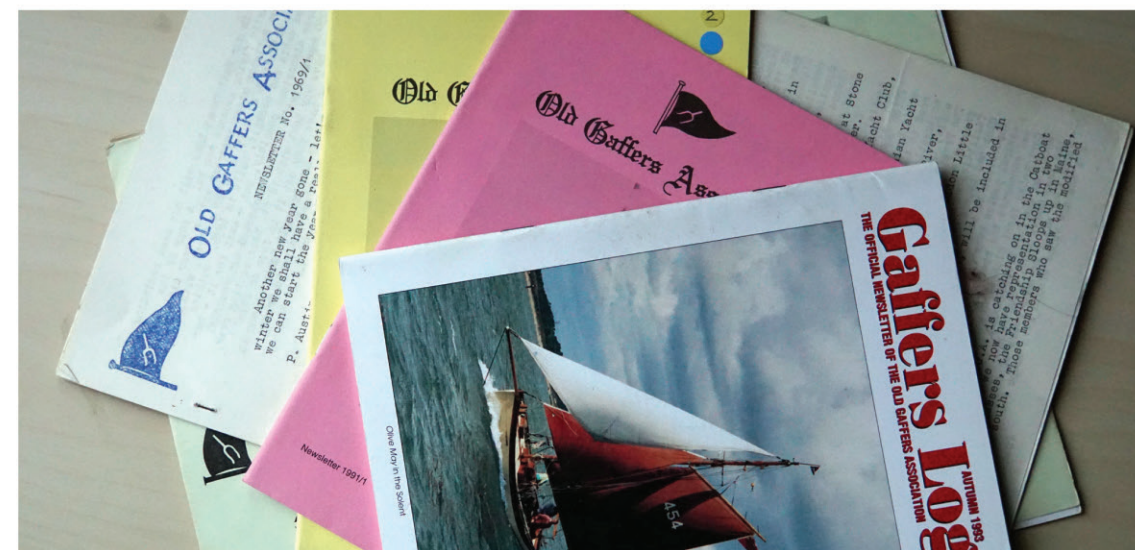
I hope you'll agree this 100th issue captures the international feel of our Association with 'Ziska' on the west coast of America, 'Marihona' in Norway, the Morbihan Festival in Brittany, the maiden

voyage of 'My Quest' from Harwich to Ostend and our cover story report from Darryl Hughes with 'Maybird' who completed the Round Ireland Race last year. Of course, there are all the regular reports from around the UK, with Notices about what's in store for the rest of the season and into 2020. My heartfelt thanks go to all the Members who contribute content and ideas for Gaffers Log.

I'm sometimes asked what membership of the OGA means, or what the Association is about. It's sometimes hard to summarise what 'the OGA' represents, but for me it includes working together on restoration projects, sharing expertise and experience about our boats, their history, heritage and sailing a gaffer. We gather at festivals and rallies, with or without our own boats, both in UK waters and further afield to cruise, race and have lots of fun. There's the chance to learn, and maybe practise, the skills of sailmakers, boatbuilders, riggers and reeves and find out about the places where working boats were once commonplace. All these aspects of the OGA may be found in the pages of Gaffers Log.

The next issue will be my last, and I look forward to handing over to new Editors, both for the Gaffers Log and online. Do think about volunteering, and be sure to get your nominations in by 2, November.

Beverley Daley-Yates, Editor (Log and online)
log@oga.org.uk
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From the Quarterdeck

It hardly seems possible but midsummer's day is nearly upon us. Reports are coming in on member's activities and I have taken part in my first race of the season after my first year of doing boat preparation myself (with a little help!) where I used the products of our sponsor Teamac.

I have made a visit to Kings Lynn and looked round OGA Member the Cockle Boat 'Baden Powell' (below) which has been the subject of a major 10 year rebuild by King's Lynn Norfolk Boat Trust. The cockles were collected by finding a sandbank and waiting for the tide to go out and then returning on the flood. It was great to meet the volunteers led by Tim Clayton who take visitors out for trips on the Great Ouse.

If the OGA has an email address for you then you will have received the first of what I hope to make a monthly communication to members. I entitled it 'Newsletter' but it is not intended to take the place of the Gaffers Log or the news pages of the website. It is intended more as an update so that you can be kept abreast of any issues that the GMC



Photo: Sue Feather

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

Hopefully you read my introduction in the last Log and now I have been in the post nearly half a year I am more aware of what makes the OGA tick. Thank you for your various letters and emails as well as comments about my wave!

RYA Dinghy Show:
29 February - 1 March, 2020

By popular demand, more opportunities are being made for small, open, trailerable boats to attend some Area events and we hope this will also encourage more new members. Previously the OGA had a stand at the Beale Park Boat Show but now that has been cancelled, we are going to have a stand at the RYA Dinghy Show at Alexandra Palace, London, from 29 February to 1 March, 2020. We hope to display the new OGA Dinghy and a Smacks Boat. If you would like to represent the OGA on our stand please let me know.



are concerned about and also it will act as a reminder for upcoming events.

If you didn't receive the update do please let us know your email address so that we can add you to our list. One of the issues I mentioned was the need for volunteers in Scotland to help Gordon Garman and how an appeal to the Scottish members had been successful. I look forward to hearing how they get on with managing what is the geographically largest Area in the Association.

There is good news about the OGA class dinghy. The North East Area have ordered the first of the four that they intend to build and OGA Australia has requested the CNC files for local manufacture. We are planning to attend the RYA Dinghy Show next year; more information will follow as our plans are laid.

I wish you fair winds for the rest of the season and I look forward to reading of your exploits.

Alistair Randall, President



Making the OGA tick

email communications

If you have an email address, are you receiving OGA emails? If not, either we don't have your correct/latest address or you have inadvertently clicked on 'unsubscribe' sometime in the past so send me an email to secretary@oga.org.uk and I will ensure you are kept informed of the latest news and events.

Support our advertisers

Commercial advertisements in the Log provide us with revenue to help with the cost of production. Please take a look at them and if you purchase something, do tell them where you saw the advertisement. If you don't, they will not know and will question the value of paying for the advertisement.

Come to Bristol 10-12 January, 2020

Attending an OGA AGM may not be high on your list of things to do, but the 2020 AGM will be special. In addition to it being a social event with an evening meal and entertainment, there will be opportunities to visit 'SS Great Britain', the famous Underfall Yard and other highlights of Bristol's outstanding maritime heritage. So put 10 - 12 January 2020 in your diary. Booking instructions will be in the October edition of the Gaffers Log and on the website.

Group MMSI

If you are organising an OGA event or cruise in company on tidal waters you may like to consider another way to keep in touch with the fleet. Each boat should have a marine VHF radio on board and ideally should have one with the DSC (digital selective calling) facility that, as well as providing a button to press in an emergency, allows you to call another vessel using their individual MMSI number. However, these radios also have a Group Calling facility where an additional MMSI number, the same number for all members of a group/event, is entered into each radio. This gives the facility to the organiser to call that number and make an announcement to the entire group all at once about, say, a change in a plan or an urgent announcement. If you are organising an event and want to use this facility, contact me for a Group MMSI number as I have been given the relevant paperwork by Ofcom.

Notices



Association Trophies

We need someone to help organise the ten Association trophies. Each trophy spends a year with the recipient but we need to keep a record of who has them and to remind them to have their name and year engraved before cleaning and returning in time for the next presentation event. This does not involve attending committee meetings, you just need to keep tabs on where they all are. If you can help, or if you just want to find out more, please contact me.

secretary@oga.org.uk

Can you help find a few more advertisers?

I am sure you will have recognised the improvements to quality and design of the Gaffers Log in recent years. Each new editor and designer has played their part. However, costs are rising and to maintain these standards we need to find a few more advertisers to pay for space. Do you know a supplier of relevant goods or services that would benefit from advertising in the Gaffers Log? Would you like to contact them and obtain their agreement? If so, please let me know who you could contact and I will provide you with all the necessary information and prices we charge. It's a great way to meet some of the companies we all use when maintaining or sailing our boats.

secretary@oga.org.uk



Search for new Officers

nomination closing date 2 November, 2019

We are looking for volunteers or nominations for four key positions, closing date for nominations is 2, November.

Association President

who also chairs the General Management Committee and the Area Committee.

Gaffers Log Editor

OGA Website Editor

Sailing Secretary

who sits on the General Management Committee

All enquiries or nominations must be submitted by 2 November, 2019

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

Gaffers Log: the 100th issue

A short history of the OGA Newsletter

The Old Gaffers Association first produced a Newsletter in the 1960s. Typed, stapled, foolscap sheets with no illustrations were mailed to members quarterly. By the 1970s it was A4, with a photo on the cover, printed black only on white paper with a coloured cover. It included historical articles about the cover boat, along with race results, letters from members and other articles of interest.

OGA Editor David Cade changed to an A5 folded and stapled booklet in 1985, still black only print with coloured paper covers. David Cade commented: 'I hope we are heading in the right direction with this new format, it will largely depend on YOU the members to whom I look for material and good black and white photos.'

In Spring 1993 the Newsletter became 'Gaffers Log', still A5 but full colour covers on heavier card. The inside pages were laid out in a larger font with a plea for more

varied content from new Editor, Jay Cresswell: 'We need more photographs, doodles and maps to brighten up the presentation. Let's have more, shorter items. They're less boring to the casual browser. The Journal badly needs some practical hints stuff and some mini-histories of boats.'

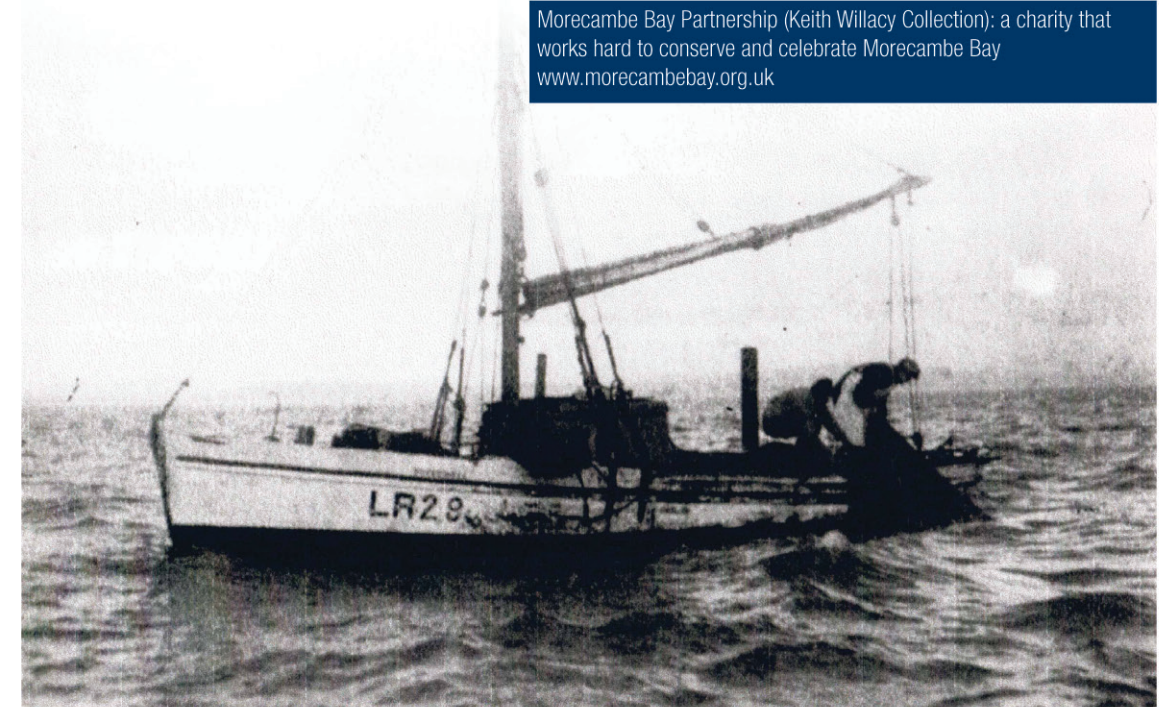
In June 2005, Editor Phil Slade introduced a full-colour Log, retaining the A5 format with around 52 pages each quarter. Ten years on in 2016, we moved to the larger 'football programme' size with most issues now running to over 72 pages, published three times per annum.

With just one more issue from your current Editor, what's in store for the next 100?

'Speedwell', built 1919

100 issues is not 100 years, but looking back to 1919, when very few boats were launched due to the war, we did find one boat in the OGA online Boat Register. 'Speedwell' LR29, was built 1919 by Crossfields of Arnside for Percy Baxter, Morecambe Bay fisherman. She fished from Whitehaven, Fleetwood and Lancaster and 2019 finds her undergoing a major restoration in Liverpool owned by OGA member, Derek Bayley.

Morecambe Bay Partnership (Keith Willacy Collection): a charity that works hard to conserve and celebrate Morecambe Bay
www.morecambebay.org.uk



OGA Photography competition: 2019



'Towards Binic'
OGA Photography competition, 2018 Sailing Gaffers: first prize
'Into the golden light' by Loïc le Marchand, Overseas (France)

Judging by the photos supplied to accompany articles in the first two Gaffers Log issues for 2019, many members have been out taking photos already this year. Same rules, same system for submission and last year we had a record number of entries!

Don't be shy! Challenge the judges with even more great photos to choose a winner from.

Submit photos for the OGA Photography competition 2019 and you'll have a chance to win a prize from the stunning nautical publications supplied by our sponsors, Adlard Coles and Bookharbour.com.

Visit the website for full details of rules, submission process and a slideshow of previous winners and runners up to inspire you.

www.oga.org.uk/trophies/photo-competition-2019

OGA Trophies and Awards: 2019

OGA Trophies: look out for potential nominations!

Who will you nominate? Our Association Trophies each have a prestigious list of previous winners. Why not nominate a fellow gaffer to be added to the list. Full details are on the website: www.oga.org.uk/trophies

Alan Hidden Trophy:
outstanding performance by a member under 25

Cape Horn Trophy: outstanding seamanship in single occurrence

David Cade Memorial Trophy:
outstanding contribution to the OGA in the past year

Gaffers Globe: major voyage relative to boat and experience

Grumpy II Cups:
outstanding sailing achievement by OGA skipper and young crew

Please send nominations with brief account of the reasons by 30 November, 2019 to: secretary@oga.org.uk



The Cape Horn Trophy was awarded to Darryl Hughes, skipper of 'Maybird' for his magnificent achievement in completing the Volvo Round Ireland Race, 2018 (p.38).



The new award for 2018, 'Tales of Sail', for contributions to Gaffers Log complemented by online content, was awarded to Alasdair Simpson, North West Area, for his collection of articles based on research into Crossfields of Arnside. He was presented with the award at the inaugural conference which took place at Arnside in March, 2019 (p.10).

Crossfields of Arnside:



Eric Crossfield with Maurice Evans from the Nobby Owners Association Photo: Victoria Sedgwick

About 70 delegates gathered in Arnside on 16 March, 2019 for the inaugural Arnside Conference, organised by Alasdair Simpson, NW Area. Amongst the delegates were several members of the Crossfield family and Eric Crossfield brings us this report. The event was a resounding success, so join us next year and put the date in your diary now: 21 March, 2020.

Unexpected things happen when you gather together people with a shared and passionate interest in boats, old boats, beautiful boats.

Regular readers of 'Gaffers Log' may be familiar with yachts and with Nobbies or Morecambe Bay Prawners built by many builders in the north west area with Crossfields of Arnside being the most prolific boatbuilder in the area for the 100 years from about 1840 to 1940.



'Severn' in her shed at Arnside

Place

At the top end of Morecambe Bay in an 'Area of Outstanding Natural Beauty' lies Arnside on the estuary of the River Kent. The good people of this remarkably pretty village have taken the maritime heritage of Crossfields of Arnside to their hearts. As a Crossfield myself, grandson and great nephew of the last two boatbuilders, my heart swelled with pride when I heard there was to be a conference on the subject.

And so it was that on 16 March, 2019 as the tail end of storm Gareth whipped up choppy waters in the shallows of Morecambe Bay, 70 people came from far and wide to gather in the Arnside Educational Institute to learn and to share their interest in boatbuilders Crossfields of Arnside.

People and Boats

With 70 people attending, the large room was full. The audience was welcomed, and the conference formally launched by Andy Smith of the Arnside Sailing Club (ASC). Alasdair Simpson, Sailing Secretary of ASC, took the first leg by giving a comprehensive outline of Crossfields boatbuilders, their boatyards and much of their history.

Later that day Beverley Yates (OGA Editor) awarded Alasdair with the OGA 'Tales of Sail' trophy and deservedly so, as it had been Alasdair

the place, the people and the boats

who committed his sustained energy, enthusiasm, persistence and extraordinary knowledge to pull it all together to make the conference such a success.

Keith Watson gave a delightful talk about his boat 'Maryll' (launched 1938) and he spoke about feeling more like a custodian than an owner. 'Maryll' is proudly owned and cared for by Keith in Holland, is a winner of a European award and has sailed the North Sea and the Baltic.

A full 131 years after launch in 1888 the graceful Victorian yawl 'Bonita', the first yacht built by Crossfields, was described in fascinating detail by owner Mike Beckett. 'Bonita' has been lovingly owned by the Beckett family since as far back as 1937. In 2013 she circumnavigated Britain and ventured a Baltic cruise in 2016. Search 'bonitayawl' to discover much more.

Sabina Sorrentino Tassinari (below) described in elegant and poetic terms the life of 'Moya' (1910), of her extraordinary history. 'Moya' having come 2nd in class in the 1975 Fastnet, restored in Trieste in 1993, winning the Martini Rossi award and now based in Greece. It was Piero, Sabina's late husband who was such a very diligent owner of



'Moya'. The relationship between boat and man has been recorded with passion, style and flair in an exceptional Italian documentary which was played to the conference and in the book 'il segno dell'onda'.

'Severn' (1912), one of ten Rivers Class yachts commissioned by the Royal Mersey Yacht Club was bought by ASC with help of a Heritage Lottery Grant. On my visit, I discovered Arnside people have taken 'Severn' to their hearts and adopted her arrival in Arnside as a contemporary reflection of Arnside's



Photo: Victoria Sedgwick

Crossfields of Arnside

maritime heritage. Alasdair Simpson described her history, arrival and plans for her future in Arnside.

There is also an Arthur Ransome Connection. Mary Hamilton of the Arnside Archive Group described how Crossfields built boats for Arthur Ransome, not only 'Swallow' (& Amazons) but also 'Coch-y-bonddhu' which has been restored beautifully by John Hodson and is now a splendid exhibit in the Windermere Jetty Museum.

As each presentation was given I, my son, my nephew and all family members attending were appreciating a much broader understanding of our family history.

A fascinating talk by Maurice Evans, representing six generations of local fishing family history, described an unparalleled depth and breadth of knowledge of Crossfield boats from a customer point of view. This presentation helped me to understand the significance of the work done by my ancestors. Through their craftsmanship and understanding of seamanship they enabled men to earn money as competitive fishermen, to provide for their families. They provided boats for what we now call the leisure industry, for simple provision of fun, excitement and ultimately happiness to ordinary folk visiting the coast in this beautiful region.

Boatbuilders

I've often wondered why they were so successful and built boats that have been enjoyed, worked hard and benefited thousands of seafarers. The conference has given me clues to this conundrum and I sense it was simply that they were 'of the place'. It's not that they were boatbuilders that happened to live in the area; it's more that those Crossfields were true locals of the area and they turned their natural craftsmanship to become boatbuilders. So it was that they knew their wider home area so thoroughly and instinctively that they understood the specific yet ever changing requirements of local, working, fishing and sailing families and the business evolved organically to meet their customers' changing needs over the roughly 100 years they were in continuous business.

The different perspectives of each conference speaker built upon one another to generate a

rich, multi-dimensional view of what otherwise could dissolve into an historical archive of photos, documents, tools and fading stories of the Crossfield boatbuilders. But it is hoped that the awakening interest in Heritage generally can give hope to potential for at least this particular focus to grow and to thrive in some sustainable form. As family, my relatives and I have been humbled to learn that interest in the boats and the history of the boatbuilders persists and appears to be strengthening as the years unfold. Let us hope that with care and attention Crossfield boats and many other well-loved vessels will live on to provide fulfilment for many more to enjoy.

This event gives me the happy opportunity to recommend to OGA members who share any common interest, whether it is boats, boatbuilders, loved location or any common interest to reach out to bring people together, to share and to learn. It need not be a fancy affair; the bonds that bring people together will be the boats or the location or special interest.

Fair winds, friends.

Eric Crossfield, Solent Area

Put the date in your diary for next year!

**2nd Crossfields Conference
Arnside
Saturday, 21 March 2020**

Themes may include 'Sir William Priestley' and her replicas and Restoration Projects.

**Contact Alasdair Simpson:
alasdairsimpson2@gmail.com**



'Ziska': from Arnside to Alaska!

As we go to press, your Editor has been tracking 'Ziska', a 116 year old yacht built by Crossfields of Arnside in 1903. She's just completed the Race to Alaska (R2AK), 2019 (below right). The rules are no motor, no support, 750 cold water miles of the Canadian Inner Passage from Port Townsend, Washington, to Ketchikan, Alaska. Designed to showcase the latest technology for human and wind powered boats, R2AK attracts entries from a wide range of craft, from modern foiling trimarans, finishing in just over four days, to a two-man rowing boat, 'Backwards AF', still racing at 4 knots with 21 miles to go. 'Ziska' crossed the line after 16 days, reported in a post on Facebook (below left).

'Ziska' survived early gales unharmed, whilst many of her modern competitors suffered damage. Race Boss Daniel Evans said, "It has been great to see 'Ziska' sailing better than most people thought she would. For something weighing over 12.5 tonnes. She has performed really well."

'Ziska' was built in Arnside in 1903 in Crossfield Brothers' Boatyard on Church Hill. Little did anyone know all those years ago that 'Ziska' would one day take part in the gruelling Race to Alaska on the other side of the world. She spent most of her early life in the Irish Sea, being registered in Dublin.



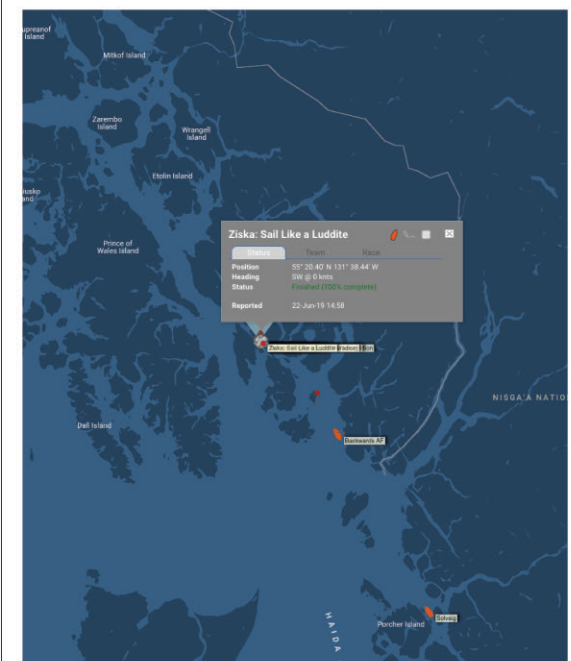
Bought by a 19-year old in 1997, 'Ziska' was sailed across the Atlantic to the Caribbean. In 2006 she was transported across America by road to Port Townsend on the West Coast. In 2017 'Ziska' was purchased by shipwright Stanford Siver who has spent the last two years restoring the boat before entering her in the R2AK. Find videos, charts, photos and reports on the website and Facebook:

www.r2ak.com/2019-daily-updates/

www.facebook.com/racetoalaska/

Day 16 Race report from Ketchikan

You might have noticed a certain smell in the air this morning; plumes of smoke wafted skyward as luddites worldwide lit their whale oil and coal-fueled boilers to build up enough pressure in their internet machines so they could tune in to see their standard bearer, Team Ziska, finish their marathon run whose latest starting line was 16 days to the stern. From the race to rebuild, to seemingly spending 18 of their 16 days upwind in light air in Hecate Strait, Team Ziska's race is impressive stuff. In keeping with their pace and nature, their story will be told after the telegraph dit-dahs the info to the home office and we can line up typeset and start cranking this story out by hand. We're sharpening our quills and twirling our mustaches in anticipation.



Amble Puffin Festival: May 2019

OGA Dinghy update

OGA NE had an impressive presence at the annual 'Puffin Festival' in Amble, Northumberland, the objective being to promote the OGA locally and show off the OGA dinghy. First of all, many thanks to Tony Kiddle for allowing us to drag his beloved dinghy all the way from Cleethorpes to Amble for the event.

The three-day Puffin Festival on May Bank holiday weekend is a celebration of Amble's long-standing maritime history. We set up our newly acquired (and very yellow!) gazebo in the middle of the market square with the dinghy taking pride of place. It was a major draw for the crowds attracting admiring looks and compliments on the standard of finish.

We advertised our project to build dinghies at local schools and now have positive interest from three schools along our coastline from Alnwick to Hartlepool. We also have a funding promise from a major Maritime Engineering company on Tyneside. Their Commercial Maritime Director was so impressed that he will take the proposal to his board for funding from their community fund.

We picked up five potential new members through people seeing the dinghy and talking to us. We held a boat jumble which raised around £100 and collected £15 from donations. Without the dinghy being on display, we suspect that we would not have generated nearly so much interest.

Report and photo: Steve Fullerton, NE Area



Small boats, open boats and trailers

The OGA has a strong history of trailing their boats and we hope this will continue. Small, open and trailerable boats provide skippers with great flexibility to sail in different waters, and avoids the cost of marina/mooring fees. In this issue we have tales from several gaffers who have taken their small boats to the Festival in Morbihan, Brittany and intrepid East Coast members who trailed their boat to sail on the west coast of Ireland.

This year we have tried to do much more to inform, encourage and include small/open/trailerable boats in suitable events across and around the country whether they be organised by OGA Areas, our Trailer Section or other sailing organisations.

Events

This summer a total of 19 OGA events have been earmarked as suitable for small/open/trailerable boats kicking off with the Chichester Rally in early May and finishing with the Trailer Section's 'Messing about in Boats' in Lechlade on 27 September. All the events are listed on the OGA website Events listing and Trailer Section Area pages.

Information on launching etc.

To help you plan your involvement in events at locations which are new to you, organisers have been asked to include all the information you need on such things as launching, mooring, accommodation and parking. This information is available on the details page of each event on the website.

Communication

OGA website events & Trailer Section lists:
www.oga.org.uk/areas/trailer-section
www.oga.org.uk/events

Gaffers Log: all events suitable for small/open/trailerable boats are included in the Calendar of Events centrefold of the March issue (marked 'SB').

Mailing List: all Area Secretaries are aware of Members who have indicated an interest in small/open/trailerable boat events.

Dinghy Show: 28 February - 1 March 2020

The OGA are planning to have a stand at the 2020 Dinghy Show at Alexandra Palace in 2020. The OGA Dinghy will be exhibited alongside a smacks boat. More details will be published nearer the date.

This book is a useful guide to launch sites around our Coast.

Where to Launch Around the Coast
 by Diana van der Klugt

All you need to know about slipways for launching small boats - whether power or sail - at over 700 selected sites around the British Coast. Also included are sites on the Norfolk Broads, The English Lake District, some Scottish Lochs and a selection of inland lakes.

Each entry includes information on the type of site and its suitability for particular types of craft and activity.



Trailing 'Tiki', our dinghy, to Donegal

Readers will know about the adventures of East Coast members, Julian and Alison in their gaffer 'Robinetta'. This year they decided to trail their dinghy to sail the west coast of Ireland, after a successful trip to the Netherlands last October.

Our dinghy 'Tiki' is a GRP Padstow lugger, one of eight or nine made back in the 1990s. I have no idea where the others are, but it would be interesting to know. We normally sail her on the East Coast, but we took her to Holland last October, and decided to go a bit further this year. A lot further. A five hour drive to Holyhead, four hours on the ferry, then another four hours driving on Irish roads, saw us in Donegal, at a small harbour called Bunbeg.

Bunbeg is officially the smallest commercial harbour in Ireland, but it has a good slipway, and once launched we were promised we would be able to lie against the harbour wall. This was useful to know, because 'Tiki' is too heavy to launch and recover more often that we need to! We stayed at Bunbeg House Hotel, which is right on the harbour, in a pretty idyllic spot. The sailing ground available to us was the

whole of Gweedore Harbour (a large sandy bay protected by the Carrickfin Peninsula) and out to the offlying islands of Gola, Inishmeane, and Inishsirr which also offer protection from the Atlantic swell.

Sunday and Monday found us sailing at high water in the harbour learning how the tide ran and assessing the bar over the entrance (scary), then the weather turned windy, and we explored the land by car.

Meanwhile the harbourmaster had been round, and dropped a note on 'Tiki'. Could we phone him about harbour dues? Once he learnt we were only there for a week he decided not to charge us at all, as he was only after people who would use Bunbeg harbour all season. Nice man!

By Thursday the wind had dropped, and it felt safe to take 'Tiki' out to the islands at low water, then ride the tide back in. We set off near low water but with her centreplate up and had no problems with the sand so long as we stayed in the channel. The harbour bar was made obvious by gently breaking swell, so we stayed near to Inishinney. The water was so clear that we could see the bottom, but it was well below us.

Tide was running in the channel between Inishinny and Gola, so we had to tack more often than we expected, but we were

soon near Gola. We thought we might just do a sail by, but noticed a man rushing down to move his boat along the harbour wall to give us space. After that it would be churlish to ignore him!

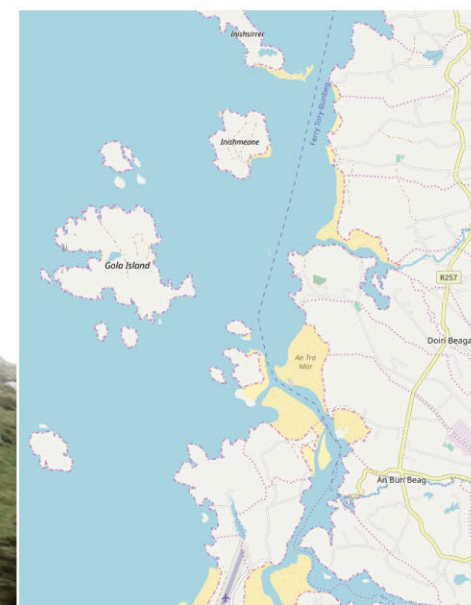
Gola is an interesting place, and we had a good walk round. Even on a quiet day like this swell was breaking noticeably on the Atlantic side of the island although we had not noticed it on the sail out.

Friday saw us trying to reach all the way to Inishsirr, but wind over tide made the route to the harbour there less than ideal, so we turned back to Bunbeg. It was a good decision as the wind got up, and shifted direction to be on the nose in the channel back into Gweedore Harbour; by the time we made it back to Bunbeg the battery on our electric outboard was at the end of its charge.

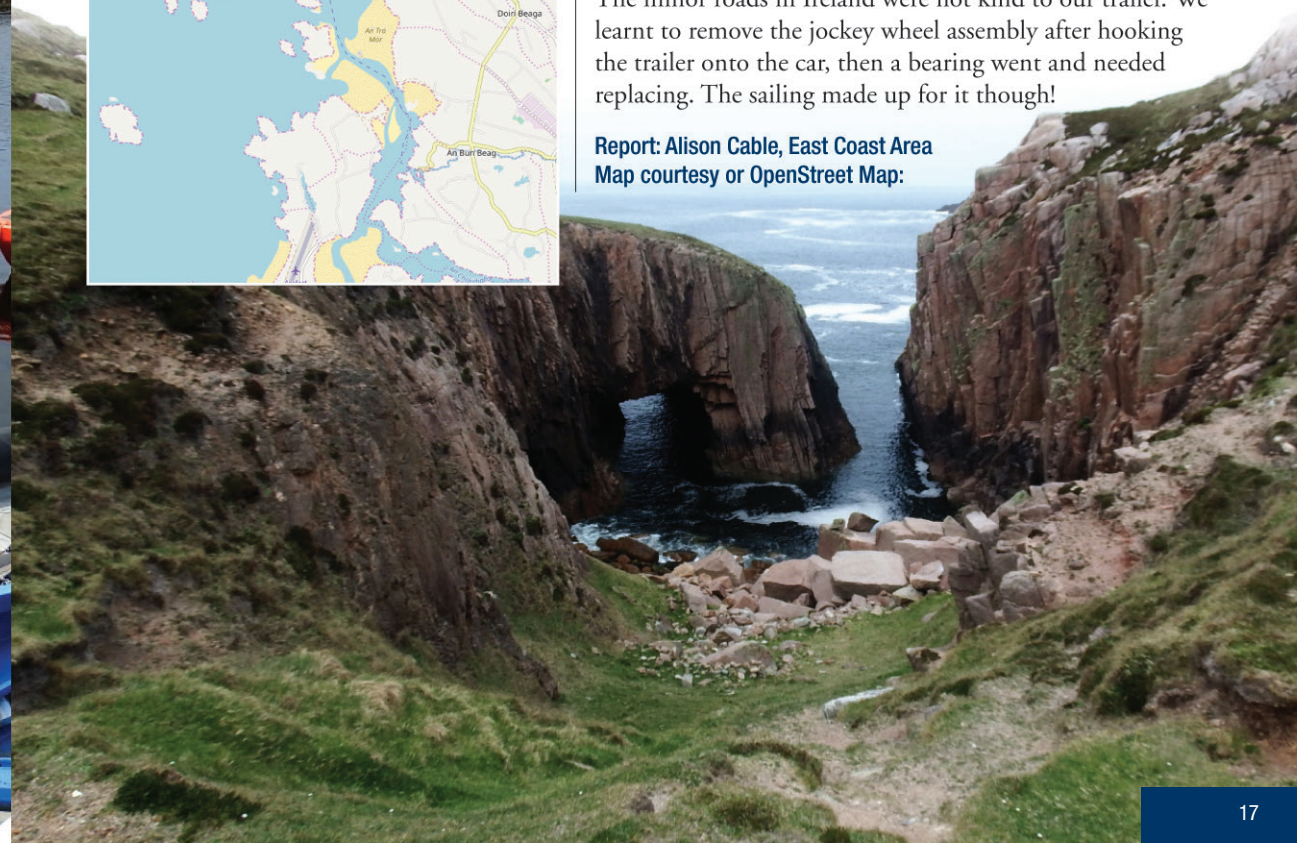
We left Bunbeg and went to Sligo, where we hoped to sail from Rossan Point, but the wind did not co-operate, and the tide at springs was scarily strong. Instead we had our last sail of the holiday on Lough Ree, part of the Shannon waterway, which made a good half way point between the west of Ireland and our ferry home from Dublin.

The minor roads in Ireland were not kind to our trailer. We learnt to remove the jockey wheel assembly after hooking the trailer onto the car, then a bearing went and needed replacing. The sailing made up for it though!

Report: Alison Cable, East Coast Area
Map courtesy of OpenStreet Map:



'Tiki' moored at Bunbeg and (inset) heading for Gola.
Facing page: North End of Gola Photos: Julian Cable



Semaine du Golfe, Morbihan:

27 May - 2 June, 2019

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This small boat event in Brittany is very popular with OGA members and this year there were participants from several English Areas as well as France and the Netherlands. Our first report takes up the story of 'East Breeze' (Gaffers Log March, 2019 p.18) after her transit of the Canal d'Ille et Rance last autumn and overwintering in southern Brittany. Skipper Marion Shirley from the Solent Area takes up her story.

Forward planning: overwinter in France

It all seems to have happened so quickly. In April I hired a house for a week whilst preparing the boat, launching at the end of the month with a cold first few days in the Vilaine river. High winds were the May story; I visited the fishing port of La Turballe then crossed the Loire estuary to the nineteenth century resort of Pornic with two nights in a hotel when 60 knot gusts threatened. On the boat, I ran the diesel heater to keep warm. So much for the outlying islands and La Rochelle. They will be there another time.



Better weather going back and more P's, Pornichet, Piriac and Port du Crouesty. From there I enter the Golfe with its conflicting tidal streams, picking up a buoy off the Ile aux Moines in order to do something about my bald bowsprit. A run ashore (well, more of a long walk) takes me to quaint cottages with the heady scent of luxuriant roses. I sail to Vannes with its steep mediaeval streets and colourful Saturday market.

Having read my piece in the March log, ECOGA gaffer Peter asked if I needed crew. I did. He and Colin have hotel and car booked. One of them was with me each day. They made all the difference to the sailing, short tacking in narrow channels amongst the fleets with square riggers and trip boats thrown in.

The week starts with an opening parade. Having moored up on an obstreperous fishing boat, we decided to set off before it starts, only to find ourselves at the head of it, leading Bernard Moitessier's iconic Joshua.

From Wednesday, you join your flottilla, charging about the Golfe from port to port. You share a buoy, a pontoon or drop the hook. At Port Blanc I do a lot of sewing on my failed staysail. At Port du Logeo there's fog but it's clear 200 metres out. On the way up the river to Auray, we stop for oysters and white wine. Hundreds of engineless small boats drift in the light air. It's an international fleet: Gaffers from the UK, France and the Netherlands with German lake boats unused to salt water and every kind of other small French boat. On the last day, we join the closing parade, in the right place this time and return to Vannes which is bathed in pink light.

So much work by so many people in the Department du Morbihan. I am grateful for contacts from other UK Gaffers and perhaps, one day, I will meet you!

Marion Shirley, Solent Area, 'East Breeze'

Two Telas travel to France from the South West

South West members Chris Evans and David Bewick report on taking their small boats to Morbihan.

My boat 'Teal' is a Tela Seeking boat based on the working boats out of Barry. She is 16' overall with a 2' bowsprit, very stable and fast. Myself and a friend towed her to Morbihan from North Devon via Plymouth/Roscoff. The customs at Plymouth took 5 litres of petrol off us and my sailing knife. Blighters! But that is another story!

A very easy trip on smooth French roads. There were three Telas in Fleet 3 at Morbihan along with 300 other similar boats, a significant number from the UK. The organisation this year was very good with help launching and retrieving the boat. Accommodation was either camping or static caravans with breakfast thrown in. The fleet sails from village to village and buses take us back to the campsite each night. The next day the bus deposits us back to where we left the boat the night before.

The sailing and location is wonderful and the whole ambience of the festival is fantastic. All in all, it was a great week, good winds at the beginning died towards the last couple of days. Enough to sail and with the large number of boats for the Grand Parade, probably a good thing.

Chris Evans, South West Area, 'Teal'

Small Boat Sailors having fun

I am not sure who first expounded the idea that 'the smaller the boat, the greater the fun' but I have always thought it was probably not very far from the truth. The small boat sailors from the OGA that went to the 10th Semaine du Golfe du Morbihan certainly all seemed to be embracing this ethos.

I was there, this time, with my Tela 'Thetis' in Flotilla 3 (small traditional leisure boats). I bought 'Thetis' in 2018 but did not sail her a great deal in the first year, just enough to build a up a long list of little jobs that would turn her into being my boat rather than someone else's. So, with a suit of new sails, new electric outboard, lots of little tweaks to the fittings and the running rigging, and some polish over the winter, we were ready for the off.

We travelled on the Sunday night ferry and launched at Larmor Baden on Monday. This was not without drama as one of the trailer rollers collapsed and we ended up putting a big scratch on the hull (not too serious as it turns out). Fortunately, a very friendly local helped us find the parts we needed for a speedy repair to the trailer. We never had any intention of taking part in the opening parade on Monday evening, but we did go down to Port Blanc to watch it. Due to the late tide, and slightly gloomy weather, it was not quite the spectacle it could have been but we were pleased to see all the boats that took part and, in particular, a familiar sight in the form of Marion Shirley's 'East Breeze' strutting her stuff close to the head of the parade.

The first day of the Semaine du Golfe 'proper' is always the trip to the I'le d'Arz on Tuesday when many of the boats in the whole event turn up on the island for a big party. We left Larmor Baden and took the southerly route below I'le aux Moines. There was a fresh breeze, so we put a reef in, but

Semaine du Golfe, Morbihan:

we had a pleasant sail. On the island it was the usual fare: hundreds of boats, thousands of people, good food and drink, Breton music and dancing. All too soon, it was time to return to our home port and we pretty much re-traced our outward journey. This was mainly uneventful although we did have a close encounter with a Tumlaire that was fully powered up on port tack when we were on starboard. Only at our second scream did he do anything to avoid us. By this time, it was too late, and we had to put in a crash tack,

too, to avoid a collision. We then spent an odd moment or two almost alongside each other, with me glaring at him, before we both pulled away on our new tacks. Later that evening, we discovered that another Tela, 'Kingfisher', in our fleet had not been so lucky. She had been T-boned by a port tack boat and had suffered damage to her hull and deck and broken her mast. The crew did

not allow this to completely ruin their week. They were able to sort out the insurance details with the owner of the other boat and get a ride on other boats most days.

On Wednesday, we left our mooring and had a nice sail across the main channel down to Le Logeo where we had our lunch stop. When we set off again, it seemed to me that the wind had picked up, so we put a reef in. It was just as well as it got even more lively later. I have since given my crew, Andrew, strict instructions that whenever I say to him

27 May - 2 June, 2019

'Shall we put a reef in?', the only acceptable answer is 'Yes, David!' We went down the channel between the two big islands and just as we bore off around a port hand mark, one of the fast inter-island Navettes was going the other way, putting up substantial bow waves. We went over the first two but through the third, taking a big green one over the bow. This amused the crews of the other boats in the area enormously, but not Andrew who, despite his quick-drying trousers, was still complaining about having wet underclothes several hours later! En route to Vannes we had had such a fast sail, we arrived much too soon to go under the bridge and though the lock on free-flow meaning we were put into a rather tedious holding pattern in the open water just outside Port Anna. Eventually getting into Vannes was a great experience, to enter this historic town by boat and moor up on the pontoons right in the centre. This gave us the chance to have a good look around at all the exhibits in what is the home port of Semaine du Golfe.

We left Vannes the next day because of the tides. Some of our fleet did not do what they were told at the briefing and decided to sail out against the wind and incoming tides near Port Anna so we had to

wait for the stragglers to catch up. When they did, it was too late to sail our planned route, so we went straight to Arradon. This proved one of the best sails of the week, albeit rather short, with a nice steady F3 wind and flat water. These sails in company are not races of course but let us just say we were very pleased with the way in which 'Thetis' performed.

On Thursday morning it felt as though summer had arrived at last. It was bright and sunny in Arradon with light winds when we left heading south down the main channel. We had to wait for a while near Ile Berder for the fog to burn off before continuing down channel to Port Navalo. We picked up a mooring in the harbour, but were soon 'moved on' to the lovely beach just outside the entrance. After a fantastic Salade Paysanne in a local café for lunch, we set off up the beautiful Auray river where we soon caught up with Flotilla 2, the sail and oar fleet. We had to hold up for a while to allow them to get in and out for their oysters on the barge at Fort Espagnol. When it was our turn, we happily picked up a mooring and left them all to it. We knew from past experience what carnage can happen when a couple of hundred small boats try to raft up on a barge. I am not that fussed about oysters, anyway!

Semaine du Golfe, Morbihan:

When the fleet got going again, it was a lovely sail in light winds up the river. I was pleased to see fellow member Chaloner Chute tying up on his mooring with his Aber, 'Nanouk'. Before long, we turned right, away from the main stream, and moored up on the trots just off Le Bono. We had a lovely evening there with a few well-earned drinks, Breton music and dancing and a nice crew supper.

We were up early the next morning to get the bus back to Le Bono for a planned 07.30 start. The RIBS did a good job to get us all out to our boats and we left pretty much on time. It was a beat all the way down the river with the ebb tide. This was great fun, but we covered the ground only slowly, so we arrived at the main channel near Port Navalo rather later than planned. This meant that, rather than being slack water, the flood had started and so it was very difficult to cross the channel under sail alone in the light airs. I resorted to a few 'squirts' from the outboard and even some of the hardened sail-only people in the fleet had to take a tow. We doubled up on a mooring with a couple of boats from the Dinghy Cruising Association (DCA). We were told there was no time to go ashore for lunch but our DCA friends shared their picnic with us. Over the radio, we learned the start time for our fleet in the Grand Parade had changed from 15.00 to 14.00. We left our mooring in good time, only to find it had gone back to 15.00! After a bit of jostling

around in the harbour entrance, we were glad when it was time to set off down the main channel with the rest of our fleet. The Grand Parade was what Morbihan Grand Parades always are: hundreds of boats, lots of noise, rough water and thousands of spectators. The wind was light and down-tide this time, so the water was not as rough as it can be. The parade passed without any incidents for us and we turned off just after Port Blanc to find the slipway to recover the boat. The plan for our fleet was to recover all boats on a single slipway after the Grand Parade but before the crew closing party at Port Blanc. We had been fretting about this for days as there were over 200 boats and the logistics did not seem to make any sense to us. As it turned out, it was not too bad. It seems that many of the fleet had decided to ignore the plan and to make their own arrangements, either pulling out somewhere else or doing so a day later. The Capitaine in the boatyard just about managed to keep things under control.

One of the slightly odd things about Morbihan is that although there are about 1500 boats, you only really interact fully with the other members of your own fleet. In Flotilla 3, we had a handful of OGA boats, and we were very pleased to spend a lot of time with Chris and Jo Allender in their Ilur, 'Le Rosbif', and Malcolm and Jo Goram in their Picarooner, 'Mallard'. All the Brits and the Brits abroad in the DCA and the Tideway Association

were all very good company, too, each of them doing the 'small boat, great fun' thing in their own ways.

We have been to this amazing event three times now, with two different boats. Would we go again? Probably. If you have not been, and you are thinking about it, my advice to you would certainly be to go for it but to think hard about the tides and tidal streams, (I still find it amazing that high tide time is nearly two hours different at the opposite ends of the gulf), to try hard to work out what is being said at the daily briefings and over the radio (in French, of course), to always expect the unexpected and, above all else, to keep a good lookout.

Bonne journée!

David Bewick, South West Area, 'Thetis'

27 May - 2 June, 2019

Arriving late at the Festival due to tooghache, Chaloner Chute sent a short note from his Aber 'Nanouk'.

I sailed up the beautiful Auray river, snuggling up with both fleets 2 & 3, then picked up a buoy. Flew OGA pennant, and much enjoyed the procession of extraordinary variety of colourful boats, all nations, all rigs, some gig rowers who looked dead beat after rowing around the Gulf for a week! Had my picnic lunch, accompanied by much singing, music and good natured banter. Happily hailed by hearty Dave (SW area) and several others. Rough count of 300 craft passed by. Amazing scenes!

Challoner Chute, Solent Area, 'Nanouk'



Photo: Chris Evans



Traditional Breton boats
Photo: David Bewick

Time to dream: join a consortium . . .

Your Editor received two interesting opportunities to share with Members in this issue. Do take a look at these very different proposals and contact the contributor if you are interested.

Like many OGA members, I have dreamt of ownership of a 'proper' gaffer for a while – but pragmatism forces me to recognise the reality that I am likely to lack both the funds and time to do the job properly for some time to come, if ever. To that end, I've come up with a proposal which achieves the goal and addresses some of the issues that such a venture throws up: namely to bring together a consortium who collectively will have the funds and the time needed to buy and maintain such a vessel, while providing a minimum of three weeks of sailing in the season, each year plus as much out of season sailing as maintenance schedules and the other members agree to. For many of us, three weeks of sailing per year is a pretty ambitious dream. Add in out-of-season sailing too, and that's a serious proposition – at least to me!

The proposal is to berth the vessel in Jersey, giving easy access to a wide range of great sailing destinations. Easily and cheaply accessible from a good number of British airports, Jersey is within a day's sail all of the near French Normandy and Brittany coasts, plus the English and French Channel Islands and much of the English south coast. Within two days, that extends to the Scilly Islands, Ushant, the South Brittany coast, and the north Cornish/South Welsh coast. The range of options for a week or two's sailing from Jersey in a well-found vessel is enormous.

The boat purchased will be a traditionally styled, gaff rigged boat, deep keeled so capable of taking the sea, rigged to be

sailed with a competent and experienced crew of three or less if needs be – but able to accommodate at least six in good comfort.

I anticipate an initial purchase price of between £200k and £400k – for a vessel in pretty much ready-to-sail state. Add 20% of the initial purchase price to create a sinking fund and members should anticipate a year one cost of between £24k and £44k. Thereafter the costs are expected to be approximately 10% of the initial purchase cost – so £2k to £4k per member. To the extent practicable, it is also anticipated that members could replace some of the cash cost with their own labour. After all, much of the regular work on a traditional vessel does not require more than elbow grease, sandpaper, a brush and a tin of varnish. For the more complex jobs professionals will be engaged.

So I am looking for enthusiasts to join me in this venture, to make a happy consortium of sailors who value traditional boats and would join me in the dream of owning a great gaff rigger.

If that is you please do get in touch.

Swithun JK Mason, SW Area
swithun@masonbreese.com

Download the prospectus:
www.oga.org.uk/news/dream-prospectus

. . . or see your boat on film?

Period film drama set in the mid 1700's looking for three willing owners and their gaff rigged dinghies (ideally centre boarders) to support the film production.

The drama will be similar to the popular Downton Abby programme which is ongoing for several years. The locations are York, Bath and Buckinghamshire.

The first requirement for boats is on the 5th & 6th August 2019 in Buckinghamshire on a small lake. The boats will be used to help with set dressing which will be built around the lake. The craft will be hired directly

by the production company for the days used, if there is a requirement for the craft to be sailed then there will be an additional payment for any owners that are on camera.

This is all the information I can give at the moment due to confidentiality. A non-disclosure agreement (NDA) will need to be signed by any owners willing to get involved.

In the first instance any interested Members should contact Glen Goodey:

+44 (0)7900 693 023 or preferably email:

glen@marinefilmprojects.co.uk

www.marinefilmprojects.co.uk



Tales of a Cornish trader, part 4

Gary Palmer brings us the fourth instalment of his remarkable tale of 'Golden Nomad', Cornish Trader No. 6, a cutter-rigged gaff ketch designed by Roger Dongray, built by Cornish Crabbers at Rock, Cornwall, 1981.

Previously, in Part 3... After delays caused by a major steering problem, and winter approaching, we abandon our planned passage from Northern Ireland to Rye for 2017, and leave 'Nomad' ashore in Belfast until Spring 2018 when, with the very last of the tide we finally launch 'Nomad'.

April 2018: Afloat at last!

After the tension of the literally last-minute repairs whilst on the slipway, and wondering if we would have enough water to float in, it was with some relief that we motored away from the Belfast shore and watched the sounder slowly start to record some water under our keel. The sun shone, we throttled back the engine and put the kettle on.

But as the noise of the engine lessened, I became aware of what seemed to be another noise. Was that a metallic rattle or chatter I could hear? Or just unfamiliarity with the boat's engine noises? Hmm.

A full complement and some sound advice

After tying up at Bangor Marina, my crew started to arrive; Allan, Ken and son Michael. We then had a visit from

another Ken, a friend of a friend who lived in Bangor. Ken had a great deal of cruising experience, both locally and on multiple passages across the Irish Sea and beyond so I was keen to hear his views. We discussed our passage plan, which at that time was to cross to the Isle of Man, then Holyhead and on down the coast of Wales and Cornwall. Ken advised otherwise, advocating staying close to the Irish coast and crossing the Irish Sea from Kilmore Quay in the south and heading straight for Land's End. Although I had considered this option, I had shied away from the longer Irish sea passage in an as yet unfamiliar and untried boat. But Ken was quietly persuasive and after discussing the options with the crew, we decided on this advised route.

Buying flares in Northern Ireland

Although 'Nomad' had a very good supply of flares, they were all recent but actually just out of date. But I knew that there was a good chandlers in Bangor so no problem there? Wrong! Being pyrotechnic/explosive devices, obtaining flares in Northern Ireland is a protracted business involving filling in forms and submitting to the Police for processing and finally taking a permissory purchase



certificate to the Chandler – all of which I was told could take several weeks. However I was also told that this restriction did not apply in Southern Ireland, so decided that the ample supply of recently-dated flares, two VHF radios on board and a course close enough to the coast for mobile phone reception, would be sufficient until we arrived there.

Ropes off and away

After a couple of days to stock up and stow, and some helpful advice on the timing of the local tidal streams, we motored out of Bangor on 21st April 2018 into a fine, bright and calm morning, and made the short hop to Ardglass via Donaghadee Sound, all on board enjoying the sunny day and watching the Irish coast slip by. But my concerns about the chattering noise were confirmed by others in the crew, and my hopes for a mechanically worry-free trip evaporated. Having found nothing amiss with the engine, mountings or transmission, I felt that it might be the large bolt that the centreplate pivots on. This would of course mean lifting out to check or repair but as I had been told that the bolt had been renewed not that long ago, and there were no signs of any leakage, I decided to keep a close watch on it and press on.

On down the Irish Coast

From Ardglass we carried on without incident to Howth and then Arklow, using the passage inside the off-lying shallows of Burford, Kish & Codling banks, mostly

under engine as the wind was too light to make progress under sail. Usefully 'Nomad' came equipped with 4 x 4 gallon spare fuel containers doubling our fuel capacity and as the weather stayed fine we were able to refuel at sea and keep going. The Marina in Arklow was full for an event so we had to berth in the fish dock – easy to find by the unmistakable aroma. And having used most of our spare cans, we needed to refuel.

Refuelling and Irish hospitality

Allan and Ken set off to search for fuel and found that it wasn't available directly in the fish dock but met a chap on the quayside who kindly offered to fill our spare containers and, after hearing that we were in some need of showers, and there being none in the vicinity, promised to return with the key to the local scout hut wherein showers could be had. A little later both key and fuel duly arrived and the scout hut showers were a very welcome if unusual gesture.

Next Time: On to Kilmore Quay and the passage to Cornwall

Photos and report: Gary Palmer, Solent Area



'My Quest': a love affair, a refit . . .

East Coast member, Sue Lewis, tells the tale of how she, husband Howard and friend Barry become the proud owners of the well-known, and one-time engineless, little gaffer 'My Quest', and take her to Ostend for the Festival.

Such have been the problems that you would almost think our 23ft gaffer which was equipped with an engine right from the start in 1930 had not taken kindly to having one re-instated having been engine-free for 18 years.

That first engine was a 2-cylinder Ailsa Craig according to Lloyd's Register, and a registration document from 1969 cites her as being fitted with a 2-cylinder Swedish Albin built in 1965. Her owner from 1984 to 2014, Richard Gavin, came to the end of his tether wrestling with the idiosyncrasies of his engine (still an Albin, so presumably the same one) in 1996 and had it removed and the cut-outs filled in, in both the hull deadwood and the rudder.

It was during those 18 years of engine-free sailing on the East Coast that we first saw 'My Quest' in action at OGA events: a pretty pale blue hulled gaff cutter with a fine turn of speed under the expert hand of Captain Gavin. Her next

owner, 2014 to 2018, repainted her hull pea green and fitted a second hand Yanmar 1GM10 engine without ever, for multiple personal reasons, putting her in the water.

Smitten!

That's how we found her early one morning in September 2018 at Woodbridge Boatyard (Everson's, Suffolk) looking a bit sorry for herself: dry, though surprisingly after four years ashore not catastrophically so, uncovered, with varnish peeling and paintwork scruffy. Howard, myself and our friend Barry all attended a first inspection: Barry tapped the hull with a hammer, adjusted his hearing aids and then gave up. Howard crawled all over the boat frowning while I eyed up the woodwork trying to assess the sheer quantity of varnish work. All pointless really: we were smitten! We had barely finished our breakfast in Martlesham Tesco's before negotiations began . . .

A week later she was ours: 32/64ths Barry's and 32/64ths jointly mine and Howard's. It's an arrangement which is working well: for a start all the costs are halved (or in mine and Howard's case technically quartered) which is a great way of feeling that you're getting value for money.

Work to do

Much of the work to be done was cosmetic with a couple of exceptions: the rudder and the engine. The rudder would make the first short voyage home and then Barry would remove it and assess over the winter whether it could be saved – but serious engine issues were more urgent.

'My Quest' seems not to have taken kindly to the second-hand Yanmar – or perhaps vice versa. It had not been fitted well, the 3-bladed propeller looked far too big and we knew there were issues with the running. An empty can of 'EasyStart' lying in the boat did

and some technical hitches

not bode well and once started there was excessive black smoke. I'm told they are always smokey – but not that smokey! So the decision was made to lift it out (back injuries and hernias avoided by the use of a crane rather over-sized for the job), deliver it to Barry's workshop in Twickenham and let him work his magic while Howard tackled the issues of installation.

Barry soon discovered a source of problems: there had been an ingress of water into the head at some



time which had caused pitted valves and seats and damage to the injector. The top of the bore was OK however, and once his work of replacing and reconditioning was done he was able to run the engine and, filled with optimism, he painted it up.

Howard meanwhile worked on board: he installed a proper seacock for the water inlet and a silencer and water trap for the exhaust. A more permanent petrol tank was needed to replace the portable outboard motor tank – the 14 litre fuel tank from a jet ski did the trick. Better engine controls, sourced from Andy Seedhouse www.andyseedhouseboats.co.uk/chandlery/, were refitted under the rear cockpit seat where they are nicely out of sight and out of mind for sailing, in smart wooden casings made by Barry. As with all such jobs one thing led to another and a new cockpit floor was needed (Barry again) to replace the old one which had had holes made for the gear lever/throttle.

Maiden voyage (homewards)

Our priority before winter set in was to get 'My Quest' back to Harwich. The engine was installed again and we were ready to launch in early December, grateful that winter looked like setting in obligingly late. It happens to us all: a couple of



First viewing



Engine out

'My Quest': a love affair, a refit . . .

false starts. First the tide didn't make enough, then there was too much wind for the crane. Eventually December 6th was the day: in she went . . . and in poured the silty waters of the River Deben. From my vantage point on the quay I caught odd phrases drifting up to me: 'pissing in' was one, and there was a clear and not at all complimentary reference to the Niagara Falls.

Boatyard trick: sprinkle sawdust on the water and sweep it towards the leaky bits. It sounds primitive but may well have helped because within minutes the waterfalls were abating and the pump was able to keep up. After a couple of nights on a mud berth a pea green 'My Quest', her pea green dinghy and the owl and the pussycat, aka Barry and Howard, were ready for sea . . .

. . . but as it transpired the Yanmar wasn't!

The first time the engine stopped was in the river and it was persuaded to start again. The second time was different. It cut out and stubbornly refused to start just as they had left the River Deben (with sails ready but not set) and were not fully clear of



London plane lacewood panels

the infamous Deben Bar. A swift diagnosis of dirty fuel left Barry hastily hoisting sail and pinching away from a lee shore while Howard jury rigged the spare fuel can as a temporary tank. Disaster averted they continued on their way but their troubles weren't over: coming alongside the Ha'penny Pier in Harwich at the end of the short trip, with a strong current making life difficult enough, the engine refused to engage reverse gear and only some quick thinking, an athletic leap ashore from the crew and some assistance on the pontoon kept all concerned safe and undamaged. Faults with the linkage were added to the ever-lengthening list of issues to be tackled over the winter months.

Fast forward to April 2019

Our target was to sail 'My Quest' to Belgium for the Ostend at Anchor Festival in May. It's a fabulous pageant of interesting boats large and small and we've been kicking off our summer seasons by joining in for many years now. It would be the perfect way to get to know our new little boat and to show her off to friends and a huge and interested visiting public. But would she be ready in time?

'My Quest' had spent the rest of the winter ashore. Engine issues were tackled including the fitting of a smaller 2 bladed propeller loaned by fellow east coast gaffer Pete Thomas.

Barry took the rudder home and over the winter, with judicious use of inserts and good modern glues, he was able to save it although it has had to be painted rather than varnished above the waterline now. He similarly saved the bamboo gaff and varnished every bit of removable wood that he was able to take home including the beautiful London plane lacewood panelled doors to cabin and lockers. He even crafted new name boards for bows and stern.

Good spring weather allowed a fairly lengthy refurbishment of the external woodwork of the boat itself with Barry settling in well at the Harwich and Dovercourt Sailing Club yard while Howard and I swanned off on various other adventures. On our return we

pitched in too, me rubbing down and varnishing with Barry, then painting the hull together, while Howard continued his rationalization of interior wiring, electronics, instruments and gas locker. The pea green has gone, she's now painted ivory with cabin top and hatch lids to match. Even the new instrument panel, tucked in under the main hatch, got a matching coat of ivory.

Launch and shake-down cruise, nearly

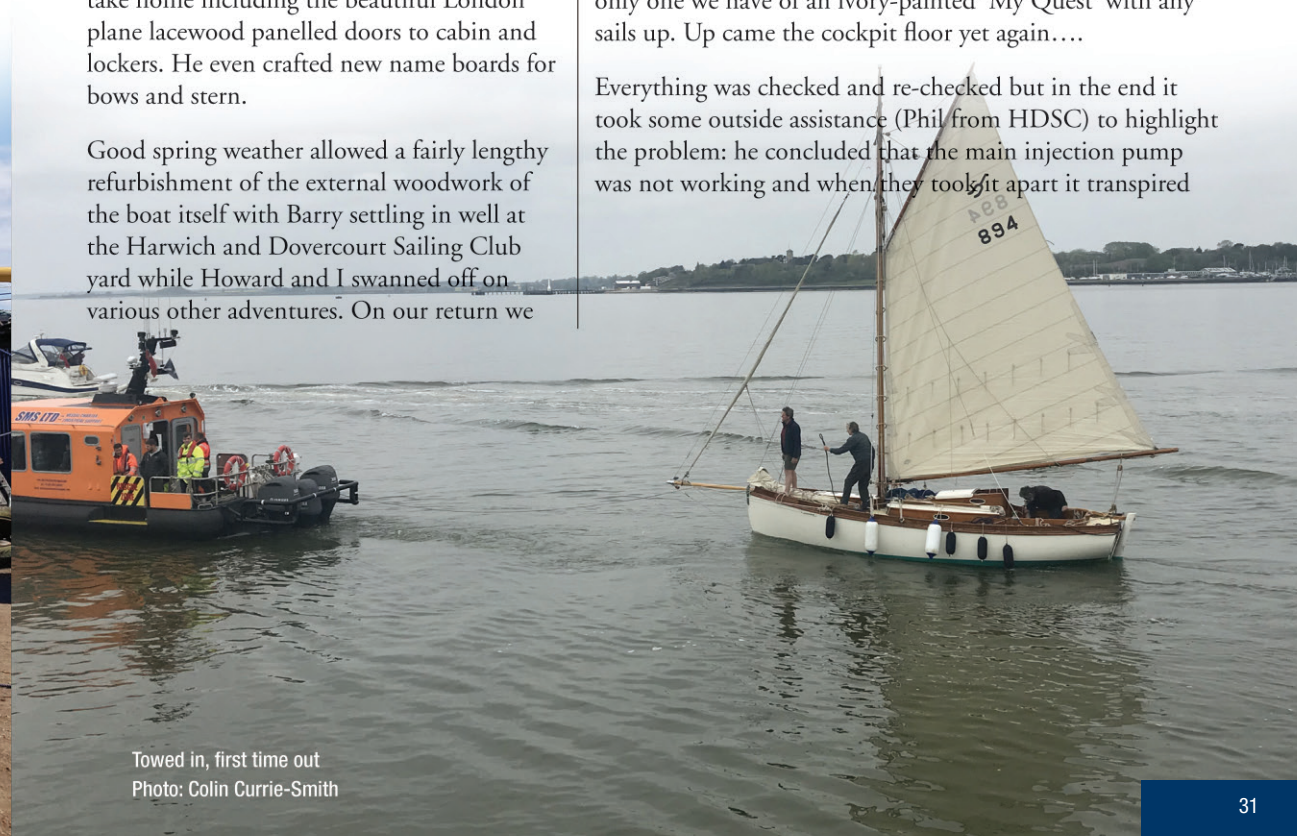
It was a rush at the end as the weather was warm and dry and 'My Quest' was starting to open up again – so by hook or by crook on 25th April 2019 we relaunched. Familiar story – rerun of December's launch: water poured in again and we lingered in the strops to be sure she'd take up.

We were too optimistic when all the issues seem to be resolved and our maiden cruise, up the River Orwell to meet with one-time owner Richard Gavin, had to be abandoned when the engine stopped, couldn't be started and we were adrift in Harwich Harbour in a flat calm. Many thanks to the work boat which towed us the half mile back to the Pier and apologies that the photo of this ignominy is so far the only one we have of an ivory-painted 'My Quest' with any sails up. Up came the cockpit floor yet again....

Everything was checked and re-checked but in the end it took some outside assistance (Phil from HDSC) to highlight the problem: he concluded that the main injection pump was not working and when they took it apart it transpired



Ready for relaunch



Towed in, first time out
Photo: Colin Currie-Smith

'My Quest': a love affair, a refit . . .

that a spring had failed. Broken clean into 3. Replacing this simple spring saved hundred of pounds on a new pump.

Off we go – really!

We did manage at last the planned trip up to Ipswich where Richard Gavin met us and seemed very pleased to see his old lady again, looking loved and cared for, and to help with some of the finer points of his set-up of halyards, sheets, runners etc.

We'd cut it fine but two days after this we were on our way to Ramsgate. In a NE 4 to 5 with reefed main we sailed all the way, through rough seas left over from F6 the previous day.

Passing through the London Array windfarm, thought we'd run the engine as a precautionary measure. And again the Yanmar threw a tantrum – it wouldn't start! If ever a boat didn't want an engine, or an engine didn't want a boat, this must be it. Starter motor this time... We got it going using a screwdriver across the contacts of the solenoid.

40 miles, 10 hours later, and finally we were in foreign waters – well, Kent.



Escale à Gravelines

First port of call 'on the Continent' was to be the little harbour of Gravelines where the Old Gaffers of the Flanders' Banks host an annual event much appreciated by British and French boats on their way to participate in Ostend at Anchor. Tides are an issue here as entry to Gravelines is only recommended two hours either side of high water – we had to make a very early start, and a 'hand start' as far as the engine was concerned because this time the screwdriver trick didn't work. It was 4am



and some technical hitches

and you can imagine our feelings when the engine died as we reversed off the pontoon (that prop is still too big!) And of course our recalcitrant starter motor played us up again. Luckily not much wind so we drifted gently across to the nearest fishing boat and hung on whilst crank handle was employed for a second time. With hardly any wind and none forecast we would not be stopping that engine again until safely tied up in Gravelines eight hours later.

Not for the first time it's OGA chums to the rescue! East Coast gaffer 'Maryll' has exactly the starter motor we needed to borrow, and she was to be resting up for a while so Keith Watson kindly agreed to remove it and bring it to Ostend for us – just a couple more passages to get through and we'd be kitted out for the return trip.

Party time

So it was time to relax - party time at Gravelines with dinner en masse at the Jean Bart Tavern on Saturday and a barbecue after the parade of sail on Sunday, civilized stopover with restaurant dinner at Dunkirk, and then mackerel freshly caught on passage by Barry and cooked for supper at Nieuwpoort. 'My Quest' sailed beautifully when there was a breeze, crew became dab hands at the hand start when there wasn't, and we arrived at Ostend right on time for the start of the Festival.



Beginners Guide to Ostend at Anchor

1. Belgian beer is delicious
2. Belgian beer can be very strong
3. We don't mean 6 or 7%, we mean 9 or 10%
4. Ostend at Anchor is sponsored by a Belgian brewery, so...
5. ...there's a lot of Belgian beer about.

Free berthing for participating boats for a week, free showers and umpteen crew Happy Hours. Lots of gaffer friends from Holland, Belgium and France to catch up with. Live music at all on times on various different stages scattered around the central cathedral/station/dock area. Street food galore of the fishy variety. Thousands of visiting people admiring the boats. Street entertainers proliferate including a fantastical one man band in a rocket on wheels rocket spouting flames as well as musical hits www.muzeikkunstenaar.nl/uk/home and a parading flock of geese (search 'Ganzenhoeder' on YouTube).

Each year on the Saturday Ostend says thank you to participating crews (though it should really be the other way round) so we all parade behind a marching band to the Town Hall to be thanked. The Mayor turned up a bit late on his bicycle this time, sash and all, gave a speech – and then plied us with free Belgian beer (see helpful hints 1-5 above) at 11am before peddling off to his next engagement. Yes 11am.

This is very dangerous. A crew barbecue is laid on for survivors. And that's not the end of it – as we headed for home on Monday others were preparing for the next festival at Blankenberge the following weekend. These Belgians show no mercy!

Footnote: we're back home, a new starter motor was ordered, turned up, fitted, and FAILED!!! A replacement replacement is on the way... and we've got a smaller propeller from a Golant to try next thanks to EC gaffer Jayne Smith.

In case Jayne's prop doesn't do the trick – perhaps you can help? Please see our advert on p.66.

Report and photos: Sue Lewis, East Coast Area

'Marihona' overwinters in Risør . . .

We've featured 'Marihona' in previous issues, and skipper Jerry has sent an update on progress as he prepares to set sail this summer from Norway.

'Marihona' has been on the move, without the skipper even being present! The kindly master-shipwright Lars Groenwald of Moen trebåtbyggeri, towed her to Risør for the winter, as the fjord by the boatbuilder ices over in the colder months, when it is turned into a racetrack for rally cars. Lars is the main organiser of the Risør Trebåt festival, a big gathering of wooden boats every August, which all OGA members are invited to attend - find them on Facebook <https://www.facebook.com/trebatfestivalen/>

'Marihona' was tied up in Risør town centre all winter, guarded and caringly swept clear of the tons of snow which accumulated on her decks, and what did it cost? To give an idea how much the town loves its floating wooden offspring, young and old, be they never so prodigal, her winter storage fee, including unlimited leccy, was just £100. This may get you three nights in Lymington!

When I finally returned to Risør this spring, 'Marihona' was happily floating in town with zero leaks. The only problem was, as I had departed in

a hurry to return to the UK on family business, leaving the clothes and bedding on board, the whole interior was sprouting thick green mildew. It was most uncanny, like an alien invasion, or a mad scientist's parasite experiment got out of hand in a tacky horror movie. All very daunting, but a few days scrubbing with white spirit and Scotchbrite pads restored the saloon to its normal cosy, olde-worlde varnished ambience.

'Marihona' was towed to the old slipway, Risør Slipp, in the traditional manner . . . exceeding hull speed behind an 'enthusiastic' local trawlerman, speaking no English but red-faced and cheery after his 'lunch', he steered a winding course, leaving the wheel often unattended to refresh himself from an old bottle containing a mysterious straw-coloured fluid.

I spent the arrival of spring busily preparing her for a 450nm crossing (under sail alone, the ancient Volvo MD3B having finally given up the ghost) to the River Tyne, where she will be treated to a brand new Beta 43 and an electric anchor winch. She seems never to have visited Tyneside in her life and her skipper is also excited to be spending a few weeks in

and prepares to sail south

this very historic and still thriving port, the northern limit of the civilised world according to the Romans (and considerably north of it, according to their shivering Mediterranean mercenaries).

Thereafter the plan is to bring 'Marihona' down to the IoW to make the acquaintance of her stepsister 'Wilhemina Maria', with whom she shares the gaff cutter rig but little else, being a Victorian iron tjalk, presently languishing with a seized propshaft. It goes without saying that wooden boats always come first, so the tjalk is merely on the 'to-do list' for the present.

'Marihona' has ambitions to visit Finland, the Åland islands and maybe St Petersburg next year after spending a nice warm winter, for a change, in Lorient or La Rochelle enabling her owner to catch up on grossly overdue paintwork and varnishing..

1979 was a terrible year for yachting with a very deep low causing weather which decimated the Fastnet Race fleet and took some 15 mariners to a watery grave in one apocalyptic night. 'Marihona' was also out that night! She rounded Finisterre and escaped into Bayonna for refuge from the howling gale, her present owner having been kindly informed by another intrepid British yachtsman who entered the harbour with her. In a classic British understatement he described the sea state and weather conditions as 'sh*tty'.

So onwards we roll, plans are afoot for a probe into the 'Deep States', the Intracoastal Waterway which runs up the E.Coast of the USA, to meet the alligators of the Dismal Swamp and hear some real cajun music, taking in a visit to the William Atkins design office in Connecticut where she (and 'Suhail', by the by) was drawn back in 1950.

Bermuda is a natural stopping-off point on the return route to England, and happens to be where 'Marihona' was fitted out with sweet-perfumed Bermudan Cedar, a species once abundant on the island, but now rare (see Gaffers Log November 2018, p.16). 'Marihona', after an unavoidable hiatus, is very much going places again.

Report and photos: Jeremy Clinton, East Coast Area

Risør Slipp, an excellent service at an historic, family-run yard!

'Marihona' was extremely well looked after at Risør Slipp, operating since 1830, and on Facebook www.facebook.com/RisorSlipp/

It was very busy in the 19th and 20th centuries but work's drying up these days and the old place is run as a sort of hobby business, sad to say, and risks being turned into a holiday apartment.

The slipway has been here for over 100 years, and seen thousands of repairs to fantastic gaffers including real Colin Archers. It's a family run business, they speak good English, and are very helpful, being real experts with wooden boats. They offer discounts for cash and for pretty boats (!), both of which 'Marihona' benefitted from, also a free tow back to the pontoon which involved three generations of the family, three boats and a helpful dog!

Every bit of custom is valued.



'Williams II' Round Britain:

19 March - 1 June, 2019

The 'Williams II' has now returned from her very successful round Britain trip, quite an achievement getting around the UK in a 100ft, 100-year-old Baltic Trader. We filled over 130 berths and 33 of the crew were either trainees, unemployed or in some way disadvantaged with the survey results showing they all had a great time.

Leaving Blyth on 19 March, the first port of call was Grimsby, the following evening, where Tony Kiddle arranged for the ship to dock at the Yacht Club instead of the fish dock and entertained the crew royally in the clubhouse.

Three North East Old Gaffers crewed on successive legs, Weymouth to Milford Haven; Milford Haven to Holyhead; Holyhead to Ayr, adding their vast expertise and knowledge!

Des O'Meara started the ball rolling by sitting in the pub in Weymouth for three days waiting for an engine part to arrive. He made up for this inertia by then sailing non-stop for three days to Milford Haven with some pretty rough weather on the way. A force 7 and driving rain in the dark is no time to discover that the reefing tackle was upside down and back to front!

Roger Hardman took over from Des at Milford Haven but his journey to Holyhead remains wreathed in mystery! Our esteemed Secretary, Steve Fullerton picked up the spar for the final NEOGA assisted leg to Ayr. Steve joined the ship at Holyhead on Easter Saturday and set sail on Easter Sunday bound for Douglas on the Isle of Man. The weather was glorious, with clear blue skies and just enough wind to get the ship sailing beautifully. She really is quite a sight when in full sail with the water creaming along under the bow.



About five miles out from Holyhead we picked up a distress call from a small yacht that had lost engine power so we immediately turned about and made our way back to their position. It was three young lads who had lost their engine and were also having problems with the sails on their small yacht (when you're sailing, problems never come along singly!) As we were preparing to take them in tow we were called by the local lifeboat, who were also on their way, and asked to stand by until they arrived. We stayed with the yacht until the lifeboat arrived and then continued our journey.

We sailed through the night to Douglas, arriving there around lunchtime on Monday for a well-earned shower ashore in the local yacht club and a few well-deserved beers!

Tuesday saw us up bright and early to catch the tide out of Douglas on our trip to Ayr, the final destination for this leg. The trip to Ayr was around a 36 hr. sail with all on board split into three watches, 3 hrs. on and 6 hrs. off. There's something quite magical about sailing at night with a clear sky and only the sound of the boat creaking gently and the water rushing by. You wouldn't believe how many stars there are out there, and the number of shooting stars takes your breath away. Things picked up a bit in the Irish Sea and it was really quite bumpy for a while.

All members of the crew received one of the coveted Ganseys and beanie hat. The Gansey

does exactly what it has always done, keeps you really cosy underneath your oilskins and even when there's a need to alter sail, the Gansey breathes so well that you don't overheat. The Gansey project has been reported in the past three issues of Gaffers Log and they have their own Facebook page.

We all wore our Ganseys on board and off and they were always quite a talking point in any of the local hostelrys we visited during our time ashore. I'm still amazed at the skill that goes into creating one of these wonderful garments and how even and regular all the knitting is. My Gansey was pretty much never off throughout my entire trip and even though there is a lot of material in it, it held its shape and performed faultlessly throughout.



The ship returned to Blyth on 1 June to a fanfare of welcome and celebration on the quayside with jazz bands, entertainers and Des's male voice choir singing (or should that be bmurderingb) a programme of sea shanties.

The NEOGA gazebo and dinghy were again prominent throughout the day.

Report: Mark Sweetnam, NE Area
Photos: members of the crew
www.blythtallship.co.uk

Find videos, photos and day-to-day accounts on Facebook:
www.facebook.com/williamsgansey/
www.facebook.com/BlythTallShip/



'Maybird': the Round Ireland Race

June, 2018



'Maybird' has wintered in Crosshaven, County Cork since successfully completing the Rolex Fastnet Race in 2011. Given her Irish roots: she was built by an Irishman, for an Irish owner, in an Irish boatyard, it was inevitable that the Volvo Round Ireland Race (VRIR) would beckon. Her retirement in the 2016 race only served to increase the resolve of the crew to complete the race in 2018. The VRIR has a rhumb-line distance of 708 miles, some 30 miles longer than the Rolex Fastnet Race. After the first race in 1980 it is held bi-annually and organised jointly by Wicklow Sailing Club and the Royal Ocean Racing Club (RORC).

The course is a clockwise circuit

of Ireland starting and finishing at Wicklow on the east coast leaving 'Ireland and her islands to starboard with the exception of Rockall which is left to port'. Prevailing winds blow from the SW requiring much windward sailing to the Fastnet Rock rewarded by a broad reach along the spectacular west coast. Tides are a major factor from the entrance to Lough Swilly in the north clockwise around to Rathlin Island and southwards to Tuskar Rock in the south east. Currently about 40 to 50 boats take part. The fastest boats complete the race between 3 and 5 days in 'normal' conditions.

As 'Maybird' was built by Jack Tyrrell in Arklow, County Wicklow in 1937 it was appropriate that half of the 8 crew were members of Arklow Sailing Club. Another crew member sailed on 'Asgard II', the former Irish sail training vessel built by Jack Tyrrell. The crew formed two watches: Tyrrell and Asgard. Watch durations were four hours with dog-watches added in each day for variety. It was predominantly a Celtic crew: six Irish, one Welsh and one Irish-American. Flahavan's porridge oats (Waterford), Barry's tea (Kinsale), bara brith (Betws-y-Coed) and peanut butter and jam (guess who!) were the most popular items on the victuals list!

Our mission was to sail 'Maybird' as well as we could around the course ensuring that we crossed the finish line. Lt Col WCW Hawkes DSO, Maybird's first owner, we felt sure would have relished sailing in the race had it existed in his lifetime. Born in Passage, Cork in 1872, Hawkes was a career soldier in the Indian Army retiring in 1921. He learnt to sail as a boy on Cork harbour, was a serial boat owner and a founder member of the Irish Cruising Club. Jack Tyrrell also, we felt sure, would have been keen to have

one of his boats in the race given his building of Francis Chichester's Gypsy Moth III and his membership of RORC. Fred Shepherd, Maybird's designer, although mainly known as a designer of cruising yachts also designed 'Lexia', the first British boat home in the 1931 Fastnet Race. So, we reckoned Fred would be up for it as well! With the spirits of Messrs Hawkes, Shepherd and Tyrrell looking down on us we made for the start line.

The weather forecasts were not in our favour. Ireland like the UK was experiencing lashings of high pressure in June 2018. The wind was forecast to have lots of north in it at the start of the race which favoured us. However, once a cold front passed through, which would generate more wind, thereby helping the faster boats up the west coast, the forecast for us was very light northerlies/variable winds as we tackled the west coast. We had provisioned for seven days at sea but on the basis of the latest forecast put more victuals and water aboard for potentially another three days. While the 'proper' race boats were removing their heavy weather sails to reduce weight we were piling more victuals and water aboard.

The first 24 hours of the race saw us becalmed off Ballycotton Bay in Cork. We had run some 120 miles and made good progress. The faster boats were 70 miles ahead approaching the Fastnet LH. The wind when it re-appeared still had lots of north in it so at the end of Day 2 we were abeam of the Bull west of the Mizzen passing the iconic Fastnet LH at 0700hrs that morning. The cold front passed through giving decent wind to the majority of the fleet now tacking up the west coast. Days 3, 4 and 5 were our toughest days as the wind subsided into light and variable northerlies and we struggled to get Maybird's 15 tonnes moving through the water in the direction we wanted to go. After numerous becalmings at the end of Day 5 we were stationary again, this time abeam of the Eeragh LH on the west of Inishmore, the largest of the Aran Isles. We referred to these becalmings as Samuel Beckett moments recalling the Irish playwright's words 'I must go on. I can't go on. I will go on'. In addition to Beckett's stoicism the other thing that kept spirits up was that Slyne Head, regarded as the half way mark was just 30 miles away and once rounded it was shorter to keep going than to turn around to get back to Wicklow!

On Day 6 spirits rose on the good ship 'Maybird' for two reasons. One, we had rounded Slyne Head and two, the light and variable northerly wind now backed west and



'Maybird': the Round Ireland Race

increased a knot or two, which meant that for the first time in 4 days we could point towards where we wanted to go and the wind strength improved. The end of Day 6 found us some 10 miles west of Inishbofin. Day 7 saw us ticking off: Achill Head, Black Rock LH, the Inishkea Islands, Eagle Island and Erris Head and shaping a course across Donegal Bay bound for Tory Island. At the end of Day 7 our position was some 18 miles SW of Aranmore Island. Spirits rose further aboard as the wind had more south in it so we could fly the asymmetric from the end of the bowsprit and also fly the 50 year old mizzen staysail.

We reckoned Messrs Hawkes, Shepherd and Tyrrell were able to pull a few strings with the god Aeolus as when we approached Tory Island on Day 8 the wind acquired more north in it. The northerly wind kicked in as we passed the western LH on Tory which meant we could shape a course directly for

the Tor Rocks, Ireland's most northerly point abeam of Inishtrahull Island. The wind died later that day as we reached the tidal waters abeam of the Lough Foyle entrance. The combination of a foul tide and no wind resulted in our penultimate Beckett moment east of Culdaff Bay. Day 8 ended with the good ship Maybird just 10 miles west of Rathlin Island's western LH- the 'upside down lighthouse,' becalmed in fog with visibility around 50 metres. This was our final Beckett moment.

Day 9 witnessed Messrs Hawkes, Shepherd and Tyrrell still working the oracle with Aeolus persuading him to add a dash of east to the northerly wind. This appeared on cue as we rounded Rathlin Island in time to catch the famous tidal escalator south. As 'Maybird' passed Altacarry Head LH on the east of Rathlin her SOG was 9 knots. This increased to 12 knots in the run between Fair Head and Torr Head. 'Maybird' was sailing



We flew the mizzen staysail as often as we could. The sail itself was made in Lymington in 1971 for Maybird's voyage to New Zealand. Not bad for a sail nearly fifty years old!



like the proverbial 'dose of salts passing through a cormorant' to quote Wallace Clark. A south going tide and a NE wind produced flat seas in the North Channel which found us abeam of Burial Island just a few miles north of Portavogie by the end of Day 9.

With the finish just 115 miles away the crew's spirits were not dashed at all when we ran out of water on Day 10. The wind remained in the NE and we made excellent progress off Dundalk Bay. That evening resulted in many gybes in order to navigate around a 40 vessel strong fishing fleet. By the following dawn we had left Rockabill and Lambay islands to starboard and had to stem a foul tide abeam of Howth and the Bailey LH as we entered Dublin Bay. We were not sure if the Kish LH was a mark of the course as it is a man made structure and not one of Ireland's natural islands so decided to leave it to starboard, to be sure, to be sure. We crossed back to the Wicklow shore at the East Kish Bank port hand mark on a full tide so we had a generous 4.5 metres of water under the keel. We had maintained our watch system with the rigour of one of the Royal

Navy's Masters at Arms but with the finish just three hours away it fell apart as all crew members engaged in trying to get the last ounce of speed out of Maybird even goose- winging the jib and the staysail at one stage.

We crossed the finish line just after midday on Day 10 having taken 9 days, 22 hours and 35 minutes to complete the course. The winning boat finished in just under 4 days and the bulk of the J109 fleet finished between 5 and 6 days. We had thought that as we were the last boat to finish we would have to take our own time and might get a wave from someone walking his dog on Wicklow pier if we were lucky. How wrong we were. As we approached the pier we were amazed to see over 100 people applauding as we crossed the line. Wicklow Sailing Club (WSC) committee welcomed us ashore, took our lines, organized berthing and cooked us breakfast in their club! Roisin Hennessy, the Vice Commodore of WSC and Chair of the VRIR committee joined us aboard with champagne as soon as we came alongside having first ascertained that we did indeed finish with the 8 crew that we had started with!

Pat the Post recorded 'Maybird' for posterity on the pier wall, the first gaffer to complete the VRIR. We raised a glass to Messrs Hawkes, Shepherd and Tyrrell in the sailing club bar that afternoon, thanked them for designing and building 'Maybird' back in 1937 and for the strings they pulled with Aeolus after Day 5 to get us back to Wicklow.

Report and photos: Darryl Hughes, Dublin Bay OGA
Map: Mark Sweetnam, Dublin Bay OGA



Yarmouth Gaffers: 30 May - 2 June

Yarmouth Gaffers is the Solent OGA's biggest annual event and a few regulars couldn't make it this year through illness, boat problems or being elsewhere, but we still had some 56 boats attending. If absent regulars would like to buy a Yarmouth pennant, we have a few spares – please get in touch.

Wind and rain on the Thursday made it a hard and wet passage for those coming from the East. On Friday evening, Gaffers enjoyed music from JC and the Dance Preachers after their meal, and on Saturday evening we had the unexpected treat of hearing Hughie Jones (of Spinners fame) who had been performing at the concurrent and excellent shoreside Festival of Sea Songs and Shanties. A Gaffers whip round raised £75.50 for the festival charity, the National Coast Watch Institute.

David Pennison in Golant Gaffer 'Satellite' won Friday's Dutch Gaffel race with Miles and Emily Atherton in 'Mouse', their (very!) newly rigged Oysterman 16, winning the Saturday main race/drift. Lack of wind made it a day for the smaller boats, only two managed to cross the start line against the tide! Jeremy Retford in 'Margherita' won the passage race with a fast beam reach from Poole, instead of the usual miserable wet and bouncy beat. He also won the Concours.

Jeremy Retford, Solent Secretary

The Yarmouth Gaffers Festival, held every June, seems to have legendary status. Having attended as a family over 15 years ago in our Norfolk Gipsy, when my daughters were just 4 and 6, the highlight was for us all to dress up as pirates and try to win the fancy dress competition. The daughters have flown the nest now, so I decided to revisit Yarmouth with my chum, Caroline, in our Norfolk Smuggler, 'Sea Filly' without the dressing up!

We had one day to do the passage from Emsworth to Yarmouth and it was 'only' 26nm according to the chart. I meticulously made a passage plan and it all looked doable: leave at 0915, punch the tide out of Chichester Harbour, catch the west flowing tide just as it turned at the Bar and there by mid-afternoon. Or so I thought . . .

My day started very early as elder daughter needed a lift to Gatwick at 4.30am. En route to the coast, I thought that would give me a head start to get the boat ready and possibly squeeze in a quick power nap. That part worked well. However, at 0700 Caroline texted to say there were few trains out of London Victoria, she would not arrive before 0900. My heart sank. Suddenly my passage plan seemed a bit academic. Being a novice sailor, I felt it was important to give Caroline a full briefing on safety etc. before we left and there was no way it could be rushed. So, we eventually left at 1015, spirits high at the prospect of a weekend away from chores and commitments, if both a little tired.

We motored out of Chichester Harbour and roller coasted over the Bar. It was relief to finally turn west into calmer waters and get the sails up. Wind

Passage race	Skipper	Boat
3rd	Huw Hallybone	Mincarlo
2nd	Andrew Paterson	Codling
1st	Jeremy Retford	Margherita
Gaffel Race		
3rd	Andrew Paterson	Codling
2nd	Paul Spooner	Snippet
1st	David Pennison	Satellite
Main Race		
Class 5 >19ft – 2nd	Andrew Paterson	Codling
Class 5 >19ft – 1st	Miles & Emily Atherton	Mouse
Long tackle Trophy		
Overall winner	Miles & Emily Atherton	Mouse
Mayors Cup		
Concours d'elegance	Jeremy Retford	Margherita
Blake Simms HMS Hurricane trophy: overcoming adversity	Dave Moore	Fritha
Petronella Cup distance travelled under 20ft LOA	Jeremy Retford	Margherita
The Vigilance Trophy		
	Chris Hoare	Daisy
Peter Garlick Trophy for panache		
	Shane and Felissa	Iris

The day we went to Yaaaaarmouth!

was a steady F3, and with all sails rigged, we were off. I kept a watchful eye on the shipping lane and made sure we stayed well out of it, but as we neared Portsmouth Harbour entrance there seemed to be a constant stream of them and I felt it best to wait until the coast was clear even though others were making a dash for it.

Caroline was beginning to look a bit green. I realised I hadn't thought to pre-prepare food or drink and we were already three hours into the passage. Caroline not being able, it fell to me to make sandwiches. Being relatively new to the boat, I had not managed to practise using the tiller pilot. After trial and error, and the boat doing a very interesting slalom course, she eventually found her groove and I darted down to the galley, popping up like a meerkat every two seconds to check the coast was clear. Lunch did the trick, we both perked up and relaxed as Cowes came into sight for the final leg to Yarmouth – after three transatlantic liners came out of Southampton Water and thankfully turned east behind us.

By this time, we were six hours into our journey and the tide was against us. I pored over my trusty copy of Bruce's Solent tides and decided to hug the shore where there was less tide and use the engine to help us along. We zig-zagged our way slowly but surely towards Yarmouth, tacking as soon as we hit the 2m depth mark and by the end Caroline had tacking two sails at once down to a fine art. The weather seemed to improve the further west we sailed, and our spirits were buoyed at the prospect of food and rest. We finally arrived at 9pm to a beautiful setting sun and still waters within the marina. It seemed hard to believe how it could have taken so long. The Gaffers were all ensconced in a sea shanty evening and had kindly saved us some supper as we entered into the warm festive atmosphere amidst cheers of 'Hurrah, you made it!' We felt a bit like pirates ourselves.

Jo Tall, Solent Area, 'Sea Filly'

I can't write about the racing from a wider point of view because I was out on the water. I can however offer a personal perspective.

What you need for a perfect Yarmouth Gaffer Rally is the right mix! Weather that keeps you guessing, people eccentric and otherwise, boats of all vintages, shapes and sizes, music that gets you going and, well, a few doses of the unexpected! But the wind is everything of course. This year, like every year, the winds played their tricks.

The early birds had a breezy start. Thursday came in with a snappy half gale, which held the more cautious back in their homeports. The brave punched their way westward dipping and diving in the spray. Friday followed up with something much better. A perfect breeze and just right for the traditional Gaffel Race. Things changed again as the skies cleared on Saturday morning with 'not a breath' for the big race day!

We shouldn't complain though, most of us had come for a party, the getting away from it all. Time to sit around in sunny cockpits and engage in earnest chatter about the simple stuff of life, of ropes and blocks, varnish and paints, new cruising plans and yarns of past years' sailing ventures.

And just in case the island's slow pace had lulled one into complete inaction, an upbeat evening to re-energise the soul! The ever popular Dance Preachers (we should have made them honorary OGA members by now) got us on our feet and 'a-waving' and 'a-rolling' into the night.



Photo: Ben Collins

Yarmouth winds . . .

The Gaffel Race

Gaffel racing is fun. It is different because you are on your own. It all starts with a strange and streaky sea chart designed no doubt to baffle! Competing boats have to work out how best to cover a web of course lines in whatever order they like and all in the space of a strict time limit. The further you travel the more points you get, but if you are still not over the finish line after 150 minutes you are penalized for your tardiness.

Setting the course is a bit like those 'join up the dots' drawing games we all enjoyed as kids. Except in this adult version the pencil is your bowsprit and the drawing table is an ever-moving sea with cross winds that conspire to throw you off the track.

"We'll start westward," says the skipper. "No we should go eastward," say the crew, "... so we won't be swept away from the finish line in the last lap." "Look at the currents . . . do the maths!" the skipper retorts. But it's a toss up. Nothing will be resolved 'til we get out of port and immerse ourselves.

We line up for the start in a pleasant westerly breeze. No one knows which way the rest of the

fleet will be going. The radio counts down and the boats are soon scattering across the western Solent each believing they know the secret path to victory. 'Arielle' makes a slow start but then catches the last of the ebb to make good time rounding Sconce Buoy. We head north to Dunford as the tide is turning. The only other boat going our way is hoisting its topsail, but the breeze is rising. The manoeuvres look precarious! We don't copy, opting to stay safe and keep our focus. We power round our first six marks sensing we have gained on the rest. But then, in our greed to 'pile on the miles', we make a wrong decision and overstretch our luck. Realizing our error too late, the flood stream carries us eastward too far to make it back in to the finish line in time. I tack about, and keen to double down on our efforts, I haul in tight on the sheets as the wind gusts. There's a loud crack from the top of the mast. 'Arielle' shudders and rocks as our jib flies top first to leeward, as block and tackle come crashing down. We are dead in the water! Our maths, self belief and hopes for victory now slopping about in a wet mass of canvas off our port bow!

Others did make it home in good style. This was gaffelling at its best if you know what you're doing! The moral of Arielle's tale, for those thinking of taking up this sport, is 'Don't be greedy!' Judge your distances, work out your lines, know your currents and when to cut for home!

The Yarmouth Race

Saturday morning's winds were very different. The 'big' Yarmouth Gaffer Race was due in light winds. Serious crews had got up early to unsheathe their topsails. There was deck juggling at the halyards, raising burgees and adding more ropes to the mast knitting. I look for a boat that might take on a dispossessed skipper. Something with sturdier blocks and tackle . . . there's no time for interviews, the starter's clock is ticking. I offer my services as an expert on topsails. Onward of Ito's crew were heaving tension into the forestay, tweaking at pulleys and I'm in luck, they want me! As we set out past the pier, the topsail tangling with the boom lifts, the breeze is minimal as I tussle with the jackyard. The starter's radio crackles the count down and the tide is setting westward. We are 'sail all set' seeking for best starting positions. We keep a little distance hoping for clean air. Then the wind drops completely. The radio crackles again, a change of start direction. We are to go off against the current, which seems a

strange decision. But the wind doesn't come back and a slow backward drift begins. Westward ho! Backwards facing helmsmen dodging the sea marks sluicing up from behind. No one thinks of kedging!

Back in the harbour the morning is turning balmy and the armchair sailors have graduated from morning tea to their pre-lunch beers. On the green the shanty singers are tuning up under the bunting, the marquee is filling and the locals are settling in. Songs for those who like things the old way, loving to be at the seaside! A chance to sing-along. It's warming up too at the ice-cream stall and the lobster stand is doing good trade.

Another year and another party, this year's Rally lived up to its best traditions. Yarmouth 2019 was a fine tribute to our new and first ever female President, Sue Pennison and the new committee. As I say, you just need the right winds and the right mix! Thank you for holding it all together!

Report and photos: Ben Collins, Solent Area



Brixham Royal Torbay Heritage

What a wonderful mix of boats arrived in Brixham to celebrate the 23rd year of the Regatta in its current form; the original event took place over 100 years ago under the auspices of King George V, whose Perpetual Challenge Cup is awarded annually to the fastest trawler. What the late King might not have anticipated was the arrival of a fleet of junk rigged boats to Brixham, where we hosted their AGM alongside the Regatta.

A total of 43 boats entered in the Regatta this year, some increase over the past 10 years, when entries originally amounted to fewer than a dozen. The popularity and success are a tribute to the hard work of the Heritage Regatta Committee, its team of stalwart helpers, Brixham Yacht Club and Torbay Harbour Authority; the latter kindly extending free berthing facilities to our visiting Heritage vessels over the entire weekend, allowing the Regatta entry fee to be kept as low as possible, so a big thanks to them.

Boats and crews were met by welcoming ribs to assist mooring in the sunshine on Saturday, one of which was driven by South West President Paul Jolley (co-opted by his first mate Penny, who is Secretary to the Heritage Regatta), following passages from as far afield as Brittany, Cumbria, Gravesend and the Isle of Wight. An informal start to the proceedings was on offer to boats sailing up from the west who were able to join in the passage race from Dartmouth, although many boats did arrive by Friday evening and started a weekend of serious socialising at the Yacht Club. We welcomed seven OGA boats: 'Ariana' with Mike Forward, 'Charlie Bravo' with Ralph Bell, 'Cynthia' with Peter Lucas, 'Marie Louise' with Mike Lucas, 'Minx' with Paul Jolley, 'Roxanne' with Martin Elliott and 'Theta' with

John Crellin.

Registration and distribution of goodies bags at Brixham Yacht Club were accompanied by our excellent local sea shanty side "Missin' Tackle", who kindly gave their services in exchange for a pint, and followed by the traditional fish pie supper. And after a few jars out onto the harbourside for a spectacular firework display, courtesy of Brixfest.

The weather on Sunday was simply perfect! A steady Force 4, gusting 5 from NW offered excellent conditions for all – the smaller boats had a terrific sail whilst the big boys were fully rigged. Torbay appeared to be in a time warp showing off a wide variety of heritage boat styles and rigs to their best. We started with a reach down towards Paignton, which is always a comfort for gaff rigged boats (and also, incidentally, junk rig, which has preferred sailing points similar to the gaffers). Then a long sail up towards Berry Head on a broad reach, followed by heading towards the windward mark at the start/finish line again. At least that was the plan; fluctuating wind strengths and direction kept us up to the mettle, with reconfigurations of course to also take account of the tidal system in Torbay. Therefore an anticipated 3 laps reduced to 2 for most of us. The use of the large yellow marks loaned by the yacht club made finding the course easier, although with those two 'Lucas boys' most of us had pathfinders anyway! Thanks to BYC also for the ribs, safety boats and volunteers.

Have a look at the Brixham Heritage Regatta Facebook page and website for the photographs, taken by members of Paignton Photographic club and by Peter Hunt, a local photographer who is dedicated to the Heritage boats. You will see all the pictures have very helpfully been posted by category, as well as groups such as 'people' and 'prize-giving'.

Mike Garlick in 'Mischief' close quarters to 'Golden Vanity', a Brixham trawler



Sailing Regatta 25 - 26 May, 2019

Our excellent Sunday evening carvery was followed by prize-giving; Regatta officials Chris Coote and Richard Spreckley computed results in their inimitable manner! For full results please visit the Regatta website but a heads up here to prize winning OGA members:

Class 4. Alfred Wallace Trophy:
1st: 'Theta', John Crellin, 2nd: 'Mischief', Mike Garlick, 3rd: 'Ariana', Mike Forward.

Class 3.
1st: 'Marie Louise', Mike Lucas.

Class 2. Working boats.
2nd: 'Minx', P & P Jolley

Class 1. Torbay Royal Regatta 1911 Cup
1st: 'Cynthia', Peter Lucas.

Ibex Trophy (fastest lap)
'Cynthia', Peter Lucas.

Winning Trawler. King George V Cup
'Vigilance'

'Mischief' won the Dartmouth passage race and the French boat Le Grand Lejon trophy for the 1st lugger.

2019 was the best entry from SW Gaffers who really boosted the atmosphere with their expertise and engagement. Thanks to all OGA members who took part.

The Concours d'Elegance was won by 'Escape', narrowly ahead of 'Cynthia'. Bob Pierce, a traditional wooden boat builder of some repute from New Zealand reviewed all the boats, both on the Heritage pontoon and then visiting those moored off by rib. Bob then 'jumped ship' onto 'Blossom', a junk rigged boat, as his true intention in coming to Brixham was to attend the Junk Rig Association AGM. It was extremely kind of him to take time out to judge our Concours.

Thanks go too to all the volunteers and the

hard work by the berthing party was an enormous help; the behind the scenes staff at the Yacht Club, the 'front of house' team in their peacock polo shirts. I did overhear very pleasing remarks: "This is the warmest welcome I've ever had in a yacht club," "The formalities undertaken in such a way as to be invisible," and "Everyone went out of their way to ensure that we had the best time we could – and did!"

Our thanks to all the boats and boats' crews who came and made it all work. We look forward to seeing you at the Heritage Rally on 7th September 2019, a rather more low key affair.

Report and photos: Penny Jolley, SW Gaffers and Regatta Secretary



John Crellin: 1st place in 'Theta', receiving the Alfred Wallace trophy from Alison Stride

'Molly' and Mary sail to the Folly:

OGA55, 2018

My little gaffer, 'Molly Cobbler', can cover long distances, and I wanted to take her to OGA55 last year. The only concession I made to the distance was to plan to winter in South Wales, rather than getting back to the Menai Strait.

Covering long distances makes it difficult for small boats to sail. 2-3 knots may be fine for 20 miles, but not for 40+! Prolonged hot still weather meant I motored much more than I would usually hope to. But it had its points, in Cardigan Bay and the Bristol Channel when pods of dolphin came to play, often for quite long periods.

This is not a log of our trip, but an account of some highlights. We had spent some time at Waterfront Marine, Porth Penrhyn, getting as much work done as I could think of, while the swallows flitted overhead. We rafted up with 'Lassie' and 'Shearwater', with crews cleaning, painting and rigging sails, while brightly coloured shelduck wandered across the mud at low water, grazing on tiny invertebrates.

In early June we headed out turning southwest through the Swellies. In the afternoon sunshine west of Britannia Bridge, there was a light and variable northeasterly. No hurry, so I unfurled both foresails and sailed gently ahead of the wind, with sails wing and wing much of the time, along the winding Menai Strait. All too soon, Caernarfon was close ahead, and I had to swap sails for engine.

Heading along the north Llyn coast, a windless, flat sea, I put the autohelm on, and resigned myself to a boring trip. I raised the main as a gesture of optimism. After an hour, the outboard struggled, then slowed, so I hastily stopped it. I found it had picked up a load of tough plastic, wrapped round the prop. Clearing it with the boathook I thought I should give the engine a bit of a rest. The sail flapped gently, the tide was giving about one knot of

speed. Why not try Molly's new sculling oar? I could maybe add half a knot of speed to the one knot of tide, and steer her! I realised the oar was not quite positioned right - but, for a first attempt, very satisfactory!

Escaping Cardigan Bay before the strong northerly wind, I spent two nights at anchor in Porthlysgei Bay. It was forecast to be force 4 gusting 5 or 6 and I decided I shouldn't go out, feeling thankful I wasn't in a lee shore anchorage! By the second morning, the anchor was well and truly dug in but I had buoyed it and eventually got enough chain up. I had to keep stopping during the gusts - I CANNOT pull Molly against a Force 5! We sailed off the anchor, dancing and bouncing across St Bride's Bay under foresails only, with sunlight flashing off the waves tumbling all around. We motored through Jack Sound, and through Milford Haven entrance on the ingoing tide against a northerly F5 and up to the marina entrance from the main channel. A lovely day!

I went for a sail to Skomer South Haven, planning to tack against the forecast NNW F3-4, to anchor overnight and watch the birds, returning the next day. Outside St Ann's Head, it was blowing northerly F5. I was glad I'd still got a reef in! The sea was distinctly lumpy. We did quite well at first, close-hauled, within a mile of Skokholm, but could not get any further north with further tacks. Despite the promise of the wind moderating later, there was no sign of it happening, and it had stopped being fun. With white horses in all

directions we turned back, finding the lumpy sea much less of a hindrance with the wind on our quarter, and, once south of St Ann's, the sea state became much easier. Approaching the West channel, with a tanker further up the Haven talking about leaving, I thought I had best get the outboard on, just in case. But no! It wasn't having any of it. Repeated efforts to start it were a complete failure. I was concerned about whether I could make it into the Haven in one tack under sail, but figured I could get into the East channel before the tanker got to the entrance. With the more sheltered waters between the Heads, it was soon clear we would make it easily. I was able to bear away, and we were well into the East channel before I heard Port Control tell the tanker that the West Channel was clear. It headed out through the West Channel as we approached Thorn Island and we passed easily to the north of that. The rest of the trip up the Haven to Neyland was a straightforward reach, though the wind was sometimes more than I wanted. Below Cleddau Bridge, outside Neyland Marina, I managed to pick up a spare buoy under sail (admittedly at the third attempt), and then rang the Marina. By chance, someone had just helped another boat in with engine failure, so he came out for me too. Phew!

Now I was stuck, and the local outboard engineer was having a day off. I asked David, who sails 'Happy Quest', if he could help, but he, and another friend David, could not get any life out of the outboard. I wondered about sculling out, but did not feel confident alone in close quarters! David was confident 'Molly' would be able to tack out. We are talking about a narrow entrance channel, just wide enough for two boats to pass, with a Z-bend, and boats moored all along it, and courteously requested permission to helm. I was only too pleased! I'd watched him handle 'Happy Quest' in a force 6 like he was going for a walk in the park. He handled 'Molly' as if he'd been sailing her for years, holding on so long with a tack that I was closing my eyes because we were so close to a boat, but he touched nothing. It was magnificent, followed by a lovely leisurely sail up to Lawrenny. Someone gave David a lift in - my dinghy only holds one - and everyone along the Haven knows him, so people were saying later "I hear you've got David Grainger as your crew" which made me laugh. I explained it was more like me crewing for him!

Seafair Haven Festival was fun, with lots of sun but rather fluky light winds. I met friends, new and old, but sailed much less than I hoped, what with the outboard problems and the fluky winds: on the only occasion I set off single-handed without the outboard, the wind failed entirely while the tide was sweeping 'Molly' down towards



Pembroke Dock. I had to anchor in a hurry, and await rescue. But we did manage some sailing, the shore entertainment, not to mention the food and drink, was excellent, and the Lawrenny Arms staff were fantastic, allowing the OGA membership secretary to set up office in the bar with all the resources she could want! On the last day, 'Molly Cobbler' sailed in the parade of sail while the outboard ticked over without any hesitation!

On 2 July we set off early with a wind forecast of NE 4-5, veering E later, 4-5 occasionally 6 - perfect for a two day trip to Padstow via Lundy. The usual Lundy anchorage would be exposed, but several experienced sailors agreed that Jenny's Cove, on the west of the island, ought to be OK. Castlemartin Range control was a bit of a nuisance to start with, but we had good sailing, with one reef in the main, even though we had to head further west than I wanted. It was lively but exhilarating, especially later when some dolphins joined us, plunging through the waves on all sides. At lunchtime, the wind switched off. I checked the forecasts - no change. The sea was very restless, minimal wind, so we motored, leaving the main up, which steadied 'Molly'. Mid-afternoon five or six young common dolphin came to play around us for half an hour; I could see them below the water, wonderful to watch - zigzagging from side to side just under the surface, doing synchronised swimming and swimming upside down - swimming over each other, just touching, stroking their undersides in frank sex play.

I could identify Lundy ahead, and, though the wave chop had settled, we now had a very slight NW swell. This worried me, as I knew the Jenny's Cove anchorage was untenable in swell - we'd had no wind with any degree of west in it for weeks, I had hoped it might be OK. We reached the cove; still no wind worth mentioning as evening drew in, but we rose and fell on a very gentle slight swell as the westering sun bathed the angular grey-gold cliffs around us. However gentle it was, it would be a very uncomfortable anchorage. I thought it was rather too deep, too close to the cliffs - at neaps I might have felt differently. It was very beautiful, and I was glad to have seen the place, but I did not



'Molly' and Mary sail to the Folly

OGA55, 2018

want to stay overnight. The forecast remained the same, so going round to the Landing Bay was not an option. Ilfracombe might be possible, but it was over 20 miles in the wrong direction. A deep sigh, some photographs, and we headed on, a bit west of south, for Padstow, 40 miles away. The wind was light (or less!) and from almost dead astern, so it was not really possible to sail – certainly not for the distance we had to go, and the sails were slatting when I tried. So I sorted out charts, and made sure that everything I would need overnight was in the cockpit. I was already tired, and was thankful that Humphrey could steer; also, that there would be less than six hours fully dark, the moon was just past full. It was cold, and seemed to go on forever, except when some dolphins joined us in the wee hours, and swam alongside in the moonlight for some time – that was special!

We made good time, and were about three miles north of Padstow Bay before dawn. There were no vessels in sight, so I allowed 'Molly' to drift, until the grey first light and the increasing wind tempted me to unfurl the foresails, and we sailed slowly towards the land for 20 minutes. The wind strengthened and veered, we needed the main – but I was far too tired! As we reached the shelter of Padstow Bay, the wind was NE 5 gusting 6 – exactly as forecast! We entered the Doom Bar channel at 07.00, and moored in the outer harbour shortly before the inner harbour gate opened.

89.7 nautical miles in 24 hours – I hope I never break that record!

Very soon after that I was sound asleep, until the bright sun woke me! Camel estuary is stunningly beautiful and we left at high water, after two days, heading for Lands End, via St Ives.

Lands End was straightforward, with eddies between the Wra and the Brisons, and again near the Runnel Stone, but nothing uncomfortable. Past the Runnel Stone, the wind strengthened,

and for an hour we were sailing on a lovely broad reach. We visited Newlyn, with its ancient harbour wall, Helford and Falmouth, where Peter joined me to celebrate my birthday.

A week after we rounded Lands End was a big day for 'Molly' – I planned to visit Mevagissey Harbour (how could I not, when her design is based on a Mevagissey tosher??) Only 17 miles, so we used the northerly breeze to sail out of Falmouth Harbour towards the Dodman at about 3 knots on a perfect summer day. Unfortunately, after two hours the wind disappeared, so we had to motor the rest of the way. Mevagissey is rather small, so we went on the fore-and-aft visitors' moorings on the south side of the outer harbour.

Highlight of the stay in Plymouth was the day I spent cycling on the beautiful Rame Peninsula. I was delighted to discover an unexpected spring, well used by local wildlife to judge by the muddy footprints, even in the middle of a prolonged drought. I went over by the ferry which leaves opposite the marina, cycled a winding route, with some fantastic views, along the peninsula, across a tidal ford and returned by the Torpoint ferry.

The highlight in Salcombe was rowing my flubber dinghy up Frogmore Creek to the head of navigation on the flood, and coming back on the ebb. No time for shopping, but I spoke to some natives! Calm as a millpond – a good rowing day!

From Salcombe to Dartmouth, we actually got

some good sailing – at first a broad reach in a NW 3-4 – rather bouncy with some breaking swell. By the time we were passing the Start, it had become light and variable, and we eventually lost steerage way, and had to motor. But past the Skerries Bank, the wind returned as easterly 1-2 – with the tide, that was enough to make 2.5 knots, and we were in no rush! A beautiful gentle sail.

Sailing across Lyme Bay from Torquay to Bridport Harbour was some of the best sailing of the trip. The wind started as westerly 3-4, veering to southerly 4 about lunchtime, and only died away about an hour before we reached harbour. I managed to sail close enough to get a fair view of the cliffs, especially near the end – the variation in colours and strata is visible even from sea, and the steep red cliffs outside Bridport are stunning. The sea was pretty bouncy, and steering was sometimes challenging, but the wind was what 'Molly' had been waiting for; she surged over the waves while the water splashed sunlight all around. I felt we could have gone on for ever, and I was sorry when the wind faded away just over an hour outside the harbour.

Leaving the harbour meant some tight turns while lots of holiday-makers watched, and waved us goodbye. Outside, a light westerly would have meant a pleasant gentle day sail, but we would miss slack water at Portland Bill. Oh well, I had had the good sailing yesterday, without having to worry about times. We motored, while I repeated my calculations, and felt reassured by the increasing number of boats in sight which were obviously heading the same way. I possibly overdid the advice to stay close in – we were in less than 5 metres with the beacon abeam – but there was no sign of the Race. Now the westerly wind was strengthening, and we got an hour's lovely sail, with the chalk cliffs coming into view, before we reached the north entrance to Portland Harbour. Portland marina is anything but scenic, but it has two major advantages in my biased opinion: it is the only marina where one is positively encouraged to cycle on the (very wide) pontoons, and it is the perfect place from which to visit Chesil Beach, which I was determined to do.

By this time, there were clear warnings of a prolonged hooley coming in within a couple of days, and lots of discussion along the pontoons how to cope with it. Intense study of tide charts resulted in me deciding to head for Christchurch, leaving late afternoon to anchor overnight in Worbarrow Bay, before leaving early the next day to make it into Christchurch Harbour at high water, late morning. Off we went, finding a light southerly outside, just what we needed to sail along the cliffs past Durdle Door and Lulworth Cove. Making between 3 and 4 knots with the

tide, we enjoyed the quiet sailing, while dark thunderclouds massed over France, with a lot of rumbling and a few flashes. The wind was dying as we approached Worbarrow Bay, where I admired the overgrown cliffs and the Gap before a peaceful night at anchor. The cliffs looked still more impressive at dawn, as we motored out towards St Alban's Head over an entirely flat sea. The St Alban's Race was represented only by restless breaking waves and some upwellings, and beyond that, the Pinnacles and Old Harry were gleaming in the sun. The directions for entering Christchurch Harbour turned out to be easy to follow, as was the shallow channel up to the sailing club where I found somewhere temporary to moor: later, the commodore kindly sent some useful young members out with me to help move 'Molly' round to the leeward side of the pontoon, facing into the wind. I thoroughly enjoyed Christchurch, with the Anglo-Saxon mill by the club entrance, walking on the windswept marshes, and later cycling out to Hengistbury Head. The facilities and welcome in the sailing club were excellent!

I was nearly at the Solent, but I knew I would see plenty of that. I was well aware it was unlikely 'Molly' and I would be back this way again. I wanted to sail outside the Isle of Wight and visit Bembridge. Not a difficult ambition – except that high water in both places was now around midday (and midnight), and both places have advice not to enter at night. After two days during which all the trees seemed to be trying to take off, and another when the sea state still looked most uncomfortable, 'Molly' poked her bowsprit out cautiously to find a very lumpy sea, a moderate southwesterly still tossing the waves about, and Poole (where I hoped to anchor overnight) ten miles upwind. I did not attempt to sail! Twice we had to stop when the outboard faltered, to find that long cords of extraordinarily tough seaweed, torn off by the storm, had got wrapped round the prop, which usually cuts seaweed to pieces. I managed to get it clear with the boathook and by late afternoon we were peacefully at anchor northeast of Furzey Island.

We left early next morning, motoring, in hardly any wind until we got east of the Isle of Wight. There was nothing to do except admire the Needles and cliffs either side of Freshwater, and to negotiate the (fortunately brief) overfalls off St Catherine's and Dunnose. The tide carried us well on our way (we were making 9.8 knots just east of St Catherine's Head). Soon after Dunnose, the wind started to blow again – SW3 – and we had a lovely reach for an hour, almost all the way to Bembridge.

There was no wind the following day when we motored over to Portsmouth, where I left 'Molly' for a few days to go home for the first time in two months.

Back in Portsmouth, I met Marion on 'East Breeze'. We decided to head for the Medina direct. There was a light southwesterly, on and off, so we motor-sailed through the Inner Swatchway before tacking as long as we could (and dodging ships, of course), towards Cowes. I followed 'East Breeze', slightly confused by the new breakwater, up through the mayhem which is Cowes Week to the peace of the Folly visitors' pontoon where Gaffers were already gathering.

641.6 miles, not counting Seafair Haven

Report and photos: Mary Gibbs, NW Area



Botters in English hands . . .

An unexpected encounter

Life is full of coincidences and none more so than the one that happened to me this spring when in a Norfolk ship chandlers I bought a book with a beautiful cover of a Norfolk sailing wherry painted by Patrick Boswell - an artist of whom I am sorry to say that at the time I had never then heard! On my arrival home I sat down to check emails and to my absolute astonishment there was an email from OGA's Beverley Yates saying that an artist called Patrick Boswell had been in touch with her because - as an artist - he planned his next book of paintings Boswell's Holland to include Dutch Botters and someone had told him that we had once owned a very fine one Botter 'Johanna'.

You can imagine my astonishment at hearing Patrick's name twice in one day and for the very first time in these different contexts. But true it is! I was able to supply Patrick with photos of our Botter 'Johanna', a 1911 wooden Hardewijk fishing botter converted by Kok of Huizen to a cruising botter for an English judge from whom we subsequently bought her. The judge had wanted a balanced rig so had a mizzen put on top of the tiny aft cabin, which our then very young children loved, leaving a large centre cockpit with wheel steering

and the engine casing to act as a table. She slept ten on pull out wooden bunks and gave us years of fun, initially as a floating cottage on the Norfolk Broads where we were able to teach our three small children to sail Optimists in these non tidal waters from the age of two upwards and very soon they were able to join in with the Norfolk Punt Club racing before moving onto the Suffolk tidal estuaries.

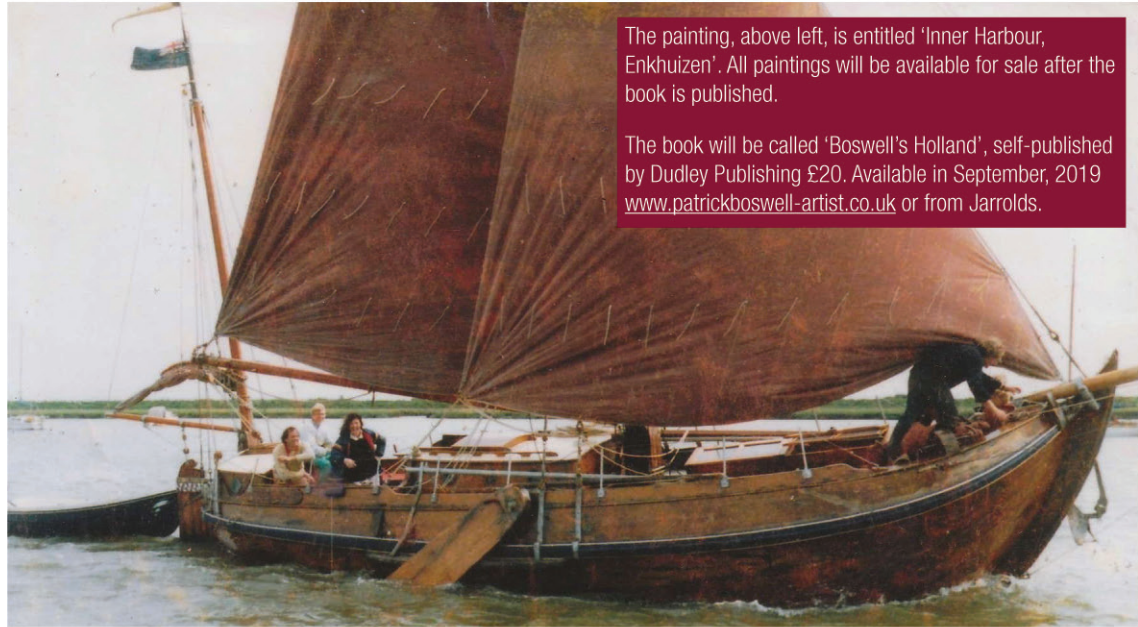
Botter 'Johana' was all varnished wood with a prow like a Viking ship so that wherever she went then out came all the cameras!

The judge and his family cruised her around Scandinavia and via the Gotha Canal to Stockholm and the Baltic and sold her to us once his family had grown up and we kept her until the 1990's when we sold her but have since lost track of her and would be so pleased if someone could let us know if she is still sailing in Dutch or British waters? After Norfolk she lived on the River Alde at our club at Aldeburgh and also became a very well known sight at Cowes Week as the finishing line for White Group racing. Where is she now?

Having holidayed for the past 12 years in Holland with the Norfolk Hunter Fleet on the great old Dutch barges that sail out of Harlingen to Vlieland

The painting, above left, is entitled 'Inner Harbour, Enkhuizen'. All paintings will be available for sale after the book is published.

The book will be called 'Boswell's Holland', self-published by Dudley Publishing £20. Available in September, 2019 www.patrickboswell-artist.co.uk or from Jarrolds.



and other tales of coincidences



and Texel and Terschelling I was able to let Patrick know of another previously English owned old Dutch Botter. A few years ago she had become Dutch Ship of the Year, Botter 'Catharina' and now runs trips to the restaurants around Sneek in Friesland as Botter 'Agnesje'. She had been found by Brigadier Forestier Walker at the end of WW2 trading fruit and vegetables between Greece and Turkey and he had cruised the Med. in her for several years eventually bringing her back to England to act as a base for a London Sea Scout group.

After she passed out of his ownership, she had fallen on hard times but was eventually rescued from the Essex coast by a Dutch owner and restored to look like a piece of Chippendale furniture when I saw her in Sneek a few years ago. Then Patrick had emailed me to say that after the war his father had owned the Norfolk sailing wherry 'Arcadia' and had been a friend of my father's, Major James Forsythe, who had also owned a Norfolk wherry, the 'Bramble', built by Leo Robinson at Oulton Broad

in the 1890's as the 'Empress of India', and onto which I was born at Beccles during the war!

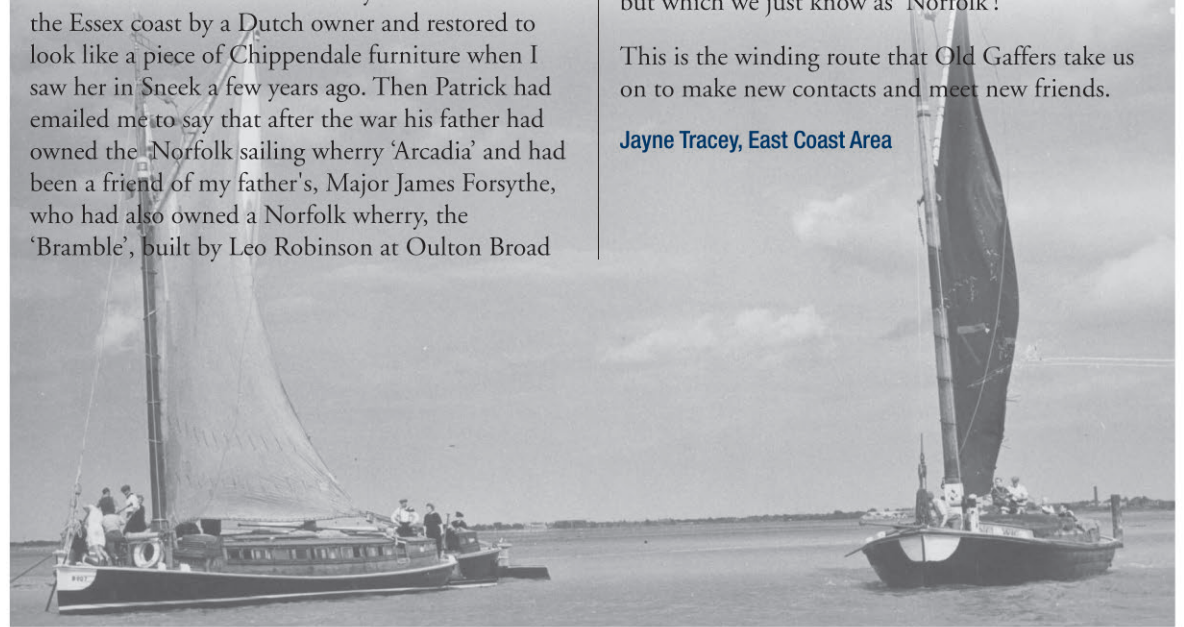
My father subsequently sold 'Bramble' to become Beccles Sailing Club with her mast as the start line and we moved ashore when he became a founder, with Roy Clark and friends, of the Norfolk Wherry Trust which still keeps the trading wherry 'Albion' sailing and out on charter from her base at Ludham on the Norfolk Broads.

There were once over 300 of these trading wherries sailing on the Norfolk Broads delivering cargoes from the East Coast ports to Norwich and the market town staithe inland. Their final demise came when the last of these were taken out and sunk across the Broads in WW2 to prevent enemy sea plane landings which left only eight now sailing and available for charter.

When I looked again at Patrick's father's wherry's name 'Arcadia' I immediately realised that she had been owned by Arno Gold, the grandfather of an old friend of mine, who had kindly lent me photos of her sailing in the early part of the last century with large smartly dressed parties aboard. I took these with me to Norfolk, Virginia, USA to illustrate a talk on what the Americans called 'Norfolk County' but which we just know as 'Norfolk'!

This is the winding route that Old Gaffers take us on to make new contacts and meet new friends.

Jayne Tracey, East Coast Area



TALES FROM THE BOATYARDS

Among a diverse collection of boats at Melton Boat Yard are a number of historic workboats built between 1860 and 1921; here are their stories.

'Kate' aka 'Sunbeam' (built 1910)

Registered at Lerwick, built in 1910, lug rigged, 41' on deck and 30' keel, 'Kate' is a clinker-built Zulu, a powerful herring drifter with the distinctive raking stern, originally assigned to Thomas Isbister and Innes Smith, both fishermen of Shetland.

The Shetland Times, 4 December 1909, records her awaiting a 'Gardner' motor to be supplied by a Mr Percy Lowcock of Glasgow. Later owned by Hay & Company, 'Kate' was sold in November 1946 to Mr WG Tait of Hamnavoe when she was restored and re-registered as 'Sunbeam'. There is a possibility, yet to be confirmed, that she was used during WW2 for the 'Shetland Bus'.

Refloated from Lake Lothing, Lowestoft, (an indication how far south the herring fleet travelled) 'Kate' was rebuilt in Suffolk using larch from the Wye Valley. She is nearing the final stages of restoration.



'Good Intent' L0136 (built 1860)

A hefty Gravesend bawley built in 1860 by J&R Starbuck who were originally suppliers of rope, latterly shipowners and boatbuilders, 'Good Intent' was equipped with a loose footed mainsail and worked the Thames Estuary with a wet fish well which kept



Melton Boatyard, River Deben

the catch alive and fresh for market. She worked under sail for 67 years until 1927, was rescued from a mud berth in 1930 and converted to a yacht in 1936.

Hidden in the Walton Backwaters she was used as an arms cache during WW2 then sold and used as a private yacht. During 1988 she was purchased, for just £1, by Frank Knights of Woodbridge conditional upon her restoration, which continued for a number of years. She has had two owners since, the current owner having sailed her both locally and on the continent where she has participated in various boat festivals.

'Rock of Ages' GY835 (built 1916)

Grimsby registered, lug rigged with an auxiliary engine, 'Rock of Ages' was built on the instruction of the Grimsby Lifeboat coxswain, Richard Britton. Double ended clinker, larch on oak steamed frames, she was of similar construction to the lifeboats of Sheringham, although unsuited to beach launching. Built by Gostelow of Boston, Lincs, she was a marked contrast to his usual sturdy carvel smacks.

Registered as 'crabber inshore', 'Rock of Ages' lines and shallow draft made her manageable and seaworthy. Labour became scarce and fishing ever more competitive so the rig was changed to gaff whilst retaining the stocky mast and tabernacle.



A discussion with a retired 'Lumper' from Grimsby docks revealed her nickname as a 'Shannocker' together with a recollection of the strong smell of fish and pitch from her hull. The nickname was a reference to her crew, many of whom had moved north from Sheringham, and made up the core of the Grimsby 'Songsters'.

In company with a select number of traditional vessels 'Rock' continued working from her Grimsby dock, now hardstanding for the local cruising club, until the early 1960s, a working life of some 46 years.

'Stadats'/'Fredrick & Emma' (built 1921)

Built in 1921 by Saunders of Cowes, 'Stadats' is a converted Watson class lifeboat.

Serving at Wick from 1921 to 1938 Stadats cost £7141.00 from the legacy of a Miss EM Beer of Birmingham and named at her request. 'Stadats' arrived at Wick on 8 August 1921; a 45' non self-righter with a 60hp petrol Tylor engine and carrying a full suit of sails. Launched 19 times she saved 37 lives at Wick; her final launch was for a downed RAF Walrus LI2237. After retrieving the airmen safely she attended to the flying boat but, when the tow rope parted, the aircraft capsized and sank.

In January 1939 her arrival at Amble coincided with the station's reopening after its closure in 1852. At Amble she escorted and rescued a number of fishing cobsles and saved 42 lives, in three trips, from the steamship 'Empire Breeze'. She continued her service until 1950.

During the late John Krejsa's ownership her accommodation was constructed and for some years she attended OGA events often standing by as Safety Vessel.

Report and photos: Helen Kemp, East Coast Area



AREA REPORTS

Bristol Channel

Our gaffers' sailing programme commenced this year at the beginning of April, with the Thursday evening Cardiff Bay Series. Each week gaffers sail against the clock on a buoyed course. The series is organised in conjunction with the Cardiff Bay Yacht Club Gaffers Section but is open to all OGA boats. This year we are trialling use of local handicaps based on the performance of each boat in the present and in earlier Bay Series. At the time of writing, the series leader is Roger Wallington in his Memory 19 'Arwen'.

The first down-channel cruise in company was scheduled for 16 May, but on the morning, our smaller boats were greeted by a gusty F6 south-westerly with rough seas, and it was decided best not to venture forth. The annual Bristol Channel OGA race took place on 6 June, in Cardiff Bay. Under the prevailing light winds the lead changed hands several times over the three laps as the breeze came and went, but in the end Keith McIlwain's Golant Yawl 'Daydream' drew ahead, making it three wins in a row for Keith. Second was my Souwester 18 'Chloe' and third Andrew Kelland's Crabber 24 'Hetty Pegler'.

A most enjoyable fitting-out supper was held in early April to celebrate the start of our season. Our social secretary Glynis Parsons did us proud, with a meal, and the presentation of several 'awards', including a spectacular pair of spectacles for our Commodore Viv Head following his close encounter with the Lavernock Spit cardinal buoy during a down-channel cruise last season!

Work on our restoration project, the Morecambe Bay Prawner 'Charlotte' has continued, with construction and fitting of new frames almost complete. However, her present home at the former World of Boats in Cardiff seems likely to be moving to Bristol at some stage in the future, so our volunteers may have to coordinate lifts, working in more concentrated periods with fewer days on site. We also hope to find new volunteers nearer her new home.

Writing this, in mid-June, the summer of 2019 seems not to have started yet, so let's hope the sun appears and the weather settles down before our next cruise in company later this month, which will be up channel, and especially later in the season for our long-weekend cruise to Bristol via Portishead in August, joining the Bristol Channel Yachting Association rally. Full details of our programme are available on the Bristol Channel pages of the OGA website.

Charlie Harris, Bristol Channel Area President

Dublin Bay

Dublin Bay OGA's main event of the year – the Poolbeg Regatta – was held on the Irish Bank Holiday weekend from 31st May to 3rd June.

The unkind winds in the days beforehand resulted in a decreased number of boats visiting Poolbeg. Master Frank had set off from the Isle of Man before conditions forced her to return after a few hours. Wigeon set off from Kilkeel in Co Down motoring valiantly into 25 knot headwinds for 14 hours, before a broken forestay forced her to divert to

Sean Walsh skippering 'Tir na n'Og' in the Asgard Trophy on the day before leaving Dublin on passage to his new home in Kinsale.



Howth. An tUltach set off from Howth but suffered engine trouble in the severe conditions off the Bailey and had to return to Howth. Maybird made the passage from Crosshaven and El Paradiso from Strangford. In the end 11 boats attended, including 4 smaller gaffers who were making their first appearance at a DBOGA event – very encouraging.

Racing conditions were fantastic in the bay on Saturday – winds 15 gusting 25 knots. 4 boats started in Gaffers class 1, 3 in Gaffers class 2 and 3 in the Bermudan class. The winner of Gaffers class 1 was Mona with Alice in second place. The winner of Gaffers class 2 was Naomh Crónán with Maybird in second place. Don Carlos won the Bermudan class. Naomh Crónán also won the Asgard Trophy – congratulation to Paul Keogh and crew on this achievement.

On Sunday there was a parade of sail up the River Liffey followed by a reception on the MV Cill Airne hosted by Dublin Port to honour the visit of the gaff-rigged fleet. Live music and hospitality abounded in Poolbeg YBC on the Friday, Saturday and Sunday nights, and great craic was had by all. DBOGA would like to extend our sincere thanks to the Commodore, committee, members and staff of Poolbeg YBC for their very generous hospitality and to Dublin Port for their steadfast support of the DBOGA.

Everyone in DBOGA would like to wish Sean Walsh, ex President of the OGA, the very best of luck on his move to a new city and new home. Sean has lived in Dublin for fifty years and has decided to return to his native Cork – Kinsale specifically. Most people would move house by driving to it, but in inimitable style Sean is making the move in his beloved Tir na n'Og. After racing Tir na n'Og in the Asgard Trophy on Saturday and spending the weekend socialising at the regatta with old OGA friends Sean set off on the move to his new house by boat – going anti-clockwise around Ireland! Best of luck, Sean, and thank you so much for all you have done for the DBOGA over the years. We very much look forward to Tir na n'Og making the passage from Kinsale to participate in DBOGA events in the future, as promised.

AREA REPORTS

On Sunday 26th May 60 people, including 35 DBOGA members, celebrated the life of John Galloway as his ashes were spread in Dublin Bay from the Naomh Crónán to the strains of an uilleann piper. John was a long-time crew-member of the Naomh Crónán and an active member of the DBOGA and he will be sorely missed by everyone who had the pleasure to know him. 40 knot winds earlier in the morning had threatened the event but coming up to the appointed hour the winds dropped and there was brilliant sunshine for the duration.

Report and photos: Mark Sweetman, Dublin Bay OGA





AREA REPORTS

East Coast

Dinner at the Royal Burnham Yacht Club has been a fixture in the East Coast OGA calendar for many years, and 2019 was no exception. Over 40 people sat down to dine, chat and enjoy the raffle which raised £164 for the Youth Fund. The dinner will be 'resting' next year, while the organisers take a well deserved holiday, but our thanks go to Trev and Elaine Rawlinson for their sterling work.

The small boat Tollesbury rally on the first Saturday in May, suffered from the weather and racing was cancelled, but the wind speed dropped enough on Sunday for the remaining small boats to go out and race against the Tollesbury Sailing Club for the King's Head Tankard. The fastest smack boat on the day was Minnow, skipper Will Thomas.

The end of May saw a new rally, at Stone Point in the Walton Backwaters. With some smack boats sailing in Hamford Water on the Saturday then a barbecue at Stone Point in the evening, Sunday saw the main action of the weekend, with the Pennyhole Bay Race. This was previously held during the Summer Cruise, and saw a significant drop in numbers for its new date, but hopefully entries will pick up as the event gets established.

There are many more events awaiting in the next few months and we hope to see many new and old faces at them. Please look at the website for information. Happy Sailing

Report: Alison Cable, Eastcoaster and EC website Editor
Photo: Colin Stroud, Pennyhole Bay Race

North East

We have purchased our first dinghy kit from Dragon Yachts in Aldborough. So we're nearly ready to go with the first build. We have three more schools interested in building dinghies, making a total of five schools with whom we are in contact (ref. Puffin Report p.14). We have raised enough money for the first dinghy, thanks to a grant from the Youth Fund and our own fundraising efforts but the National Lottery still won't give us any money! We are continuing to seek funding and sponsorship, so if any Area has ideas (or spare cash!), all donations will be gratefully received.

We have a fairly busy summer ahead where we intend to publicise ourselves and the dinghy project at festivals and events. We've already attended the Puffin Festival in Amble (p.14) and Williams homecoming in Blyth (p.36). We are also attending the Coble Festival in Bridlington and if time permits, the East Coast Regatta.

We have another fundraising evening planned for 10th August in the workshop of the Blyth Tall Ship Project. This will feature a packed programme of entertainment, including a quiz, yet another Shanty choir and a stand-up comedian (an ex Chief Stoker, cousin of Des, I'm assured that his routine is clean, which is uncommon for a Chief Stoker!)

Steve Fullerton, NE Area Secretary

North Wales

Area AGM and Penrhyn Boat Shed Party

20 attended our AGM this year. Unusual setting in the boat shed but it did work out fine. Following the AGM 39 people attended the party in the evening. A great evening with the live band Reckless Elbow. Beef stew with crusty bread, red cabbage and beetroot was prepared by our trusty crowd, Ann, Sue, Maxine & Lil. Thanks to Joan for once again providing cake and to Lil. for the cheese and biscuits. Thanks also to Scott and Ruth for the use of the workshop for the event.

Lechlade on Thames: 24 - 27 May 2019

A popular start to the season for small boats, Peter and I managed a couple of days at the Trout Inn, Lechlade. Quite a few went up stream to the roundhouse for a picnic on Saturday – the weather fortunately staying fine. 15 attended a meal in the Trout on Saturday evening. The weather on Sunday was not too good so the trip downstream to Buscot Locks was cancelled. One or two did venture out in their boats late afternoon when the weather cleared a little. All in all a good weekend pottering about in small boats on the Thames.

Peel Traditional Boat Festival 2 - 4 August 2019

This is always a great event so if you do happen to be in the Isle of Man at the beginning of August, pop into Peel Harbour, you will not be disappointed. Contact Mike Clark:
+44 (0)4476 24 450146 | mclark@manx.net

Conwy River Festival: 20 - 21 July 2019

Racing will take place on Saturday and Sunday depending on the weather. The Gaffers Race will be held in conjunction with the Nobby, Gaffers and Classic Racing.

www.conwyriverfestival.org | +44 (0)1492 596253

Traditional Boat Festival at Holyhead

Sadly there will be no Traditional Sail Festival at Holyhead this year. This event has always been based in the marina and although we have had offers of help from Stena, the Harbour Authority and Holyhead Council it is not possible to organise this event without the marina. The marina have placed

a couple of extra pontoons but this is insufficient to hold the number of anticipated boats. Over the August Bank Holiday weekend the Holyhead sailing club will be organising a piratey weekend with activities on and off the water.

Sue Farrer, North Wales Area Secretary

Scotland

Although still reeling from the loss of Neal Hill and Roger Clark, it is wonderful to be able to announce the appointment of new officers within the Scottish area of the OGA. I am delighted to say that Jon Reid has agreed to take over Neal's role as Secretary, Jon Hammond has agreed to become Treasurer and also a new venture for Scotland, Dave Hart has not only shown willingness to help but in a first for us, to become the first trailer and small boat representative for the area.

OGA Scotland Secretary: Jon Reid

scotsec@oga.org.uk

Jon Reid has been kind enough to provide a few personal details. He is retired and living in Rhu, Archivist of the RNCYC and currently finishing up the renovation of the 1924 Gareloch One Design 'Galatea'. He's just bought the next project, 'Rawanah' (OGA no.141), a Maurice Griffith design built by Harry King and Sons in 1935. Currently in Crinan she will be relocated to the Gareloch later in the season. It's only his second year in the OGA so still learning the ropes.

OGA Scotland Treasurer: Jon Hammond

scottreasurer@oga.org.uk

Jon started sailing in his early teens on the murky waters of the Thames Estuary, before moving to the clearer waters of the north. His first gaffer, a Dutch 20ft 60 year old, turned out to be a project. But he has recently acquired a Tamarisk 29 in which he hopes to spend more time on the water. Members may know this boat, 'Clearwater', previously owned by Jim Hughes, a long time OGA member.

OGA Scotland Trailer Section representative: Dave Hart

I am thrilled to announce the first ever trailer event for Scotland, courtesy of Dave's hard work, it would be great if this first event could be well supported.



AREA REPORTS

Open to all 'gaffers', regardless of location, trail your boat to Scotland in August. See p.64 and the OGA website for full details.

In the absence of a formal OGA event this summer, the new Scottish committee would like to suggest we piggyback onto the Scottish Traditional Boat event at Tarbert: 20 - 21 July. The future looks bright, so it would be great to see lots of Scottish OGA members at these events.

Gordon B Garman President Scotland OGA



Crossing the bar: Neal Hill

It is with deep regret that I must announce the passing of Neal Hill after being diagnosed with cancer a year ago. Neal was OGA Scottish Secretary for many years, a post he worked hard at until illness forced him to resign; his cheery anecdotes and tales in the 'log' will be sadly missed.

Above all, Neal was a sailor, taking his beloved 'Naiad' from the Shetland Isles to Brittany and almost every port and anchorage in between. Not one to boast about his knowledge and experience, although in his own quiet way he was a fund of great yarns, casually introducing experiences that lesser sailors can only marvel at. A quick hail to 'Naiad' invariably brought Neal's silver head from below and a quick offer of coffee or a dram, usually if not always relative to the time of day.

Neal is survived by his wife, Morag, his son and daughter to whom our sympathies and best wishes go. Neal will be a hard act to follow in any of his capacities and I for one feel richer for having known him.

Gordon Garman, Scotland Area President

Solent

In February, after supper at Salterns Hotel, Solent gaffers added to the Cruising Club crowd at the splendid new Parkstone Yacht Club to hear East Coast gaffers, Julian and Alison Cable, talk about their 2016 anti-clockwise circumnavigation of Ireland in their 22 ft wooden gaff cutter, 'Robinetta'. The talk was illustrated with a stunning range of photographs. It was also good to catch up with gaffer friends from Poole, not all of whom are able to get to Solent events on the water.

In early March, about a dozen gaffers visited the RNLI training centre in Poole, Dorset. All were impressed by the facilities and the rigour of the training that volunteer crews get; using simulators and a pool that can recreate a range of terrifying sea states. The training centre is also an excellent hotel, open to all when they have spare capacity and worth using if you are staying in the Poole area.

The late March walk on Pennington Marsh event did not attract much support, as it transpired that the date clashed with Mother's Day – but Sue and David Pennison enjoyed themselves.

Our early season May Chichester Weekend saw 'fresh' conditions with some gaffers craving onboard heating. Saturday dawned with 25+ knots of wind from the North and the mooted beat up the Emsworth Channel was switched for a decent sail in the flat conditions of the main harbour instead. In the evening, gaffers enjoyed a good meal in Chichester Yacht Club with some additional people joining on foot. Sunday saw better conditions and boats sailed to East Head where they rafted up for a picnic returning to Chichester Marina for the evening.

I'm writing this a few days after our Yarmouth Gaffers Regatta, which is reported on in more detail elsewhere (p.42). Suffice it to say that everyone had a good weekend of eating and drinking (sometimes to music), despite having too much wind when we didn't want it and none when we did. Gaffers also joined in with the excellent Sea Songs and Shanties Festival, being held on the green close to

the harbour. If absent regulars would like to buy a Yarmouth pennant to keep their collection complete, we have a few spares – please get in touch.

When you read this our Portsmouth Rally will have just taken place and looking ahead, the next event will be our 30 August - 1 September Annual Race and Rally. This year, we plan to gather in Cowes and the race will be on a course taking us to Lymington, where the prizegiving and meal will be at the Royal Lymington Yacht Club. Lastly, the 2019 AGM and dinner will be at Marchwood Sailing Club on Saturday 23 November – add it to your diary. Don't forget to keep up to date with Solent Gaffers online:

www.oga.org.uk/solent

Jeremy Retford, Solent Area Secretary

South West

The first of our formal events of the year was the Fitting-out lunch, held rather later than usual this year at the end of April. A group of just over 30 members met at the Royal Western Yacht Club

in Plymouth and enjoyed a chat with each other over a very pleasant lunch. Our speakers were Stephen Styles and Tim Sunderland, co-owners of the Looe Lugger 'Our Daddy'. They gave us a fascinating insight into how they had acquired the boat (their talk was entitled 'never buy a boat when you're standing in a pub'), how they had renovated her (changing the rig from Dandy back to Lug) and what they were planning to do with her. An interesting discussion followed and one of our members, Jonathan Brice, who was Looe 'born and bred' was able to help them fill in one or two gaps in the history of the boat.

We look forward to the new sailing season with great anticipation and when it arrives, it always seems a bit hectic. The Brixham Heritage Regatta over the May bank holiday weekend is the first event of the year for many of our members. There was a good turnout again this time with eight SW Gaffers' boats attending and many of them taking home prizes. Peter Lucas' 'Cynthia' was the star of the show and is fast becoming 'the' boat to beat in these parts. There



'Our Daddy' waiting for the breeze
Photo: Tim Sunderland

AREA REPORTS

AREA REPORTS

are many more good pictures of this event on the BHR Facebook page if you are interested:
www.facebook.com/Brixhamheritageregatta/

As I write, I am chasing my tail and struggling to get everything ready for Falmouth Classics and the Helford Rally that follows on straight after it. For the past few years, these events have been blessed with superb hot sunny weather, but it seems as though we might be in for something of a change, this time around! We are looking forward, too, to our second Plymouth Festival of Sail in early July. We are moving across the water to use Queen Anne's Battery marina as our base this time. We hope this will give our boats more sheltered berths and we have a full programme of events planned, both on and off the water. We are looking forward to good turn-out of boats.

David Bewick, SW Area President

Trailer Section

So the new OGA initiative for encouraging Small Boat events is kicking in with several new events which will cater for trailerable gaffers. The Trailer Section will continue with its now fairly standard programme of events. As the Log drops on your doormat, we'll be at Barton Broad 5 - 7 July. Slightly less opportunity for extended cruises but an interesting new venue.

We plan to make two visits to Clywedog SC: 3 - 4 of August and 31 August - 1 September. Clywedog is certainly one of the most idyllic places we have ever sailed, on a reservoir about 1000 feet up a Welsh mountain absolutely miles from anywhere with no ambient light to spoil the night sky. The sailing club allows us to use the clubhouse during our stay.

We then adjourn to the Lake District to sail on Ullswater from the Glenridding Sailing Centre 14 - 15 September. As in 2018, we will share this event with the Drascombe Society.

As normal our season closing event will be another trip up and/or down the Thames for a picnic from The Trout in at Lechlade 27 - 30 September.

More events for small boats

Plymouth Festival of Sail: 8 - 11 July

Saturday 27 July: East Coast Race

East Coast Gaffers small boats racing as part of the Summer Cruise at Stone on the River Blackwater

10 - 11 August: SW Gaffers River Dart Rally, Dittisham

Sailing for the cream tea at Stoke Gabriel on the River Dart is especially recommended.

16 - 19 August: SW Scotland

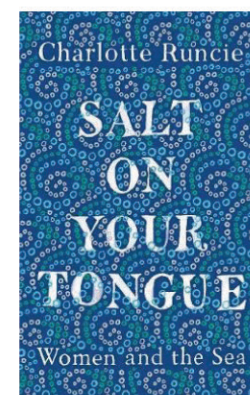
Turn over for full details of a new event for Trailer Sailors in SW Scotland: OGA Small Boat Rally, Loch Ken.

Keith Mosley, Trailer Section



Solent member, Marion Shirley, submitted two book reviews for this issue.

Use your OGA discount at Bookharbour.com (p.71) if you're interested in 'Astronauts of Cape Horn'.



Salt On Your Tongue Women and the Sea
 Canongate, 2019 ISBN 978 1 78689 119 8

Charlotte Runcie loves the sea but she is no sailor. "I'm not a maritime historian, and this isn't a history of tall ships. It's a story of women and water and love, with a birth and a death, songs and tall tales, and the wind blowing high on the waves."

Shanties, beach-combing and coastal features are explored; tides and storm tactics are explained. Here are descriptions of maritime phenomena such as St Elmo's fire and sea creatures both real, imaginary ... and female!

The book is presented in seven sections each based on one of the Pleiades. "Journeys that follow the stars across the sea have inspired stories, songs, poems, paintings, myths, schools of religious thought and scientific breakthroughs." It explores the connection Runcie feels between the sea and the rhythms of life. It is held together by a strong personal narrative. The accounts of the birth and the death are both very moving.

This book will remind you of what you know about the sea from ancient mythology, legend and recorded history, the story of Grace Darling for example, to poetry and painting.



Astronauts of Cape Horn

"In 1969, the first two men landed on the moon. There were five other landings, leading to a total of twelve astronauts standing on the moon. A further six circled above while the world watched.

Also in 1969, Sir Robin Knox-Johnston was the first man to sail solo non-stop around the world south of Cape Horn. He was the eighth of only eleven men who rounded the Horn alone before the final moon landing. Those eleven men had no-one watching them."

This fascinating book is an account of the eleven men who sailed single handed round Cape Horn before Sir Robin made his solo, non-stop circumnavigation. Whilst some were successful circumnavigators, others did not make it. A tragic account is that of Alfon Hansen who rounded the Horn only to perish, it is assumed, somewhere west of the Cape. Given the era, some of these men sailed gaff-rigged craft.

Whilst the voyages of the competitors in the original Golden Globe Race are well documented, as are those of Sir Francis Chichester and the father of them all, Joshua Slocum in Spray, Nicholas Gray unearthed new material about some of the lesser known circumnavigators. In particular, he tracked down and spoke to Australian Bill Nance who circumnavigated in his 26 ft Vertue. He was also able to visit Edward Allcard before his death aged 102 in 2017.

These accounts bring home the level of the challenge and the differing styles of the people who rose to it. Whilst fascinated by Cape Horn and hoping to see it someday, I'm really quite happy just to read about sailing past it. Portland Bill is quite enough for me.

Dates for your Diary: August 2019

Will you sail on the Swale in August 2019, or trail your boat to Scotland?

SW Scotland August OGA trailer boat meet
Arrive Friday/Saturday 16/17 August
Depart Sunday/Monday 18/19 August

Galloway Activity Centre, Loch Ken, Castle Douglas
 DG7 3NQ +44 (0)1556 502011

The centre has a variety of accommodation on offer from camping to cabins. Book direct with the centre if you intend to stay there. £10 boat launch for weekend, £10 per person per night for camping. Alternative accommodation on site is available.

When booking let the Centre staff know you're with the OGA/David Hart group and hopefully will be allocated space together in the field. The campsite is the field behind the centre, facilities are available 24/7 but the field is what it says on the tin – with lovely views!

Sailing proposal: a day on Loch Ken then on the tidal River Urr at nearby Kipford (pictured below).

High water
 Friday 16 1313 BST
 Saturday 1343 BST
 Sunday 1414 BST
 Monday 1444 BST

Sailing is possible 2-3 hours either side of HW at Kipford, outboards are of use against the ebb tide.

Kipford launching: there is a public slipway and Solway Yacht Club slipway.

Postcode for Solway YC is DG5 4LL. There is a public car park not far from both slipways.

Admin. will be kept to a minimum and there are no booking fees for this OGA trailer meet. Be insured, be safe, let me know if you intend to come, please.

Good sailing & fair winds to all the OGA trailer sailors!

Dave Hart, Scotland Area Trailer Representative
scottrailer@oga.org.uk
 +44 (0)739 9552192 | +44 (0)1556 660007

47th Swale (Lena's) Match: 10 August 2019

A Letter of Invitation, Information & Criteria and Entry Form are available on the OGA website
www.oga.org.uk/eastcoast/events/swale-match-2019

We hope you will be able to take part in this special year for the KSA. Pay the entry fee by cheque, cash or Bank Transfer and provide full contact details of vessel name, class, owner's name, email, postal address and phone numbers.

David Pollock, Swale Match organiser

Looking ahead to 2020

Enjoy a weekend in Bristol for the OGA AGM: 10 - 12 January, 2020!

Details available on the website and in the next issue of Gaffers Log, save the date now.
www.oga.org.uk/agm-2020

Arnside Conference: Crossfields Saturday 21 March, 2020

Speakers who have agreed to speak so far include Paul Jolly 'Minx' Garry Flashman 'Freda', Eric Crossfield, Andrew Woltensholme and hopefully somebody involved with the restoration of 'Charlotte' in Cardiff.

Themes of the conference might be 'Sir William Priestley' and her replicas and Restoration Projects. Put the date in your diary, and read about this year's conference on p.10 Alasdair Simpson: alasdairsimpson2@gmail.com

Summer 2020 in the SW?

23 - 24 May 2020: Brixham Heritage Regatta

30 August (watch this space): Mayflower 400
 'Mayflower' (aka 'Matthew') and 'Speedwell' (aka 'Pilgrim') sail from Brixham to Dartmouth, with Heritage flotilla.

19 September 2020: Brixham Heritage Rally

France & Belgium in 2020?

21 - 24 May 2020: Havenfeesten Blankenberge
 Celebrating 70 years in 2020, so sail to Belgium and stay another week for . . .

29 May - 1 June: Ostend at Anchor
www.oostendevoranker.be/en/

1-5 July 2020: Fecamp

This is certainly a possibility for SW, Solent and EC Gaffers www.fecampgrandescale.com

Keep an eye on www.patrimoine-maritime.com for more events on the north coast of France including Calais, Boulogne and Dunkirk.

Wanted!

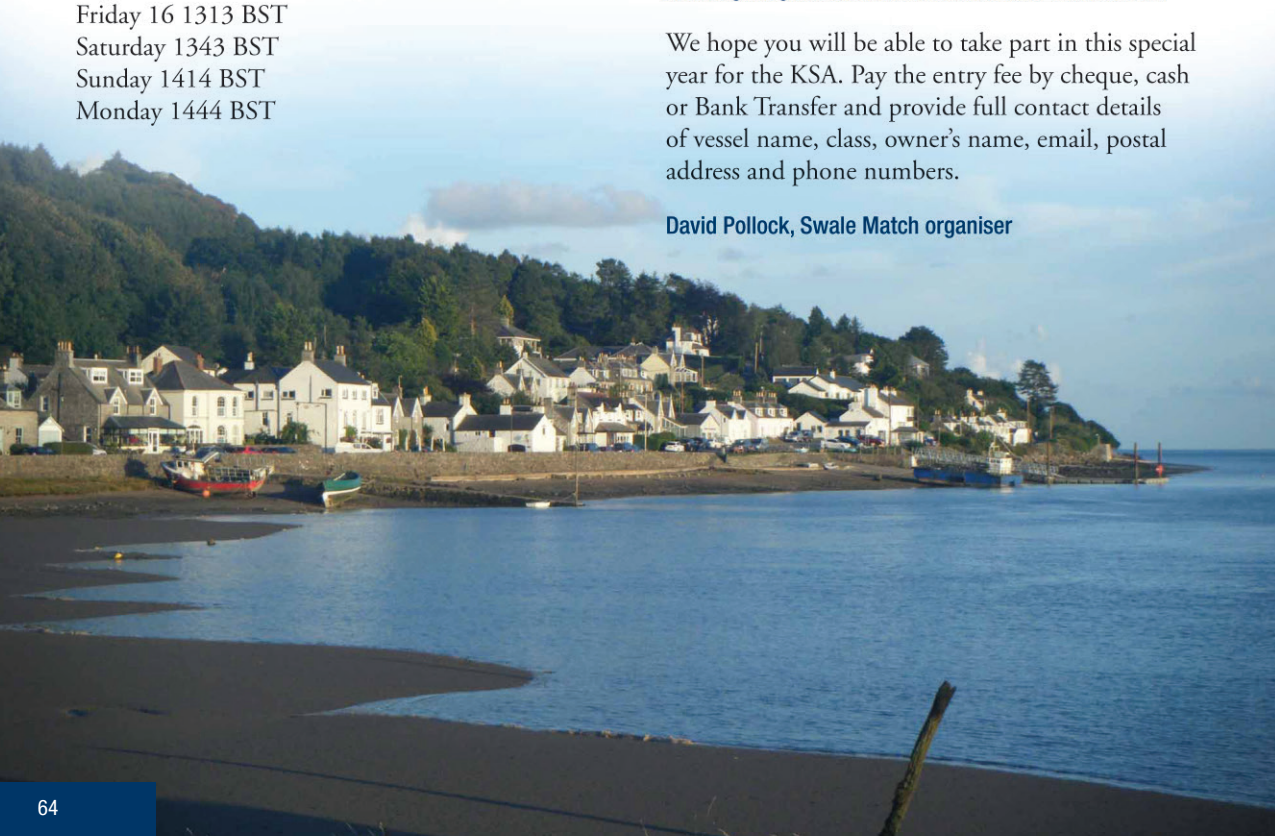
A thankyou from Nick

Just wanted to thank you for placing my appeal for bits of rig to restore my Falcon. The response from members has been terrific and I have nearly everything I need to re-rig the boat. All the best,
Nick Zienau, East Coast Area

Smaller prop. for 'My Quest' (turn to p.28 for the full story)

We're looking for a smaller propellor to try (and if suitable to buy) for our 23' gaffer with Yanmar 1GM 10 right-handed, 2 bladed and smaller than 15 x 12.5. For a 1" shaft. Can anyone help?

Sue Lewis: smlewis@btconnect.com | +44 (0)7900 242452



[illegible]

Is your boat in the Lloyds Register of Yachts?

We are happy to search the Lloyds register on behalf of members.

[illegible]

Please help us to keep the records up to date by letting the Gaffers Log Editor or 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.

Tamarisk 24', long keel, gaff cutter. Built by North Sea Craft 1975, GRP hull, wooden superstructure. Recently re-powered professionally (Marine Power), Yanmar 3YM20 20hp diesel engine, new fuel tank & new 3 blade prop. Standing rigging & running rigging replaced 2017, new bilge pumps (manual and electric), new all weather cockpit cover 2018. Galley area, three bunks, separate heads compartment. Lying on the Hamble River.
Chris O'Connor: +44 (0)7580 943279 | chris.oc429@gmail.com

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

J Boyd: +44 (0)7759 973793

Built as second of three sister ships in 1932, Boston (Lincs.) by AM Gostelow for WH Johnston, she has had six owners to date, including a period in the Netherlands. Making several North Sea passages, and being well maintained she is a solid and trustworthy gaffer with very interesting history and archive available from current owner.
 Michael Robertson: +44 (0)7719 756151 | n111mpr@gmail.com

Originally built for racing in 1860, 'Mermaid' raced again at Falmouth Classics, 2018, following her rebuild. In 1997 we bought 'Mermaid' as a near wreck. After rebuilding her hull, deck and cabin in Derby she was sent to Ocean Yacht Company for completion: mast, spars, rigging & installing a single engine with hydraulic drive to twin props. Now lying Gweek Classic Boatyard, Cornwall.

Chris Gottschald: +44 (0)796 8363390
Ancasta Sales, Falmouth: +44 (0)1326 221007 | falmouth@ancasta.com

30ft LOD, 42ft LOA. Ill health puts 'Rosanna' up for sale. She draws attention wherever she goes, a yacht totally rebuilt for cruiser passage making. I sailed her solo most of the time and she is compact, comfortable and very able. Valued at £57,000 for insurance purposes and due for next out of water survey 01/11/19, she needs antifouling (supplied) and topsides re-varnishing, interior cleaning, new s/s cooker bay lining, pattern cut & supplied to fit. An easy 6 weeks on the hard will give you a very special vessel.

John Wragg: jonrag@hotmail.co.uk

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



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

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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. Advertising online and in Gaffers Log is a benefit of OGA membership.

Corncockle: reduced to £37,000

Heard 28, 8.53 m LOD, 3.0 m beam, 1.5 m draught, 12.5 m LOA, 9 tonnes displacement. GRP hull, encapsulated internal ballast, GRP encapsulated wooden deck, superstructure. 5 berths. Perkins Perama 30 diesel engine, Hurth gearbox, 15" x 8.5" pitch propeller. 100 litre diesel & fresh water tanks. x2 100Ah batteries. Oregon pine spars topsail yard, GRP tube. Mast deck stepped in tabernacle. Mainsail, 3 slab reefs, Nos 1, 2 and 3 jibs with Wykeham Martin furling gear, 3 staysails, topsail, trysail. Gallows aft for boom support. Afloat in commission winter 2018/2019 Gosport, Hants, UK. Peppy & Graham Dadd: peppy.dadd@thewalnut.org.uk +44 (0)7887 384996 | graham.dadd@thewalnut.org.uk

Stadats: all serious offers considered

In working order, would benefit from updating of accommodation. A fine vessel, full & interesting history, urgently seeks a new owner capable of maintaining her for her centennial year. Watson Class Lifeboat built as 'Frederick & Emma' 1921 by Saunders of Cowes. First served at Wick Lifeboat Station until 1938, final call-out at Wick to assist a downed aircraft, RAF Walrus L 12237. Converted and maintained by professional shipwright. Wooden Ships Yacht Brokers info@woodenships.co.uk

Walker Tideway dinghy: £2,000 ono

Smart 12 plank wooden 12 ft Walker Tideway, class sail number 076, mahogany on oak, watertight, very well looked after, lovely condition, gloss varnish in and out, red anti-fouling, white line boot-topping, grey painted bilge, slatted side benches, roller-reefing, large and small jibs, galvanised centre-board, sails good condition, oars, four buoyancy bags, bronze belaying pins, stern locker, shelf under foredeck. Lying Orpington. Philip Treloar: +44 (0)7814 676676

Pajaro: £10,950

Very pretty wooden dayboat, Scandinavian design, similar to BB17 or mini-Dragon. Mahogany beamshelf, may be Clyde built, where she was known to be active 1970s. Rescued from prolonged storage ashore at Ardfarn, comprehensively & sympathetically rebuilt/restored by shipwright Gordon MacNair at Ardrishaig. New bespoke road trailer, 2016 now laid up ashore under cover in Cornwall. December 2018 survey, outstanding condition. Jim Hughes: jim.hughes3753@btinternet.com | +44 (0)7876 568061

Happy Quest: £31,500

Reluctantly 'downsizing' due to advancing years (mine, not hers!) after many seasons of wonderful sailing. Important that a new owner will cherish her with the attention she deserves. Designed & built without an engine she has always manoeuvred under her own canvas with very few exceptions. In spite of her weight and wide beam she sails well in all wind strengths being easy on the helm, well-balanced, responsive and close-winded. Performed creditably in OGA events. Wintered each year ashore under cover in the shed in which she was built, well maintained, in good condition throughout. Cruised widely from the Hebrides to Belle Ile, Achill Head to Looe, visiting over 125 ports and anchorages. All cruising equipment (except Sextant and Chronometer) included, Neptune wind-vane Self-steering gear, comprehensive sail wardrobe & a substantial Yard Trailer. Full description on DVD available on request. Lying afloat, in commission, Pembroke Dock.

David Grainger: dhgranger@aol.com

Mary Gray £ 9,975 ono

1939 Harrison Butler Z4 tonner in excellent condition with £40,000 spent upgrading her over the last 12 years. New keel bolts, bilge straps, floors and rudder. Sail, rigging and fittings replaced. Varnish stripped then re-coated in 2019, and all other surfaces inside and out repainted. The blocks have been replaced with wood and although fully modernised she looks the part for the age and style of this classic Yacht and is easy to sail single handed. In commission on the Clyde with 2017 survey, full details, history, and many photos available. Kenneth Findlay: +44 (0)1436-821390 | krf@live.co.uk



Camay: reduced to £7,999 (all reasonable offers considered)

At 50 years of age, recently fully refitted including reconditioned engine, rewire, repaint and varnish. She has to be sold, any reasonable offer considered. In commission, afloat on paid up marina berth Amble, Northumberland, 'the friendliest port'. Comprehensive inventory includes custom yard cradle, Avon inflatable dinghy, full suit of sails & lay up covers. M.J. Lewis Boat Sales: +44 (0) 1621 859373 | info@milewisboatsales.com Jim Bell: +44 (0)1670 790056 | belljc2.elison@btinternet.com

Prawle: reduced again to £4,500

Pretty gaff cutter, approx. third scale replica of Breton fishing boat, built 1964/65 at former Ferris and Blank boatyard, Dartmouth. Ideal for cruising. Long keel, carvel, mahogany on oak, all copper fixed. 2 berths. Unusual deep cockpit with sliding cover, original Rippingilles paraffin cooker. 2012 switch panel with depth sounder, meter for both batteries, 12v socket. Manson Supreme anchor, 30yds+ chain, long additional anchor warp, fisherman's plus spare anchors, mudweight/angel, mooring warps, tools, spares, lifebuoy, emergency boarding ladder. Legs for drying berths. Newly reconditioned Volvo MD1b, up to date maintenance. Richard or Peter Gregson at WoodenShips: +44 (0)1803 833899 | info@woodenships.co.uk

Calypso: grab yourself a bargain at £6,500

Winner of Bermudan class OGA Solent 50th celebrations. Beautiful 18' cutter, 3/4 rig. Built by Ponsharden Shipyard, Falmouth 1930s, reputedly designed by Warrington Smyth. Carvel construction, pitch pine on oak, copper fastened, lead keel. Draft is 4'2" she sails like a dream. 12hp Dolphin direct drive engine. SSR registered. Accommodation limited for extended cruising, two berths (one settee, one comfortable pipe cot - both 6 foot). Sale includes everything - right down to the cutlery and crockery - as well as more essential bits like radio, gps, etc.!

Julia Richards: +44 (0)1983 241090 | jrichards@onwight.net

Betsy: £5,000 or sensible offers/part exchange for small dayboat

Walter Easton Designed 30ft Yawl. Built Cooks Boatyard Maldon 1930. 30' overall carvel planked pitch pine on oak timbers. Long keel, canoe stern, Bermudan yawl cutter rigged. Laid up afloat, unrigged in the process of refit/restoration. Fitted with BETA BD 1005 three cylinder 1001cc 28hp diesel engine. Long iron keel bolted up under her. Internally the boat has been stripped out in preparation for refit. Sails ashore safely stowed with various smaller spars, tiller, bowsprit etc. Wire standing rigging etc. stowed ashore. LOA 30' LWL 26' Beam 8' 6". Draft 4' 6". Displacement 7 Ton. Ian Kemp: +44 (0)1702 474077

Alando: £10,000 ono

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

Sea Jay: £5,995 (or reasonable offers)

Scruddie Marine Stornaway 18. 18' lug rigged yawl, weekender, two cabin berths, two cockpit berths & cockpit tent. Epoxy ply construction, built 2003, bought by current owner 2005. Fitted for single handed cruising. 4 HP 4-stroke Suzuki, recently refurbished break-back braked trailer, new axle suspension assembly. Excellent condition, dry sailed & garaged most of its life, well maintained, currently stored ashore, Dorset. Seen at Beale Park Wooden Boat Show, much applauded in wooden boat press.

Chris Allender: +44 (0)799 071957 | chrisallender@btinternet.com





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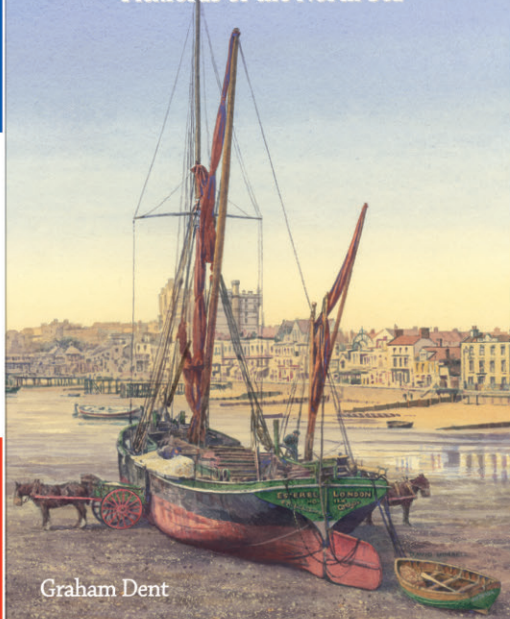
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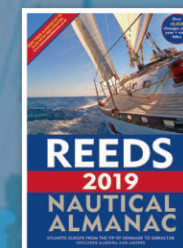
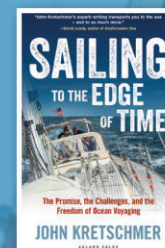
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Photography Credit: Emily Harris

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

Bristol Channel

6314: Mr John Potter 'Peggy'

East Coast

6317: Mr John Wragg 'Rosanna' 6320: Mr Andrey Rykovsky & Ms Yulia Rykovskaya 'Lucy Louise' 6321: Mr Mark Berry 6322: Mr James Rhodes 6323: Mr Richard Haines 6324: Mr Angus Milgate 6326: Mr Ian Lambton & Mrs Donna Lambton 6327: Mr Nigel Allen 6329: Mr Stephen J D Foxall 'Bess' 6331: Mr Tom Curtis

North West

6310: Mr John Hodson & Gail Hodson

Solent

6308: Mr Mark Blackwell 6311: Mr Grant Morris & Mrs Amanda Morris 6313: Mr John Bull 6315: Mr Ian Prior 6316: Mr Richard Merrills-Brown & Mr Morgan Merrills-Brown 6318: Mr Huw Hallybone & Mrs Margaret Hallybone 'Mincarlo'

South West

6307: Mr Keith Marks & Mrs Susan Marks 6309: Mr John Moody 6312: Mr Alister Kyle 6319: Dr Jeremy McCabe 6325: Mr Rolly Whatton 6328: Mr Philip Coles 6330: Mr John Tomlinson 'Gimi'



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