GAFFERS LOG

ISSUE NO. 96 MARCH 2018

OGA 55

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OGA

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING



Photo: Tony Pickering
www.tidewayimages.com

GAFFERS LOG

ISSUE 96 MARCH 2018

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Please submit material for the Summer issue by 29 June 2018

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Foreword



As the country is blanketed with snow, and the temperatures drop to well below zero, the winning photo from Josh Masters reminds us of last summer. As we enter our 55th anniversary year, this issue is packed full of plans for celebrations, so hopefully the weather will co-operate with event organisers. Do take a look at all the options for joining in with the main Anniversary rally on the Isle of Wight (p.36).

As usual, this issue carries all the 'business' items from the AGM in January and provides a showcase for the winning photos from the OGA Photo Competition. Take a look at the new merchandise pages (p.71), with details of the new generation OGA boat plaques, as well as options for ordering OGA clothing, flags and burgees. Why not treat yourself to an OGA boat plaque and set of smocks for the crew to celebrate OGA55?

There were several responses to the letter from Joe Pennington, 'Ruck or Scandalise?' and they're shared here for all to read (p.19). Several new contributors may be found in this issue. Do keep thinking about sending your stories to the Editor to share with fellow members in Gaffers Log or online.

Over the winter there's been work in the boatsheds, with several reports of projects in progress (p.64). There's also been a lot of hard work done in planning events, so do take a look at the Calendar in the centre pages. Please book early to help the organisers and I'm sure you'll find there's something for everyone. I look forward to seeing you out on the water in 2018!

Beverley Daley-Yates, Editor (Log and online)



OGA Photography competition, 2017 Life at Sea: first prize
'Girls on film' by Josh Masters, East Coast Area
Judges' comments: Taken originally on 35mm film this is a deceptively good photo. Low evening light highlights the girls in 3/4 profile and the clutter of the boats is hidden in the darkness of the other half of the frame.

From the Quarterdeck

As I write this we are still in the grips of cold weather and the new sailing season seems a bit distant. However, February is when my local sailing club on the River Cam has working parties every year to coppice the willows to keep the wind clean and we were out last Sunday wielding loppers and saws. My seaside yacht club has started the first dinghy series of the year (brr!) and there is boat preparation work going on in sheds and garages round the country.

The detailed preparation work for the OGA55 celebrations is also well underway and you will see the latest information in this issue of the Log (p.36). Keep an eye on the website for updated details and we will also be emailing to everyone who has expressed interest. If you have not already done so then please go to the website and let us know that you are interested in coming and what you might want to join in on. A booking system will be available later for you to actually commit.

The annual meetings in London in January were very successful and everyone was impressed with Tony Kiddle's work on building the first Andrew Wolstenholme designed OGA dinghy which was on display. If you think you might be interested in building one yourself, please get in touch with Tony (p.70).

At the Association Committee meeting we also discussed the results of the consultation that took place through last year about N Ireland Area's suggestion to change the name of the Association. It had transpired that a sizeable consensus of opinion was against it and N Ireland Area decided before the meeting to withdraw the suggestion. A resolution was passed that while we will continue legally to be the Old Gaffers Association we should persist with our branding as 'OGA the Association for Gaff Rig Sailing' in order to continue taking some emphasis away from 'Old'.

My plan for the year is to get to events in the Areas I did not manage to visit last year and to take 'Witch' to the OGA55 event at Cowes. If the weather running up to it is particularly foul for getting down the Channel then I may trail 'Eider' down by road instead.

I look forward to meeting as many of you as possible.

Alistair Randall, OGA President







Plan A and Plan B for OGA55
Bring 'Eider' on her trailer or sail from the East Coast with 'Witch', pictured here at Douarnenez, 2016

GMC Notices

Name change?

No thank you!

The Association debated a name change for the OGA last year. At the AGM this year the President announced the result of the debate and the decision reached by the Asssociation Committee:
There will be no name change.

Northern Ireland Area (NIOGA) had proposed that this matter be discussed over the last year, suggesting that we drop the 'old' from the name of the Association. Their views were published in the Log, members' opinions on both sides of the debate were received, collated and published.

Area committees were asked to canvas opinion. A clear majority of feedback was against a change.

At the January meetings NIOGA reiterated that they feel the 'old' in our name inhibits their attempts to involve more young people. However, they said they were satisfied that their request for the debate had been heard and acted on, and they acknowledged the clear outcome that most Areas' members don't want a change. They accept that we make no change and move on, asking only that we focus on the very difficult issue of getting youth involved, which lay behind their proposal.

Five years ago we agreed a rebrand of the Association to "OGA, the association for gaff rig sailing" without changing the name. This way of referring to the Association is to continue whilst our official name remains the Old Gaffers Association.

Notices from the GMC

From the new OGA dinghy to a new look at the OGA Youth Fund, from news from the AGM in January to plans to celebrate our 55th birthday, most of what the GMC has to report on is covered by articles in this issue of the Log.

Class Act

Stealing the show at our AGM in London was undoubtedly the first OGA dinghy - first in class because first ever! Unveiled by Tony Kiddle at the meeting, in its unfinished state, the dinghy was much admired and much discussed.

Update and photos on page 70

Young Gaffers

New man at the helm of our Youth Fund and a new approach. Patrick Vyvyan-Robinson was given a clear and positive mandate at the annual meetings and you can see how he plans to move forward with the Youth Fund.

Take a look at the FAQs on page 11

OGA55

The OGA is 55 this year. Happy Birthday to us!

We're having a party on and around the Isle of Wight in August and members can still express interest online: in which case you are committed to nothing and you will get email updates as the formal registration process starts up. Otherwise you will need to keep a close eye on the website for final details:
www.oga.org.uk/events/oga55-2018

Small boats are invited to a week long Solent Raid and all participants will have opportunities for the fun and games that come with a big gathering of gaffers.

More on page 36

GMC Notices: volunteers needed!

Minutiae? p.8

Never bothered with reading minutes of meetings? We can hardly blame you as it can be the driest of fare, but try dipping in to the Secretary's account of the AGM if only to acknowledge and better understand the work that OGA Officers and committee members do across the Association. Might you like to give some of your time and become one of those dedicated volunteers? Read on . . .

VOLUNTEERS needed!

Congratulations to Mary Gibbs, now officially elected as Membership Secretary and part of the GMC team.

Have you thought that you might be able to give some of your time to help run the Association? The following Officers will not be standing for re-election in January 2019. Please think about whether you can help.

Boat Register Editor, Pat Dawson: p.22

Our Register of Boats is a hugely important contribution to maritime heritage as well as a publicly accessible online record of members' boats.

Pat has been actively campaigning for volunteers to be part of a team to manage the register as this is seen to be the best way forward for what might otherwise be a lot to ask of a single volunteer. The Editor position, which might better suit the title of Archivist, is summarised on page 25.

Secretary, Sue Lewis

Sue has held the post for over six years and her second official term comes to an end this year. Sue says: "The role of Secretary is to a certain extent what you make it. I see my main role to have been administrative: scheduling meetings of the GMC (three times a year) and AC (once a year), planning the AGM and writing up minutes for all of the above. In the past the minutes have been dealt with by a separate unelected volunteer. I supply notices to the Gaffers Log based on those same committee meetings and have kept a document we call the 'Area Handbook' up-to-date as policy and practices have changed. I handle the renewal of our insurance policies each year, though this is made very simple by our excellent brokers. Most OGA correspondence is by email now and often involves a simple redirection to the appropriate recipient. It is a privilege to work with such a strong team of OGA Officers and one I am sure the next Secretary will also appreciate."

Contact Sue directly to arrange a chat or to request any information or documentation you'd like to see if you're considering putting yourself forward: secretary@oga.org.uk



Show your boat is listed in the OGA Boat Register!

New generation OGA boat plaques, engraved with your boat's name and OGA Boat no., are available now for just £25.

"…. the quality is excellent and will look great on my boat!"

Why not buy one for a loved one or friend? An OGA boat plaque will enhance the class of any boat: www.oga.org.uk/shop
Turn to p.72 and order yours today!



OGA Photography competition, 2017 Life at Sea
Main picture: third prize
'Going well to windward' by Jono Bradfield, Solent Area
Judges' comments: Uncluttered and well composed the eye is led to the happy crew enjoying the best of sailing.

Inset: HIghly Commended
'Rain!' by Piers Rowlandson, Solent Area
Judges' comments: If this doesn't bring a smile to your face then nothing will! Perfect exposure on the crumpet!

Minutes of the OGA AGM

Held at The Ledger Building, London on Saturday 13 January, 2018 at 4pm

Present
Alistair Randall (President), Sue Lewis (Secretary), Tony Kiddle (Treasurer), Mary Gibbs (Membership Secretary), Pete Thomas (Sailing Secretary), Pat Dawson (Boat Register Editor), Beverley Daley-Yates (Editor Log and Online) and 57 members including members of the Association Committee (AC). Total to sign in: 64.

1. President's Welcome
Alistair welcomed everyone to the meeting.

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

3. Approval of the minutes of the AGM held on Saturday 14 January 2017
Proposed: Alison Cable. Seconded: Pat Dawson. Approved unanimously.

4. Matters arising: There were no matters arising from the minutes of the last meeting

5. Treasurer's report: Tony Kiddle
Copies of the annual accounts were circulated and are published with these minutes (p.12). Tony explained the figures and the notes. There were no questions. The accounts were unanimously approved.

6. Review of subscription charges
Notice was given in the November 2017 Log (p 5) that the GMC was recommending a 3% increase in subs to take effect for existing members in 2019 and from October 2018 for new members. The AC had agreed to this proposal in its afternoon meeting. Tony explained in response to a question from the floor that the increase was a response to increases in costs (eg insurance, Log print and postage) and the likelihood of more in the year to come given the rate of inflation. We continue our policy of keeping one year's running costs in reserve.

Proposal to increase the subs to the following:
Individual member (UK) entitled to one vote at the AGM and other general meetings (by cheque or PayPal £32, Direct Debit £30).
Family member (UK) partner and children under 21, entitled to two votes (by cheque or PayPal £37, Direct Debit £35).
UK Junior (under 25) entitled to one vote (by cheque, PayPal or Direct Debit £5.25).
Overseas (members living outside the UK) (47 Euro, by UK cheque or PayPal £43).
Proposed: Tony Kiddle. Seconded: Tom Middlebrook.
Proposal carried by a show of hands: 63 in favour, one against and no abstentions.

7. Secretary's report: Sue Lewis
Sue reported that the GMC had met three times in 2017. The AC (a large committee of approx. 30 comprising OGA Officers, co-opted GMC members and Area Presidents and Secretaries) meets just once a year and this meeting had taken place the same day.
Sue distributed copies of the OGA flier and asked members to take a handful to have ready on board to promote the OGA to other sailors and potential new members.
The OGA uses email to communicate with the membership from time to time and Sue urged everyone to make sure the OGA has their up-to-date email address for this purpose.
Sue repeated the call for a volunteer to handle Gaffers Log advertising. A volunteer is also needed to look after the Association Trophies - to be publicised in the Gaffers Log. Sue thanked Dave Percival for the work he has done over the last three years on this.
Sue will have served two full terms as Secretary at the end of 2018 and does not wish to stand for office again. Nominations for Secretary of the Association are invited.

Changing the name of the Association
The Association had been debating a name change for the OGA all year. Sue introduced Alistair to announce the result of the debate and the decision reached by the AC earlier in the day. Northern Ireland Area had proposed that this matter be discussed over the last year, suggesting that we drop the 'old' from the name of the Association. Their views were published in the Log, members' opinions on both sides of the debate were received, collated and also published. All Area committees were asked to canvas opinion and discuss this. The results of that operation were also made available.
NIOGA were unfortunately unable to send representatives to the meeting but Mark Sweetnam for Dublin Bay OGA (the only other Area to come out in favour of a change) agreed to put the case on their behalf and Mark consulted with Gary Lyons, President of NIOGA, before the meeting.
Mark explained the thinking behind Gary's proposal namely that NIOGA feels that the 'old' in our name inhibits their attempts to involve more young people.

London, 13 January 2018

Mark said that NIOGA feel that their request for the debate was heard and acted on and they acknowledge the clear outcome which is that most Areas' members don't want a change. They accept that we make no change and move on, asking only that we focus on the very difficult issue of getting youth involved which lay behind their proposal.
The President made a few comments to round up the matter, saying that we should make the most of the 55 years which have gone into building the OGA brand and not throw away the brand recognition that we have. He reminded the meeting that five years ago we agreed a rebrand of the Association to OGA: the association for gaff rig sailing.

Result
The Association Committee passed a resolution that we remain the Old Gaffers Association officially and legally, and that those words should appear somewhere on all our documentation but that our brand should be: 'OGA: the association for gaff rig sailing'.

8. Membership Secretary's report: Mary Gibbs
Mary has got to grips with the membership system though not without the odd hiccup, one of which meant that she was not able to give exactly parallel figures to those given last year. Total membership was 1,178 in October compared to 1,188 in October 2016. We have gained 88 new members during the year so figures remarkably close to last year.

9. Boat Register Editor's report: Pat Dawson
Pat reported that the OGA Boat Register contains records for over 4,000 boats, though not all are available to be seen by the public on the online register.
New members are very good at sending data and images about their boats but some longer term members, even some who regularly participate in events, have still not supplied images of their boat. Volunteers are still needed to help scan and upload data and images from the paper archives. The NE Area of the OGA has links with some specialist archivists who may be able to help with this so Pat and Beverley are to form a working group to investigate this.
Pat's term of office comes to an end in January 2019 and she will not stand again so members interested in finding out more about the role should contact Pat who is preparing a document to sum up the tasks she undertakes on a regular basis. Whatever happens next is likely to be a team effort rather than a huge task falling to just one person.

10. Report on the Youth Fund: Patrick Vyvyan-Robinson
Patrick outlined the achievements of the Fund in 2017 with three areas, NIOGA, Solent and East Coast running successful events supported by the Fund. Reports on these events have been featured in Gaffers Log and online. Patrick explained that there had been some doubt about the future of the Youth Fund due to a lack of regular income to the Fund, and therefore a year on year dwindling of resources (now standing at approx £2k), and a general lack of interest with only four areas successfully applying for grants since it was set up in 2013. It is hoped that the feedback received from the Areas and discussions at GMC and AC will shape a revised strategy for the Fund and re-energise interest in holding youth events and taking advantage of potential funding.

Key decisions reached at the AC meeting
The Youth Fund will continue as a centralised Fund and Patrick will continue as lead.
GMC will review and clarify the Objectives of the Fund and update Policy and Guideline documents.
Youth events must be fun and engaging and provide an opportunity to promote the OGA, its ethos, values and benefits.
Youth will be defined as between 16 and 25, although under 16s can participate providing they are accompanied by a supervising adult from their parent organisation (eg Sea Scouts or school).
Areas and the OGA55 event organisers will increase opportunities for members to make donations.
The quality and timeliness of reports following a youth event will improve and reflect that organisers' aims have been met.
An article will be published in the Gaffers Log to inform members how we plan to take the Youth Fund forward over the next five years (p.11).

11. OGA55 event
Alistair presented an update on the OGA55 event in August which will be publicised in the coming weeks in the Gaffers Log, on the website and in emails to those who have expressed an interest online. The event was planned in response to feedback after OGA50 in 2013 that we should do something 'national' again and try to involve all Areas. The Treasurer has been setting funds aside for a couple of years now in order to subsidise attendance by members from Areas not close to the Solent. Members wanting to find out more should consult their Area Secretary (and express interest in the event online to receive email updates).
Brian Skinner, Solent member from Newhaven, said he had not had a big take up for a 'feeder' event but still invited those travelling to the event by sea from the east to meet up with him en route and form a flotilla. Members interested to email Brian: brianjimskinner@gmail.com.

12. OGA Class Dinghy: on show!!
Tony Kiddle has made considerable advances in building the first OGA Class Dinghy and had brought the work in progress for members to view.

Minutes of the OGA AGM 2018 (cont.)

Very positive feedback received! Andrew Wolstenholme the designer was also in attendance at the meeting and both were able to answer members' questions and show off the boat. Tony circulated a specification of the boat as well as approximate costings. The total cost on his report of £3,164 is very much a top end figure with savings possible in several ways. This information will be shared in the Gaffers Log together with information about how to get started (p.70). There was a vote of thanks to both Andrew and Tony for work done so far to bring the project on so far so fast.

13. Election of Officers

Mary Gibbs was co-opted a year ago as Membership Secretary. She was appointed by a show of hands (unanimous) as required. Proposed: Alistair Randall. Seconded: Tony Kiddle.

14. Members' Questions

Mike Forwood, South West Area member, told the meeting about a project to rescue one or even two Mounts Bay Luggers, 'Veracity' and 'Verity', with a view to match racing in the River Tamar which might appeal to youngsters. Financial help will be needed but no specific proposal was made at this early stage (p.18).

Pete 'the Knife' Elliston, East Coast Area member, requested to borrow the new OGA dinghy for the Swallows and Amazons event in June. Tony agreed, conditional on transport arrangements.

Brian Corbett, man of many Areas and OGA representative Trustee on the board of the Maritime Heritage Trust, asked whether a flier could be inserted for the MHT in the Gaffers Log to publicise the establishment of 'Friends of the Maritime Heritage Trust' and their 2018 programme of events. This proposal was accepted by the AGM with the (small) fulfilment cost to be covered from OGA funds.

Note from Secretary: it would have been churlish at this time in the meeting to point out (and to such a distinguished delegate) that such requests are not the business of the AGM and should be referred to the GMC – just in case anyone gets any ideas for next year.

Joe Pennington, Northern Ireland Area member but resident of the Isle of Man pointed out that the OGA (or its committee members) were in need of a geography lesson with regard to what exactly is and isn't part of the British Isles, the UK and the sterling zone. This to be addressed.

There being no further questions the meeting closed.

Sue Lewis, OGA Secretary, January 2018



OGA Photography competition, 2017 Life at Sea: second prize
'Happy Hour' by Ben Collins, Solent Area
Judges' comments: The title says it all, though "hour" was probably an understatement. A very clear message giving a "wish I was there" feeling.

FAQs: what is the OGA Youth Fund?

The Fund was set up in 2013, our 50th Anniversary year, as a legacy for the future to support youth involvement in gaff rig sailing and traditional maritime skills. The objectives of the Fund are to introduce young people to gaff rig sailing whilst improving and extending the profile of the OGA beyond our current membership by increasing awareness of the OGA's aims, activities and values.

Who does the Fund benefit?

Worthwhile projects that bring young people and gaff rig boats together can benefit from a financial grant of up to £500. Youth is defined as young people aged between 16 and 25. Funding will also be considered for youngsters under the age of 16 providing they are accompanied by a supervising adult from their parent organisation eg school or Sea Cadets.

Where does the money come from?

In 2013 an initial grant was made to the Fund. Since then the larger Areas have made contributions to the Fund annually. Some Areas are successful in raising money by asking members for a donation to the Youth Fund when they enter for an event; others organise specific local fundraising for their event. The OGA55 event in Cowes will also provide an opportunity to raise money for the Youth Fund.

How do we apply for a grant?

Applications for grants to support youth events are made to Patrick Vyvyan-Robinson through Area Committees. Full details of the event should be included. These applications will be considered by the GMC when they meet in February, May and October.

What makes for a successful application?

The GMC must be satisfied that a youth event will be run in accordance with the principles of the OGA's Safeguarding Children Policy and comply with the OGA's Youth Events Guidelines. In applying for a grant, the Area concerned makes a commitment to write a report on the event with photographs and feedback from participants. The report must include details of what was achieved in the way of benefits to the individual participants eg skills, personal development, team and confidence building, and to the OGA as an organisation eg positive PR, local media coverage, merchandise sales, donations to the Youth Fund. Areas are expected to raise funds locally wherever possible to match the grant requested from the Youth Fund.

How can we make the most of 'Youth events' for the greater good of the OGA?

Youth events provide the OGA with an excellent platform to showcase the OGA beyond our membership, not only to the youngsters participating, but also to parents, teachers, supervisors, partnership organisations and skippers and crew of vessels used during the event. Every attempt should be made by event organisers to promote the OGA and what we are all about.

Where can I get more information on the Youth Fund?

www.oga.org.uk/youth-fund

By the end of March content on the OGA website, and all documents relating to the Youth Fund available online will be updated and amended to reflect what has been agreed at the ACM and AGM in January 2018.

Patrick Vyvyan-Robinson
youthfund@oga.org.uk



Students aboard 'Vilma' at Portaferry Sails and Sounds, 2017
Photo: Sheila Lyons

GAFFERS LOG MARCH 2018

OGA Accounts: 2017

Income and expenditure account for year ended 30 September 2017

Income	**2017**	**2016**
Membership Subscriptions	36757	36031
Merchandise Sales	557	540
Advertising Revenue	1285	780
Bank Interest	169	224
Donations	346	654
Youth Fund Income	1160.05	307
Total	**40273**	**38536**

Expenditure	**2017**	**2016**
Youth Fund Grants	1500	1856
Gaffers Log Pre-Press & Production	2310	1750
Gaffers Log Printing	4292	3988
Yearbook	1810	1618
Log and Yearbook Postage	4879.54	4865
Exhibitionss (Beale Park)	1200.80	370
Merchandise Purchases & Postage	1432.36	14
Website Hosting	1101.59	981
Website Development	0	750
IT Expenses	798.35	149.74
GMC Meeting Expenses	728.83	274
President's Expenses	247.14	0
Treasurer's Expenses	0	0
Membership expenses (postage)	183.03	260
AGM/ACM meeting costs	5021.58	4324
Area Funding	5878.35	4986
Insurance	1216.50	1152
Subscriptions	200	275
Bank Charges	1055.24	729
Accountancy	300	365
PR Literature & Brochures	440	0
Miscellaneous expenses	105	430
OGA Dinghy	2700	0
Total	**36938**	**28987**
Surplus / Deficit	3335.35	9549

Notes
Membership income figure includes any membership payments from Europe as Paypal does automatic transfer to sterling. Any income from Ireland has been left in Euro account until needed.

Balance sheet for year ended 30 September 2017

	2017 £	2017 €	2016 £	2016 €
Stock			2370	
Current Account	3711		5533	
Youth Fund	2619		3108	
Euro Account €		2170		3648
Events Fund	13191		6574	
Deposit account	30301		30140	
Paypal	1832		1090	



OGA Photography competition, 2017 Sailing Gaffers: second prize
'Alruth racing' by Ian Woodforth, Overseas (Australia)
Judges' comments: Exciting action with amazing clarity of light. The yellow spinnaker makes a strong contrast to the blue water.

Awards and Trophy winners, 2017

Dave Percival announced the winners of the Association Trophies at the AGM in London. The Alan Hidden, Jolie Brise and Cape Horn trophies were not awarded this year. Look out for potential winners of these awards in 2018. Full details of all awards are on the website.

www.oga.org.uk/trophies

David Cade Memorial Trophy: John Gallagher, South West Area (p.60)

In recognition of his work in making the Sou' by Sou'West cruise so welcome in Plymouth, John Gallagher was awarded the David Cade Memorial Trophy: "Nothing too grand but plenty of warmth and good feeling. It must be the biggest joint gaffer event we have seen (possibly ever?) and a great example of the OGA's spirit. It got many of us sailing beyond our usual limits. John's enthusiasm, stamina and leadership were a key part of its success. May there be more of its kind in the future."

Gaffers Globe: David & Julie Patuck, South West Area

New to gaffering, David & Julie Patuck won the Gaffers Globe for taking 'Susan J' to the Scilly Isles in the Sou' by Sou'West cruise: "Hospitable, welcoming and fun throughout, they were undoubtedly the least experienced of four crews who reached the Isles of Scilly in trying and adverse conditions. A huge achievement for a first season in any boat, let alone their first boat, 'Susan J'."

Gaffers Tales: Nick Ward, Solent Area

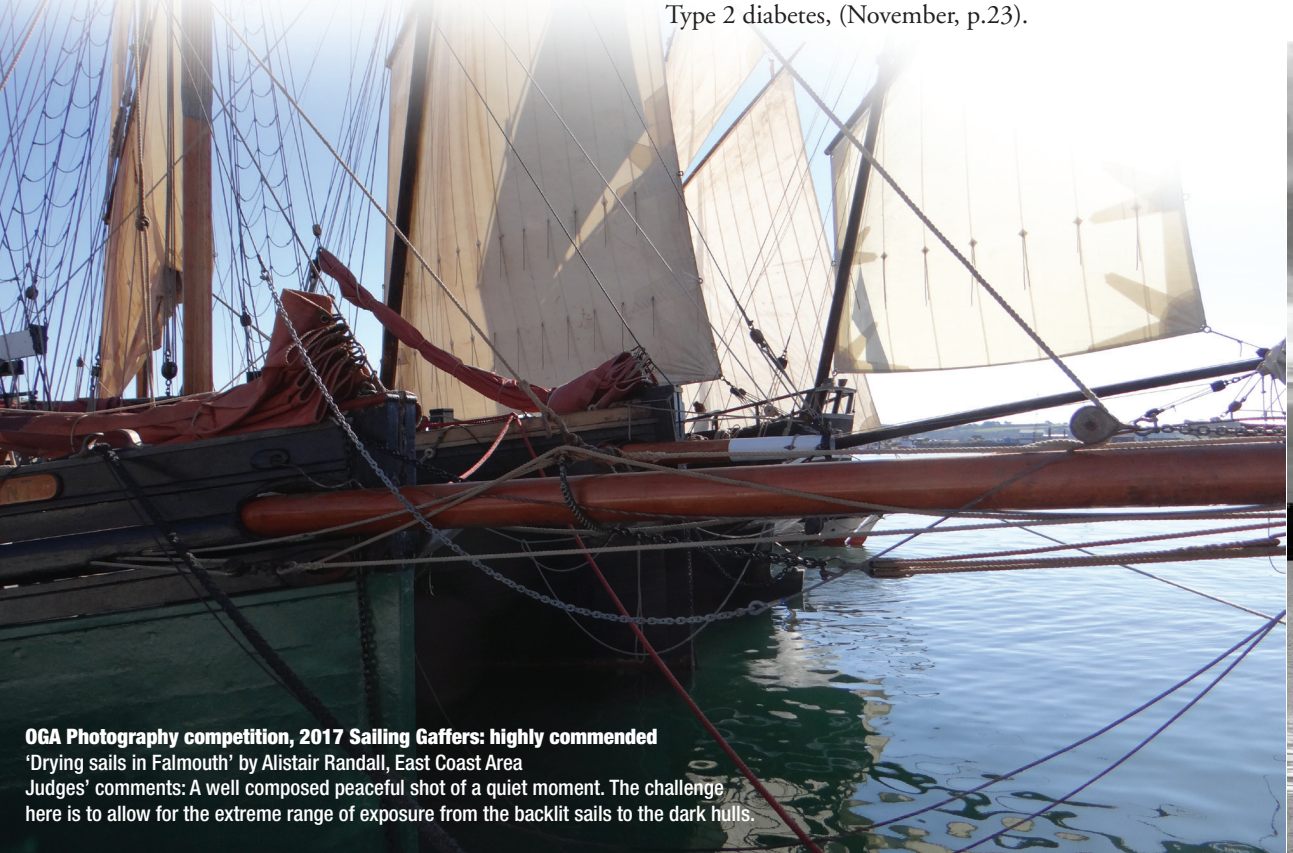
Another new member was awarded the Gaffers Globe. Nick Swift, wrote an entertaining and lively article for Gaffers Log about his participation in the Sou' by Sou'West cruise, (November, p.30).

Grumpy II Cups: Will & Pete Thomas, East Coast Area

In a slight 'twist' of the trophy criteria, the Grumpy II Cups were awarded to young skipper Will Thomas and his old Dad Pete for rescuing 'Juanita' and restoring her to seaworthy condition in time for the EC August Cruise.

Janty Cup: Phoebe Chaplin, East Coast Area

The Janty Cup was awarded to Phoebe Chaplin who joined the East Coast August cruise on 'Cygnet of London', and wrote about her first experiences of sailing whilst learning to cope with the challenges of Type 2 diabetes, (November, p.23).



OGA Photography competition, 2017 Sailing Gaffers: highly commended
'Drying sails in Falmouth' by Alistair Randall, East Coast Area
Judges' comments: A well composed peaceful shot of a quiet moment. The challenge here is to allow for the extreme range of exposure from the backlit sails to the dark hulls.

OGA Photography competition 2017

Mike Garlick announced the winners of the OGA photography competition at the OGA AGM in London.
Winners receive a prize from the selection of stunning nautical publications supplied by Adlard Coles.

Sailing Gaffers

Highly Commended

'Drying sails in Falmouth'
Alistair Randall, EC (opposite)
'Gwenili in Plymouth' Steve Lorraine, SW (p.23)

3rd 'Alice Pellow' Dave Percival, Solent (p.22)

2nd 'Alruth racing'
Ian Woodforth, Overseas, Australia (p.13)

1st 'Calm before the Start'
Bob Aylott, Solent (below)

Life at Sea

Highly Commended

'Sculling taxi in Ipswich' Alistair Randall, EC (p.72)
'Rain!' Piers Rowlandson, Solent (p.7)

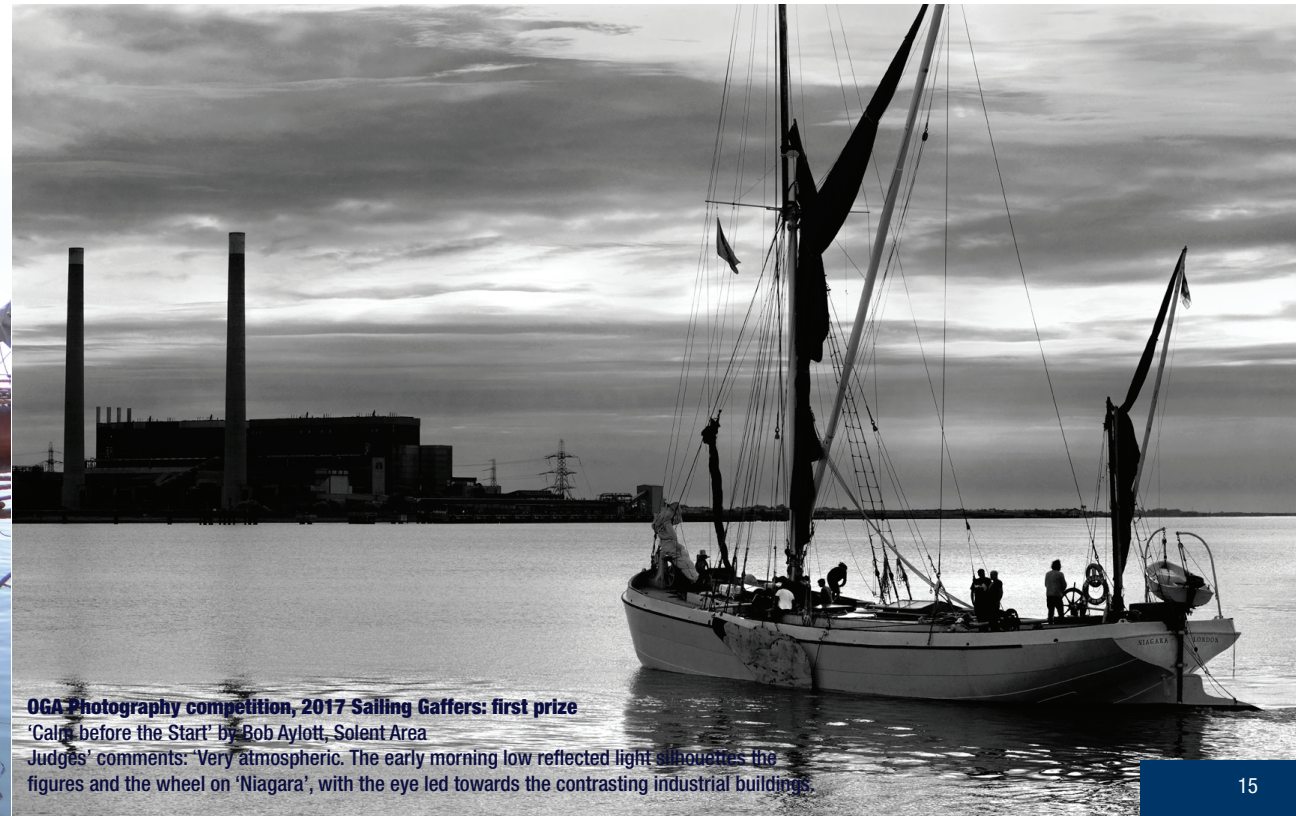
3rd 'Going well to windward'
Jono Bradfield, Solent (p.7)

2nd 'Happy Hour' by Ben Collins, Solent (p.10)

1st 'Girls on film' Josh Masters, EC (p.3)

Visit the website to see a slideshow of all submissions and full list of winners.

www.oga.org.uk/trophies/photo-competition-2017



OGA Photography competition, 2017 Sailing Gaffers: first prize
'Calm before the Start' by Bob Aylott, Solent Area
Judges' comments: 'Very atmospheric. The early morning low reflected light silhouettes the figures and the wheel on 'Niagara', with the eye led towards the contrasting industrial buildings.

GAFFERS LOG MARCH 2018

Solent Area Youth Fund report, 2017

Overview and future ideas

This was the second Solent OGA Youth event which has seen significant progress since the first event in 2016 and can be viewed as an overwhelming success. It saw attendance grow by 166% filling all 8 berths available on Amelie Rose. The previous year we had only 3 berths filled, which shows signs of good growth. It also saw one of the youth, Felix Williams, who attended in 2016 return brining one of his friends along too. To me, clear evidence that the OGA youth weekend is an invaluable opportunity at educating how much fun, how enthralling and perhaps even addictive sailing a gaff rig boat can be for all ages.

The age range was from 12 to 19 years. Those under 18 were accompanied by an adult (usually their parents) which we felt would cover the OGA from any safeguarding and child protection issues. In turn this had a very positive side effect as the parents could see first hand the joy and fun their children were having. Educating the parents in the joy of sailing gaff rig boats is just as important as their children. Without this understanding and support of a parent(s) the chance for the child to continue with following this new interest of gaff rig sailing may well diminish.

A total of 5 youths attended, 4 boys and one girl. Three parents attended with their children. The crew sailed a total of 20NM in conditions which were light. Unfortunately on race day, soon after the start the wind disappeared completely and the race turned into an anchoring race instead! Nevertheless the crew could socialise with OGA members and learnt more about the association and could view different gaff rig vessels when in harbour.

Were the goals for the weekend achieved?

1. Introduce non-sailors and those sailors who have not experienced the thrill of traditional gaff rig sailing.

All but the returning Felix Williams did not have any gaff rig sailing experience. The youngest boy, Archie Gill (12yr) had little sailing experience and had recently joined the sea Scotts who put him in touch with the OGA. 4 out of the 5 young crew members left with a new experience of sailing a gaff rig boat that they did not have before.

2. Educate existing sailors to the aims of the OGA and what our rallies are all about.

Combining the youth weekend with the Solent Annual race and Rally is the best way to illustrate what the OGA is all about. The OGA members attendance is high and a variety of boats attend this weekend. All the young have a sense of the comradeship which exist in the OGA and the great environment in which you can learn from each other and better your sailing knowledge.

3. A chance for the OGA and the OGA Youth Fund to work with other associations, trusts and charities that are also keen to get youngsters sailing. We will be collaborating with the following; Ellen MacArthur Cancer Trust, Sea Scouts, Yacht clubs, Sailing clubs.

We continued to work with the Ellen MacArthur trust but unfortunately we did not get any takers from their client list. We had success with Portsmouth Sea Scouts with young Archie Gill attending. The event was published in yacht clubs but no candidates came forward. Swanage Sailing Club proved a huge success as they put forward the four other youth; Felix Williams, Carla Roberts-Owen, Cody Edwards and Luke Russ.

Dinghy sailing clubs, like Swanage SC are an excellent source of young people who already understand the principles of sailing but have no experience of gaff and little opportunity to sail in larger boats. For this reason they might be worth targeting as a potential source of young gaffers.

An article written by Felix Williams is available on the OGA website:
www.oga.org.uk/solent/news/young-gaffers-2017



Financial

The below shows that the event balanced the books. Whilst a few savings were made in the running costs the money were invested in paying for a meal for the crew which formed part of the Solent OGA prize giving. The crew won the Solent OGA Youth cup. Naturally!

Expenses
Hire of boat and skipper £1,500
Administrative costs; online registration £65.00
Dinner tickets purchased £132.00
Total cost £1,697.00

Income
OGA Youth Fund grant £500
Fee per crew-3 day full board @ £150 x 8 crew places = £1200
Total Income £1,700
Surplus £3.00

Future Ideas

Perhaps some land based events can be organised by the Solent OGA with the youth in mind. Whilst in port prior to or after the race perhaps members would like to organise a tug of war or a knot tying lesson. This would further engage the youth to the OGA as well as teach them some traditional seamanship skills. Perhaps the weekend could also be combined with the Yarmouth Old Gaffers Festival providing some more interesting land based events to experience as well as two races to take part in.

Conclusion

A safe and fun weekend was had by all. This was achieved by a professional and experienced skipper aboard a fantastic boat. This captured the young minds and enthralled them with the challenges of the sea and who knows possibly a future path of discovery with more gaff rigged boats.
A big thank you to Nick Beck.

Photos and report: Dan Shaw, on behalf of the Solent OGA Committee, reporting to Christopher Pryke

‘Veracity’: a Youth Fund project?

Mike Forwood spoke at the AGM and wrote this article to prompt discussion. Let your Area Secretary know your thoughts.

What could be more appealing to our Youth Fund and budding youngsters in gaff sail than match racing in Plymouth Sound or Falmouth Roads in two identical luggers? Devon against Cornwall, the South West versus the Solent? Absolutely ideal boats for beginners with a sense of speed, challenge and adventure, these luggers are broad of beam and deep of hull, with no booms to catch the unwary. I’ve seen youngsters enjoying this sort of sport before. Where was it? Brittany I recall at some French festival. We might have taught the French a few things about sailing two centuries ago, but I reckon they have left us standing in the 21st century.

How the replica Mounts Bay Lugger ‘Veracity’ came to reside at Calstock Boatyard is one of those bizarre stories of maritime folklore that occasionally pop up to amuse. Built almost 20 years ago at the Falmouth Boatbuilding College, it lay for a number of years neglected and almost forgotten. Finished with no proper home and exciting very little interest the open fishing boat was fitted with a good outboard and found its present home in the Tamar.

Chris Pollard of Calstock Boatyard was looking for a good outboard as a standby for their ‘Spirit of Mystery’. As the story goes he was told he could have the outboard as long as he took ‘Veracity’. Some giveaway! What could look better than an elegant lugger to complement the other traditional vessels on the upper reaches of the Cornwall/Devon divide? With little effort, one can be seduced to imagine that ‘Veracity’ had just landed a catch of pilchards, or had smuggled in a cargo of brandy.

No wooden boat can survive more than a few years of neglect in our climate. The bulwarks were too tight to the covering board and had trapped fresh water down the port side and around the the transom. But how can you walk past a wooden boat in a shed that has no provenance, yet bucket loads of history, the sweetest of lines, but little value? Chris jokingly says he will repair it with plywood and one has a stock of oak from Kensington Palace to make a permanent fix. So, having once owned a Morecombe Bay Prawner one couldn’t brush past ‘Veracity’ and resist a fettle here and there to bring it back to life.

It now has a new transom, repaired port bulwark, a bit of replaced covering board and it’s all going back. As a master bodger in wood, it’s not perfect, but will pass muster at 20 feet and at least from next year it will be in use. But like all good stories it doesn’t just end there. A couple have just passed through the yard and surprised us with the statement a sister vessel, ‘Verity’, lies in a reclamation yard near Penzance, and there’s a possibility of at least one more lying in a similar state.

Could this be an ideal Youth Fund project?

Mike Forwood, South West Area

‘Hand, Reef and Steer’ by Tom Cunliffe (pictured right)
2nd Edition published by Bloomsbury, 2016
www.bloomsbury.com/uk/non-fiction/nautical/

In ‘Hand, Reef & Steer’, winner of the ‘Best Book of the Sea Award’, Tom explains the different sailing characteristics of classic craft and shares his knowledge of the special skills required to handle them. He describes how to manage heavy loads using tackles rather than winches and reveals the mysteries of making the boat work for you rather than fighting with her gear. He shares step by step advice on setting up the rig; sail handling skills (hoisting, setting and reefing) heavy and light air sailing; manouevring a long-keel boat; losing way, scandalising and steering with sails, topsails, watersails, single-luff spinnakers and fisherman staysails; and much, much more. And for this new edition Tom has added new material on modern gaffers, replicas and a whole new section on sailing aspirational large gaffers.

Ruck or Scandalise?

The letter to the Editor from Jo Pennington has generated quite a bit of interest. Here are the responses.

In Dublin Bay we were lucky to have Harry Sterling give an absolutely fascinating talk on ‘Traditional Sails and Sailmaking’. Harry is a master sailmaker specialising in traditional sails and materials. He has made sails for most of the Galway Hookers sailing on this island. He is also sailmaker for The Vikings television series, so his work is pretty visible! We decided to ask the expert on the subject of scandalise v/s ruck. His answer was clear: as far as he is concerned dropping the throat is ‘to scandalise’ and dropping the peak is ‘to ruck’.
Mark Sweetnam, Dublin Bay OGA

My opinion is that when you ruck the gaff, trice the luff or hoist the boom across the rucked gaff is all scandalising the main. Dropping the throat only is not really any use.
Dick Boele ‘Sally-J’, Bristol Channel Area

I have always understood ‘scandalise’ to involve de-powering a sail by dropping the peak. This is confirmed by my 1933 edition of the Oxford Shorter Dictionary: ‘to reduce the area of a sail by lowering the peak and tricing up the tack’, first recorded in 1862, rather earlier than the 20 years ago mentioned by Joe Pennington. Unfortunately there is no comparable definition of ‘ruck’. On ‘High Barbaree’ we regularly scandalise the main by easing the peak to de-power in order to take in or let out a reef when hard on the wind. As to tricing up the tack, ours is fixed. We did it once when sailing with Michael Emmett on the oyster smack ‘Ostrea Rose’, and it certainly reduced speed very effectively. On a Thames barge I believe scandalising is done by hauling in the brails part way and easing the main.
Tim Dodwell, Solent Area

Although I’ve spent the last 60 years or so reading about mainly gaff-rig sailing, and spending a smaller proportion of time actually doing it, I’ve never come across the term ‘ruck’. The only reference I have come across to lowering the throat is in Dixon Kemp’s ‘Manual of Yacht and Boat Sailing’ (1898) in the context of being hit by a squall when you need to kill the power of the mainsail. The simplest way of reducing the power of the main is to harden the sheet, ‘over-sheeting’ or, if the wind is forward of the beam, easing it. For greater reduction, or a less temporary one, scandalise the main by tricing up the tack, assuming you have a loose-footed sail with mast hoops, which has the added advantage of improving the helm’s view. Maybe this was seen as lifting her skirt, hence the scandal. You can further reduce the power of the sail by lowering the peak. By adjusting either the peak or tack you have as much control as the throttle on a powerboat. If you don’t have a loose-footed sail and mast hoops you can only lower the peak. If you have one of those strange modern sails without a gaff you are reduced to scandalising by topping up the boom. The most comprehensive explanation of all this, with a good photograph of ‘Cachalot’ sailing with her tack triced up, appears in Tom Cunliffe’s excellent book ‘Hand, Reef and Steer’. The ‘Oxford Companion’ also mentions the practice of square-riggers scandalising their yards (tilting them so they are no longer at right-angles to the masts) when at anchor or as a sign of mourning for a death on board.
Peter Crook, South West Area



Tom Cunliffe sails with a triced-up main on ‘Westernman’
Photo: Lester McCarthy

Maritime Heritage Trust:

So what can the Maritime Heritage Trust and its new Friends scheme do for Gaffers?

On 7 April 2018 the Maritime Heritage Trust will launch its new Friends scheme at the National Museum of the Royal Navy, Portsmouth, including a visit to Steam Pinnace 199, Medusa, Boathouse No.4 and other attractions, as part of a three-day conference with our colleagues from European Maritime Heritage. This will be a rare opportunity to hear direct from our fellow preservationists in Scandanavia, Germany, Netherlands and other EMH strongholds as well as to launch the new Friends programme.

One principal benefit of being a Friend of the MHT will be getting to see the 'behind the scenes exhibits', that sadly for many reasons are not available to the public. For example, of the Greenwich National Maritime Museum's magnificent collection of ship models and historic yacht half-models, stored at the Chatham Historic Dockyard, less than 20% are on public display. On a future visit, access to Friends of the MHT will be arranged to visit the 80% of the collection in archive storage. On an Association of Yachting Historians' visit recently, I had a job to tear everyone away to see the rest of the Dockyard!

Provisional Friends Programme, 2018

6-8 April, Portsmouth
International meeting of European Maritime Heritage with MHT in cooperation with The National Museum of the Royal Navy. Includes EMH/UK day on 7 April with seminar on historic vessel operation and guided visit to Boathouse 4 and Gala Dinner.

30 - 31 May Cardiff
MHT Vision for Heritage Conference, the Exchange Hotel. Leading funders and heritage professionals look at current challenges and redevelopment of redundant ports and harbours. Supports the Cardiff stopover on the Volvo Ocean Race Festival.

30 June, Richmond
Historic and ceremonial river craft and gentlemen's yachts. Includes behind the scenes visits, a talk by the builder of 'Gloriana', Mark Edwards and traditional boat trips on the Thames.

23 - 24 September, Hartlepool
HMS Trincomalee and guided tour. Friends visit, with guided maritime history tour including HMS Trincomalee, Britain's oldest floating warship, built in 1817, records and exhibits of local shipbuilding history and preserved vessels.

October
A special lecture and reception on the challenges and opportunities of historic vessel preservation.



launching the MHT Friends Scheme

The 2019 programme is planned to include behind the scenes visits to vessels and maritime locations in Scotland, Bristol/Gloucester, Kent and East Anglia.

The best way to preserve most historic vessels is to keep them operational – at least in some form. For many operators that means the ability to sail abroad with recognition of their status. MHT is the UK voice on European Maritime Heritage and helped to create the Barcelona Charter (2003) which sets standards for the maintenance and operation of historic vessels. The Charter is the starting point for an ongoing EMH campaign to Government bodies to recognise our special needs when setting new regulations. This work is costly and we may be going out of the EU but we need influence more than ever.

An even bigger challenge faces us, and this explains the Friends scheme. Youthful appreciation of what we are preserving is dangerously thin. Why keep old boats? Coal, steam and smoke? Ban them and soon, some will say! Average age of volunteers and yacht club members? But there are encouraging signs with a growing interest in coast, sea and history and BBC1 'Britain Afloat' on weekend prime time. The new MHT Friends scheme aims to attract widely, to hear and see the inside story of what we are trying to do, hopefully bringing all of us some new volunteers, armchair, smartphone and hands-on. We can do joint visits with your projects.

To find out more about Portsmouth 6-8 April and the new MHT Friends scheme visit us online and see the enclosed flier.

www.maritimeheritage.org.uk/friends

Brian Corbett, OGA Trustee MHT
Photos by Tony Pickering: www.tidewayimages.com

OGA online boat register: calling for volunteers

The OGA is looking for a new Boat Register Editor to maintain our valuable online and paper archive. Could this be you? Turn over to find out more.

Not all the boats are old, gaff-rigged or big, although there are 268 over 100 years old!

60 of the boats in the OGA online boat register are less than 10 years old, some launched as recently as 2017 (or due for launch this year). 80 are Bermudan rig classics and there are 21 dinghies. Take a look at the tale of a new catboat on p.46 and search for more centenarians online.

Do get in touch and join us in making sure the archive continues to grow.

At the end of this year I will come to the end of my term and will not be standing again. I have prepared a paper to list the main jobs involved in running the register so if you think you might be interested in taking on this job do turn over to p.25.

Many well known boats that regularly attend OGA events do not have a picture. Please check the website to see if your boat's records have a picture. As an owner you have editing rights to your boat's records so login and upload some photos. If you have any questions, don't hesitate to contact me.

I realise that it isn't easy to get good quality pictures of one's boat, even if you have owned her for many years. However many of us take photographs of other boats at gaffer events, so if you have good photos of boats you can put a name to, please send them to me and I can add them to the records. I had one response to this request at the AGM. As a result over 20 boats now have a photograph! Thanks for this go to East Coast member, Clare Thomas.

Pat Dawson
Boat Register Editor



OGA Photography competition, 2017
Sailing Gaffers third prize
'Alice Pellow' by Dave Percival, Solent Area
Judges' comments: A simple but strong photograph. The ensign dominates in colour and is sculpted by the light which also gives reflected ripples on the counter.'

Boats for sale (p.73)
'Alice Pellow', Cornish Crabber Pilot Cutter, launched 1989, and 'Gwenili', built Bordeaux, 1910, are listed in the OGA online boat register and currently for sale.

The Centenarians, 2017

This summary includes boats whose records were updated during 2017, just seven from the 268 listed in the OGA boat register. There may be others with a tale to tell, such as 'Emerald' who has just moved south (see overleaf). Can you help us to fill more of the gaps?

'Muriel', built 1905, home port Dartmouth
Owned by the same family since 1966, 'Muriel' was 'rebuilt' twice under the ownership of Paul and Pat Heighway. Following their death in 2016, Jonathan Heighway undertook another restoration of the family boat and re-launched her in July 2017.

'Gwenili', built 1910, home port Greenwich, pictured below and currently for sale (p.75)
Owned since 2004 by Martin Goodrich, 'Gwenili' was built in Bordeaux 1910. In the summer 2017, Martin left Greenwich to sail 2218 nautical miles with 'Gwenilli', final GPS log reading 2566 nm. reported in the November Gaffers Log (p.52).

'Juanita' built 1896, home port, Ipswich
Owned for many years by Dulcie Kennard, first wife of Maurice Griffiths, in the 1950s, she was damaged and sold. Found at Bawdsey in a semi-derelict state and purchased by young Gaffer Will Thomas. Restored and re-launched to take part in the East Coast OGA August Classics, 2017. Skipper and his Dad were awarded the Grumpy II Cups (p.14)

'Cachalot', built 1898, home port Woodbridge, Suffolk
Built as a private yacht by Robert Saunders of Folkstone, she has a fascinating history and is a Dunkirk Little Ship. Relaunched in 2017 after a ten year owner-led restoration reported in Classic Boat Yard News and Gaffers Log, November 2017.
www.cachalot.org.uk

'Sallie', built 1907, home port Brightlingsea
Under the auspices of the SeaChange Sailing Trust, small groups turn their hand to traditional gaff rig sailing aboard the engineless Colchester fishing smack, 'Sallie'.
www.oga.org.uk/eastcoast/news/sea-scouts-sallie-2017

'Cormorant', built 1911, home port Cowes
The team from sail loft Ratsey and Lapthorn in Cowes did well at the Royal Southern Hamble Classics regatta, winning the class in Ratsey's MD Steve Meakin's beloved 1911 gaff yawl. Returning to within a stones throw of the yard in which 'Cormorant' was built some 106 years ago this was a welcome homecoming for her, now based in Cowes.

'Jolie Brise', built 1913, home port Hamble
Completed the Rendezvous 2017 Transatlantic Tallships Regatta, sailing 2000 nm across the North Atlantic. www.joliebrise.com/news

OGA Photography competition, 2017 Sailing Gaffers: highly commended
'Gwenili in Plymouth' by Steve Lorraine, South West Area
Judges' comments: Good light, action and spray make this a classic photo. Gwenilli would have been more flattered to have her whole hull included, then cropping tight in landscape format.

‘Emerald’ moves south

When ‘Emerald’ was placed for sale on the OGA website, the sale went very quickly and ‘Emerald’ has a new owner, East Coast member, Dick Wynne. Whilst ashore on Bute, Dick made a start on her brightwork and cabin roof, then had her transported to Melton Boatyard at the head of the River Deben, Suffolk, in October where she has spent the winter ashore.


Photo: Nigel Thompson, Carrickfergus YC

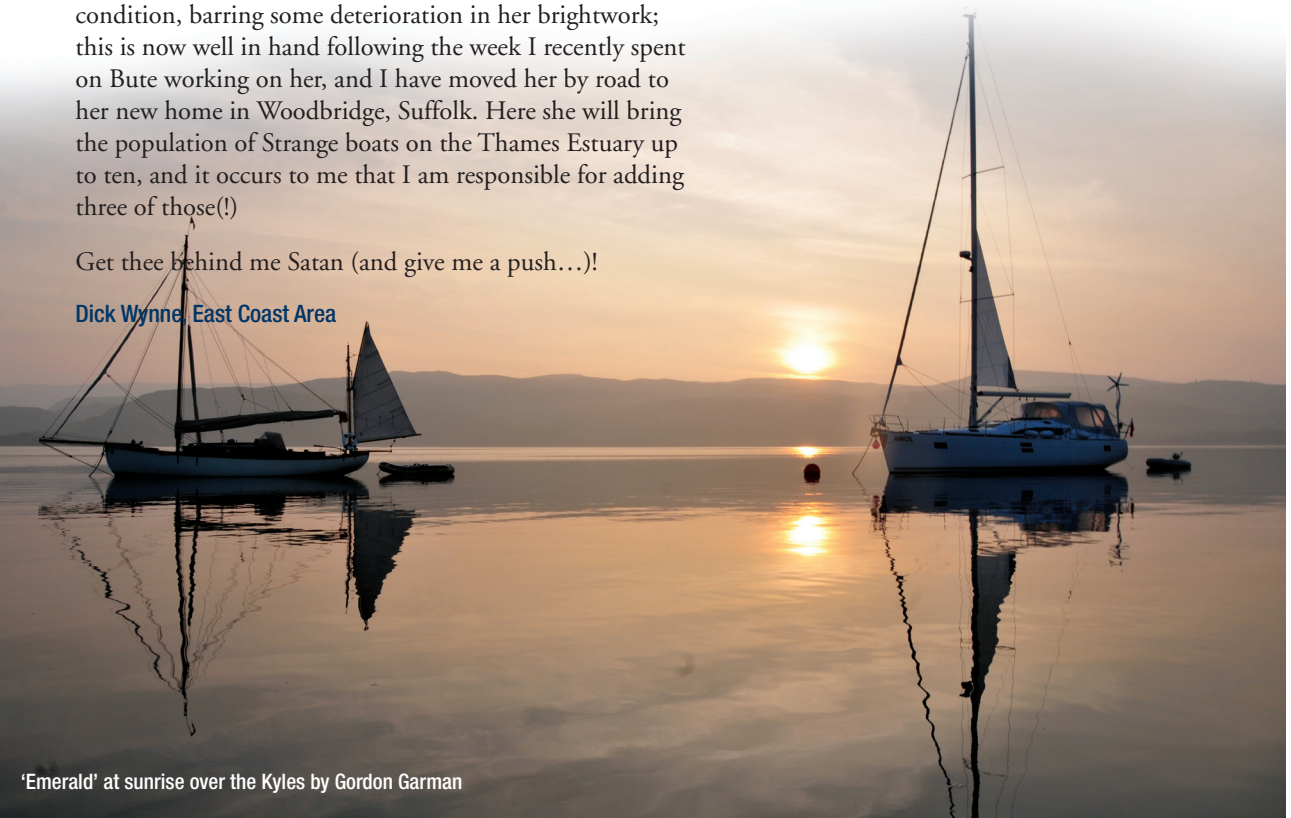
Arguably the finest design by Albert Strange is ‘Cherub III’, designed in 1911 for his own use, which was sadly not to be for very long. Three examples of the design are known to exist: ‘Cherub III’ herself, now ‘Redwing’, ‘Charmina’, built 1923, recently restored by Jamie Clay for his cousin and ‘Emerald’, built 1937 and, until last year, based on the Isle of Bute in the Firth of Clyde, Scotland.

Ever since seeing some photos of her taken on a murky day off Northern Ireland I have been smitten by ‘Emerald’ and have often mused whether her owners Roger and Sandra Clarke might one day part with her. Very sadly, that day has come about due to Roger’s health preventing him from sailing or maintaining her, and as a result I am her very fortunate new keeper.

‘Emerald’ has been a familiar and much-loved member of the Clyde and Irish Sea cruising scene for many years. She has been in commission right up to the present and is in fine condition, barring some deterioration in her brightwork; this is now well in hand following the week I recently spent on Bute working on her, and I have moved her by road to her new home in Woodbridge, Suffolk. Here she will bring the population of Strange boats on the Thames Estuary up to ten, and it occurs to me that I am responsible for adding three of those(!)

Get thee behind me Satan (and give me a push…)!

Dick Wynne, East Coast Area


‘Emerald’ at sunrise over the Kyles by Gordon Garman

OGA Boat Register Editor

This job specification outlines the range of work undertaken by the cBoat Register Editor, Pat Dawson, who stands down at the end of 2018. Are you interested in working with a team of OGA members to keep the OGA Boat Register up-to-date with more boats online?

Day-to-day work

1. Entering new boats onto the database from boat register forms.
2. Following up members who have not returned their boat register form.
3. Helping members to update details of their boats.
4. Replying to requests for more information on boats on our register.

Other regular work

1. Writing a report for each Gaffers Log.
2. Writing annual reports for the Association Committee (ACM) and Association AGM.
3. Working with the OGA Log Editor to produce a centre spread for the Yearbook asking for any changes in boat ownership.
4. Contacting OGA Areas for up to date information on:
a. The boats regularly attending their events.
b. Boat data, especially measurements for handicap calculation.
5. Calculating handicaps for racing.
6. Calculating handicaps for the Island Sailing Club for their Round the Island Race.
7.Going through the old paper records, updating data on boats, then making them public if they are not already.

Development of the Register

1. Converting and loading paper records to the online register.
2. Co-operation with other organisations with a view to sharing data, to include:
a. Gathering information from manufactures of production gaff-rigged craft.
b. Dialogue with magazines, clubs and organisations where information about gaff-rigged vessels may be found.
3. Co-operation with organisations who could assist with the development of the register by supply of information and effort.

Publicity

1. Dialogue with magazines, clubs and organisations with a view to establishing the reputation of the register as the only such source in the world.

To find out more, please contact Pat Dawson:
boatregister@oga.org.uk
www.oga.org.uk/register-home

Pat Dawson, OGA Boat Register Editor
28 February, 2018



A tale to warm the heart

After an uneventful passage from Poole to Yarmouth for the Gaffers weekend we took the bus to Newport and went to M&S for a light lunch and a browse around the ladieswear, prior to catching a second bus to Bembridge to visit a long time friend Carol Pearce, a past member of our club. Walking to our table after ordering food, Vera noticed an elderly lady sitting alone at an adjacent table, wearing a dark blue fleece with white dragonflies. Vera (being Vera!!) stopped to say what a lovely fleece and after learning her name was Rita and she was 87 etc. etc. she asked if we were Islanders. Vera told her that we had sailed here from Poole on our yacht, 'Dragonfly' which was dark blue. We asked if she would like to join us if she was on her own but she said her son and daughter in law, who were into sailing, had just gone to get her lunch so she had company.

About to leave, after enjoying our lunch, this lovely lady stood up and took off her fleece. With the aid of her walking stick she came to our table. 'I would like to make you a present of this,' she said to Vera. 'I bought it yesterday in Southampton but it is a little bit tight on me. I would be very happy for you to enjoy it as it will go with your boat.' We were totally 'gobsmacked'. Folk at tables around us were all showing interest and surprise. Vera and I said this was just so generous, but surely we could not accept this brand new garment as a gift from a total stranger? But she was adamant, insisting Vera should have it. Wrapping it around Vera's shoulders she said, 'It looks just right on you dear. Slip your arms in and zip it up and I feel sure it will be just fine.'

Vera put it on to the appreciation of all and did a 'twirl', bringing smiles and light applause all round! Rita introduced us to her son and his wife. In just those few minutes we felt like we had been pals for ages. What a charming lady!

I'm relating this story as we both felt all the 'bad stuff' going on all over the world, something like this renews one's faith in what's good. This sort of thing probably happens here more than anywhere, but we don't get to hear about it. So, when you see Vera at OGA events wearing a very nice blue fleece with white dragonflies, you'll know that I did not 'splash the cash'! It was a gift from a very kind and thoughtful stranger. Everyone should have a 'Rita' in their lives just to keep us all believing in the human kindness that is out there, somewhere . . .

John and Vera Lewis, Solent Area





Welcome aboard!

AREA	NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
BC	6197		Mr Anthony Gill	Islandmore Longhope Gloucestershire GL17 0QA
BC	6200		Mr Michael Nye & Ms Jill Price	High Trees, Bath Road, Woodchester, Stroud, Gloucestershire GL5 5NS
DB	6216		Mr Oliver Prouveur	c/o National YC, East Pier, Dun Laoghaire, Co. Dublin
DB	6217		Mr Damian Peat	6, Copeland Avenue, Dublin 3
EC	6195		Mr Ad van de Griend & Ms Jules Sala	Wolwevershaven 36 3311 AW Dordrech, The Netherlands
EC	6198		Mr Si Thompson & Mrs Sally Thompson	Lista Light Haven Marina, New Cut East, Ipswich IP3 0EA
EC	6201		Mr Joe Farrow	147, Robin Hood Rd Tuckswood Norwich NR4 6BT
EC	6207	Moonshine	Mr Michael Collins & Dr Janette Lee	40, Buller Road Leiston Suffolk IP16 4HA
EC	6210		Mr Charles Dandridge	1, Manchester Rd Netley Abbey SO31 5DB
EC	6214		Mr Martin Evans	31, Kings Quay Street Harwich Essex CO12 3ES
NW	6215		Mr Alan Birkett	Merifield House, Fleetwood Rd Preston PR4 3HE
OS	6202		Dr Ian Woodforth	2, Prince Albert St Mosman, Australia NSW 2088
OS	6203		Mr Rupert Hopkins	PO Box 901 Miller Place New York, USA 11764
OS	6218		M Loic le Marchand	10, rue Saint Blaise 14000 Caen, France
SCO	6199		Mr Robbie Garside	44, Dovecroft Kirkcudbright DG6 4JS
SOL	6204		Mr Brian Jones	Brocks Lawn, Southampton Rd Lymington SO41 8ND
SOL	6205		Mrs Sally Cholmondeley	Freemans Oast, Horleigh Green Rd Mayfield TN206NL
SOL	6208		Mr John Dean	10, Addlestone Moor Addlestone Surrey KT15 2QL
SOL	6209		Mr Neil Chapman	Engine House, Royal Clarence Yd. Gosport PO12 1AX
SOL	6212		Mr Gordon Jeffery	32, Cunard Avenue Southampton SO15 5GP
SOL	6222		Mr Adrian Jordan & Mrs Julia Jordan	32, Chase Grove Waltham Chase Southampton SO32 2LF
SOL	6233		Mr Tom Clay	83 Lower Road Salisbury SP2 9NH
SW	6196		Mr Jonathan Brice	28, Mutley Road Plymouth Devon PL3 4SB
SW	6206		Mrs Lisa Graves	Coomb St John's Lane St John Torpoin PL11 3DA
SW	6213		Mr David Caddy	Middle Tretharrup Farm Lanner Redruth TR16 6BT
SW	6219		Mr Robert McDowell	Tavis Vor 22 The Parade Mousehole TR19 6PS
SW	6220		Mr Alan Sibley	47, Newton Green Nailsea Bristol BS48 4RF
SW	6221	The John & Elsie	Mr Rob Brown	Limekiln Cottage Forder Cornwall PL12 4QR

An East Coast family boat

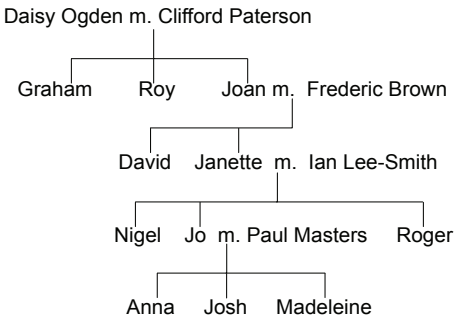
Following the first instalments of the 'Young gaffers and family boats' theme in the November issue (p.22) your Editor has been pleased to receive more contributions. Please continue to send snippets from your family archives to share . . .

Five generations aboard 'Clytie'

'Clytie' was launched in 1922 and the summer holiday diary started like this.

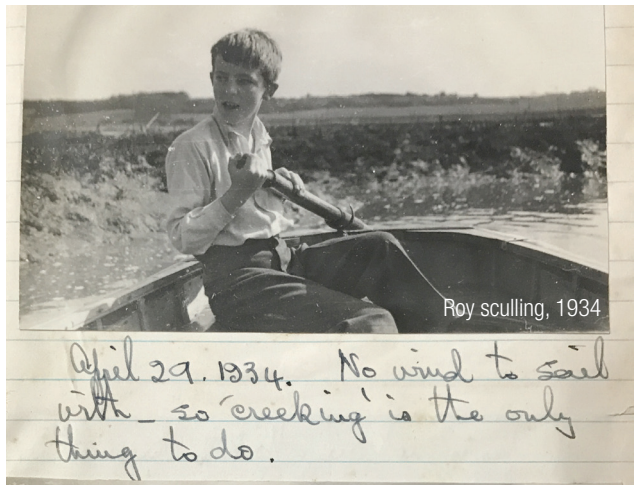
"Clifford & Daisy – Graham (15) Joan (13) Roy (3). Left home [by train] and arrived at Woodbridge 12 o'clock and took over Clytie from builders Messrs Eversons."

Little did they know that this was the first year of a long tradition of proud ownership and fabulous holidays on a wonderful boat, now into the fifth generation.



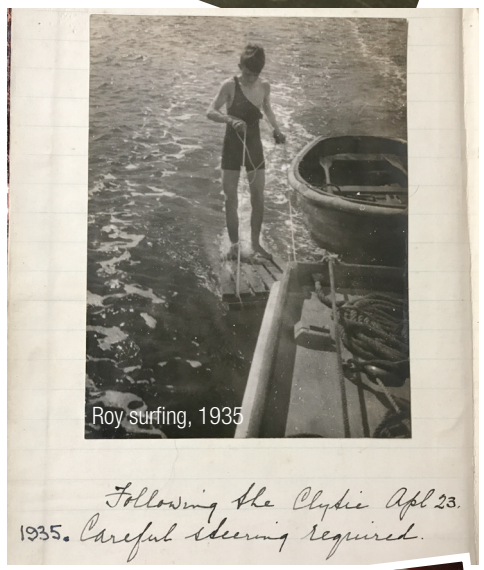
"While I had a siesta on deck the boys lashed the cockpit floorboards together and made a surfboard of them and Roy got into his bathings and balanced himself very satisfactorily on them."

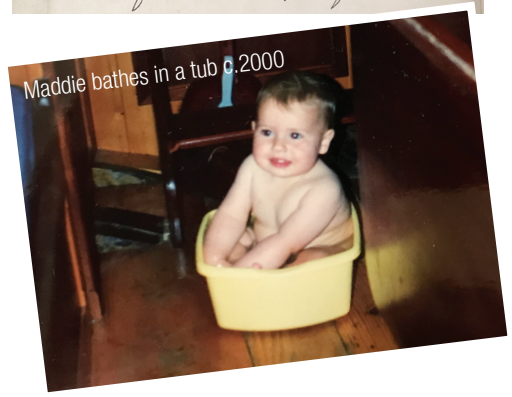
Jo Masters, East Coast Area











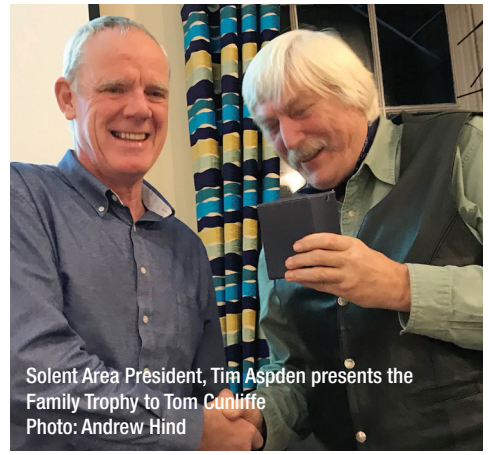
Solent Gaffers: Start 'em young!

Youngest gaffer aged just over a week

At the Solent Area AGM in November, 2017, Tom Cunliffe received the Family Trophy, on behalf of his grandson, Leo, the youngest gaffer sailing in the Solent last season (aged just eight days). Leo's mum and dad, Solent members Dan and Hannah, sail their 1909 gaff yawl 'Lady Belle' with baby Leo and big brother Alex.



Baby Leo with Alex and Hannah
Photo: Dan Matthews



Carl goes to sea for the first time: 1963

'Start 'em young' is usually associated with horse riding but we sailed across the Channel with our first son Carl - just three months after he was born. Our boat 'Chiriya' was a 6-ton Itchen Ferry of unknown vintage and we were heading for Cherbourg for the third time in two years.

A couple of days on the beach at Barfleur was followed by shopping in Cherbourg, including purchasing a new pousette for Carl. And then we sailed west to Omonville ready for the return to Solent waters. After his introduction to a French environment our innocent mariner was about to endure more crucial events. The passage home was going according to plan until about 12 miles north of Cap de la Hague the mainsail collapsed. The mast had snapped off at the hounds, gear was in chaos and dragging over the side.

Entries in the Log

0430 Roused Jean & infant - lit two distress flares to attract attention of fishing vessels working in the area - with no response
0500 Cleared wrecked gear and made fast on side deck - started engine and headed S at about 2 knots
0700 Passing ship appeared to take off way and stand by - resumed passage to W as we ignored them
0800 Fisherman came close and offered to tow - we declined [the Stuart Turner 8HP was running well]
1000 entered Omonville harbour and dropped anchor

With mum coping and infant sleeping well in his hammock below-decks we made it back to Cherbourg. After arranging moorings for 'Chiriya' we had only to sort out our return home.

The cross-channel trip was booked by the Insurance Agent in third class aboard 'RMS Queen Elizabeth'! We had completed a taste of 'Living on the edge' for Carl, experienced at a very early age!

Terry Fitzpatrick, Solent Area



Cornish Trader ‘Bessie Ellen’ . . . around the Canary Islands

Gaffers struggling to survive the English winter may armchair dream about sailing off to the South Seas, to the deep blue waters and constant sun. Well, just before Christmas 2017, my daughter Sarah and I were to be found at Gatwick Airport in the early hours of a very cold day, waiting to jet off to the Canary Islands. This time, not to put our feet up in a beach bar, but to join a 1904 Cornish Trader, the ‘Bessie Ellen’.

The ‘Bessie Ellen’ is enjoying her retirement, still in full commission, but no longer punching up the Irish Sea with china clay, or back down with coal. As an East Coast Gaffer, I am familiar with the local historic trading vessel, the Thames Barge, designed to creep up shallow muddy creeks to load from a farm jetty and sail the cargo all the way up the London River.

Down in the west country everything was done quite differently. Deep harbours and powerful seas called for quite a different sort of a ship. A much deeper hulled topsail schooner which evolved over the years to become a very efficient trading vessel. While some were owned and sailed as a family business, others carried full paid crews. Before the days of the railways, the rivers and estuaries were the motorways of a vibrant economy. While some schooners stayed in home waters, others traded right over to the eastern seaboard of the United States for salt cod and right down through the Mediterranean.

I must admit, memories of previous holidays on the Canaries did have an influence; but this is where you must put away your thoughts of gin & tonic and think Gaffer. This gaffer needed six strong people working together to raise the main or furl the mizzen. The auxiliary diesel engine was used to navigate in and out of harbours, but apart from this we were really sailing. Working together as a team, a team that only met for the first time on Saturday afternoon and had a very steep learning curve; ropes, sails, sheets, stoppers and baggywrinkles. Yes, I know we all have these on our own gaffers at home, but just multiply everything several times to try to get some scale of the job in hand.

The owner, Nikki Alford, has assembled a really skilled all female crew to help the weekly guests get their heads around the challenge of raising and trimming sail, not to mention holding a course out in deep water with a fickle southerly breeze coming all the way up from the south Atlantic. The echo sounder said 1,900 metres, surely not, but yes it was and we were quite close to the land at the time. ‘Oh, the pilot whales like it at about 1,000 metres’, she said.

Whilst we were not doing a long passage, we still settled down quite quickly to life aboard. The daily routine was supported by great homemade food which arrived as if by magic, created by Nikki and Pete the cook. On the first night aboard, Nikki anchored in a quiet coastal anchorage but did not quite reckon on the annoying southerly fighting the local tides. After quite a wild night, we were all keen to get the boat under way and feel the sails driving us along towards our first island stop.

The 12 guests were a real mixture of old and young, some keen sailors, some newcomers. On the first day I was the member of crew who keenly offered to go over the bow along the bowsprit to help furl the three jibs. This proved to be a mistake. I had to quietly retreat, leaving crew member Rachel to do the work!

Nikki ran a tight ship and kept order with both crew and guests. I am confident all would have been well in any incident during the week and I enjoyed every moment. Up to now, the biggest gaffer I have been sailing on has been the ‘Pioneer’, an East Coast skillinger based at Brightlingsea. The ‘Bessie Ellen’ is altogether different, not a square-rigger but a serious trading vessel designed to carry a commercial cargo and make money for the owners in deep waters. Back in the day, most of these little schooners carried squaresails on the foremast. Life is much easier for the ‘Bessie Ellen’ crew today with only a main, mizzen, three jibs and a staysail, all handled from the deck.

During the week I read about what it was like to sail a vessel just such as this with no engine in all weathers. These men, yes, usually men, were strong, fit and much younger than me. Although I did discover that some skippers traded on into their retirement years they really must have been tough. The schooners lasted right through the two wars, but in the end were defeated by new efficient motor vessels and a severe squeeze on freight rates during the depression.

Boats like this could be built in small local yards where skills in boatbuilding and sailmaking developed to feed local demand. The established fleet helped to keep the whole infrastructure viable. Small gaffer owners like ourselves can understand the benefit of having that expertise to hand. The sails for the ‘Bessie Ellen’ were made just around the corner from where I write this, in the fine James Lawrence sail loft. My gaff cutter, the ‘Sara’, sails under just such a locally made rig.

We enjoyed island hopping, sailing and eating in a warm, sunny climate. What more could a Gaffer want or need on holiday? The end of the week came far to soon and it was back to Gatwick with all the snow and ice.

It would surely be more challenging crewing this fine craft on a longer passage back to Fowey in the spring, via Portugal for fit-out before the next voyage up to the Hebrides. For us it was fine weather gear and sunhats all the way, no diving below for seaboots and waterproof layers. I need to find the time to make that longer voyage one day!

Photos and report: Richard Giles, East Coast Area



NOG note: my first voyage with 'Tramontana'

For many, many, years I'd liked the idea of having my own sailing boat. A lifetime of tackling domestic DIY projects on Victorian houses meant that the boat had to be wood. That, along with a passion for old things of quality, led me to 'Tramontana', a 36' Harrison Butler designed Bermudian cutter, built in 1934.

Not having owned a boat before, or sailed single handed, I decided to keep her in Ipswich, where I'd bought her. During the early months of 2013, I quickly came to love the ten mile stretch of the River Orwell between Ipswich and Harwich, where the rivers Orwell and Stour flow into the North Sea. Under engine, I'd take the ebb tide down to Harwich, then the flood up the River Stour to the idyllic moorings at Wrabness Point, where I'd pick up a buoy for a couple of days, typically doing work on the boat without going ashore.

That summer, my son and his fiancé, James and Stef, were visiting from Canada. Although I'd yet to hoist the sails other than in Ipswich Marina, a voyage up the Thames seemed a great 'once in a lifetime' adventure that would make their visit a memorable one. In spite of not being sailors, they agreed. The plan worked out marvellously, with an engine powered passage across a warm flat North Sea taking us to the River Medway and an overnight stop on the walk-ashore pontoon at Queenborough. The dash up the Thames the next day took a happy crew to just below Tower Bridge where 'Tramontana' was deemed to be sufficiently old and interesting to be allowed to use the Hermitage Community Moorings. Here the wash from passing passenger ferries gave us, by far, the biggest waves of the trip.



'Tramontana' tied up to Halfpenny Pier, Harwich

A few days of sightseeing in London followed, using the boat as a hotel, before James and Stef left to visit other relatives. This left my other half, Helen, myself and my trusty hound, Zeta, to voyage back the way we'd come. The sails remained in their bags once again as we motored back down to Queenborough. With the remarkably warm weather forecast to continue it seemed likely that we'd be motoring all the way to our home port. Indeed, the following morning, only a gentle breeze ruffled the waters as we headed down the River Medway to the North Sea. At this point, experienced sailors may well be thinking that the whole enterprise was going far too well. 20 minutes after setting off, as 'Tramontana' chugged along, I became aware of a burning smell, then a whiff of pale blue smoke.

Carefully opening up the companionway steps revealed an engine in a hot haze of trouble. Immediately turning it off, we drifted. Helen kept an anxious watch as I buried my head in the fume filled engine bay and puzzled over what was wrong. One of the four metal high pressure diesel pipes was dripping, the liquid falling onto the hot engine, there to be turned into smoke. At least the engine had not reached a sufficiently high temperature to ignite the dripping diesel upon contact. In retrospect, this was the perfect moment for me to learn how to hoist 'Tramontana's sails at sea.

A steady warm west wind was blowing and the sea was calm enough to easily clamber onto the bowsprit and hank a headsail on. The mainsail jammed on the way up as a descending pulley caught in the spreaders, but after some faffing about that was resolved, along with the lesson learned: watch that pulley as it journeyed down the mast.

With Helen helming we tacked a couple of times to get a feel for what directions we could travel without stalling or gybing; all sailing 101 stuff, but I'd not been in sole charge of a boat before, and Helen had never sailed at all.

As the day wore on I took the headsail down and replaced it with 'Tramontana's large Genoa. In spite of the wind being only Force 3 we made good progress; four or five knots and in the direction we wanted to go.

This was much the same speed as we'd managed under engine on the earlier outward passage to London, but without the noise or fumes.

With pleasure I mused that this was a boat intended to sail rather than motor which, of course, was what I'd bought her for. With a draught of 7' 3", the achievement of the day was to sail without incident through the narrow and shallow Wallet Spitway in the Gunfleet sandbank, having agonised over the depth calculations at that time with great care beforehand. Of some concern, was the bladder of our Springer Spaniel, Zeta; she resisted all attempts to get her to wee on deck.

By the time we got to Harwich, the wind was all but gone, so we lowered the sails. With dusk upon us, it was time to restart the cold engine for a five minute dash to the pontoon at Halfpenny Pier. Helen and I were mightily relieved to be able to walk on land once more, but not as relieved as Zeta, who immediately anointed the first non-moving surface she'd had for 14 hours. The following day a mechanic replaced all four metal fuel pipes as they were so corroded. I liked having an old boat but was starting to think that her 40-year old BMC Commander 2.2 engine was, perhaps, not her most desirable feature.

Photos and report: Martin Hansen, North Wales Area



The London skyline as we motor up the River Thames

GAFFERS LOG MARCH 2018

The 'Williams' Gansey Project



Like many things, for us, the 'Williams' Gansey project came about almost by accident, certainly not by design.

Janice and I were aware of the Blyth Tall Ship (BTS) project, the planned expedition to Antarctica and had heard that there may be plans for Ganseys (traditional jumpers worn by fishermen and sailors) to be knitted for the crew sailing to Antarctica. Although neither of us had knitted a Gansey before we are both experienced knitters and were willing to have a go at knitting one.

In February 2016, we met Clive Gray (Director of the BTS project) at a volunteer event for the Tall Ships Festival in Blyth that was being held in August 2016. We mentioned to him what we had heard about plans for a 'Williams Gansey'

By the end of the conversation with Clive, we had offered to design a bespoke Gansey for the Antarctic expedition, to recruit experienced knitters to knit them and to raise the necessary funds to get all of this done. This was despite the fact that neither of us had knitted, never mind designed a Gansey before and that we both had some, but limited experience of project management.

We had three key tasks ahead of us. Firstly to research the history and design of Ganseys and to decide what designs we should include on our Gansey. Secondly to research funding sources for this type of project and to put a bid together and thirdly to decide on how we should set about recruiting experienced knitters. The aim was for the Gansey to be a uniform for the four crews of the Antarctic expedition – around 80 Ganseys.

Having checked out the range of patterns included in various Gansey designs, we decided that we should include some very specific local patterns. We spent some considerable time working out how to knit the logo of the project, the Northumberland flag and the initials of the project into



the Gansey. We also designed a pattern to represent the Blyth 'Staithes', wooden structures where the trains used to run by the river Blyth, carrying coal for export. We wanted every pattern to represent specific features such as cable to represent ropes and ladders the rigging.

In April 2016, we took the idea to Wonder Wool Wales (a wool festival held at the Royal Welsh Showground in Builth Wells) where we were given space to display what we had developed. At that time it was simply a few designs. We also had pop up displays of the Gansey project and the Antarctic expedition. We certainly attracted a lot of attention from both men and women. There was interest in the Antarctic expedition, but also a lot of enthusiasm about the idea of knitting a Gansey for a crew-member who may be part of the expedition. Like us, many knitters were drawn to the idea of being able to be part of this exciting expedition through their knitting.

Our enthusiasm and the positive feedback we received in Wales drove us on and despite some unsuccessful bids we received £200 from a local Masons group. This allowed us to buy the first Gansey wool from Frangipani in Penzance in Cornwall and begin knitting our first prototype Ganseys. This meant that when we were invited to make a presentation to Northumberland County Council (NCC) Community Chest, we were able to show them almost completed Ganseys. This convinced them that we knew what we were about and would be able to deliver.

Our application for funding from NCC Community Chest was successful and we were award just under £8,000 to fund the project. In the next issue we will cover recruitment of experienced knitters and progress towards our goal.

Photos and report:
Astrid Adams and Janice Snowball, NE Area





OGA55 Anniversary Rally: 16 - 19 August, 2018

Come all ye Gaffers! Young & Old! Join us from far and near!

By popular request . . . the OGA is organising their 55th Anniversary Rally, 2018, on the Solent.

200 pontoon berths have been booked upstream from Cowes at the Folly Inn on the Medina River. Come and join us for all the fun on the River and the UK's biggest Gaffer race on the Solent. Join in with a celebratory meal followed by live music in the famous Cowes Sugar Store on Saturday night.

The Folly is situated at water's edge, its island pontoons ideally equipped for Gaffer boats of all sizes. Camping and caravanning is available in the surrounding field.

The big party kicks off with a BBQ on Thursday evening. Friday focuses on river events with dinghy and small boat racing, rubber flubber jousting, sculling and other water-borne jollifications! It promises to be fun for all the family!

Updated details of the programme will be published on the OGA website as plans develop:
www.oga.org.uk/events/oga55-rally-2018

Interested?
Visit the website and 'express interest' today. Full registration will available from April.

Roll up! Roll up! Join the fleets!

Wherever you're based, join one of the 'Rolling Snowballs' travelling from east & west to Cowes.

East Coasters fleet
www.oga.org.uk/eastcoast/events/cowes-2018
A fleet of East Coast gaffers is to start from Pin Mill, River Orwell, on or around 1 August. Details will be updated regularly on the East Coast OGA website.

Boats can join as the fleet as it passes their home port. The aim is attend the Swale Match on Saturday, 4 August and then cruise on together around the coast to the Solent.

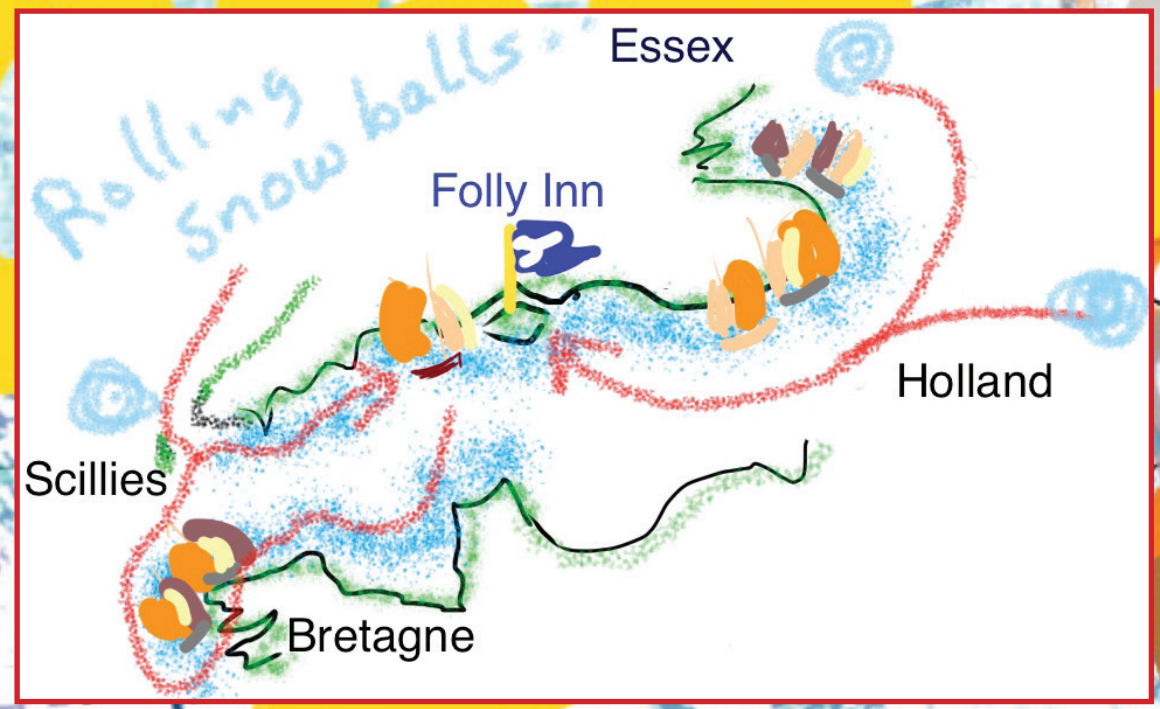
From France and the SouthWest:
a rolling snowball
www.oga.org.uk/news/rolling-snowball-2018
Starting from Douarnenez, Brittany, 29 July, a Franco-British fleet of gaffers plan to sail north to the Scillies arriving Falmouth, 4 August. From then on, there's time for a leisurely coastal cruise to Weymouth, 11 August moving slowly onward to Cowes for the 16 August. Piers Rowlandson has more information: piersrowlandson@gmail.com and will update the website as plans develop.

Sign up with Piers to the WhatsApp group for regular updates on the Rolling Snowball . . .

Trailer Sailors 'Feeder Rally' and Solent cruise
www.oga.org.uk/events/oga55-small-boat-rally
Starting on Saturday, 11 August, trailer sailors will muster at the Folly Inn on the River Medina. The aim will be to sail in company and visit as many of the tranquil ports and anchorages on the Solent as winds and tides will allow! A support boat will accompany the fleet and details will be updated nearer the time on the website.

Coming by land from afar?
Travelling from Ireland, Scotland or Cumbria? The OGA can help! If you can assemble a group of the willing and adventurous to come to Cowes by minibus or train, contact your Area OGA Secretary to request a group travel subsidy.

Nowhere to stay?
No worries! Contact your Area Secretary who will help you to arrange 'hostel' accommodation at the Cowes UKSA Centre.



Event Notices: Cardiff Bay & Cowes

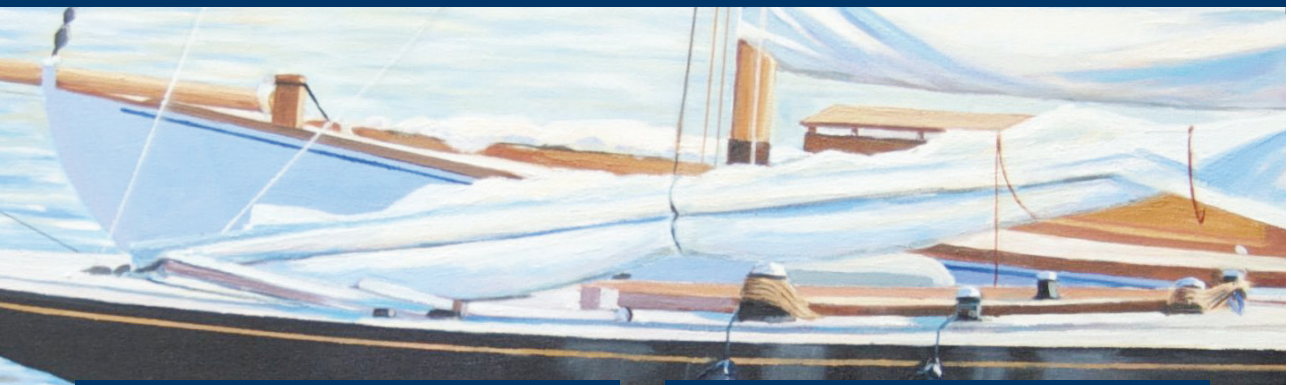
Cardiff Bay Traditional Sail: 20 - 22 July, 2018

Join the Bristol Channel Area for a three-day event as part of the OGA55 celebrations. Based in Cardiff Bay YC, everyone is welcome in boats large and small!

www.oga.org.uk/events/oga55-cardiff-bay-bca



COWES SPRING CLASSICS 11-13 MAY



New Classic Regatta for Cowes: 11 - 13 May, 2018

Shepards Wharf Marina
Cowes Spring Classics is a new regatta for wooden classics designed before 1970. The organisers, Mary Scott-Jackson of MSJ Events and Martin Nott, OGA member and local wooden boatbuilder, felt it would be a welcome addition to the existing classic regattas on the Solent and a great season-opener.

The regatta is open to a wide range of classic yachts with racing organised by the Royal Ocean Racing Club in classes using either IRC, KLR or OGA handicaps.

Martin Nott said: "By holding the event in May we are hoping to extend the racing season for these fabulous boats. We are inviting a very wide range of classic yachts, large and small, and although we expect people will take the racing seriously, it will be a relaxed regatta conducted in a gentlemanly manner, in keeping with the age of the yachts."

www.cowesspringclassics.com

Mary Scott-Jackson:
+44 (0)1983 245100 | mary@msjevents.co.uk

Calendar of Events: 2018

This Calendar lists events organised by the OGA and other organisations where OGA members' boats are made welcome. Details were confirmed 26 February 2018. Contact Area organisers or visit the OGA website for up-to-date information. Please help organisers by registering for events as early as possible.

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SW	14 April	Fitting Out lunch & talk	RWYC, Plymouth	David Bewick: secretary@southwestgaffers.org.uk
NWA	14 April	Area AGM & Boat Shed Party	Port Penrhyn, Bangor, N Wales	Sue Farrer: nwasec@oga.org.uk
SOL	29 April	Beaulieu Boat Jumble *	Beaulieu	www.beaulieu.co.uk/events/boatjumble
SOL	04 - 07 May	Chichester Rally & Walk	Chichester	Tim Aspden: t.aspden@virginmedia.com
BCA	05 May	Bristol Channel Pilot Cutters Race	Barry YC	Brian Dotchon: brian@dotchon.com
EC	05 - 07 May	EC Gaffers vs. Tollesbury: SB	Tollesbury SC	Alison Cable: www.oga.org.uk/eastcoast/events
SOL	11 - 13 May	NEW! Classic Boats at Cowes *	Cowes	www.cowesspringclassics.com
EC	19 May	Medway Smack & Barge Match	River Medway	www.sailingbargeassociation.co.uk
SCO	19 - 20 May	Campbeltown Muster	Campbeltown	neal@naiad.scot
BCA	22 May	Up-Channel Cruise: Cardiff Bay	Cardiff Bay	charlieandsueharris@hotmail.com
TS	24 - 26 May	Messing about in boats: SB	Lechlade, River Thames	www.oga.org.uk/events/lechlade-may-2018
NW/DB	25 - 28 May	Three Festivals Tall Ships Regatta [gaff-rigged boats invited]	Liverpool	www.nobbyowners.co.uk
NW	26 May	NWOGA & NOA Annual Race *	Liverpool	www.nobbyowners.co.uk
SW	26 - 27 May	Brixham Heritage Sailing Regatta *	Brixham	www.brixhamheritagesailing.org.uk
TS	26 May - 2 Jun	Sail Caledonia: Scottish Raid *	Fort William - Inverness	www.sailcaledonia.org
NW/DB/NWA	28 May - 9 June	Celtic Sea Cruise in Company: Liverpool, Holyhead, Dublin, Caernarfon, Conwy, Liverpool *	Irish Sea ports and harbours	www.nobbyowners.co.uk
SOL	31 May - 03 June	Solent Gaffers 60th Birthday Party	Yarmouth, Isle of Wight	Marion Shirley: solsec@oga.org.uk
TS/NWA	01 - 03 June	Beale Park Boat Show *	Pangbourne, Berkshire	www.bealeparkboatandoutdoorshow.co.uk
DB	01 - 04 June	Dublin Bay Regatta & Riverfest	Poolbeg YBC	Mark Sweetnam: marksweetnam@me.com
EC	02 June	Brightlingsea Town Regatta *	Brightlingsea	www.colneyachtclub.org
NE	02 - 03 June	Blyth Regatta	Blyth	Steve Fullerton: nesec@oga.org.uk
BCA	13 June	Down-Channel Cruise: Cardiff Bay	Cardiff Bay	charlieandsueharris@hotmail.com
BCA	14 June	Annual Race: Cardiff Bay Trophy	Cardiff Bay	charlieandsueharris@hotmail.com
EC	16 - 17 June	Swallows & Amazons: SB	Walton & Frinton YC	www.oga.org.uk/eastcoast/events
SW	22 - 24 June	Falmouth Classics *	Falmouth	www.falmouthclassics.org.uk

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA

Calendar of Events: 2018

AREA	DATE	EVENT	LOCATION	MORE DETAILS
TS	23 - 24 June	La Route du Sable: SB *	Rosnoen, Brittany, France	www.antreizh.fr
BCA	23 - 30 June	Seafair Haven: SB *	Milford Haven Waterway	www.seafairhaven.org.uk/
SW	25 - 27 June	SWOGA Helford River Rally	Helford River SC/ Port Navas YC	Don Garman: cornwall@southwestgaffers.org.uk
NI/DB	28 June - 01 July	Portaferry 'Sails & Sounds' Festival	Portaferry	www.portaferrysailsandsounds.co.uk/
SOL	29 June - 01July	Solent Gaffers Poole Rally	Poole	John Chilvers: johnchilvers61@gmail.com
SCO	30 Jun - 1 July	Scottish Traditional Boat Festival *	Portsoy	www.stbfportsoy.org
TS/EC	05 - 08 July	Norfolk Gathering: SB	Thurne	Keith Mosley: keith.mosley@btinternet.com
BCA	06 July	Up-Channel Cruise: Cardiff Bay	Cardiff Bay	charlieandsueharris@hotmail.com
SW	06 - 08 July	SW Gaffers Annual Race & Rally	Plymouth Yacht Haven	David Bewick: secretary@southwestgaffers.org.uk
SOL	07 July	Round the Island Race *	Cowes, Isle of Wight	www.roundtheisland.org.uk
SW	10 - 13 July	Fowey Classics *	Fowey	www.foweyclassics.com
BCA/ SW	14 July	Clovelly Maritime Festival *	Clovelly, N Devon	www.clovelly.co.uk
NWA	14 - 19 July	Conwy River Festival *	Conwy	www.conwyriverfestival.org/
SOL	20 - 22 July	Royal Solent YC Taittinger Regatta *	RSYC, Cowes	www.royalsolent.org
BCA	20 - 22 July	OGA55 Cardiff Bay Traditional Sail: SB	Cardiff Bay YC	www.oga.org.uk/events/oga55-cardiff-bay-bca
SCO	20 - 22 July	Tarbert Traditional Boat Festival *	Loch Fyne	stclaireringer@hotmail.co.uk
EC	21 July	East Coast Race	Stone SC	www.oga.org.uk/eastcoast/events
SOL	22 - 27 July	Cowes Classics Week [Gaffer classes] *	Cowes, IoW	www.cowesclassicsweek.org
EC	23 - 29 July	East Coast Summer Cruise: SB	Brightlingsea to Ipswich	www.oga.org.uk/eastcoast/events
FRA	25 - 29 July	Festival of the Sea, Douarnenez *	Douarnenez	www.tempsfete.com/
NW/NI/ DB	27 - 29 July	Peel Traditional Boat Weekend *	Peel Harbour, Isle of Man	www.peeltraditionalboat.org/
SOL/ SW	03 - 05 August	'Boule de neige': rolling snowball feeder cruise for OGA55	Falmouth to Weymouth	Piers Rowlandson: piersrowlandson@gmail.com
EC	04 August	Swale Match *	Swale (Harty)	www.kentishsail.org
TS	04 - 05 August	Clywedog Rally: SB	Clywedog SC Llanidloes, Wales	Keith Mosley: keith.mosley@btinternet.com
SOL/TS	11 - 15 August	OGA55 Dinghy & small boat rally	River Medina, Isle of Wight	www.oga.org.uk/events/oga55-small-boat-rally

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SOL/TS	16 - 19 August	OGA55 Anniversary Rally: SB	Cowes	www.oga.org.uk/events/oga55-rally-2018
SOL	18 August	Solent Gaffers 60th Annual Race	Cowes, Isle of Wight	Marion Shirley: solsec@oga.org.uk
SW/TS	18 August	Dittisham Regatta, Gaffers Race SB	Dittisham SC	www.oga.org.uk/south-west/events
NWA	24 - 27 August	Holyhead Traditional Sail Festival: SB	Holyhead	Sue Farrer: nwasec@oga.org.uk
SOL	31 August - 02 September	Bursledon Regatta *	Bursledon	www.bursledonregatta.co.uk
SW	01 - 02 Sept	Dartmouth Regatta *	Dartmouth	www.dartmouthregatta.co.uk
BCA	07 September	Down-Channel Cruise: Cardiff Bay	Cardiff Bay	charlieandsueharris@hotmail.com
SOL	07 - 09 Sept	Solent Gaffers Mystery Rally		www.oga.org.uk/solent/events
EC	08 - 09 Sept	Woodbridge Maritime Festival *	Woodbridge	www.maritimewoodbridge.org/
TS	13 - 16 Sept	Glenridding Rally: SB	Ullswater	
SOL	14 - 16 Sept	Hamble Classics *	Hamble	www.royal-southern.co.uk
SOL	14 - 23 Sept	Southampton Boat Show *	Southampton	www.southamptonboatshow.com
NW	15 September	Bart's Bash Conwy *	Conwy	www.nwcc.info/events/barts-bash-2018/
SW	15 September	Brixham Heritage Sailing Regatta *	Brixham	www.brixhamheritagesailing.org.uk
SOL	21 - 23 September	Royal Solent Centenary Chase Pursuit Race [Gaffers invited] *	Yarmouth, Isle of Wight	www.royalsolent.org
DB	22 - 23 September	Leinster Plate Race/Lifeboat Race	Poolbeg YBC	Mark Sweetnam: marksweetnam@me.com
EC	22 September	Maldon Town Regatta *	Maldon	www.maldonregatta.co.uk
TS	27 Sept - 01 October	Messing about in boats: SB	Lechlade, River Thames	www.oga.org.uk/events/lechlade-sept-2018
DB/ NWA	10 October	RMS Leinster Centenary	Poolbeg YBC & Holyhead	Mark Sweetnam: marksweetnam@me.com
SW	13 October	Visit to Penpol Boatyard, hosted by Holly & Ashley Butler	Restronguet	Don Garman: cornwall@southwestgaffers.org.uk
SW	10 November	Laying up lunch and AGM	RWYC Plymouth	David Bewick: swsec@oga.org.uk

SB indicates small boat activities are planned | * indicates the Organiser is not the OGA

Sailing 'Log' boat championships

You will have heard about the Dutch 'Sailing Clogs' when granddad's old wooden clogs were adapted to sail on the canal? Well, the UK OGA has an answer! 'The Sailing Log'!
Well . . . it rhymes!

If you have you ever dreamed of making your own sailing Gaffer, but were short on cash or time here is your answer. Take part in the OGA55 Sailing Log Championships to make the fastest and coolest looking Sailing Log!

All the boats taking part in previous years started as logs (or as logs cut down to square section fence posts as found in any local garden centre). These Sailing Logs are based on a simple cut log formula and 'assembled' in a couple of hours by family OGA crews using odds and ends found in any boat locker such as gaffer tape, wire, Gorilla glue, plastic bags etc.

Can you do better in the Anniversary year?
Start with a log about 15-20cm diameter, cut to 50cm length. Cut in half to hull shape, add buoyancy to top layer (polyurethane foam works well) and add a weighted keel. Test stability in the bath. Add rudder, mast, bowsprit and sails. Test again in a local pond. Adjust mast position, bowsprit length and sail area to best effect. Varnish, paint and beautify at will. Bring to the OGA55 party on the Solent (see p.36 for details). Prizes will be awarded for fastest and prettiest. Above all don't be shy!

Class Rules

To ensure fair racing 'Sailing Logs' must:
1. Be 50cm long (no longer or shorter)
2. Have a gaff rig sail (polythene, cotton or best silk will do nicely)
3. Have a bowsprit

We are looking at good fun here! We want 'different' designs and characterful boats that still preform well. We want family participation. There are prizes for the youngest designers.This is an excellent way to find out what makes a sailing boat perform well.
www.oga.org.uk/news/oga55-log-boat-championships



Design Tips

Mast and keel positioning on the hull will be important. If your boat tends to turn up into the wind under sail, move the sails forward by relocating the mast or extending the bowsprit forward. Also try moving the keel backward.

A crude flexible rudder can be made from a flattened drinks can, shaped then inserted in a sawn slot on the transom.

The main point is to have fun! Don't be shy, go for it! Are there any Dutchmen attending? They have logs in Holland don't they?
The Brits challenge you!

Book review



'The Impractical Boat Owner: tales and trials from years of floundering afloat'
by Dave Selby
Published, 2017
Bloomsbury
£9.99 paperback
112 pages

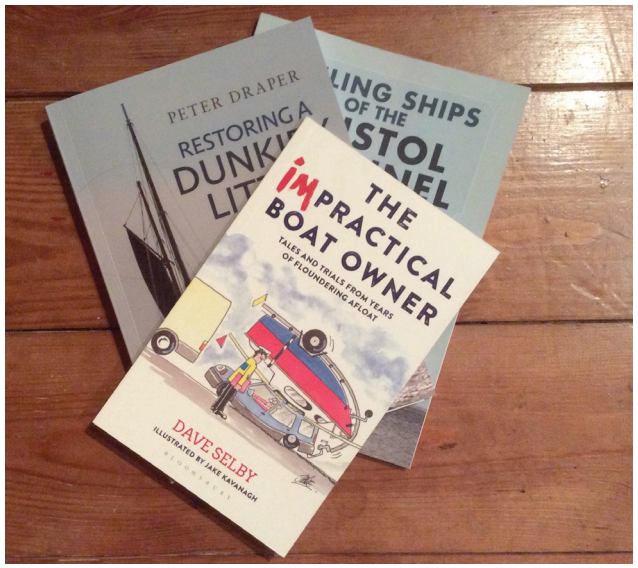
Never mind 'Dunkirk'; Dave Selby's first book, a collection of his earlier columns in Practical Boat Owner, is an absolute delight.This book, a collection of his 'Mad about the Boat' columns that have been popular in PBO for years tells the story of one man's love affair with sailing, told with a very perceptive outsider's eye. Since buying his GRP, 1970s-built Sailfish 18, Dave has poked its ugly little bows into every pat of the anthropological zoo that is the British sailing scene.

The book is, like many good things in life, completely useless. If you want to have a laugh though, Dave is the funniest commentator on sailing there is. In this collection, he discusses everything from sailing certificate zealots to the mysteries of weather or the fear of stepping aboard a yacht for the first time at the London Boat Show. We have stories of pontoon life (what's the code!), Day Skipper Theory, racing success (the secret is not to rush), and how to perfect the grungy East Coast nautical look. Sail with Dave on his first solo voyage, then his first solo voyage 'all by himself' and his first circumnavigation, a four-mile voyage of discovery around Osea Island. There is nothing like sailing, reckons Dave, to ruin your dress sense, which is quite something from a man whose dress sense, although dramatic and ambitious, has always displayed a disastrous lack of basic good taste.

Dave, a seasoned veteran of 12 transats (all of them on an aeroplane), is a mine of glorious witticisms and shared experience, and no one is safe from his sharp wit: the 'boutique sailors of the south coast' are treated with the same friendly disdain as the salty longshoremen of his adopted home of Maldon in Essex; and it is so funny at times that you might have sore stomach muscles from laughing too long.

Disclaimer: Dave also owns a very lovely 'stretched' Blackwater Sloop that he has had restored over the past few years. At least, we think he does, but we've never seen it and he never talks about it.

Visit Dave online at: www.impracticalboatowner.com



Centenary celebrations 1918 - 2018

Sinking of the Mailboat 'Leinster', Dun Laoghaire (formerly Kingstown), Dublin Bay

No other maritime event will have so much public appeal in Ireland this year as the Centenary Commemoration in September and October of the sinking of the Dun Laoghaire - Holyhead mailboat 'RMS Leinster' on 10 October, 1918 within sight of those watching her departure.

It was the worst ever maritime disaster in the Irish Sea resulting as it did in the loss of 550 lives. The news of the sinking by a German U-boat a mere 12 miles from Dun Laoghaire and a month before the end of World War I hostilities was virtually suppressed by the authorities with the result that it is only in comparatively recent times that it has emerged as a major disaster, far removed in the context of international news of the sinking of the 'Titanic' or the 'Lusitania' off Cork in the southwest of Ireland.

More Irish lives were lost in the 'Leinster' sinking than on either of the aforementioned great liners. Those who would have considered the 'Leinster' to be a legitimate wartime target could point to the presence on board of hundreds of soldiers, among them personnel heading back to war after recuperation in Ireland.

But there was one small but significant group of men on whom public sympathy at once descended. They were the 22 postal workers from the Dublin area who would have already begun the task of sorting the mass of mail bags ready for onward dispatch when they landed in Holyhead a few hours later. They were the first to die when the second torpedo from the submarine scored a direct hit on their postal sorting room. Only one of them survived. He had gone on deck for a smoke. Just one month later, all World War I hostilities ceased.

Centenary celebrations: dates for your diary

22-23 September: sailing events, Dublin Bay
10 October: memorial events, Dun Laoghaire and Holyhead

In the summer of 2016 the Mailboat Leinster Centenary Committee was formed in Dun Laoghaire to organise suitable events to mark this significant centenary. The Dublin Bay OGA stepped in with an offer to transfer their midsummer race for the classic Leinster Plate to fit in with plans for Centenary racing in Dublin Bay.

It is to be hoped that the Dublin Bay yacht clubs will also be involved in sailing events with are currently planned for 22 - 23 September. The main events, of course, will occur on the Centenary Day, 10 October, when at 10:00 the towns of Dun Laoghaire and Holyhead will observe one minute silence marking the precise time that the 'RMS Leinster' sank.

Further details of the arrangements will appear in future issues of the Gaffers Log and on the website. Meanwhile, gaffers seeking more details should contact immediate past President of DBOGA, Tim Magennis: +353 1285 5835.



Reproduced courtesy of the Ian Lawler Collection

A Norfolk cockler is restored

The King's Lynn Worfolk Boat Trust invites OGA members to visit them in King's Lynn where the newly restored 'Baden Powell' will be offering summer sailings along the waterfront.

Walter Worfolk moved south to King's Lynn in 1899 with his young family, and quickly started boatbuilding. His father and uncles were all Yorkshire boatbuilders.

First out of Walter's new yard was the 34' 'Baden Powell', a topsand cockler, 'larnched' in 1900. She cockled in The Wash for 80 years, then sat in the mud until presented to True's Yard Fisherfolk Museum. But they had no funds to restore her.

In 2011 local jeweller Tim Clayton formed the King's Lynn Worfolk Boat Trust and gathered enthusiasts to begin restoration. A £76,300 Heritage Lottery Fund grant gave them a good start. But hidden rot was uncovered, and the restoration became a rebuild.

Enthusiastic local people raised further funds, and at Easter, 2018 the new 'Baden Powell' will be at the South Quay in King's Lynn, ready for summer sailings along the town's historic waterfront and maybe further.

The new boat and the old waterfront are well worth a visit. Book a trip at www.floatourboat.co.uk

Photos and report: Ken Hill, The Baden Powell Project





Building an ‘Old England’ catboat

Following dinghy sailing in my youth and many years offshore sailing in the Baltic, North Sea, English Channel and Atlantic, I finally ‘swallowed the anchor’ and sold my classic Kim Holman designed, Twister class yacht ‘Fly’ in 2015. After a year of chartering AWBs (Average White Blobs) and being ashore, I needed a project, but what exactly?

A chum said that the Cape Cod catboat design would be the ideal day boat for a gentleman, single-handed sailor, sailing in shallow, sheltered waters (which we have in the large natural harbour at Chichester, England). Its form stability was well suited for the not so nimble (I have knee replacements). It also has a large cockpit for the odd picnic trip with a crew (I like a party!) The rig was also simple (I am idle). It was a design emanating from working boat origins (I used to own a Hastings fishing beach boat). It would be acceptable to the large Bosham SC, Classic Day Boat racing fleet where 70+ boats turn out each weekend (racing gets me out on the water).

Searching the internet, I found only one other catboat of day boat size in the UK, a Selway Fisher design beautifully built in 2015-16 by Tavy Wooden Boats in Devon. There were no used boats for sale in UK. The only way forward was to build one myself or buy in America.

In August 2016, my wife and I visited our family and friends in Nantucket Island, and then New England, sailing my cousin’s Beetle Cat Breezy, looking at new and used boats, visiting yards, museums, buying books, listening to catboat sailors and getting ‘immersed’ in catboats. The upshot was that shipping a used or new boat back across the Atlantic was prohibitively expensive due to a weak GBP and expensive freight. So, armed with a bit more knowledge and much enthusiasm, we returned to England with a view to designing and building my own catboat. The key was knowing what the purpose of the design was to be, sharing this with the right CAD designer and an enthusiastic builder of ‘one offs’. I considered self-build, but wanted to get on the water in 2017!

For the design criteria, I intended to follow Cape Cod tradition, but amended to suit our local conditions on the south coast of England, in particular the Solent and harbours around it: Chichester, Langston and Poole (the second largest natural harbour in the world). The Solent, although sheltered by the Isle of Wight and mainland, has a tendency to produce a steep short chop. In fact, there is a sail known as a Solent Jib which is made specifically to deal with these conditions. Besides sea state, there is the matter of tides which run at 6kns+ in the harbour entrances. Although local knowledge is helpful for finding eddies, when you are racing you will need to buck the tide at some stage.

The most significant changes to a classic catboat design were the foils and optimizing hull shape to meet local needs. The rudder is lifting with a break away cleat in case of grounding. The centreboard is aerofoil shape, both to NACA specifications. The weight of the centreboard is 75kgs and includes 12kgs of lead for negative buoyancy. The rudder is designed to take a ‘split’, laminated tiller, both features giving maximum mechanical strength.

Having spent years applying marine coatings, I wanted a simple life maintaining my catboat. I decided on Corecell construction coated in Awlgrip and Coppercoat. Lots of woody bits finished with Awlwood retain the classical charm.

With these basic requirements in mind I briefed Justin Adams on the design specifications and Chris Somner of Cserve in Poole on the hull build, Wes Massam of Noble Masts, Bristol on my requirement

Building an 'Old England' catboat

for spars, and Michael MacNamara of X Sails, Norfolk on the sail. The essential data ended up as:

LOA: 14' 9", Beam: 6' 11" to fit through my 17th century cow shed door! Draft: 7" board up and 44.5" board down, Weight: 350kgs equipped, but no crew, Sail area: 162 sq. ft.

The first drawings came off Justin's software on 16 October and the order was placed with Cserve. Justin works in Sweden, has a house on Alderney, Channel Islands, and thanks to the internet, communications with all parties went smoothly. Cserve produced a Facebook diary which was great for monitoring progress and explaining issues when they arose.

The construction of the hull was straightforward: Section stations in MDF cut with a CAD/CAM water laser jet and mounted on a frame. These were then laid up with planks and 'steelers' cut from Corecell sheets rather than the more expensive strips. The upturned hull was then 'long boarded' and fibre glass with polyester resin applied followed by more filling and fairing prior to paint shop treatment with Awlgrip, Stars & Stripes blue.

While this was going on I had Michael MacNamara design the sail prior to specifying the spars. On the Norfolk Broads where Michael has his loft, there are plenty of boats called Wherries that for years have sailed the canals with gaff sails. I wanted a cream sail, with brown stitching, traditional corner reinforcements and a cut that would allow the catboat to power through the Solent chop. I decided against hoops and adopted the Norfolk style of lacing. The 162 sq. ft. sail has been cut to perfection:

Luff: 2870 mm, Leech: 6300 mm, Gaff: 3215 mm, Foot: 4180 mm.

With Michael's information, I went to see Wes Massam and



determined the spars: Hollow Douglas fir for the mast and solid Sitka for the boom and gaff. I also decided on stainless steel fittings throughout rather than bronze, simply because of the greater choice available and I wanted consistency throughout the boat. Mixing metals is not good practice and looks unplanned. Wes has his shop on a barge in the Bristol docks by the SS Great Eastern. He makes spars for J yachts, dhows, catboats and anything classic. As I flew Tiger Moth and Auster WW2 aircraft for 18 years I asked Wes whether he did wing spars. Sure enough on his second barge he had just about finished a complete build of a 4 seat Jodel aircraft! This was in addition to his 52' Laurent Giles cutter which he built and was alongside too.

With the help of various rigging designs I had seen in Stan Grayson's 'Cape Cod Catboats' we plumped for one on an Edson Schock catboat. While I wanted to use thumb cleats etc. for authenticity where possible, I also wanted the running rigging to be efficient, so Harken blocks were to be used.

By February 2017 we had spars and sails and Cserve were on to the 'internals'. One catboat feature I particularly liked was on a model in Hyannis Port Maritime Museum. This was a laid plank foredeck within the cockpit coaming and corresponding floor boards in the cockpit sole. Since I was determined not to maintain teak wood I went with Flexiteek and have had great fun since getting observers to guess whether it is wood or plastic. The vast majority do not know it is the latter! It is interesting that the laid deck gives the appearance of the catboat being narrower than it actually is and I find this aesthetically pleasing.

I did not want untidy control lines running over the foredeck so these run through cheek blocks in accessible 'boxes' either side of the mast and in a tunnel under the deck to a control panel with colour coded cam cleats. The latter was necessary as I wanted Kingfisher traditional beige coloured cordage throughout and this firm offers a wide range of sizes, constructions and materials of which I used Dyneema and Polyester depending on the application. Only the forestay had dark grey coloured English Braids Dynastay which was a bit of overkill as one wag thought the forestay was only useful to keep the mast in the boat should you capsize. I do not want to find out!

Another non-traditional feature I incorporated was a 'kicking strap' (boom vang) simply to improve performance in our local conditions. This required a special mast band and under deck treatment for neatness and Dynastay instead of rope wire.

The under the foredeck buoyancy tanks have a drainage system as well as inspection hatches. There is also plenty of stowage area under the foredeck (aka the Picnic deck) for the picnic hamper from Fortnum & Mason, Piccadilly. The side tanks are curved and have an undercut and with the slatted, partly overhanging bench seats look good and are very satisfactory for comfortable sitting, convenient bracing and for moving about generally. Much practical research went into getting all the dimensions and angles absolutely right. The outboard lockers are sized for UK cans of beer and French baguettes.

The centreboard case takes the mainsheet control to a convenient height off the sole. The wide laminated top of the case is ideal for a crew to sit on going down wind. It is also a place to grip on to when moving about the boat. This sitting position also makes it easy to handle the centreboard lift tackle situated out board and aft on the picnic deck.

The deck fittings include retractable cleats so cordage does not get caught inadvertently. The bow fairleads are designed to accommodate oversized 20 mm mooring ropes with protective covering. A gasket covers the eight (marked) wedges for optimum adjustment and holding the mast securely in position.

The bifurcated mainsheet bridle at the end of the boom is another concession to modernity. It has the benefit of simplicity, economy, weight saving and most importantly, is adjustable by the helmsman depending on the point of sailing.

The catboat is moored rather than dry sailed, so



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in anticipation of a few summer gales the cover has been designed as an over boom sail/cockpit cover with ALL the halyards, lazy jacks etc. running forward to the mast. Windage is greatly reduced, with rigging forward at the mast and the overhanging boom resting on a cup shaped teak block on the transom.

Somewhat late, the catboat was towed on its launching trolley/road trailer combi to Bosham in Chichester harbour for launch on 19 August 2017 almost a year after our visit to Nantucket Island. After much diliberation the catboat was named 'Flycatcher' the first of a possible class maybe Flycat.

Weather was 10-15kns and high water, perfect for full sail and two up: myself and the builder, Chris Somner. The first impression is that the boat behaved like a day boat and not a dinghy. The stability was unbelievable and for me was a perfect transition from a heavy displacement offshore yacht. I certainly did not want a tippy, skittish boat and 'Flycatcher' was not that for sure.

The next test was how responsive was this boat going to be tacking up through closely moored boats in a narrow channel with gusting wind and not consistently in the same direction. The answer: no qualms at all. That rudder was mightily powerful and responsive with just the optimum amount of weather helm to 'feel' the boat through the water. Neither was there any anxiety in the puffs, no side deck sitting here.That is what those side benches are for, being at leisure!

We were achieving 45-degree tack angle on the Hawk indicator and I am contemplating including a Cunningham tackle which might help a little in a breeze. This is a boat that needs to be kept moving because of its displacement and pinching is not an option.

The board seemed effective as the ebb got up to about 4kns. We tried a few gybes and there was nothing there that was disconcerting. I was pleased the mainsheet only went through single blocks thus greatly reducing snarl ups and the potential for an inadvertent capsize.

Board 2/3 down was good on a reach and just a touch down on a run. The wake was quite flat although the bow wave pushed a lot of water, but then we were doing 5-6 kns on a reach. On a subsequent sail in 20-25 kns and one reef (single line system that works well) I found that two of us had to position ourselves as you would in a Finn dinghy, well aft, quite exhilarating.

I did not build this boat for speed, but as a benchmark it seems we can just hold our own with a 14' Yachting World Dayboat which is about 50kgs lighter, although in a blow off the wind I guess we would have the edge. With more practice, it 'would be a damn close, run thing' as the Duke of Wellington remarked at the Battle of Waterloo.

The design of this catboat has met all my expectations and the performance and build quality outcomes have all been very satisfactory. Being 'project manager' has been an exciting part of the journey, but I look forward to 2018 being a full year of racing and participating in regattas.

This will not be the first catboat in Chichester Harbour or in the Solent. A neighbour of mine in Bosham had one, 'Pumpkin', just after WW2 and we are not sure how it came to be in his family's possession. We have photos and maybe an American officer brought her over while serving here. Thanks to Stan Grayson's book 'Cape Cod Catboats' we do know that the first catboat to come to England was the 'Una' at around 15' and purchased in 1852 by Earl Mountcharles (he had a fleet of 18 sailboats). He raced it with great success on London's Serpentine in front of Prince Albert. It was then shipped to Cowes, Isle of Wight in 1854 where she 'cleaned up'. The British writer Dixon Kemp recorded that the sailors at Cowes: "Almost regarded the 'Una' as a little too marvellous to be real . . . and so no wonder in less than a year there was a whole fleet of Unas at Cowes, and about the Solent . . . the Earl's sailing master, John Hollis, was very perfect in the management of the 'Una', and waltzed her about as cleverly as a Rhode Island fisherman in many sailing matches."

No pressure on 'Flycatcher' then!

Report and photos: James Stock, Solent Area
james.stock@fly192.me
https://en-gb.facebook.com/catboatpoole/
Acknowledgement:
Stan Grayson 'Cape Cod Catboats'

In search of 'Felix'

'Felix' is a very distinctive boat, built in 1982, and her first owner is seeking information about her whereabouts. Because she was already in the OGA online boat register, the Boat Register Editor could provide some useful additional information for his search. If you can help Paul with more informatio, please contact the Editor.

I'm trying to trace my first wooden boat. I sold her in 1989 to a Robin Ford, who kept her at Maylandsea, Essex, and renamed her 'Felix'. In 1993 Richard Songer bought her and she moved to Cornwall. It was Songer who made the modifications mentioned in the article by Martin Tregoning in The Boatman. In 2002 Andrew Noquet, Tavistock, Devon, bought her from Songer. He sold her around 2006 to Mike Bell, a BA pilot in Lancashire who sold her to a Ray Smith in 2012. Ray Smith died c.2015, selling 'Felix' shortly before his death.

'Felix' was launched in 1982, the inspiration of two men: Andrew Wolstenholme, a young designer who had spent time on the north east coast of the USA and David Moss, a Lancashire boatbuilder. The design is influenced by the catboats of Cape Cod.

In an article in 'The Boatman', April 1996, Martin Tregoning discussed the catboat's design and rig, taking 'Felix' as an example. He compares catboats and gaffers for speed and stability, summing up the article as follows:

"The basic catboat has a well for an outboard but 'Felix' has a small inboard to give that extra security when sailing offshore. Last year [1995] her owners sailed her to the Isles of Scilly which shows a measure of their confidence in her sea-keeping abilities. All in all this boat was great fun to sail and even more, I would imagine, to own. She sailed and handled well, an ideal daysailer or even weekender for those who enjoy camping. The new sailing hotizons that she could open up in any estuary or river complex would provide a new dimension to someone who has owned larger and deeper craft but is now seeking all the fun but with less work during the winter months. She is also the kind of boat that might tempt an owner to keep her in the water all year round, just to enjoy those sunny days of solitude during the off season."

I'm trying to trace my first wooden boat, bought in 1982, a 16' Cape Cod Catboat designed by Andrew Wolstenholme, built by David Moss in Skipool Creek, Lancs.

Paul Gelder, first owner of catboat 'Felix'



AREA REPORTS

Solent Area

We held a well-attended and convivial AGM at Marchwood Yacht Club on 25 November. Some members even came by boat. A few members went to the Association AGM in London, enjoying a visit to Greenwich the next day. At the end of January, a fish and chip supper followed by a screening of the film 'Vanishing Sail' about life and boat building in the Caribbean attracted members to the New Forest village of Lover. Our programme of winter events continues with a March visit to the RNLI in Poole.

This will be the 60th year of the Solent Gaffers. The season proper kicks off with a rally at Chichester with members welcome to attend by any means of transport. We continue with our birthday party in Yarmouth, as ever with two races and this year with extra entertainment on the Saturday night. July sees the return of our Poole race and rally.

2018 will mark the Solent Area 60th Annual Race. Mindful of the section in Rule 8 which says we "shall endeavour to select dates … which will give members from other Areas a chance to enter" we cannot do other than run the race on Saturday, 18 August during the OGA55 celebrations on the Medina River at Cowes. In fact, we will run two races with one for the smaller boats.

As well as attending the other events open to gaff rigged boats in The Solent, members are planning a variety of cruises including to the west country and to the Douarnenez festival. There is likely to be a pre-OGA55 rally at Weymouth and also one for boats heading westwards towards Cowes.

Marion Shirley, Solent Area Secretary
www.oga.org.uk/solent

'Vanishing Sail': why not organise your own showing?

Saturday 3 February saw some 45 Solent Gaffers gather at Lover Village Hall in the New Forest to enjoy a private viewing of the film 'Vanishing Sail' shown by its producer and native of Carriacou, Justin Sihera. Tom Cunliffe kindly offered to introduce the film and brought along 20 or so villagers making it a full house. Preceding the film we enjoyed some excellent fish and chips courtesy of Tony' Frying machine who managed to feed all 65 within an hour from his chip van.

'Vanishing Sail' is an excellent film documenting the building of a traditional sailing sloop on the beach of Carriacou in the Lesser Antilles by Alwyn Enoe and his sons. These vessels were traditionally built by the islanders to enable trading, and smuggling!, amongst the islands before being replaced by motor vessels. Not only does it show the skill of the islanders, using traditional methods handed down from Scottish settlers, in building these vessels by eye with only rudimentary tools it also provides an insight into the social conditions the islanders face from day-to-day.

The boat was finally completed days before entering the Antigua Classics alongside several of her sister boats for some competitive racing. The film shows some brilliant footage of racing along to a soundtrack written by Eric Clapton in support of the film and the islanders. Justin kindly hosted a lively question and answer session and the feedback received from those attending was excellent. Several of our members have sailed amongst these islands and know the Carriacou boats. This is the third time we've hosted a winter event at this venue and one we hope to continue to organise in the future.

Should any Area Secretaries be interested in organising a showing of this film I can thoroughly recommend it and will be happy to put you in touch with Justin.

Tim Aspden, Solent Area President
www.oga.org.uk/solent



August 2017, an unexpected squall approaching, just off Lymington
Photo: Chris O'Connor

Bristol Channel Area

The BC Area held a very successful AGM in late October 2017 at the historic Underfall Yard in Bristol. The yard dates from the creation of the Bristol Floating Harbour in 1809, and our members enjoyed a tour of the Victorian machinery housed there, including sluices and hydraulic pumps used to maintain water levels, prevent siltation, drive lock gates and the original workshops which are still in use today. We also visited BC member Adam Cloote's 1860 Thames Bawley 'Fiddle', with the opportunity to climb aboard this classic little vessel.

Our winter Gaffers Nights in the Cardiff Bay YC bar have become weekly events, and have been very well supported. We are now looking forward to a full summer programme which this year includes the week long 'Seafair Haven' event in June, based at Lawrenny on the beautiful Cleddau River, Pembrokeshire. This is followed by our BC Area celebration of OGA55 over the weekend of 20-22 July. The event will be hosted by Cardiff Bay YC and will include sailing activities in the sheltered waters of Cardiff Bay, with the opportunity to lock out through the barrage for a short cruise in company in the Bristol Channel.

Our full summer programme is summarised in the OGA Events Calendar in this edition of the Log, and more details can be found on the BC Area web pages. During the winter months, when sailing is mainly on hold, work on our restoration project, the Morecambe Bay Prawner 'Charlotte', tendsto progress more rapidly. A report is presented on p.67.

Report and photo: Charlie Harris, BCA President
www.oga.org.uk/areas/bristol-channel



BCA members visit the Thames bawley 'Fiddle'

AREA REPORTS

East Coast Area

It has been a quiet winter on the East Coast, with no events to report except the AGM back in November, when 50 odd members assembled for a Carvery Dinner at the Walton & Frinton YC. After apologies from the Area President for being unable to attend many events due to pressure of work, details of plans for OGA55 were passed on to members by the Secretary, and the yearly awards presented. The Tom Felgate racing points series, run every year, was won by Roy Hart in his Memory 19, 'Greensleeves' with 'Crow' as runner up, and 'Charm' in third place. The Roger Needham Award for first gaffer over 100 years old went to the smack 'Alberta'.

The new Open Boat points series was awarded to 'Summer'. With many open boats belonging to the Trailer Section it is possible that this prize might go to a non East Coast boat at some point! Sue Lewis, OGA Secretary, won the Francis B Cooke Trophy for log/blog, with her interesting reports on 'Bonify's trip to the Baltic, and her perseverance in the face of technical problems.

The Bateman Trophy is given in recognition for service over and above the call of duty, and went to Clare Thomas, long term Treasurer and creator of entry forms. We hope she will still continue in this invaluable role.

March will be a busy month, with the Annual Dinner at the Royal Burnham YC and Fitting Out Supper on Easter Saturday aboard the barge 'Victor' in Ipswich. We hope to have Jimmy Lawrence talking about his experiences as both sailor and sailmaker, but have been having problems arranging a suitable venue. I would urge everyone to keep an eye on the East Coast website to discover details of when this event will take place, and other events as the sailing season approaches.

Alison Cable, Eastcoaster & EC website Editor
www.oga.org.uk/eastcoast



'Stuck in the mud: don't worry, darling, it's good for your skin' by Paul Masters



Family sailing aboard 'Lillibullero' during the East Coast August Classics
Photo: Beverley Yates

AREA REPORTS

North Wales Area

Sue attended the Association Committee Meeting (ACM) on Saturday, 13 January 2018.
Dr. Mary Gibbs, North Wales Area, was elected Association Membership Secretary.
See p.8 for minutes of the AGM.

Boat Shed Party and Area AGM: 14 April, 2018

The North Wales Area AGM will start at 5pm which will lead us nicely into the party in the evening. Our annual Boat Shed party at Port Penrhyn will be held on Saturday, 14 April 2018 with live entertainment by Reckless Elbow. As usual hot food, puds. and liquid refreshments will be available. This is a great event to start off the season; good company and everyone enjoying themselves.
Contact Sue Farrer as soon as possible if you would like to attend and/or help with food etc.
nwasec@oga.org.uk | +44 (0)1270 874174

North Wales Area events, 2018

The Conwy River Festival week is still to be confirmed but will probably be 14 – 19 July.

Peel Traditional Boat Weekend will be 27 – 29 July.
Mike Clark: +44 (0)7624 450146 | mclark@manx.net

12th Traditional Sail Festival 24 - 27 August

Holyhead Lifeboat will hold their open days over the same weekend. We are very keen to be involved with Holyhead RNLI who help make the weekend a huge success. The format will be similar to previous years with fun and enjoyment both on and off the water. This is a weekend not to be missed so put the dates firmly in your diaries.

Report: Sue Farrer, North Wales Area Secretary
Photos: Pete Farrer



'Northern Irish skipper tries to steal Welsh buoy'



'I told you the ferries wouldn't come very close!'

Trailer Section

2017 started well with events at Lechlade and Beale Park. The Norfolk Gathering was a success with the new OGA president, Alistair Randell joining us. However two Trailer Section events at Rutland Water and Ullswater were a lot less successful.

At Rutland Water circumstances had changed. The Sailing Centre at Whitwell Bay decided they needed to charge us £47 per day after only charging us £17 per day in 2016. My fault entirely, as I had assumed the charges would be the same rather than confirming charges when booking. Clearly having to pay nearly £100 for a weekend's sailing is not on, so we abandoned the weekend. Two OGA boats did sail on the Saturday, and had a good sail in quite strong winds. It is a shame, Rutland Water is a great place to sail but it is unlikely we will return given the cost.

At Ullswater, it was a problem with the weather, often the case in The Lakes. The forecast was not good, heavy rain and strong winds. For once the actual weather fitted the forecast. A few hardy souls did make the journey north and got out on the lake, but not for long, and most started for home early on Sunday. It didn't help that there was a Motorcyle Trial Event on Gillside Campsite where we stay.

2018 is going to be a busy year because of OGA55 with a number of additional events in the OGA Calendar. We can also look forward to seeing the new OGA Dinghy joining us (p.70).

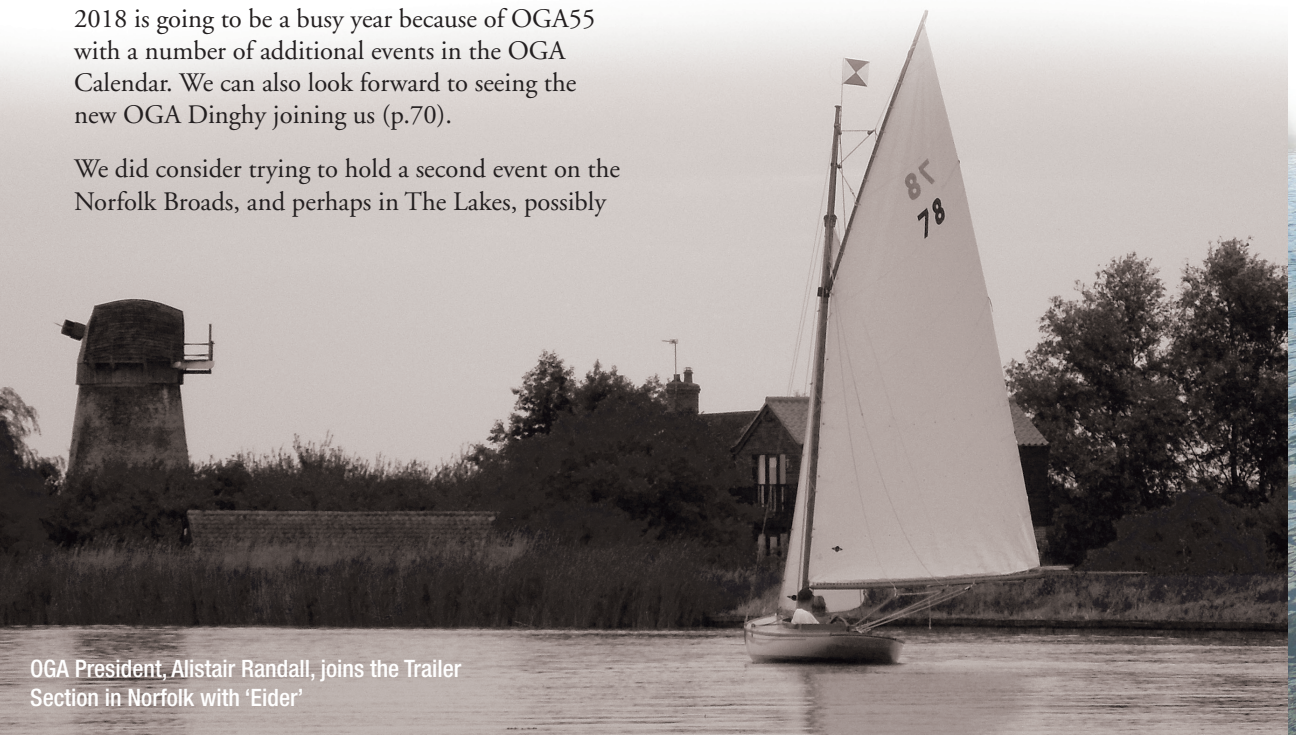
We did consider trying to hold a second event on the Norfolk Broads, and perhaps in The Lakes, possibly a return to Derwent Water where some of the first Trailer Section events took place, but it was not possible to fit them into a very busy year.

As is customary, the Trailer Section sailing year will begin and end at Lechlade with a gentle row or motor up and down stream from St John's Bridge. We will stay on the campsite at the Trout Inn. The first week end will be 24 - 26 May. The second will be 27 September - 1 October.

The immediate follow-up to the May weekend, 1 - 3 June, is the Beale Park Boat Show where we will fly the flag for the OGA, talk to anyone who comes anywhere near the OGA stand and do some sailing demonstrations on the lake. There is free entry to anyone who brings their boat along.

16 - 17 June is the East Coast Swallows and Amazons Weekend at Walton SC. A great chance to sail on the Walton Backwaters, the setting for Arthur Ransome's 'Secret Water' book.

There is a new event on Ullswater, sailing from Glenridding. 'Gaffers at Glenridding', 23 - 24 July, is not an OGA event but organised by Barry Healas, should be good. Barry has been organising sailing on Ullswater for a number of years.
www.sailinginthelakes.com



OGA President, Alistair Randall, joins the Trailer Section in Norfolk with 'Eider'

This clashes with Seafair Haven, a two-yearly event and the UK version of the Semaine du Golfe (though not on the same scale). Sailing is on the Cleddau River behind Milford Haven, a beautiful stretch of water for small boat sailing. The event centre is Lawrenny.

We hoped to move the Norfolk Gathering to Barton Broad, but unfortunately Barton Turf Adventure Centre is busy so we will be back at Thurne Mouth over the weekend of 7 - 8 July.

Two weeks later there is an OGA55 event for small boats on Cardiff Bay, run by the Bristol Channel Area. This time the event will be based at the Cardiff Bay YC rather than the Cardiff YC. This means we will be farther away from the main dock road so those camping should be able to get a little more sleep! Cardiff Bay is a great place to sail small boats; there are some interesting places to visit and the sailing area is protected by the Barrage. The 2013 OGA50 event held there was fantastic.



What could be better than drifing on the Broads?

The weekend after (5 - 6 August) there is a second event in Wales when you are invited to come and enjoy the peace and quiet of sailing 1000' up a Welsh Mountain and enjoy the hospitality of Clywedog SC (crampons not required).

Immediately after that on 11 - 15 August is the OGA55 Small Boat Rally which will be a RAID style event to take small boats to the OGA55 main celebration at the Folly Inn above Cowes.

Over the August Bank Holiday there will be yet another event in Wales, with a weekend of fun and frolics at Holyhead Maritime Festival with the OGA North Wales Area. This is the one event of the year when you will need your waterproofs, regardless of what the weather is doing, because of the antics of the Sea Cadets and Holyhead Lifeboat crew.

Over the weekend of 15 - 16 September we will once again visit the Glenridding Sailing Centre on Ullswater. We have avoided the Motor Cycle Trail and hope to have better weather this year. Which leaves us with the last Trailer Section event at Lechlade on the last weekend in September. A gentle wind down to an exceptionally busy year.

Report and photos: Keith Mosley, Trailer Section Secretary
www.oga.org.uk/areas/trailer-section



Youth sailing with the Trailer Section

AREA REPORTS

Scotland

A very quiet time for recreational boating in Scotland: rain, gales, and snow see to that. As I write I have just returned from the West of Scotland near Oban where 'Naiad' is based. She is laid up in a shed so work can carry on whatever the weather brings. Looking out the door to the boatyard there are lots of boats there but nothing is stirring, not even the yard staff.

From the waterfront in Oban the summer only Transit Marina is empty except for the lifeboat, pictured below. Across the sound to Kerrera Marina there are lots of masts visible onshore but with few moorings occupied. Further in the background the mountains on the island of Mull gleam with fresh white snow in the sunshine.

This will change eventually.

The one organised event for Scotland Gaffers in the Campbeltown Muster over the weekend of the 18th to the 20th of May. Last year this was one of the Irish Sea events when we were able to welcome several visiting boats for an enjoyable weekend well reported in previous issues of the Log. You are all invited to come again this year to a low key event but as we know this does not mean less fun and enjoyment. What I do ask is if you plan to come let me know in advance at scotsec@oga.org.uk as it is easier when arranging discounts and services to say boats didn't turn up because of the weather than they turned up because of the weather.

There are other non-OGA events in Scotland that members do attend and particularly listed in the annual programme are the Scottish Traditional Boat Festival at Portsoy which some of our east coast based boats attend, and the Tarbert Traditional Boat Festival which is attended particularly by Clyde based boats. If you are planning to attend one of the events and you let me know I will send details to other Scotland based members and who knows, maybe there could be a muster of gaffers.

Last season is on record as having some good days. Let's hope the coming season will have more good days and that winds will be fair and free.

Report and photo: Neal Hill, Area Secretary, Scotland
scotsec@oga.org.uk



AREA REPORTS

South West Area

As is usual, the annual programme of events in the South West Area began with a couple of shore-side gatherings. The first of these was an informal evening event when a small group got together for a meal and a good natter at the China House Inn in Plymouth on 17 January. The second event was held on 11 February and included a really interested visit to the Cornish Crabbers factory in Rock followed by a superb roast lunch at Rock Sailing and Water Ski Club.

In our Area, we are looking forward to another full programme of events on the water this year. This will include some of the established favourites but an important change this year is that our Annual Race will be held at Plymouth rather than in Start Bay. This will take place over the weekend of 6/8th July and will use the facilities of Plymouth Yacht Haven and the nearby Mount Batten Water Sports Centre that worked so well when we hosted the OGA Sou' by Sou'West Cruise in Company last year. We hope that the prospect of sailing in the (normally) sheltered waters of Plymouth Sound will appeal to big and small boat sailors, alike.

David Bewick, SW Area Secretary

www.oga.org.uk/south-west



Cornish Crabbers in Rock
Photo: Don Garman

AREA REPORTS

A winter meet in Cornwall

A discussion in 2016 regarding the focus of future winter meetings in Cornwall resulted in 34 members and guests visiting Crabbers in Rock on a very cold morning in February. The group were welcomed by Peter Thomas the Managing Director and his two sons Harry and Ed.

Peter outlined the 50 year history of Crabbers which began as Westerly's of Rock building Wayfarers in the very building in which we were standing, later becoming Cornish Crabbers and building the MK 1 Crabber designed by Roger Dongray. Peter outlined the business model which illustrated continual review and development to ensure the company remains a leader in the niche market which it occupies. Some designs of the past are no longer produced whilst new ones such as the Shrimper 21 have been introduced and even more recently the new Crabber 24, which retains some of the elements of the original Crabber. Peter has been sailing the prototype at Mylor and is very pleased with the handling and speed. Perhaps the most successful boat has been the Shrimper 19 which is still in production. There is encouragement to build a 32 footer, but such a development is a big investment as moulds cost upwards of a £100,000.

The core of the factory is where boats are fitted out down below and then the deck is joined to the hull. Here there were Shrimpers of different sizes, the Shrimper 21 motor boat, Crabbers 26s and a pilot cutter. There were also a number of older boats in for refurbishment. Those already worked on looked band new.

In the glass fibre workshop Peter explained the process of making the hull, deck and other glass fibre components. Of the 25 employees, six are laminators who apply the gel coat to the mould by hand to get a good coating and then hand lay the glass mat. Hulls are all glass mat and take 10 days to complete, whilst decks are a sandwich construction using balsa and glass.

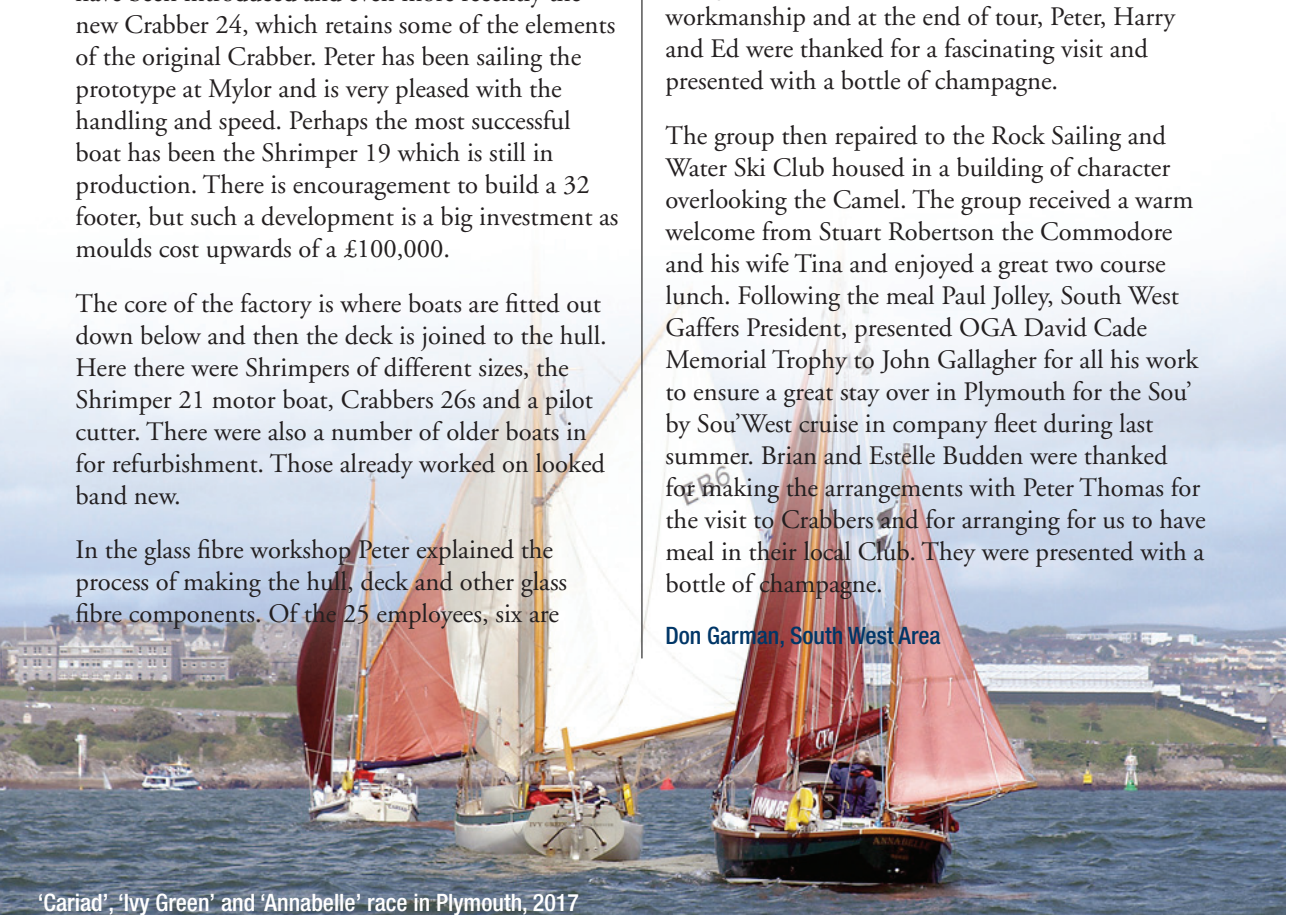
The mast and rigging workshop was full of shiny masts, stainless steel wire and fittings and many meters of rope. The masts are made of Sitka Spruce by Collars and finished with coatings of Sikkens. The running rigging is made in house. Sails are now made by Simon Freeman of Padstow having persuaded Peter to try a suit on his Shrimper. The improved performance convinced him!

To complete a boat on average takes 2600 person hours and 99% of the boats are built to order so can be personalised.

The group was most impressed by the quality of workmanship and at the end of tour, Peter, Harry and Ed were thanked for a fascinating visit and presented with a bottle of champagne.

The group then repaired to the Rock Sailing and Water Ski Club housed in a building of character overlooking the Camel. The group received a warm welcome from Stuart Robertson the Commodore and his wife Tina and enjoyed a great two course lunch. Following the meal Paul Jolley, South West Gaffers President, presented OGA David Cade Memorial Trophy to John Gallagher for all his work to ensure a great stay over in Plymouth for the Sou' by Sou'West cruise in company fleet during last summer. Brian and Estelle Budden were thanked for making the arrangements with Peter Thomas for the visit to Crabbers and for arranging for us to have meal in their local Club. They were presented with a bottle of champagne.

Don Garman, South West Area



'Cariad', 'Ivy Green' and 'Annabelle' race in Plymouth, 2017
Photo: Man Craig

A new little Gaffer 'Star Light'

A few years ago now, one of the Hamble Star dinghies from Erith YC on the Thames Estuary joined the Trailer Section for the Norfolk Gathering (below left).

Though designed in 1925 as a hard-chine dinghy for use on the River Hamble, the Hamble Star was built using carvel mahogany (plywood wasn't available until much later). However, it fell out of favour on the Hamble in the 1960s when the Merlin Rocket and National Twelve dinghies were adopted for racing.

In 1945, Michael Robinson had moved from the Hamble to Erith YC with his Hamble Star. The members at Erith, seeing how well suited the Hamble Star was for sailing on the Thames Estuary, bought up a number of the remaining dinghies for use at Erith. As well as being used for racing at Erith they were used to teach young sailors through a trust set up by Michael Robinson.

There is a video showing the Hamble Stars being taken to Holland for young sailors from Erith to sail on the waters around Amsterdam. A fascinating insight into sailing in the 1960s and well worth watching on YouTube: https://youtu.be/SOzkXuV0dvg



Without doubt the adoption of the Hamble Star at Erith saved the class from disappearing altogether and in 2015 eight of the Erith boats were bought by the Hamble River SC and returned to the Hamble to form a new racing fleet at Old Bursledon.

OGA Trailer Section member Colin Cummings, who designs and builds dinghies, saw an opportunity to build a modern, lightweight version of the Hamble Star using current building methods and materials. Colin has retained the same basic hull form and sail plan, but added an asymmetric spinnaker in keeping with current dinghy design. The 2017 Trailer Section event at Ullswater was one of the new boat's first public outings. As is normal with Colin's boat she flies across the water and looks stunning.

Report and photos: Keith Moseley, Trailer Section Secretary



Log, Blog and . . . . . .

. . . . Vlog

My Classic Boat



Classic Boat Channel splashes through the million mark

'Betty II' returns to Leigh-on-Sea where she was built in 1921 Photo: Bob Aylott

Award-winning photographer Bob Aylott has splashed through the million-viewer mark with the Classic Boat Channel in under two years since launch. The video interviews with classic boat owners sailing their vessels feature many OGA members and their boats.
Pictured here is the stunning little 25' gaff cutter 'Betty II', recently sold and returned to where she was built in Essex, 1921. 'This channel is about sailors of vintage boats telling the world about their passion for traditional craft,' Bob Aylott said, 'viewer Nick Firth summed it up when he posted on our channel, "It's like an episode of 'Top Gear" only more interesting'.

Bob Aylott:
+44 (0)7802 777373 | bob.aylott@btinternet.com
www.myclassicboat.com

Looking for something to whet the appetite for the coming season? Here's a quick round up of the best traditional sailing and boatbuilding video blogs (vlogs) online.

Sampson Boat Company

Leo Goolden was voted Yachtsman of the Year in the 2016 Classic Boat Awards having restored a Folkboat which he then sailed across the Atlantic.
Not one to be put off by a challenge he has now taken on the task of restoring the 1910 Albert Strange Yacht 'Tally Ho' on the Pacific West Coast of America.

This is a daunting task which he appears to be taking on singlehandedly apart from occasional volunteer help. Still, he's young, single and carefree so don't feel too sorry for him. He is also one of those people who seems to be annoyingly good at whatever he turns his hands to. Fortunately for us, this includes producing engaging videos to a very high standard detailing his progress on the boat.

The restoration of 'Tally Ho' is in it's early stages so there is plenty more to come from this channel. Oh - and there's a parrot too!

Sampson Boat Company:
https://youtu.be/_R-63qwZ1Ao

Salt and Tar

This is a new build also on the Pacific West Coast and is nearing completion. Most of the work took place in the woods of Washington but they recently re-located to a marina in the Napa Valley to complete the boat. There's a no-nonsense, 'let's get this thing built so we can go sailing' approach to the project.

Salt and Tar:
https://youtu.be/RQ4hFOWO9rI

Acorn to Arabella

Alix and Steve, based in Western Massachusetts are building from scratch a 38' wooden boat designed in 1934 by William Atkin. They are under no illusions about this project and expect it to take them 8 - 10 years to complete.

Alix (a professional videographer) is producing a detailed, high quality record of the project which is in its early stages. They have just cast their lead ballast keel which made for an interesting episode.

Acorn to Arabella
http://www.youtube/c/acorntoarabella

SV Andromeda

Finally, East Coast OGA member Clive Robertson is restoring a 27ft clinker built gaff cutter at Pin Mill. 'Andromeda' was built in 1966 with mahogany planks on oak ribs. Clive is currently replacing ribs prior to refastening the planking.
Find more about 'Andromeda' on p.68.

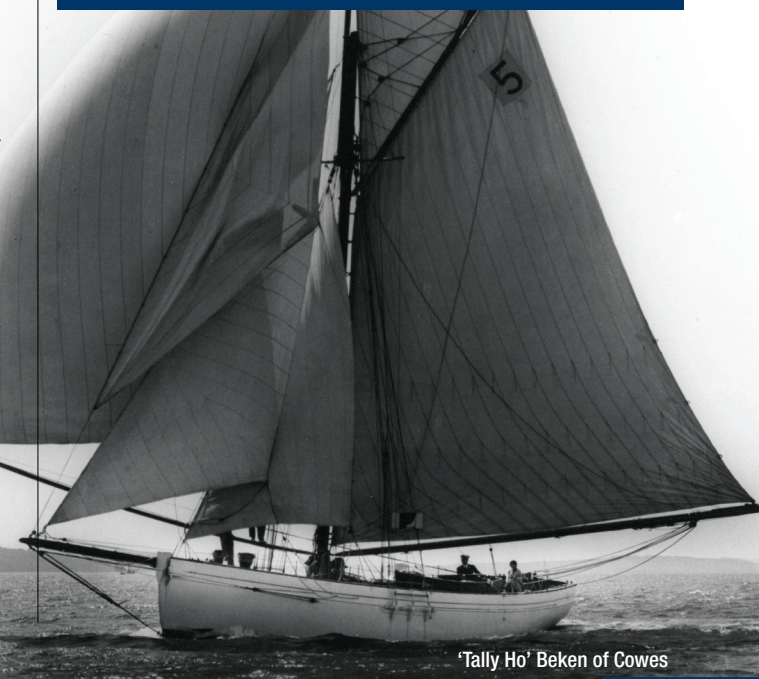
SV Andromeda:
https://youtu.be/JC0hgACVP0g

Building a boat, restoring a boat and sailing around the world all cost money and a common feature of these video blogs is the request to contribute financially to the project through Patreon or Paypal in return for the content they provide. An interesting, modern way of financing a re-build or extended sailing trip.

To see how far you could get with this approach see this episode of 'Sailing La Vagabonde', the one where they're given a new boat.
https://youtu.be/hqTs6Er1Bgg

Let us know if you have come across any interesting sailing or boatbuilding channels.

log@oga.org.uk



'Tally Ho' Beken of Cowes

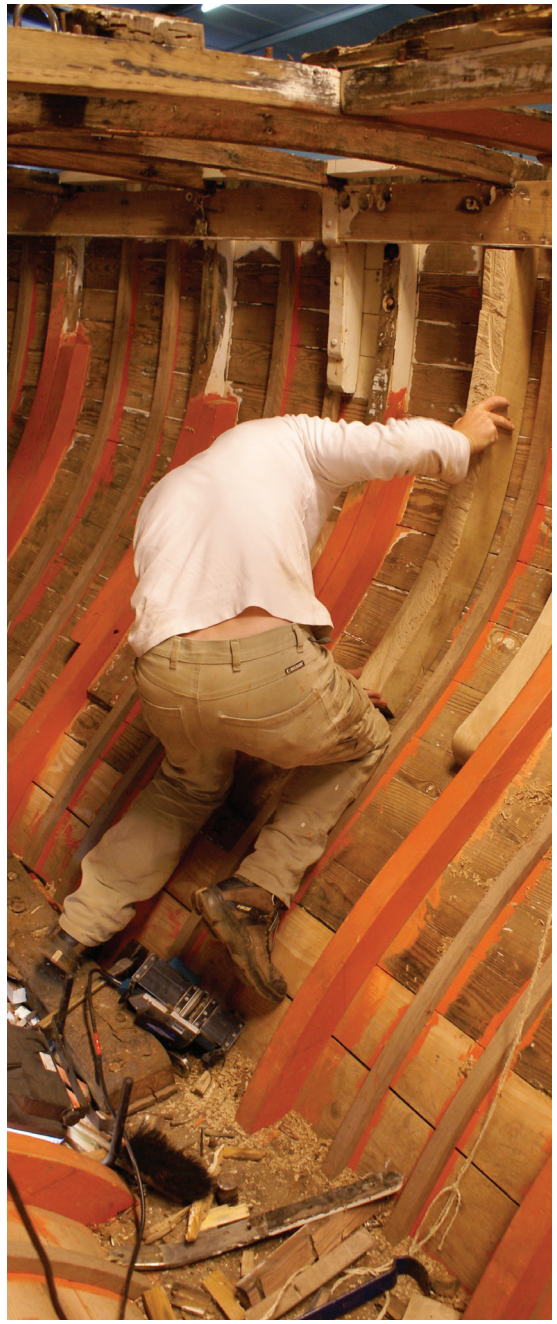
GAFFERS LOG MARCH 2018

TALES FROM THE BOATYARDS

TALES FROM THE BOATYARDS

It's that time of year when tales from the boatyards take up more space than stories of sailing adventures. We bring an introduction to 'Ondina' by Netherlands member, Frank Zomerdijk, a report from the Bristol Channel on 'Charlotte' and an update from East Coast member Clive Robertson on progress with 'Andromeda'. We also hear from roaming East Coast members, Alison & Julian Cable with a report on 'Robinetta' undergoing winter maintenance in Bristol as she continues her passage round Britain.

'Ondina' How far is she?



'Ondina' is a gaff cutter, built 1906 by Luke & Co, Hamble and designed by AR Luke. 37.5' length, 26' waterline, 9 tons. She sailed the first part of her life in the SouthWest (Falmouth, Plymouth, Salcombe, Fowey and Lymington) before coming to the Netherlands in 1975.

That's what I am being asked regularly by fellow Dutch gaffers as well as the English. 'She' is 'Ondin'a, an English gaff cutter designed and built by Luke & Co. of Hamble in 1906. I have been working on her, on and off and with help from a professional boatbuilding friend since I bought her in 2004. I started the job not knowing how long it would take to finish and not really caring either. We had a small classic boat to sail so we got to the water anyhow. But ten years later we sold this small boat much sooner than expected and I knew I had to put the 'Ondina' project in second gear!

And now, four years on, the project has reached another phase. The 'big' jobs have nearly all been done and finishing has started. As many of you know this finishing can take up loads of time but my intention is to get 'Ondina' back in the water at the end of May next year. She probably isn't finished then but at least she will float, leaving me with time and space to build the mast and rigging. When this is all done I hope to come visit the UK with her many times so, I thought it was about time to introduce 'O' to you all!

We bought 'O' in a very sorry state. She had been neglected for years after having been radically rebuilt a couple of years before. She had three deck layers on top of each other (all leaking), her counter and bulwark had been sawn off, a doghouse was added, cockpit rebuild, interior torn out and she had Bermudian rigging with barely any original hardware left. And yet, through all the mess and rebuilds one could imagine what she once had been, a beautiful Edwardian yacht.

In short, I took everything out till there was a bare hull left, finding keel and most planking being OK, as well as half of the deck beams. We replaced the garboards, all sawn and steamed frames, put new wrought iron floors in as well as new keelbolts. Her hull was completely refastened and re-caulked. We rebuilt the counter and replaced the deck beams while at the same time relocating the cockpit to its original place and size. Having a bare and open hull we then started working on her interior taking advantage of the easy access.

After the major work we built a new deck in the classic shape of the original, with tapered planking fore and aft and rebuilt her low bulwark??? to give her back her beautiful soft sheer. We are now in the process of rebuilding the cockpit and she is ready to receive her new engine.

We 'only' have to look at the thousands of odd jobs now, from rebuilding her rudder hinges and mounting all sorts of hardware to painting the hull, finishing part of the interior, cockpit, electrics etc., etc. The boat being 200 km away from my home is not in my favour here. But the project is moving and even more important, I still love doing it!

I hope to see you all out on the water in a couple of years time . . .

Report and photos: Frank Zomerdijk, Netherlands OGA



Regular maintenance and extra-ordinary repairs

We left 'Robinetta' in Bristol at the end of this year's progress round Britain. She had been letting in more water than normal through the hull, and we were almost certain that the scarf joint in the stem post was at fault. The decks have been leaking for years with mushrooms growing out of the mould in the cockpit lockers, and there's noticeable rot in the main beam. All in all she needed some professional TLC. This appears to happen about every five years, which is not surprising given the busy life she leads.

The Bristol Classic Boat Company, Rolt's Yard, was able to start work in January, to be completed by the end of February, despite the rot in the cockpit ply proving to be more extensive than we realised. It had infected the rear deck beam, and all the cockpit ply beneath its glass fibre sheathing. This meant the main sheet horse and all its associated deck fittings had to be removed to give access, and some of the locker supports replaced as well as all the ply.

The deck beam beneath the forward end of the cabin was totally replaced, along with its 'sister' as both were rotten. Some of the scantlings in the main cabin have been cracked for a while, and the shipwright suggested they should be sistered. They have been in that state for a while without causing problems, but we decided to get them done while she is in a place competent to do the work.



The bolt through the bow scarf joint was very wasted, but the wood itself is sound, so the bow work turned out not to be as bad as we feared. The scarf will be filled with lead based putty before being re-bolted. A new bolt of course! The garboard caulking was very wet too, but the hull itself is sound. Good news.

The decks were not in such good condition. The leaks in the cabin ceiling were the reason we thought about getting 'Robinetta' to a boatyard in the first place, but it turns out the foredeck needed work too. This was caught just in time to prevent real problems. A good thing!

The mast looks absolutely amazing, all shiny and smooth. This is the first time it had been refinished under cover that we know about, and it has certainly paid off. It will have had 12 coats of varnish, with time for it to harden fully before being redressed. The very top, that Julian remade, will be painted white. One of the hounds was damaged, so a new one has been made, the same for one of the cleats, but the remaining old cleats are also undergoing re-varnishing.





The old fore-hatch leaked badly, and the cheapest remedy was a new one made of sapele, rather than trying to repair the old teak. It will use the same bronze surround on the porthole, so look very similar. Old boats always need work, and there is no way we can do it ourselves if we want to sail every summer. When I visited Rolt's Yard in January to see how the work was going I knew 'Robinetta' was in good hands, shrouded in plastic and under cover, with her cabin toasty warm to dry out the paint and glue.

'Robinetta' will be ready to sail again in the spring, heading for Dournenez then OGA55 in Cowes, before finally (hopefully) returning to the East Coast where she has lived since 1950.

Report and photos: Alison Cable, East Coast Area

Bristol Channel Area restoration of 'Charlotte'

The restoration of our Morecambe Bay Prawner 'Charlotte' has turned into a virtual rebuild, but work has continued through the past year thanks to a small band of volunteers led by Matthew Goode, with technical advice from the shipwrights at the Cardiff World of Boats workshop. One year ago we were beginning the rebuild after removing most of the planking, and had completed just a single frame in the bow. We are now half way through replacing the boat's 24 frames with new, all cut from 2" oak. Frames in the bow section comprise a single piece for each side, while the larger sections further aft are formed with upper and lower futtocks held together with a central clamp. The final component of each frame is the floor, through which each unit is bolted to the keel below.

We are a group of enthusiastic amateurs with limited boatbuilding experience, so we have approached the rebuild by starting from the bow, where frames are smaller and of simpler shape, and are working towards the stern, where sections have sharper turns and a more complex shape, learning as we go. We have now almost exhausted our supply of suitable oak, so the quest for new sources has begun in earnest.

Report and photos: Charlie Harris, Bristol Channel Area



‘Andromeda of Wight’

As I sit on the grass verge at Holbrook beach and look across the River Stour to Wrabness on a sunny afternoon I realise that the natural things around me have never changed. The water, the sand, the sky, looks the same as it did thousands of years ago. Yet here I am about to turn 30 just trying to make it through another year of employment and climb the ladder to the finishing line, whatever that may be - with the hope to one day being able to upgrade my 22’ fibreglass yacht to a wooden gaffer. Something that seems financially IMPOSSIBLE.

It was at this time that I decided to make some changes.

For a start, I gave up my long running career in London and re-trained as a teacher, working closer to the coast - this divided my salary by a quarter but gave me the much needed time that I never previously had. Shortly after this, a close family friend and fellow gaffer Pete Thomas told me about a gaffer in a yard that had been abandoned for some time and suggested I speak to the owner. A short conversation and a few viewings later, I found myself spending my final London wages on a gaff rigged boat that didn’t float and six months of yard storage.

It suddenly became apparent that I had bought myself ‘Andromeda’ as a 30th birthday present and I needed to learn very quickly how to restore a wooden sailing boat.



Andromeda is a 27’, 6 ton clinker built sailing yacht. She was built in 1966 of mahogany planks on oak frames and had been left in a yard for three years without a cover, bought with good intention but left to deteriorate. As a rudimental survey, I hosed the inside of her with a tap fully open and the bilge never reached more that 1” depth as the water was leaving between the planks as quickly as it was being hosed in. I had a lot of work to do.

What followed was an offering of advice, space, tools, hands-on help, materials and literature from OGA friends of all directions. I managed to get ‘Andromeda’ afloat for the summer of 2016 and enjoyed several months of sailing but I now feel I’ve learnt enough to fully restore her, so in 2017 I lifted her out of the water at Pin Mill with a view to doing some major work.



Some may argue that what I’m doing with ‘Andromeda’ is not necessary as it is possible to keep her afloat with some putty and a decent bilge pump. However, I hope to have another 40 years of sailing ahead of me and would rather sleep soundly with a solid, watertight boat, with my friends and family aboard.

It is my intention to fully re-fasten ‘Andromeda’ below the waterline and address any areas above the waterline where required. The difficulty so far with this idea has not been the job of re-fastening but the access and preparation. Accessing every six square inches of inside hull planking on a very well equipped cruiser has proved to be a big job and at the time of writing this I stand in the middle of Andromeda’s keel looking aft to see the transom and not a whole lot else.

Repairs so far include a new rib, a large transom plug, some planking graving pieces, a large plug in the rudder blade, a tiller scarf repair and rudder stock repair. I’ve learnt that all of these hurdles can be overcome quite easily by combining the knowledge that exists online with a bucketload of common sense.



I don’t have a deadline for completion on ‘Andromeda’, I just continue in the knowledge that I am making good progress and by Easter, the rear half of the boat will be re-fastened and ready for re-construction before dismantling the front half for access to fastenings.

I believe that ‘Andromeda’ has cost me very little and I set aside £150 a month to cover costs which in my opinion is a fair price to pay for a hobby these days. As a teacher I do get a lot of time off work, including every Friday, Saturday and Sunday, to work on ‘Andromeda’. So the future for this little boat is very bright.

Something I’ve learnt throughout this project is that there is a lot of boatbuilding advice out there, some good, some not so good - sometimes it’s best to just take a step back, stare at the situation and decide for yourself how best to deal with it. If a human being built what you’re looking at then there’s no reason that you can’t re-build that.

I have been logging Andromeda’s rebuild through thousands of photographs for a couple of reasons, firstly so that I have some record of how to put her back together and secondly because when I started this project I knew nothing about boatbuilding but a lot about photography. So photography was the only way I knew to engage people with the project and generate some interest and advice.

When I go for that Sunday walk by the River Stour now, things still look the same but for me everything has changed. The gaffer dream has happened because I made a decision to make it happen and I will stick to that. What I thought was an impossibility has not been impossible at all thanks to a lot of help from my OGA friends. Thank you.

Report and photos: Clive Robertson, East Coast Area

See p.63 and search for ‘SV Andromeda’ on YouTube to follow her rebuild online.

OGA Dinghy: launch in 2018

Introducing a new dinghy especially designed for young (and old) Gaffers.

Key points

Overall length of 13'6" and beam of 5'3" (4.1 x 1.6m). A comfortable size for building at home in the garage, easy to tow behind a small car and yet large enough for family sailing.

OGA DINGHY SPECIFICATION		
Length Overall	4100mm	13'6"
Beam excluding rubbing bead	1600 mm	5'6"
Draft, Centreboard raised	187 mm	7"
Draft, Centreboard down	995 mm	3'4"
Mast Length	4025 mm	13' 2"
Gaff Length	2930 mm	9' 6"
Boom Length	2700 mm	8' 8"
Sail area	9.66 sq. M	104 sq. ft
Weight Hull Only	96 kg	

OGA DINGHY EXAMPLE COSTS	
Royalty payment *	£240
CNC cut plywood panels	£624
Spar timber	£200
Hardwood to complete hull	£250
Fittings	£600
Epoxy, consumables and Paint	£500
Sails	£750
Total	£3164
Royalty payment includes loan of jig	

The single chine hull form follows from the popular dinghies of the 1950s and 1960s: Hornet, Graduate, Scorpion, GP14 etc. but with a more classic appearance, a sweeping sheer and raked transom.

Construction is a variation on stitch-and-tape using CNC-cut components, which lends itself to building from a pre-cut kit. Partly with simplicity of build in mind, but also functionality, she has a lowered deck in the same style as the Mirror Dinghy, useful for lessening the risk of lines going overboard and providing more sprawling space for children.

The versatile design allows for sailing, rowing, sculling or outboard motor.

treasurer@oga.org.uk
Tony Kiddle, Association Treasurer, East Coast Area
Photos: Andrew Wolstenholme





OGA Clothing, burgees & flags

OGA clothing, burgees and flags may be ordered directly from the suppliers: Essex Embroidery and Flagmakers. All items are made to order, so think about them when planning your cruise, not just before you leave!

Phone numbers for our suppliers are listed on this page, more information and links to suppliers' websites may also be found on the OGA website: www.oga.org.uk/shop

Why not treat yourself to some new OGA clothing ready for the OGA55 Anniversary celebrations this year?
Choose from two OGA designs and have your boat name or any other text added. Order online, by email or phone.
All prices include embroidery and VAT, but not p&p.

Tan or navy smocks in two styles available from £38.63

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

100% cotton polos: £20
All cotton polo shirts, men's and women's sizes: black, bottle green, navy, red, royal blue or white.

Fleeces: adults £28, children's £19
Men's, ladies' and children's zip-through fleece (100% polyester) 'Fruit of the Loom': navy, red and bottle green.

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OGA burgee (triangular), from £18
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OGA flag (rectangular), from £36
12" 15" 18" 24" 30"





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At just £25, including engraving and postage to UK addresses*, they make a great present. Please note the Boat Register no. is unique to the boat, and is not the same as your OGA membership no. Your boat must be listed on the OGA boat register for her to have a number.



OGA Photography competition, 2017 Life at Sea: highly commended
'Sculling taxi in Ipswich' by Alistair Randall, East Coast Area
Judges' comments: An interesting, or is it frightening, scene captured and well framed by the boom. Cropping below the dinghy would tighten the photo and remove clutter.

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

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.

Sadie: £11,500

Classic boat built 1980, one of the first fibreglass 23' boats from Mylor yard. Joint project by Percy Dalton & Heard family. Kept in the family until early last year. Unfortunately change of work & hours mean I'm unable to spend the time she deserves to keep her looking good. Originally raced on the Fal, converted some years ago. Cabin gives locker room, sea flushing heads, 3 berths small chart table & galley. Taylors cooker purchased to replace current unit, price to be agreed. With bowsprit 32' LOA. Pivot to the bowsprit installed October 2016 reducing LOA to 23'. Sandblasted & epoxied April 2016, launched May, brought ashore September. Stern shaped to take inboard engine, room below companionway for an engine. Outboard serviced for 2017 season. Impressive sail area & sails very well in all conditions (Main, jib, staysail & topsail). Lying Plymouth.
Bob Read: bob@cteach.net | (0)777 3846465



Martha Kathleen: reduced to £34,500

Massively strong gaff ketch designed by Arthur Holt, built for my parents by Holt & James, Heybridge, 1977. Third hull to that design, beamy traditional boat with plenty of internal volume, excellent seagoing qualities. Intended for short-handed cruising off the Western Isles. Gaff ketch rig, powerful Thorneycroft 50 engine, lots of space. Wide open laid iroko decks, simple coach-roof for'ard of the mizzen, deep, secure self-draining cockpit aft. Considerable work cleaning out bilge, re-ballasting, re-caulking, running rigging replaced and standing rigging enhanced, new working sails and light air jib from James Lawrence, asymmetric reacher from Jeckells.
Home port Brightlingsea.
Alastair Mackenzie: +44 (0)1255 861638 | alasdair.d.c.m@btinternet.com



Liffin: reduced to £8,250

East Anglian Bermudan mast head sloop. Designed Alan Buchanan, built Felthams of Portsmouth 1963, mainly of afromosia. 28' x 8' x 4.5'. Volvo diesel (20hp) overhauled 2015. New keelbolts & mainsail 2015. Roller headsail. New decks 2014. 4 berths, toilet, hanging locker and 6' plus headroom. Good cockpit lockers. Laying ashore Walton-on-the-Naze.
David Skinner: +44 (0)1255 675358|+44 (0)7740 636158



Joëlle: £6,000 ono

'Joëlle' is a Yachting World 5 Tonner, built 1947 at Philips Yard, Dartmouth. She was berthed at Poole YC for 22 yrs and previously at RNLI Depot, Poole. Owned by the same family for 52 years, four generations have sailed in her. Maintained, re-rigged, re-engined, re-covered decks with Trakmark and converted from Bermudan sloop to cutter. In first class condition. A full inventory and further history are available on the OGA website. Laid up under canvas with full winter maintenance programme at Poole YC.
Stuart Welford: swelford@uwclub.net



Alice Pellow: £55,000

Cornish Crabber Pilot cutter 30. Well built, traditionally styled family cruiser with plenty of space below deck, enjoyable well-mannered performance. A delight to the eye, these pretty boats attract attention wherever they go. Nice sailing boats with excellent windward ability. Lifting keel is ideal for coastal cruising. Excellent condition, refurbished 2014 throughout. Well known in OGA and Cornish Crabbers Club. Some excellent modification eg saloon table converts to 2 twin berths/2 large singles, larger aft locker opens to store inflatable and a lifting bowsprit. New Yanmar 3YM and Stern gear 2017. Located at Emsworth Harbour.
Dave Percival: +44 (0)7836 649969 | daveperci@aol.com



Shuna: £2,500

Traditional 9`6" varnished sailing/rowing dinghy. Tan gaff sail, oars, centreboard, rudder etc. Superbly built by Suffolk boatyard mahogany on oak, clinker construction. Condition excellent, hardly used. Lying Brandeston, near Framlingham, Suffolk. Optional road trailer available: £200.00
Nick Hayward | NicHayward@aol.com | +44 (0)1728 685465



Swn y Don: reduced to £3,500

Yachting World People's Boat winner of the 1950 YW Magazine design competition. Built to very high standard by John Sant, launched 1964. Construction Thames Marine ply on oak, laminated stem & beams, epoxied below the waterline. Proved over many years to be a tough and reliable boat. LOA 24' with Yanmar 1GM 10 inboard, new boom stacker system, beaching legs, lifting centreplate in ballast keel plus lots of gear. Ashore at Poole.
Dave Tallant: +44 (0)1202 742108 | peveril.anndave@gmail.com



Estren: £12,950

Heard 23, built 1987 in current ownership since 2013. Exceptionally stable, fine boat which has taken me safely to France, Channel Isles and Scillies. For sale as she's a little small for my needs now retired & enjoying venturing further afield. Bought from an elderly gentleman who owned her from new. Folders containing history will be passed to new owner including letters between the owner and Martin Heard. Full specification on the OGA website.
Peter Gerrard: gerrardpete@aol.com | +44 (0)7541 929296



Nutmeg: £15,500

Sea Otter 18, beautifully designed & built by David Moss. Outstanding gaff yawl, excellent condition, featured in many boat magazines. Easy to sail single handed, very close winded, by far the most beautiful for size & class! Easily maintained, dry stored in the average garage on yard trolley. Rare opportunity to purchase future baby classic at a very reasonable price.
David Maunder: +44 (0)1983 616608 | +44(0)7833 936999
david.maunder@hotmail.com



Puffin Bach: £10,000

A sturdy boat with very sweet lines capable of serious cruising. Combines the practicality of a GRP hull with charm of wooden construction above the gunwale. Since 2007 we have sailed the entire Welsh coastline, Bristol Channel, Southern Ireland, coasts of Devon and Cornwall and to Lundy, Skomer and Isles of Scilly. She has comfortably handled all conditions we have been out in (that's beyond force 6) and we have always felt confident of her abilities. For sale in full commission and good condition.
David Lovelock: +44 (0)1935 891328 | lovelockda@gmail.com



Freya: £25,000

In same ownership since 2001. First Yarmouth 23 with moulded heads unit. Bookshelves above side lockers, mainsail furling lines to cockpit, holding tank. Main saloon full size double bunk. Betamarine 13 HP diesel engine. Raymarine ST40 Log; NASA Depth; MLR FX412 GPS; Garmin GPSMAP 182C colour plotter, English Channel datacard; Simrad RD68 radio DSC calling; Autohelm 2000+ autopilot cockpit socket. Spray hood. Hot water tank. Wallas diesel stove. Main anchor Delta 6kg, Fortress kedge with chain & warp. Mast revarnished 2015, engine fully serviced 2016. SSR registered, full VAT and RCD documentation. Inflatable dinghy may be available by negotiation. Phil Mott: +44 (0)797 119 6044 | pm@pmqc.co.uk



Trevora: £54,750

Classic Silvers, designed by John Bain, built by Jas Silvers of Rosneath, 1938. Ketch rigged 12.3 metres x 3 metres x 1 metre. Pitch pine on oak frames with teak topsides. Sailed extensively on the west coast of Scotland, Clyde, Irish Sea and W Cork, regular attendee at Classic Boat and OGA events. Full specification & details available on OGA website.
Peter Bates: peterbbates@gmail.com



Drascombe Driver £3,950

Lovely late Drascombe Driver, GRP.
Similar to Lugger but with inboard and outboard.
All usual gear, solid trailer. Amble, Northumberland.
John Bird: +44 (0)1665 479351 | +44 (0)7427 413052
carolandjohnbird@gmail.com



Windfall; £1,800 ono

Dorado 12' gunter rigged dinghy.
Fibreglass simulated clinker; built in buoyancy; oars and stainless rowlocks; winter cover; on launching trolley that fits on road trailer.
Yvonne Mitchell: +44 (0)7411 326686 | yvonne.kajan@gmail.com



Shireen: £12,000 ovno

Gaff sloop Clyde Class 19/24, designed Mylne, built McGruer, 1900. Historically important little old gaffer was virtually rebuilt from the keel up. Yanmar 1GM10 engine. Sleeps two, new full cockpit enclosure and sail cover. Sails virtually unused, furler on genoa. 19ft w/line 24ft overall. 2017 survey available. In commission, Scotland. May consider exchange for classic car.
Neil McMaster: +44 (0)779 9374316 | n.mcmaster42@btinternet.com



Katie Morag: £35,000

Cornish Crabber 22 built 2002 offered for sale including many extras. Light cream/red two tone GRP hull with cream boot top, coach roof and decks. Teak trim/strakes, red antifouling and off-white boot top. Well maintained and in an excellent condition. See OGA website for full specification.
Frank Davis +44 (0)7480 188817 | frankdavies@hurstpp.co.uk



Gwenili: £35,000

Beautiful classic gaff rigged yawl. Built France 1910 by A la Gorce Fils at Bordeaux Bastide. LOD 38' 2" draft 5', beam 9' 10" waterline 32' 6" Displacement 11.8 tons.Well built, pitch pine on steamed oak, oak floors, copper fastened with cast iron long keel. Well maintained, repairs in keeping with original design. UK National Historic Vessels no. 2323. Standing room in saloon with Taylors stove and heater, 5/6 comfortable berths. New engine 2011, new auto prop., new rudder and stem 2010, new sails 2007. A fine ship ready to sail and moored on the Thames at Greenwich YC close to transport links. Viewing by arrangement at any time.
Martin Goodrich: +44 (0)7956 801755 | martin.g394@gmail.com



Wendy May: £13,500

25' 6" gaff cutter, designed by Maurice Griffiths built 1936 at Williams & Parkinson, Deganwy, N Wales. 8'5" beam, draws 4' 3", Oregon pine bowsprit. Waterline length 23'. Pitch pine on oak, copper fastened, ply decks, epoxy sheathed, professionally laid 2000. Cast iron ballast keel, pigs of lead ballast. Vetus 206 twin-cylinder 15 HP diesel engine fitted 1999. Sink with brass pump tap, chart table, 2 settee berths, sitting headroom, 6' headroom beneath central butterfly hatch. Taylors 079/KB heater. Taylors 028 2 burner cooker. Heads. 2 berths in the focs'le. 2010 survey concludes: 'Wendy May has been found to be a very good example of a yacht from the 1930s.' Sailed extensively Brittany, Britain and Ireland, Netherlands.
Dick Durham: +44 (0)1702 713613 | dick.durham@btinternet.com



Cadfael: £5,000

A lovely and much admired Morbic 12, built by Adrian Donovan to a Francois Vivier design. Rigged with single lug sail by James Lawrence, bespoke combi trailer, cover and in near perfect condition. Only for sale because the blasted arthritis means I need a lighter boat. Lying near Framlingham, Suffolk.
Marc Fovargue-Davies: +44 (0)7906 013821 | m.fd@me.com



15' bowsprit

Just shy of 15' butt to tip, found floating in Chichester Harbour, all attempts to reunite it with its owner have failed. A tatty but sound spar, proceeds to charity except £10 for a couple of beers for the thirsty tractor driver who helped me to recover it. Roger Hayles: +44 (0)1243 574098

Collection of 67 items: illustrated list available request

Includes blocks, cleats, deck and rigging fittings, rope and mooring equipment, hand tools, UK Admiralty charts, model making tools, miniature fittings and stock of wood.Full list sent by post or email. Set of colour photographs by post. Kenneth Findlay: +44 (0)1436-821390 | krf@live.co.uk
4 The Birches, Shandon, Helensburgh, Scotland, G84-8HN

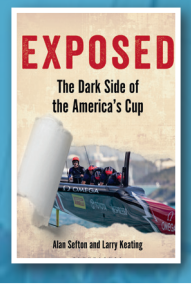


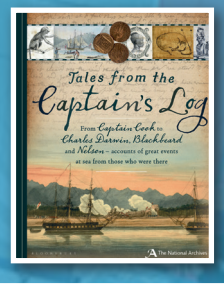
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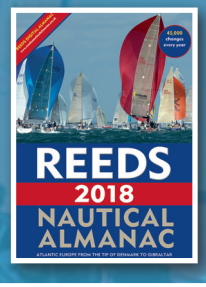
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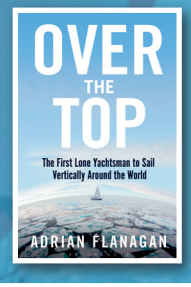
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Main image : Photography Credit: Gill Moon | Smaller Images Photography Credit: Emily Harris

CORRECTION

An incorrect caption, spotted on Facebook, was also incorrectly captioned in the November issue of Gaffers Log (p.24). This image taken by Dave Owens and captioned 'Poetry in motion as a Howth 17 takes advantage of the weather' was corrected on Facebook and now reads 'Myfanwy', 1897, 36' takes part in the Dun Laoghaire Regatta, 2017'.



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All adverts in print and online are placed in good faith. Neither the OGA Editor, nor OGA, shall be held responsible for content or accuracy.
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