



GAFFERS LOG

ISSUE NO. 101 NOVEMBER 2019



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



CONTENTS

- 4** From the Quarterdeck
- 5** 2020 Yearbook
- 6** AGM weekend: Bristol, 11 - 12 January 2020
- 8** Notices, OGA Trophies and Awards: 2019
- 9** Book Reviews
- 10** OGA Photography competition: 2019
- 11** Thanks to the Editor
- 12** From Arnside to Alaska, via Whitby! 'Ziska'
- 16** 'Essex Melody' still going strong
- 17** OGA Dinghy update: NE youth project
- 18** Bristol Channel Gaffers
- 20** Solent Gaffers Annual Race & Rally
- 22** Plymouth Festival of Sail
- 23** Brixham Heritage Rally, September, 2019
- 24** Dittisham Rally: an East Coast trailer sailor drives west
- 25** 'Marihona' sails south
- 26** Tales of a Cornish Trader 'Golden Nomad': part 5
- 28** 'Gwenili' to 'Onward': buying and selling gaffers
- 32** East Coast Annual Race and Cruise
- 34** The River Deben: Gaffers and Dragonflies
- 36** Aldeburgh Rally: a Solent trailer sailor drives north
- 38** Wherries, D-Day and the Norfolk Broads
- 40** Honing those traditional skills: Mary learns to scull
- 42** Paimpol Festival: SW and Solent gaffers join the fun
- 46** NOG notes: from the Solent and East Coast
- 48** Reeuwijk Raid: English boats visit the Netherlands
- 50** 'Crystal II': a new boat in the online Boat Register
- 52** 'Juno': in the same family for nearly 100 years!
- 54** 'Vivette': reluctantly for sale after 40 years
- 55** Anti-fouling advice from Teamac
- 56** Tales from the Boatyards: 'Boy Frank' and Deben Cherubs
- 58** Area reports
- 68** Southampton Boat Show, 2019
- 69** Dates for your Diary: 2020
- 70** Members' adverts
- 73** Welcome Aboard
- 73** Order your OGA Christmas Cards!
- 75** OGA Merchandise

ISSUE 101 NOVEMBER 2019

Editor: Beverley Daley-Yates
+44 (0)797 0943135
log@oga.org.uk

Please submit material for the
Spring issue by 28 February 2020
GENERAL MANAGEMENT COMMITTEE (GMC)

President: Alistair Randall
president@oga.org.uk

Secretary: Colin Stroud
secretary@oga.org.uk

Treasurer: Tony Kiddle
treasurer@oga.org.uk

Membership: Mary Gibbs
membership@oga.org.uk

Sailing Committee Chair:
Pete Thomas
sailingsec@oga.org.uk

AREA SECRETARIES
www.oga.org.uk/areas

OGA BOAT REGISTER
Boat Register Editors:
Alison & Julian Cable
boatregister@oga.org.uk

GAFFERS LOG PRODUCTION
Graphic design: Steve Daley-Yates
Print and fulfilment: Northend

MERCHANDISE
Marion Shirley:
merchandise@oga.org.uk
+44 (0)774 821 8444
www.oga.org.uk/shop

Cover photo: One of the largest boats in the East
Coast fleet 'Rely', Summer Cruise, 2019
Photographer: Steve Daley-Yates

The Old Gaffers Association

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

Foreword



I thought long and hard about standing down as Editor (Log and online). There are many parts of the role that I have enjoyed immensely over the past six years, but the time has come for me to hand over the helm and move on to do other things. When standing for office, I hoped to help the OGA move forward in embracing online developments whilst keeping a strong commitment to the printed newsletter, Gaffers Log. I trust Members feel that I have achieved this. I'd like to thank the many Members who have helped me tremendously by supplying content for publishing online as well as in Gaffers Log and taking on Area Editor roles for the website. It was a great pleasure to work with

Pat Dawson, Boat Register Editor until last year, to design and develop systems to put the Boat Register online, visible to the public from 2016. In 2013, I developed the 'Sailing by' website, conceived with Dutch OGA Member Frank Zomerdijk, to publish historic 'tales of sail' online linking these with OGA cruises. Content from around OGA Areas, and further afield, has been regularly updated ever since.

I hope whoever takes on the Editor roles in future can build on what we've done together since 2014, and will continue to get full support from the Membership. It's heartening to receive the many kind words, compliments and thanks from Members, some of whom I have never met.

Contributions for this issue range from the story of 'Juno', owned by the same family for nearly 100 years to a young member reporting on his first OGA event. Readers will find reports of small boats, Area Annual Races, summer festivals in France and the UK as well as updates from the Boat Register. The River Deben, where we keep our boat 'Cachalot', is also featured. Photos include aerial shots of two wherries along with plenty more showing OGA Members and boats out on the water, on which note, don't forget to enter the Photo Competition!

I do hope everyone finds something of interest. Farewell as your Editor, and fair winds . . .

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

OGA60: East Coast, August 2023

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

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

From the Quarterdeck

This is my last contribution to the Log as President. I stand down in January after three years and it has been a privilege to hold the post. It is also the end of my time on the Association Committee after two terms as Membership Secretary before becoming President. I have also looked after IT since before all that. In that time I have been lucky to sit on the GMC with fellow Gaffers who brought ability, wisdom and professionalism to their roles. It has also been a genuine pleasure to visit events in the Areas and to meet so many of you in your natural environment.

For me this has been a year of small boats. With a lot of help I built a smack's boat as tender to 'Witch' and I have sailed 'Twilight' at two East Coast trailer events. The one from Aldeburgh was brilliant. I hope to go again next year. The other trailer event I attended was the Reeuwijk Raid organised by Rik and Edith Homan near Gouda in the Netherlands (p.49); thanks to them for their kind generosity. I took 'Eider', my Broads One Design, to the Netherlands. Someone did point out it was like taking a Ferrari to a banger race! I've definitely caught the trailer bug.

Thanks to other retirees

Two other people are also standing down this year. Pete Thomas has been co-opted to the GMC as Sailing Secretary for 11 years and also served six years as East Coast President. In that time he has



brought his encyclopaedic knowledge and experience both to the roles and to any matter under discussion. Beverley Daley-Yates has served two terms as Gaffers Log Editor and Editor (online). She has been assiduous in chasing up people for news and articles.

We are also losing the paid services of Steve Daley-Yates who is responsible for the stunning look of the Log as he lays up the content before it goes to the printers.

It is in the nature of a voluntary association like ours that people do a term of office and then stand down for someone new. I wish the remaining officers well in continuing their good work and thanks to the incoming volunteers. My last official role will be the AGM in Bristol in January and I hope to see as many of you as possible.

Fair winds,
Alistair Randall, President



'Twilight' at the East Coast Gaffers at Kennington, Aldeburgh, Suffolk
Photo: Alistair Randall

'Eider' at the Reeuwijk Raid
Photo: Mieke Jaarsma

2020 Yearbook

An update from the Membership Secretary

Do you wish to be included?

As you know, we have not had a Yearbook this year. With new legislation in 2018 (GDPR), we needed positive consent from every Member to be included in the Yearbook. By January, we did not have enough consents. We also need to be prepared to justify the need for any personal information which would be included in the Yearbook. After discussion at GMC, we agreed to publish a Yearbook in 2020, as there was clearly demand for it. We are still interested to hear how people have made use of it in the past, what they have missed about not having it this year, and other comments. We still want to encourage people who have not yet signed up to do so, if they wish.

We have decided to reduce the amount of individual information printed in the Yearbook slightly. The following will be included:

Forename and surname of Member
Forename (and surname where different)
of second Member in Family membership
(provided we have consent from both Members)

Boat name (where appropriate)

OGA area

Phone number(s) (unless I have previously been asked to withhold them)

Town of residence (but not full address)

We have been asked if we can include the home ports of boats, but this will not be possible as the information is kept in a different database.

If you are not sure whether you have consented to your details being included, and wish to be included, there are two options, depending on whether we hold your email contact details or not.

1. If we hold your email details, and IF we hold no explicit consent (or refusal) received within the last year to your details being included in the Yearbook, you will be contacted by Colin Stroud, Association Secretary, by email, before Christmas, to remind you. A link to consent (or refuse) will be included. Those receiving this email may include some Members who have, in the past, withheld their consent. If you do not wish to be included, do not worry, you will not be included unless you explicitly consent.

2. If we do not hold your email details (or if you have requested we exclude you from Mailchimp email communications) please write to me with the wording: "Please print my contact details in the OGA Yearbook" and sign it. For a Family membership with a second adult member, both members should write and sign this. It would help if you can include your membership number (it is printed on the address label of the Gaffers Log envelope).

If you cannot find your membership number, please include your postcode. Post this to:

Mary Gibbs, OGA Membership Secretary
7, Norman Road, Rusholme, Manchester, M14 5LF
or
(if you do have email): membership@oga.org.uk

Finally, Members will only be included if they renew OGA membership for 2020 (see centre pages of this issue).

Please remember the information in the Yearbook is for OGA members only and dispose of your Yearbooks carefully. The contents is confidential.

All shipshape and Bristol fashion!

AGM weekend: 11-12 January, 2020

Following a decision made at last year's AGM, the South West and Bristol Channel Areas are jointly hosting the AGM, 2020. Bristol is a lively city with a strong maritime history both in terms of trade and exploration. Look at Bristol Tourism websites to get the full flavour of what the city has to offer in terms of entertainment, marine heritage and of course some fine pubs and restaurants.

City centre venue with excellent transport links

The AGM will be based at the Novotel Bristol Centre, chosen for its central location, good road connections, proximity to Temple Meads Station and the Airport Flyer coach from Bristol Airport. There is parking for residents at the hotel and public car parks nearby. The hotel is about five minutes walk to Temple Bridge Landing where there is a regular ferry service into the city centre serving waterside attractions, Floating Harbour and the 'SS Great Britain'.

Saturday: AC meeting or free time in Bristol before the AGM

On Saturday the Association Committee will meet from 10:00 to 15:00 and break while the meeting room is reconfigured for the AGM at 16:00 to 18:00. This gives time for Members to visit one of the many attractions around The Floating Harbour during the day. 'SS Great Britain' is a must if you have not visited her recently, but make sure you get back to the Novotel in time for the AGM!

Saturday evening: Buffet supper & live music after the AGM

After the AGM there will be time to meet and chat in the hotel bar or at one of the good pubs nearby, amazingly not bombed during the extensive WW2 raids on Bristol. The room will be set out for the buffet dinner served from 19:00. To liven us all up and avoid a post meal dip at 21:00 'The Ambling Band' will entertain us for one set with SW Gaffer Vic Love leading the set. The wonders of communications are that the final arrangements were confirmed by Vic as he completed a circumnavigation of Sicily in 'Edna' a few weeks ago! To support and thank the band, during the music a collection will be taken for the charity 'Caring in Bristol' that supports homeless people in the area. After the music there will be time for old acquaintances to catch up and reminisce on last season's sailing adventures.

Sunday: Floating Harbour and Underfall Yard tours

On Sunday morning a boat, with commentary, has been booked to depart from Temple Bridge Landing at 10:00 for

a tour of The Floating Harbour, designed and built by Brunel to increase the trade for Bristol where, in the past, vessels had to dry out. Hence the name 'Floating'! Our boat and the regular ferries drop off at Nova Scotia, close to Underfall Yard. Some of our Members will be familiar with this yard as they specialise in work on classic and heritage boats. A tour of the Yard, which also houses some of the old pumps and equipment to maintain water levels in The Floating Harbour, has been arranged. At the end of our visit we are free to visit one of the three nearby pubs to have a pint and some lunch.

Book online, choose your options! www.oga.org.uk/events/agm-2020

The weekend has been designed to be as flexible as possible allowing Members to 'pick and choose' from events surrounding the AGM. Stay at the Novotel or make your own arrangements. Local Members may even be at home for the night!

Why Bristol?

The philosophy of having the AGM in an easily accessible location with plenty of maritime atmosphere is to encourage local area Members to attend and offer the wider membership an enjoyable and social weekend in the depths of winter, and of course, the added attraction of the Association AGM.

Paul Jolley, President, South West Gaffers
Keith McIlwain, President, Bristol Channel OGA



Notice of AGM, 2020

Members are invited to attend the OGA AGM on Saturday 11 January, 2020 at the Novotel Bristol Centre Hotel, Victoria St, Bristol BS1 6HY, in the Victoria Suite: 16:00 to 18:00

2020 AGM Agenda

1. President's Welcome
2. Apologies
3. Approval of minutes of the last meeting (published in March 2019 Gaffers Log, p.8)
4. Matters arising from the minutes of the last meeting
5. Treasurer's report: presentation of accounts
6. Review of subscription charges
7. Secretary's report
8. Membership report
9. Report on Youth Fund
10. Report on OGA class dinghy and plans for RYA Dinghy Show
11. Election of Officers
12. Location of 2021 AGM
13. Members' questions

This ends the formal business of the meeting, to be followed by:

1. Results of Photographic Competition
2. Presentation of Association Trophies

Election of Officers

There will be an election for two new officers:

Alistair Randall stands down as President. Patrick Vyvyan-Robinson is standing for election, proposed by Robert Hill seconded by Paul Jolley and Charlie Harris.

Beverley Daley-Yates stands down as Gaffers Log editor and Editor (online). John O'Donnell is standing for election, proposed by Sue Farrer and seconded by Fred Winstanley.

AGM booking arrangements

All bookings must be made online. If you do not have email/Internet access, please ask a fellow Member to book your choices for you. Visit www.oga.org.uk/events/agm-2020 and follow the link to the booking form where you can book, and pay securely, for all members of your party.

Confirm AGM attendance on 11 January:
Novotel Bristol Centre Hotel, Victoria Suite 16:00 to 18:00

Book buffet dinner at 19:00 after the AGM: £26.50 each

Book a one hour boat tour of the Floating Harbour, departing Temple Bridge (5 minute walk from Novotel) on 12 January 10:00, ending at Underfall Yard: £11.25 each

Book a visit to Underfall Yard on 12 January 11:00: £5 each

Deadline for OGA AGM bookings: 1 January, 2020

If you require overnight accommodation at the Novotel Bristol Centre Hotel, please book direct by calling +44 (0)1179 769988: ignore all options, wait for 'Reception' They will take your credit/debit card details but will not charge until checkout. Quote the discount code 'OGA' to get the agreed bed and breakfast rates as follows:

Sole occupancy: £68 per night
Double occupancy: £78 per night

Deadline for booking at these rates: 13 December, 2019

The hotel has car parking for those with booked rooms for a charge. There are other car parks within a short walk of the hotel. There are other hotels nearby.



Notices



Photo: Sue Feather

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

Our Sailing Secretary, Pete Thomas, is standing down at the AGM so we are looking for a volunteer to take over. This is a GMC appointed position and responsibilities typically include: handicapping, racing, event and cruising matters, RYA/ISAF sailing regulations, insurance and safety issues. If you are interested please contact me: secretary@oga.org.uk

Association Trophies

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

Can you help find a few more advertisers?

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

OGA Trophies: look out for potential nominations!

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

Alan Hidden Trophy:
outstanding performance by a member under 25

Cape Horn Trophy: outstanding seamanship in single occurrence

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

Gaffers Globe: major voyage relative to boat and experience

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

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



'Reeds Maritime Flag Handbook' by Miranda Delmar-Morgan 2nd edition 2015, Adlard Coles Nautical: £9.99



Do you know where you should fly the OGA flag when abroad? How to dress ship properly on special occasions? What flags to fly if you find yourself moored in a foreign harbour when there's a local festival going on? Not many of us stick that firmly to the rules, but it's useful to at least have an idea of what we should be doing. Furthermore some owners of modern boats will look at an Old Gaffer in port and expect to see an experienced crew setting an example by doing things properly.

Miranda Delmar-Morgan is a yachting journalist and photographer who spent many years sailing in old wooden boats. This little book gives all sorts of interesting information. Its notable that some countries have a system of flag rights and wrongs are almost as complicated as in the UK. She addresses the problem of where to fly your burgee if the masthead is too cluttered with electronic devices. In this reviewer's (perhaps biased) opinion, a yacht under sail doesn't look quite complete without a colourful burgee fluttering at the masthead. This small pocket sized book is very readable and affordable, an ideal present to leave behind if you have been invited to crew on a friends boat. It will be dipped into and remembered long after the usual bottle of strong drink that is produced in these circumstances has been forgotten.

Mike Beckett, East Coast Area, Skipper 'Bonita'

'Boswell's Holland' by Patrick Boswell, Dudley Publishing Available from: www.patrickboswell-artist.co.uk £20



Anyone who has ever sailed in Holland will love this new book from Norfolk artist and sailor Patrick Boswell. Patrick's deep love for the Dutch people, their waterways, landscape and old classic boats shines out of every page and painting. Full of fascinating anecdotes, East Anglian

sailors will love the links between their maritime landscape and that of the Netherlands. Dutch sailors will enjoy a walk through the East Anglian history which links our two countries. Everything is here from the bustling markets and harbours of Delft, Gouda, Enkhuizen and the IJsselmeer to the lonely shores of the Waddenzee teaming with birdlife, now a World Heritage Site which runs as far as the Danish coast. Patrick's confident grasp of East Anglian and Dutch history sets his magical Dutch townscapes, harbours and classic boats alongside misty seascapes

Book Reviews

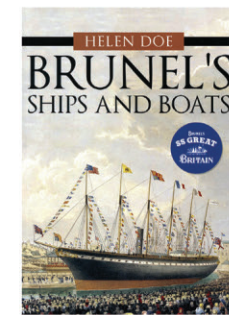
of remote shallow Waddenzee and the summer islands of Texel, Vlieland and Terschelling where beaches stretch to infinity. No sailor could fail to enjoy this lovingly depicted portrait of Holland, its maritime landscape, old towns and classic boats.

Jayne Tracey, East Coast Area

Two books from Amberley Publishing

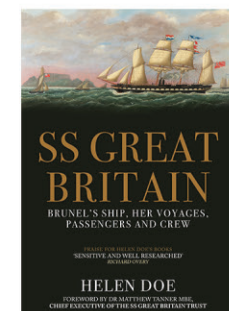
Ideal background reading if you're intending to visit Bristol in January for the AGM.

'Brunel's Ships and boats' by Helen Doe 96 pages, 100 illustrations: £14.99



This well-illustrated book provides an excellent overview of all the shipping ventures of Isambard Kingdom Brunel. Alongside the more well-known boats are chapters about other maritime interests. The style is readable and engaging, an ideal book for anyone to dip into or use to extend their knowledge.

'SS Great Britain' by Helen Doe 304 pages, 40 illustrations: £20



This meticulously-researched and referenced hardback provides an extended narrative history of Isambard Kingdom Brunel's ship 'SS Great Britain', charting its revolutionary design and construction through her working life at sea, time spent abandoned in the South Atlantic, the beaching at Sparrow Cove and finally her return to Bristol for restoration. Alongside this detailed history of the vessel are fascinating insights into the lives of passengers, crew and officers told through extracts from archive material including newspapers, diaries and other official documents of the day.

OGA Photography competition, 2019

A message to Members from the newly appointed judge: Bob Aylott

I'd just spent three hours selecting, editing and adding the final touches to my choice of photographs for the annual OGA competition. Suddenly, this mentally gruelling task, was shattered by a call from the OGA asking if I'd like to be this year's judge. "Oh no!" I thought. "That means I won't be able to enter the competition this year."

I hoped my hesitation and disappointment was not obvious down a crackling mobile phone line. "It would be an honour." I said, as I bit my tongue and deleted the potential award-winning images into my waste bin.



'The perfect silhouette'

Shooting against the light and producing a silhouette added drama to the moment the owner checked the rig. Become adventurous in your photo approach to everyday scenes.

So, what makes a winning image?

Being closely involved in both the social and sailing side of the OGA, we are surrounded by award-winning photographs. It's about capturing the decisive moment that tells the story. It could be something as simple as the skipper's expression as he/she crosses the winning line to an action picture of a yacht heeling over.

One of the golden rules for competitions. If you have to explain what's happening in the picture, then bin it. The picture has to tell a story instantly. Another handy professional tip, used by photographers on the quality national newspapers, I mean the Times, Telegraph, Guardian and the like. If you are struggling to make a picture, then shoot against the light and produce a dramatic silhouette. It has saved many a big-name photographer on major assignments.

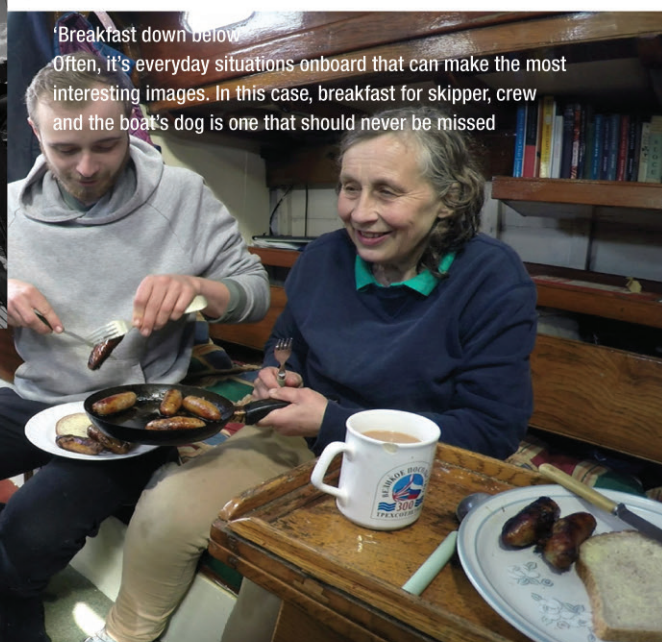
Good luck to you all and I look forward to picking the winners. These two examples both tell a story in their own way.

Bob Aylott, Solent Area
OGA Photography Competition Judge, 2019

Submit your entries online via the OGA website or use the link to upload from your mobile device . . . let's have plenty to choose the winners from!

Closing date 31 December, 2019

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



'Breakfast down below'

Often, it's everyday situations onboard that can make the most interesting images. In this case, breakfast for skipper, crew and the boat's dog is one that should never be missed

Thanks to the Editor . . .

I am told that this is Beverley Yates' final Gaffers Log as its Editor. I want to thank her for the huge contribution she has made in producing our entertaining and lovingly produced magazine over the past few years.

It must have been July 2013 as I was sailing along the Welsh coast on the 'Round Britain Challenge' that I first came to know Beverley. At the time I was being swept along by the excitement and camaraderie of that two-month circumnavigation. The fleet was well into its journey and I wanted to share the story. Someone should be reporting the wonders of the pilgrimage!

So, in a rare moment of relaxation while fuelling up in Holyhead Harbour half way up the Irish Sea, I had a fanciful vision of myself as a roving seafaring reporter! Timidly, I called the OGA offices to see if they had any vacancies. A surprisingly cheery and enthusiastic voice answered. Beverley's energy very soon had me planning my first dispatches.

I soon realised, however, that being a journalist at sea isn't that easy! Drafting anything sensible whilst being tossed about by the winds and waves by day and

living it up in the quayside pubs at night, made coherent reporting pretty much a doomed endeavour. I made some limp attempts . . . sending short emails to OGA HQ of where we were, the weather and the sea conditions. My dispatches amounted to boringly little. But Beverley seemed to be ever accepting of my efforts posting my words and pictures, padded out with bits of local history and others' contributions on the new website 'Sailing By', which my friends were soon following.

It's amazing how a little encouragement can go a long way. In the years that followed Beverley supported what were at first hesitant plans to organise OGA sailing fleets to St Malo (2015), Brest & Douarnenez (2016) and the 'Sou'b'Souwest' trip to Falmouth in 2017. Each time she was interested, keen, positive and did what she could to do a big promotion in the magazine and online. The Gaffers Log is a big part of the 'glue' that keeps the OGA together. Beverley introduced the upgraded and larger format four years ago, which has proved popular with readers and, by running the OGA website in parallel she has played a big part in raising the national profile of the OGA as a dynamic and lively organisation.

I suspect Beverley won't now just fade away. I, for one, look forward to my promised sail on the beautiful 'Cachalot' when I am next on the Suffolk Coast.

Ben Collins, Solent Area
Solent Committee member: 2013-18
Association Committee member: 2016-2018



Ben Collins sails with James Palmer on 'Kestrel' Harwich Harbour, 2018

from Arnside to Alaska, via Whitby:

Alasdair Simpson from the NW Area and organiser of the 2nd Arnside Conference in 2020 brings us a history of 'Ziska', following up our 'stop press' in the last issue.

Launch

'Ziska' was launched 28 January 1903. She was made by Crossfield Brothers in Arnside, the same yard in which 'Bonita' (1888) the oldest boat to take part in the 2013 OGA Round Britain Challenge was built. From their yard on Church Hill 'Ziska' would have been rolled down the hill and launched from the beach. In Arnside this would be a case of leaving the boat on the beach waiting for the tide to come in and the boat floating off. In the days before power tools, boats would have been made by hand. Half models were used to design boats.

Other significant events in 1903 included the formation of the Ford Motor Company in June and the first aeroplane flight on 17 December. The horse and cart were the main way of making local journeys. Ladies wore long dresses right down to the ground, though less restrictive clothing for the more active lady was coming in. The Boer War had just finished. The British Empire was at its peak.



Benjamin Robert Geffken, Shmay Shmalloway and Stanford Siver, June 2019

Crossfields

Crossfields of Arnside were leading builders of Morecambe Bay Prawners and yachts, active from the 1840s to 1940s. Arnside is on the Kent Estuary at the top of Morecambe Bay, Cumbria. It developed as a small resort following the opening of the railway in 1857. The village's first yacht club was set up in 1852. Historically the estuary was the port for Kendal. There are views across the estuary to the Lakeland Hills

John Crossfield (1855 – 1944) was the lead partner in Crossfield Brothers in 1903. His brother William ran the shore boatyard. In 1906 John moved to Conway. One of the boats he built there was 'Pacific Moon' (formerly 'Nama'). 'Pacific Moon' was sailed from England to Tahiti via the Panama Canal in 1931-2 by Sidney Howard featuring in his book 'Thames to Tahiti'. He also built 'Wallaroo', one of the leading yachts in the North West in the 1900s which won the Liverpool Isle of Man Midnight Race four times.

The name 'Ziska'

There were at least two other yachts called 'Ziska' built around 1900. 'Ziska' (1898) was a Dublin Bay 25 footer, later raced at Royal Cork. 'Ziska' (1904) was a Royal Windermere 17 footer. 'Ziska Pilsner' made by the Bowness Bay Brewing Company is named after the Royal Windermere yacht. 'Ziska' is short for the German girl's name Franziska and similar to the Yiddish girl's name Ziske meaning 'Little Sweet One'. One-eyed General Jan Ziska (1360-1424) is a Czech national hero. However it is probable that all three yachts were named after 'Princess Ziska', a novel published in 1897 by Victorian best-selling author Marie Corelli set in Egypt. The final melodramatic scene takes place in the inner chamber of the Great Pyramid.

1903 – 1907: early owners

'Ziska' was built for John Aspden (1855 – 1921), who was born in Blackburn, an inland mill town. In the 1891 Census he lived in Fleetwood working as a fisherman. By the 1901 Census he was a 'sea fisheries bailiff' living in Lytham. In 1904 he was the General Manger of Lytham Baths, a Victorian leisure complex fed by seawater. The adjacent Assembly Rooms housed the yacht club. In the 1911 Census he lived

in a now listed house in neighbouring Bath Street. Lytham was developed as an upmarket resort by the Clifton family in contrast to neighbouring Blackpool. It is likely 'Ziska' would have been kept on the beach by Lytham Pier across the Green from the Baths. The estuary at Lytham would have been busy with steamships going up to Preston Docks.

John Aspden did not keep 'Ziska' for very long. In 1904 she was bought by Arthur Earle Hunt (1860 – 1928) of Douglas, Isle of Man. The money to purchase 'Ziska' probably came from his second wife Ellen, the widow of a wealthy Manchester brewer, who was nine years his senior. Born Arthur Hunt in Dublin, in the 1881 Census he is recorded as a bank clerk. His maternal grandfather was Thomas Earle, a Manchester solicitor.

His first wife Evelyn eloped with her employer James Cooper, a Manchester businessman, living in secret with him for seven years. Arthur Hunt received £800 damages against Cooper (about £100,000 in today's money) when his divorce was granted in 1894. James Cooper was tried for murdering his second wife, a barmaid in Douglas, Isle of Man in 1892. He received the lenient sentence of 10 years penal servitude for manslaughter, when the usual punishment for murder would have been hanging. The murder trial and divorce were reported in the national press. Arthur joined the Royal Mersey YC.

'Ziska' was then owned by WJ Ellis, a Dublin solicitor from 1905 - 1907. She was kept at Kingstown (Dun Laoghaire), Ireland's leading yachting centre with three royal clubs in the 1900s. Dublin was very much the city of James Joyce, second city of the British Empire with clanking trams and horse drawn hansom cabs. Joyce's 'Ulysses' is set in the Dublin of 1904, the year he first walked out with Nora Barnacle. The first chapter takes place in a Martello Tower south of Kingstown. There were only 53 cars in Ireland. The fitting out of yachts, including 'Ziska' was reported in the Irish Press.

Arthur Holt & Frederick Smart: 1907 - 1945

'Ziska' returned to England in 1907. Her next owner was Arthur Holt (1876 – 1941), a Liverpool architect, who kept her for more than 25 years. He was a member of Hoylake SC and the Royal Mersey.

the story of 'Ziska'

At first, aged only 30 living in a terraced house in Hoylake, Holt owned 'Ziska' in partnership with others, then outright from 1925. By time he sold her in 1935 he was Vice Commodore of the North Wales Cruising Club, living in a large detached house in West Kirby, and could afford to replace her with 'Halcyone' a brand new 30 ton yacht.

In 1907 one of the partners was reprimanded by the Royal Mersey for flying a club burgee when they were not aboard. 'Ziska' came last in the 1911 Liverpool to Isle of Man Midnight Race completing the windless 80 miles in 31 hours compared to 2 hours 45 minutes of today's fast ferry. She is also recorded as taking part in races to Llandudno and on the Clyde. 'Ziska' first had an engine at the early date of 1909, a two cylinder petrol engine made by Webbs of Stockport.

In 1939 'Ziska' was acquired by Frederick Smart, who lived in a large house in Crosby overlooking the sea that once belonged to Thomas Ismay of the White Star Line, owners of the 'Titanic'. Frederick fitted a new American engine.

1945 – 1997: Whitby, Plymouth and Cowes

'Ziska' reappears after the Second World War in Whitby owned by Major William McAlpine Jackson, a Bradford architect, who had been in the Royal Artillery. Whitby is associated with James Cook who as well as going to Australia explored Alaska's coastline. There are statues of James Cook overlooking the harbour in both Whitby and Victoria (British Colombia).

In August 1946 'Ziska' hit the national news when she was rescued by the Lowestoft lifeboat after her engine failed in a gale when returning from Ostend to Whitby. As the lifeboat was short handed, a Leicester lady holidaying in the town jumped aboard and helped in the rescue of 'Ziska', along with her crew of seven including a sailing master.

Her next owner was Graham Sherratt, President of the Society of Public Analysts 1959 - 1960. A member of the Whitby and Royal Mersey Yacht Clubs. he lived near Chester. 'Ziska' remained in Whitby till 1970. By this time she was an old boat with her owner living in a semi in Leeds rather than a mansion on the Isle of Man. By 1973 'Ziska' was in Plymouth and broke loose from her moorings in a gale. Uninsured, she was

from Arnside to Alaska, via Whitby:

damaged resulting in her owner having to sell as he could not afford repairs.

An OGA member moving up from a small gaffer bought her and sailed her back to Cowes in May 1974 in perilous condition with water being pumped out every half hour to stop her from sinking, the mainsail patched with a teatowel and the boom in two pieces held together by metal rods. She was laid up opposite the Folly Inn above Cowes and a start made on her restoration. Inevitably enthusiasm waned and the restoration was never finished.

Ashley Butler

In November 1997 Ashley Butler, a 19 year old apprentice shipwright called at Cowes in his 23' gaffer. He came across 'Ziska' lying on a wharf under torn covers with a For Sale sign held on by a rusty nail. Ashley was looking for a larger classic boat which he could take to the West Indies. Next morning by chance he met the owner, and exchanged his yacht for 'Ziska'.

Taking out a bank loan to transport her back to Essex, Ashley spent the next two years restoring 'Ziska' whilst living aboard, working on her in the evening after finishing his day job as foreman at a wooden boat building yard at Heybridge. Since Ashley's restoration 'Ziska' has not had an engine.

In 1999 Ashley Butler, now aged 21, sailed 'Ziska' across the Atlantic. He found 'Ziska' a competent seaboat, fast and weatherly, despite only having a low freeboard aft. 'Ziska' averaged 140 miles a day crossing the Atlantic. The restoration and Atlantic crossing featured in Classic Boat Magazine. Ashley then spent the next four years cruising and racing 'Ziska' in the West Indies and USA.

Charter to Tim Severin: 'In Search of Robinson Crusoe'

During this time 'Ziska' was chartered by the explorer Tim Severin who was researching different inspirations for Robinson Crusoe, including Henry Pitman a surgeon in the Duke of Monmouth's army who was sentenced to ten years slave labour in the West Indies by Judge Jeffries. Escaping from captivity in Barbados Pitman was left marooned by pirates

along with 11 companions on the uninhabited Isla la Tortuga (Island of Turtles) off the Venezuelan coast.

Ziska's voyage is eloquently recorded by Tim Severin in his book 'In Search of Robinson Crusoe'. Tim describes raising the mainsail: "There was the piercing high pitched squeak of the wooden jaws of the gaff sliding ponderously up the mast, followed by the erratic flap and clatter of heavy canvas. . . . When the sheets were hauled in and the mainsail exerted pressure, 'Ziska' groaned with the effort, then groaned again." Joining Tim Severin and Ashley on 'Ziska' was Trondur Patursson, a Faroese artist, who had crossed the Atlantic in 1976 with Tim in a currach, to prove it was possible for St Brendan to have discovered America from Ireland in the 6th century AD.

Antigua Classics: 2003

Aged 100, 'Ziska' took part in the Antigua Classics, winning multiple races. She was sold to an American who wanted to use her for long distance cruising. Unfortunately his job meant he did not have time to sail her. Ashley returned to England and now runs Butler & Co., one of the UK's leading wooden boatbuilders at Penpol Creek, Falmouth

Road crossing of America: 2005

In 2005 'Ziska' was bought by a shipwright who had met Ashley Butler in Annapolis on Chesapeake Bay, the sailing capital of the USA. 'Ziska' was transported across America to Port Townsend on the North West coast by road. The shipwright lived aboard 'Ziska' cruising her locally, before selling her on as he found her too small for a growing family.

Port Townsend grew up as a Victorian port that went into decline as the railway never reached there. It is now a centre for boating and maritime life with a skilled workforce attracting people looking for alternative lifestyles. There is a wooden boatbuilding college and an annual wooden boat festival.

Restoration: Stanford Siver

In 2017 'Ziska' was purchased by Stanford Siver. Stanford's involvement with boats started when he left his job on the East Coast of USA and enrolled in the North West Academy of Wooden Boatbuilding, near Port Townsend. With the help of a team of local

the story of 'Ziska'

shipwrights, Stanford spent two years restoring 'Ziska', before entering her in the Race2Alaska, 2019. Work included an upgraded saloon, new mast, rigging and sails.

In many ways the restoration of 'Ziska' could only have happened in a place like Port Townsend with a pool of talented people. Different people worked on different parts of the boat. The new mast, boom and gaff were designed and built by Patrick Mahon, a former lecturer at the Wooden Boatbuilding College. The 46.5' long mast is part hollow and part solid made from 16 lengths of Douglas fir held together by birds mouth type joints. Jo Abeli, a female history and Japanese graduate designed and installed the electronics. Jo learnt electronics whilst working in a boatyard.

Computer drawings were used in the restoration and 'Ziska' was re-launched at the end of March 2019.

Race2Alaska, June 2019

The Race2Alaska is designed to showcase the latest human technology for human and wind powered boats. It attracts a wide range of craft from modern foiling trimarans, finishing in just over four days to one man rowing boats. The race runs for 750 cold miles of water from Port Townsend up the Canadian coast to Ketchikan in Alaska.

The rules are simple: no motor, no support.

Founded in 1885 Ketchikan is Alaska's oldest city, 18 years older than 'Ziska'. It is calling point for cruise liners. It receives 153 inches of precipitation a year, including 39 inches of snow. At 116 years old 'Ziska' is twice the age of the state of Alaska which was created in 1959.

'Ziska' entered the race as 'Team Ziska - Sail like a Luddite'. She was by far the oldest and heaviest boat to have ever entered the Race2Alaska. Her rudder alone is the same weight as the winning boat. Her crew included 16 year old Odin Smith, the youngest person to take part in the race. Ziska's sea trials for the race only began three weeks before the start.

The race set off at 5am on 2 June 2019 with 35 starters. 'Ziska' left harbour the night before to get a good start. She crossed the finishing line in Alaska 16 days later, 12 days behind the winning boat coming 22nd out of 25 finishers. To complete the 750 mile distance, 'Ziska' had to sail 1282 miles tacking against north westerly winds. When the wind dropped the crew had to row her 12 tonnes. The general conclusion was that 'Ziska' performed well in strong winds, but less well in light winds.

What would her builders 116 years ago in Arnside in days before the telephone and electricity had made of her achievements?

Alasdair Simpson, NW Area



'Ziska' at Whitby Harbour, 1944
David Wharton

'Essex Melody' and the OGA

Eight years on from her restoration and relaunch in 2011 'Essex Melody' still looks good, is a delight to sail and wins the occasional trophy in local regattas.

Many members may not have heard of this 23' Bermudan Junior Offshore Group (JOG) yacht or recognise her significance in the formation of the OGA in 1963.

John Scarlett, like many people of that era, was so inspired by the exploits the 19' 10" JOG yacht 'Sopranino', which Patrick Ellam and Colin Mudie sailed across the Atlantic in 1952, that he decided to design and build his own yacht along the same lines. He made his boat three feet longer, with a lifting keel for the shallow waters of the East Coast rivers and called her 'Essex Melody'. Her keel was laid in 1957 at Dan Webb & Feesey's yard at Maldon, Essex and amazingly she was launched in September 1957.

John Scarlett was a clever electronics engineer working on radar at Marconi, Chelmsford. Rumour has it, from elderly ex-Marconi employees, that whilst he was designing 'Essex Melody' he had access to the early Marconi computer used for data handling. If these suggestions are true, it could be claimed that 'Essex Melody' was possibly the first boat ever to be designed with the help of a computer, at least for her calculations. However, nobody knows for certain if this was true as all Marconi employees were sworn to secrecy under the Official Secrets Act.

The fact remains that as a 'one off' of amateur design and build, 'Essex Melody' has a stunning reverse sheer and superb sailing performance, a credit to John Scarlett's skills and intellect; he got it right first time, possibly assisted by the Marconi computer?

It was whilst John Scarlett was building 'Essex Melody' that he became friendly with owners who were restoring old gaff yachts after years of wartime neglect. Despite building a Bermudan yacht, he became intrigued with gaff rig.

There was already a strong following for gaff rig racing on the South Coast and John was invited to crew in a race in June 1963. He enjoyed it so much that he decided to organise the first East Coast Old Gaffers race on 20 July, 1963 and was astonished at the incredible support and interest. He was so concerned as to how he would cope with such a large fleet that he held a pre-race meeting at his Maldon home with people like Mike Peyton and Robert Simper.

The race was thwarted by a lack of wind but the enthusiasm for gaffer racing was so great that on Saturday 14 September, 1963 representatives from the Solent Old Gaffers and tEast Coast Old Gaffers met in Maldon Little Ship Club to form the Old Gaffers Association. John Scarlett was elected Secretary, a post he held for many years.

With the formation of the OGA, gaff rig had come from the very edge of obscurity to the well known and respected part of the sailing community we know today. John Scarlett, and ironically his Bermudan rigged 'Essex Melody', with her attractive figurehead, played a pivotal part in upholding the tradition of gaff rig sailing.

John Rogers, East Coast Area



OGA Dinghy update

Since the July Gaffers Log report things have moved on apace. Des O'Meara, NEOGA President, collected the first dinghy kit from Dragon Yachts, Aldburgh. He made the epic journey back north in his trusty motorhome crammed with plywood and timber. We met with the head of Tunstall College of Science, Hartlepool who confirmed their enthusiasm for the project and set up a simple memorandum of understanding to allocate responsibilities between NEOGA and the College. The dinghy will remain the property of NEOGA but be on long term loan to the school.

We agreed the completed dinghy would be kept and operated at Tees & Hartlepool YC who have a dedicated dinghy section. This will ensure continued use of the dinghy to encourage sailing gaff rigged vessels amongst young people of Hartlepool and the surrounding area. We also agreed to build the basic hull for them, the most critical part, especially around the bow where

some steaming and forming are required. A select party of NEOGA 'experts' was put together to accomplish this part of the build. The problem was, where to build it?

Our esteemed President, Des, managed to get permission from Blyth Port Authority to use an unoccupied building within the port. Unfortunately, this was the old mortuary building! At least it is 'dead' centre of the harbour, especially since we didn't have a 'ghost' of a chance of finding anywhere else and the location at least encourages us all to approach the work with the right 'spirit'.

Over the past few weeks we have completed the hull, neatly stitched, taped and glued. It also has its first coat of sealant and primer. We will deliver the hull to the school by the end of October. Our tame shipwright, Martin, will help the school to start the build and provide ongoing technical support. We expect the dinghy to be ready to go in the water next Spring.

We've raised the funding through various sources, a couple of NEOGA functions, donations received from the general public at the Amble Puffin Festival and generous donations from individual NEOGA members. The contribution from the OGA Youth fund was of immeasurable value and 'primed the pump' for the dinghy fund.

We are well advanced with preparations for our second build and have been invited to visit the prestigious Duchess School, Alnwick to discuss the project with them. Activities to fund this build are underway but you can still help out by sending spare pennies you might find down the side of the settee! Contact Steve Fullerton NEOGA Secretary if you want to support this excellent project. We will be applying for a second grant from the Youth Fund to help us out.

Photos and report: Steve Fullerton, Secretary, NE Area



Bristol Channel Gaffers . . .

English Coast Rally: 9 - 11 August, 2019

The Bristol Channel Yachting Association is an association representing all the yacht clubs of the Bristol Channel. Although Bristol Channel Gaffers have been occasional members, we have not previously attended a BCYA event. Time to put that right this year as we agreed to embrace the Rally taking place 9 - 11 August. Seven vessels were set to venture up the Severn Estuary and the River Avon to Bristol from Cardiff. John Plumb's 'Lilian Rose' first had to make the challenging three-day passage from Milford Haven.



Careful planning went into the event, particularly as most of the boats were on the small side and would need to deal with the fast-flowing tides of the upper regions of the Severn Estuary. In addition, Avonmouth Docks are located at the mouth to the River Avon, itself a tricky entrance. Enormous car transporters entering and leaving Avonmouth Docks move surprisingly fast and neither they, nor their attendant tugs, are overly sympathetic towards gnat-sized yachts.

Neap tides and a fair wind were set for our Thursday departure and our Monday return. The days in between however, when we would expect to be safely tied up in Bristol Floating Harbour, carried dire warnings of storm force winds and heavy rain. To go or not to go? The weather seemed to be in our favour on the days we would be sailing, so off we went.

We locked out of the Cardiff Barrage early on Thursday morning. Not far into the passage, things went somewhat awry when Andrew Kelland's

Crabber 24 'Hetty Peglar' suddenly lost the use of her engine. Fortunately, Keith McIlwain was close at hand and took 'HP' under tow in his much lighter Golant Gaffer 'Daydream'. Although the Crabber's engine was briefly restarted, there was clearly something amiss and 'Daydream' continued the tow to take her into Portishead Marina. Both vessels would remain there for the weekend.

Entering the lock at Bristol, to be lifted into the Cumberland Basin, and circling in formation waiting for a second road bridge to be swung was a new experience for all of us. Once within the floating harbour there was still a half-mile passage to moor up alongside the Lloyds Bank Amphitheatre, together with 16 other yachts that made up the BCYA fleet. There should have been more, sometimes as many as 50 boats make the journey, but the weather forecast had put many of them off. Bristol's brilliant annual hot air balloon fiesta, planned for the same weekend, was also a casualty. There is however, much else to see and do at the Bristol waterfront; museums, art galleries, the 'SS Great Britain', the replica of John Cabot's breathtakingly small ship the 'Mathew' and many restaurants. Oh yes, and pubs. Waiting for an absent Harbourmaster, I was forced into the 'Nova Scotia' with skipper from 'Lilian Rose'. This is one of the oldest, best known and original pubs in the city. Just for the one you understand.

Saturday evening saw a reception at the Cabot Cruising Club's HQ, the Lightship John Sebastian, moored in Bathurst Basin. Built in 1885, she is the world's last wooden lightship still afloat. Bristol's



Lady Lord Mayor was guest of honour at the reception and she gave us an entertaining insight into her role. There was plenty of celebration but some pathos too. BCYA's Gordon Craig asked for a minute's silence in memory of a 17-year-old boy who drowned in the dock just a few yards from our boats after he entered the water late at night to retrieve a football. As Gordon so aptly put it, "We don't know who he is but he was a young man who didn't go home that night and somewhere in the city there is a grieving mother."

Our small flotilla locked out of the docks with the tide late on Sunday afternoon to make a six-mile passage down the River Avon. There was a nasty little chop once we emerged into the estuary at Avonmouth sending buckets of spray over Nutmeg's coachroof. Looking astern I could see the twin bows of the catamaran 'Tigger' alternatively rising up and ploughing down into the water. Her skipper later commented that her outboard was lifting out of the water every time she buried her noses. Portishead Marina was a welcoming night's stopover.

With light westerly winds and a hazy blue sky, the return passage to Cardiff on Monday morning was a fine finale to an excellent long weekend. Yes, we could have done with the wind 20 degrees more

head up Channel

to the east but when we were able to raise sail it was simply a joy. Special thanks are due to Keith McIlwain, not only for organising the event but for his dedication and seamanship during the first day when 'Hetty Peglar' lost the use of her engine.

Participating boats

'Charlie', gaff sloop, David Botterill
'Daydream', Golant Gaffer, Keith McIlwain
'Doreen', Bermudan sloop, John Maxwell, a gaffer at heart
'Hetty Peglar', Cornish Crabber 24, Andrew Kelland
'Lilian Rose', Salcombe Trader, John Plumb
'Nutmeg', Cornish Shrimper 19, Viv Head
'Tigger', catamaran, Bermudan rigged (for the moment), Roger Flambert

Report and photos: Viv Head, Bristol Channel Area





Solent Gaffers Annual Race & Rally:

30 August - 1 September, 2019

The fleet gathered in Cowes Yacht Haven throughout a sunny Friday afternoon. Those coming from the East were helped along by the tide, while from the West it was downwind all the way. From the North, it was the usual business of avoiding the ferries. It was good to see newcomers, such as the Ed Burnett cutter 'Meagan' and plenty of old friends. By evening there were 19 boats berthed comfortably together. It's the first time we've used Cowes Yacht Haven for this event and were rewarded with more space than we're used to.

Then it was along to Cowes Corinthian Yacht Club for the race briefing, expertly delivered by our very own race officer, Alastair Wilson. The briefing was followed by takeaway fish and chips at the club for many, while others went off and did their own thing.

Saturday dawned clear and calm. Perfect for the cricket match on Brambles Bank, that we all missed. Maybe we should have got up earlier! By 8am it was still calm in Cowes, but the wind was reported as 15kts at Lymington platform, with more to come. A new element for this year was the use of the Lisburne Race Box at Egypt Point. The race team trooped down there, while the fleet looked at the forecast and practiced reefing. Egypt Point had been chosen to keep everyone clear of the Cowes traffic, which worked well. Timing was set to ensure that we got plenty of help from the tide heading West. However, the tide never stops around Cowes, so a good awareness of local conditions was essential.

20 boats started in perfect conditions (SW3 and sunshine) at 11:00. By then the tide was flowing strongly West inshore,

while still going the other way further out. The leaders ('Rosenn', 'Codling', 'Charlotte Elizabeth') got tight inshore and tacked along the beach. Nobody cut it too close, which was just as well at the top of a high Spring tide. Those that got caught further out had a huge disadvantage. The last boat across the line was 30 minutes late, despite having been in the starting area in plenty of time.

The race team packed up and hurried back to the committee boat in Cowes Yacht Haven. By the time we crossed the start line, we had given the fleet a 1hr head start. The plan was to head down to the 2nd mark (craftinsure.com) to pick up the leaders, but by the time we got there the first 2 were already past it. So on to 'Solent Bank' to wait for them. The wind had picked up to over 20kts by now. 'Rosenn' was first to the mark, bore away and discovered that it was straight downwind to the next mark. As 'Codling' arrived, the committee boat moved off to become the finish line. The fast conditions meant that the finish was in danger of conflicting with other starts from the RLymYC line, so the decision was made to shorten the course at the penultimate mark (Folkboats UK), which had been set specifically for this purpose. Anchoring with wind over tide now gusting up towards 30kts around a band of rain, we waited for the fleet.

'Rosenn' arrived about a minute after we settled. We waited nearly 15 minutes for 'Codling' and the same again for 'Charlotte Elizabeth'. The latter still flying their topsail. John would defend it later, despite struggling to keep enough rudder in the water to steer around the final tack (He wasn't the only one... 'Ruby' eventually gybed around instead). The conditions overwhelmed many of the smaller boats and a steady stream of retirees came past, while it took another hour for the remaining finishers. All were counted in and made it safely down to Lymington, with stories to tell. Those that had chosen not to race came down alongside the fleet and experienced the same conditions.

By the time we were all into Lymington and the Dan Bran pontoon, the wind had dropped, and the sun was out. Perfect conditions for an afternoon on the Solent, but there was no appetite to go back out. The bar at the Royal Lymington Yacht Club was much more appealing.

Prizes were awarded and a fine meal was laid on for 70 hungry sailors. Thank you to the Royal Lymington.

On Sunday the sun was back, with wind in the NW and a morning tide heading East. Most of the fleet enjoyed a relaxing morning sail home, in stark contrast to their passage the other way. Those heading West had to work a bit harder, as they are

used to doing. One or two with more time went looking for breakfast. After striking out in the centre of Lymington, the restaurant at Lymington Yacht Haven more than met requirements and is recommended. Congratulations and thank you to everyone who sailed through testing conditions and made the most of it.

Report: Richard Jacobs, Solent Sailing Secretary
Photos: John Green of Cowes

Results

Class 1 (over 28' waterline)

First Class 1 boat over the line & First Class 1 boat over 50 years old on corrected time: 'Aeolus' (Anthony Wheaton)

Class 2 (23-28' waterline)

First Class 2 boat over the line & First Class 2 boat over 50 years old on corrected time: 'Rosenn' (Barry Dunning)
First Class 2 boat under 50 years old on corrected time: 'High Barbaree' (Tim Dodwell)

Class 3 (less than 23' waterline)

First Class 3 boat over the line & First Class 3 boat under 50 years old on corrected time: 'Codling' (Andrew Paterson)

Passage race

First: 'High Barbaree' (Tim Dodwell)
Second: 'Mincarlo' (Huw Hallybone)



Plymouth Festival of Sail: July 2019

SW Gaffers 2nd Plymouth Festival of Sail and Annual Race took place 8-10 July at Queen Anne's Battery (QAB) marina. Organised mid-week had little impact on participants with 21 boats registered, visitors from outside the SW and new members. Most boats arrived on Monday with crews gathering for a friendly supper in Chandlers Bar & Bistro. The weather forecast for Race Day Tuesday, was not very encouraging - warm and sunny but with very light and variable winds but, as the day dawned, the wind turned out to be better than the forecast.

The start was delayed first due to the arrival an incoming merchant ship and then a large working platform being towed through the start area. When the fleet eventually got away, the conditions clearly suited the lighter boats, but I think everyone had a good sail, many taking advantage of the benign conditions to get their tops'ls up. Supper, prizegiving and entertainment from the wonderful 'Rubber Band' were hosted by Royal Western YC.

On Wednesday we left QAB for a cruise in company up the Tamar to Saltash, leaving Drake Island to starboard and taking several crews over 'The Bridge' for the first time. There was a relaxing broad reach/run most of the way up river, giving the crews ample chance to pit their wits against each other in the nautical quiz set for the occasion by our President, Paul Jolley. Chris and Cathy Danby were more knowledgeable than most and over lunch at Saltash SC, they were presented with a bottle of rum. The stop-over gave us all time for a pasty, a pint and a bit of a natter before returning to QAB.

For some reason, the return trip seemed to induce engine trouble for a couple of boats, but everyone got back just in time for the now traditional pontoon party before dashing off to the B-bar in the Barbican for more food and music to end the event.

David Bewick, Secretary, SW Area

Results and prizes: SW Gaffers Annual Race, 2019

Dittisham Bottle (first overall):

Robert Green in 'Lapwing'

Commodore's Burgee (first SW Area boat) and Redundant

Caulker (first GRP boat):

David Bewick in 'Thetis'

Class 1 trophies

1st, Dartmouth Deadeye: John Crellin in 'Theta'

2nd, Solent Block: Don Garman in 'Mary Ritchie'

3rd, Tyrone Trophy: David Patuck, in 'Susan J'

Class 2 trophies

1st, Lewthaite Trophy: Gil Hayward in 'Mary Hay'

2nd, Pin Rail Trophy: Chris Danby in 'Ester'

3rd, Marie Mahon Trophy: Mike Phillips in 'Tom Tit'

Class 3 trophies

1st, Scrimshaw Trophy: Robert Green in 'Lapwing'

2nd, Sheave Trophy: David Bewick in 'Thetis'

3rd, Oyster Ring: Rob Brown in 'Heron'

Plodder's Pin: Paul Jolley in 'Minx'

Victory Trophy (longest passage to the event):

Tim Price in 'Mayblossom', Tim beat Don Garman in 'Mary Ritchie', also from the Helford, as his passage was both single-handed and non-stop

The Bernard Gibson Memorial Trophy (the oldest boat and skipper): Mike Phillips in 'Tom Tit', whatever Mike's age might be, when combined with that of his boat, it was simply unbeatable!

Not to be outdone, John Gallagher in 'Periwinkle' was given a special award of the Anchor Trophy for imaginative interpretation of the course.

Brixham Heritage Rally, 2019

The last of the summer sun shone down on Brixham as 20 classic boats gathered in Torbay to celebrate our 4th Heritage Rally. Friday arrivals were forced to motor much of the way from the west, with unfavourable NE winds, in evidence for much of the summer; of course, this favoured boats coming from Exmouth and the Axe. Successful (and free) mooring was achieved with the assistance of the Harbour Authority undertaking magnificent work shifting boats. Apologies to those of you rafted up against one of the 'seized' boats on the pontoon. Brixham YC provided an excellent fish and chip supper and the opportunity to begin the 'lamp swinging'.

All the unfriendly wind and swell disappeared amidst the blue skies of Saturday morning. It was lovely to welcome back many boats who had been with us earlier at the Regatta; and delightful to welcome three visitors from Germany. One couple who had recently purchased a Holman design boat, built at Upham's Yard, were keen to visit Brixham to find out more about her origins. Although the boat stayed in Bremerhaven, Thomas and Dagmar Webber flew over to Brixham to join in the rally on 'Vigilance'. Thanks to Toni Knights and Peter Gregson for all the information they were able to provide about the history of their boat and show where she was built. The Webbers thoroughly enjoyed their trip. A young man called Wolfgang sailed out on 'Guide Me', and has pretty much become a permanent member of the crew during his six month visit at a language school. Finally the Rally Officer's sister-in-law arrived from Austria to sail out on 'Theta'; now many promises of return trips to sail on their classic boat on the Austrian lakes. Thank you to the skippers for making our visitors feel so much part of this friendly, international, event.

Whilst the sun shone the wind didn't get up to the promised F4-5, instead a gentle breeze allowed us one lap round the excellent figure of eight course set with gaffers in mind by Peter Lytton, Rally Officer. The advantage of the lighter wind meant every boat

had all her sails up, a photographer's dream: red sails, cream sails and some in between! Well done to all those who came out and gave us all such a dreamy afternoon, conditions allowing the opportunity for tea and sailing cake. Thanks go to Torbay Harbour Authority for their continued support of Heritage events, to Brixham YC for providing such a hospitable atmosphere, delicious food and a bottomless barrel. The event couldn't have taken place without the help of Peter Lytton and Peter Boulton, who drove the RIB as committee/rally boat, as well as photographer's platform.

Participating boats

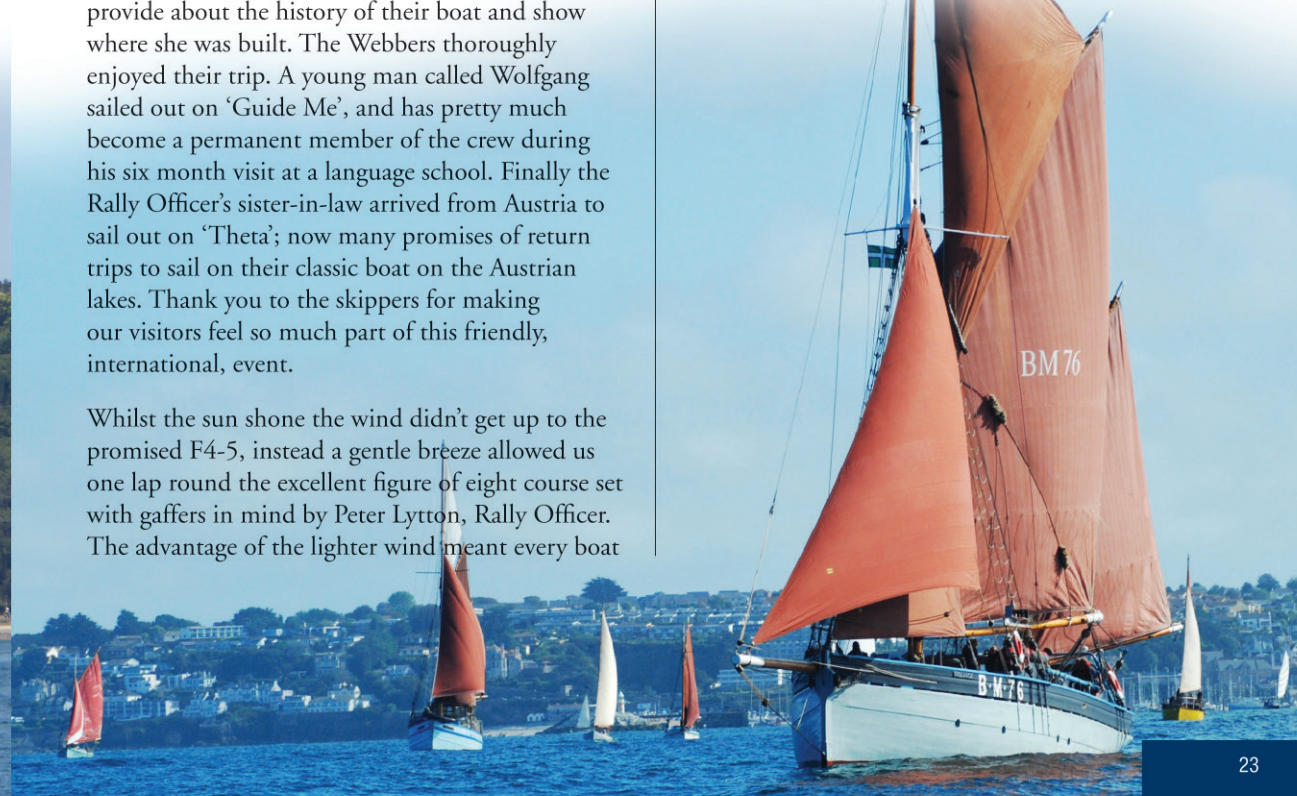
'Almonde', 'Breeze', 'Caupona', 'Chopsticks', 'Diana', 'Escape', 'Fly', 'Guide Me', 'Hocus Pocus', 'Jessie', 'Joker', 'Mary Flora', 'Minx', 'Provident', 'Ros Ailither', 'Seafish', 'Stardust', 'Theta' and 'Vigilance'.

Best wishes for the remainder of 2019 and a Happy New Year. Look forward to seeing you all again next year. The Heritage Regatta is 23 - 24 May, 2020.

**Report: Penny Jolley, South West Gaffers
Secretary to Brixham Heritage Regatta
Photo: Peter Lytton**



Theta and Lapwing
winners Gil Hayward



Dittisham Rally: 9 - 11 August, 2019

Despite the dreadful weather forecast I decided to join the SW Gaffers, driving with 'Philomena' from the East Coast down to Devon. 99% of the journey went without event but I used the SatNav for the last few miles to Blackness Marine. Big mistake! After increasingly narrow lanes and something I can only describe as a goat track the SatNav showed the destination just round the next bend. "I'll walk round and see if they have a four wheel drive to help." I thought. The trailer is braked, but was hanging back from the car. I put the car handbrake on, but it wouldn't hold. I put the engine in gear and gingerly lifted my foot from the brake. The engine turned over leaving me well and truly stuck!

To my good fortune a lady appeared, assuring me Blackness Marine was not round the bend. With her excellent help I achieved a 23-point turn, to find Blackness Marine in about 15 minutes. No launching with winds gusting force 7 - 9. I left the boat on the trailer and drove to Ditsum for the reception at Gil and Carolyn's house and snuck back to the boat for the night. By Saturday morning the wind had died down, still dubious about launching, they agreed to put me in. 20 minutes downriver I was on a buoy outside the Sailing Club, being retrieved by Gil in his dinghy, rather than using my inflatable canoe in such strong winds which might necessitate a rescue from some far flung shore. All sailing was cancelled but there was a fantastic 'prizegiving' supper and I won a prize for having travelled the furthest.

I borrowed Gil's dinghy and went back on board. I'd frapped all the rigging, but lines running across the cabin top periodically managed to bang loudly enough to wake me every now and then. The bilge plates did a good job of banging too, crushing any unsuspecting barnacles that had found a quiet crevice to live in. Morning broke with sunshine and less wind. Could we have a race? A few thought it was risky, racing among so many moored boats in quite blustery winds but five boats did race and the OGA dinghy went like the proverbial s—t off a shovel. Afternoon cream tea was on offer up river at Stoke Gabriel. 'Philomena' and I braved the choppy water following another boat. I believe a couple of boats turned back when they had more water in than under their boats, preferring a drive to the tea party. We got to a beautiful sheltered bay where we could get ashore and walk to the café. Fresh baked scones with strawberry jam, cream and as much tea or coffee as we could drink. Worth the wet journey. I had been expecting another winklebrig, but as he hadn't turned up I sent a text saying I guess he had thought better of boating in this weather. "No no," came the reply, "we're here, coming down from Dittisham right now."



They joined me on a buoy at Ditsum, for a much quieter night.

Monday, when most others had left, we had a good sail down to Dartmouth and back to Blackness where the boats were put on their trailers for the long drive home. It was 7.30pm, I'd had no supper and didn't want to set off to drive half the night so slept on the boat, intending to leave early in the morning. Up at 5.30am, intending to get on while the roads were still quiet, I drove up to the barrier, punched in the code and up it went. Further up the track to the exit I was confronted with a steel wall that seemed to have been wheeled out of the hedge to block the exit. It did not move with any code I knew. I checked the opening hours: 7.30am.

Reluctantly back on board for breakfast and a mug of tea at 8.45, the steel wall finally rolled back into the hedge. So, home we go! No, not yet . . . 100yds down the lane I was confronted by a huge tractor and trailer. He was an even tighter fit in the lane than I was, so it was reverse back and start again.

Finally, no goat tracks, no tractors and trailers but no Costa Coffee either. I'd promised myself Costa on the way home, but every time one was mentioned, I needed to turn off before we reached it! So, you can get all the way from Devon to Walton without passing a single Costa. It's a long way to go for a very short sail . . .

Yvonne Mitchell, East Coast Gaffers, trailing Winklebrig 'Philomena' to the South West

'Marihona' sails south for an engine

Regular contributor, Jerry Clinton, updates us on his passage south in 'Marihona'. Jerry keeps in contact with your Editor via his phone/iPad. . . . thankyou, Jerry!

After her engineless North Sea dash from Norway, 'Marihona' was expertly hauled out at Royal Quays Marina, a redeveloped commercial dock on the Tyne. Royal Quays hosts to a wide variety of vessels including the Royal Navy, RNLI and charming traditional wooden motor cobsles. These historic luggers now have diesel engines and are still put to hard daily use, all year round by the storm-hardened Geordie fishermen.

A Beta 43 engine was chosen, based on the ubiquitous Kubota 2-litre non-turbo 4 cylinder industrial powerplant. After recommendations from canny local mariners, SDS Engineering installed it. The old Volvo was removed and I spent a couple of weeks scraping off years of ancient oil and paint, some of which had not seen daylight since 1974! A thorough exploration of the pitch pine planking and oak ribs found zero rot or soft patches. She's as hard as a rock, tribute to her original Norwegian shipwrights.

After three coats of Teamac bilge paint all her hidden crevices gleamed. SDS had a challenging installation, all the mountings, pipework, wiring and dimensions needed alteration and careful redesign. I installed new, larger bronze seacocks, and the holesaw bit into hard pitchpine planks, showing no deterioration after 62 years of cruising. After three weeks hard work and engineering genius, father-and-son team Steve and Stevie Stewart (SDS) declared 'Marihona' fit for sea trials and we locked out for some runs up and down the Tyne. Marihona's first rubber-mounted engine was disconcertingly smooth and silent, the gurgling of the cockpit drains and burble of the bow-wave were heard for the first time under power. Another first, the crash stop is now in her repertoire, as the new PRM 150 hydraulic box can apply full astern power on demand. With 43hp on tap, she can now approach hull speed easily. Full throttle trials were the first time 'Marihona' has had to discreetly reduce power when going past a police station!

After a quick singlehanded trip to Hartlepool, some enthusiastic young crew joined us to achieve a very fast passage to Whitby, seeing 7.5 knots, sometimes 8, through the water under jib and double-reefed main. In a firm SW-ly the fetch was reduced to a couple of cables. Dream conditions, hard beam wind and smooth water. 'Marihona' slipped out of Whitby at dawn, swing-bridge and bar times suitably juggled, to sail the lovely Yorkshire coast to Scarborough in a more leisurely manner, edging around ancient stone breakwaters of this bustling haven, which punches above its weight in terms of facilities, scenery and historic interest, including a fascinating Maritime Heritage Centre with a public library of ancient publications, many featuring a name well-known to Old Gaffers, Scarborough artist and of course, yacht designer, Albert Strange.

That's all for now. A big thanks to Beverley for her work on Gaffers Log, and best of luck to the incoming Editor.

Report and photo: Jerry Clinton, NE Member aboard 'Marihona' Scarborough, 18 October, 2019

'Marihona Gaffcutter' is on Facebook: follow her travels (no religion, politics or family stuff)!



Tales of a Cornish trader, part 5

Golden Nomad

Solent Gaffer: Gary Palmer, continues his tale of 'How not to buy a boat' and reminds us that in the last instalment his crew arrived at Bangor from Scotland and Dubai, to finally set off down the Irish Coast, stopping at Ardglass and Arklow.



Arklow to Kilmore Quay

We cleared Arklow early on a fine but windless morning for the 55 mile passage to Kilmore Quay, our setting off port for crossing the Irish Sea. We soon had a gentle NE breeze and we had some productive gentle sailing in sunshine for a while. But by lunchtime the breeze died and we were just left with the sunshine, so it was on with the engine again. After a somewhat lengthy stay below, Allan gave the news that the loo was blocked. He was instantly promoted to Chief Engineer with special responsibility for plumbing, but all his, and other, attempts to clear it failed, so we hoped that some more technically-capable help would be found at Kilmore. Allan compounded his discomfort by bashing his head hard against the wooden beam above the passageway between the saloon and fore cabin – sadly for Allan this was not going to be a one-off event and the thud of timber on cranium, followed by some colourful Scottish dialect, continued to punctuate the whole of our trip.

Although we motored all the way, the passage to Kilmore was easy going with good visibility and only a very slight sea, and the afterdeck became the favoured place to be, comfortably lying with one's back against the rolled up inflatable tender and book in hand. But as we approached Kilmore Quay the sea ahead took on a very odd and interesting pattern, caused by the tide running over St Patrick's Bridge, a rock and shingle ridge between the mainland and Little Saltee Island. But although it looked like it might cause us some bumps, it was mostly just a visual

effect, and we were soon through between the port and starboard buoys marking the advised crossing point, then turned at the safe water mark onto the approach bearing for the harbour, and we tied up in the Kilmore marina at 17:00 after an uneventful passage – apart from the loo and Allan's sore head that is...

We had a very friendly welcome from the harbour master and listened carefully to his summary of the forthcoming weather, especially so as he was the local lifeboat Cox'n, and he said it looked like we would be a day or two in Kilmore. However, he knew who to speak to about our plumbing problem, and shortly after the engineer (also RNLI crew) appeared and made short work of clearing our blocked loo, much to everyone's relief (and especially Allan's). So with the weather not looking favourable we stocked up in the local shop, visited the chandlery for the flares we couldn't get in Northern Ireland and adjourned to the pub, where, as to be expected, there was good food, excellent Guinness, live music and lots of singing.

Across the Irish Sea

After two days in Kilmore the weather looked set fair and we set off with, for once, a good f4/5 breeze and found that, although Nomad is by no means a fast boat, we could make a comfortable 6kts with just jib, staysail and mizzen. But again by lunchtime the breeze died and we started motoring in what soon became an almost flat calm. However although the sea was flat and featureless, we were treated to the first of many visits by shearwaters, gannets and puffins. The shearwaters were mainly settled on the sea in large 'rafts' of several hundred birds, but the gannets were not engaged in their usual but always astonishing high dives for fish; these immaculate birds were gliding past us in threes and fours just inches above the flat water, but without any motion from their wings, just long, long glides which carried

them for hundreds of yards, almost as if they were on their own invisible monorail system. (The gannets had clearly done the physics as we later found that they were using the 'ground effects' principle, where the airflow around a wing when close to a smooth surface dramatically reduces drag). But, however they did it, it was mesmerizingly beautiful to watch and added to the slightly surreal feeling as we moved in a seemingly limitless seascape where the sky and sea

mirrored each other in a pale opalescent grey/blue light from horizon to horizon.

But the gannets and shearwaters were not all of the wildlife present, as a while later we saw a dolphin's back breaking the surface some 50 yards away, then several appeared, with some jumping clear of the water. But they vanished and we thought we had seen the last of them until crewman Ken burst out of the companionway hatch saying 'I can hear dolphin's from inside the fore cabin!', and of course when we took a look over the bows there they were, playing with our bow wave in the crystal clear water. Ken later said 'One of my lasting memories of the trip was lying in the fore cabin listening to the squeaks of the dolphins amplified through the hull.'

We had multiple visits from groups of dolphins and gannets throughout the day but as the daylight started to fade they departed and we started our night watches. But it was hard to go below as it was a beautiful moonlit night with the sea still glassy calm, and as it got fully dark we were treated to an at times dazzling phosphorescence light show as our wash disturbed the surface algae.

The calm sea and good visibility continued through the night watches and we had no trouble seeing ship and fishing boat lights, and we had a short conversation with one large fishing boat who wanted to be sure that we passed well clear of his trailing trawl cables, and kindly wished us a good onward passage.

Next time: Arrival at Land's End, more sea creatures, Falmouth, we meet with 'Provident' and a family visit in Plymouth.

Photos and report: Gary Palmer, Solent Area, 'Golden Nomad'



'Gwenili' to 'Onward' . . .

Long-standing East Coast gaffer, Martin Goodrich, reflects on his experience with selling and buying old gaffers. Members may recall his contribution to Gaffers Log in March 2019, p.26, when he shared memories of what was to be his last summer sailing with his gaff yawl, 'Gwenili'.

Selling

The start of this story was over three years ago when my family were concerned I should consider the future: "Can you take this large 109 year old gaff yawl 'Gwenili' into your eighties, well of course you can, but should you?"

She takes far too much time, you seem to be away all summer adventuring, Classic Racing to La Rochelle (you did well, came 11th in the only gaffer) then sailed back, participating in many sailing events with the OGA in France and Holland year on year. Long trips to Isles of Scilly, the south and east coasts and ambitious plans to sail around Britain which you were unable to do because of ill health. Then there's the work all winter, it's the rudder, the prop, the propellor, the rigging and sails, the deck leaks, the engine, the stem, the garboards, the paintwork, the varnish . . . but it's never the accommodation! In fact the work is never finished.

OK. I put her up for sale at MJ Lewis in Maldon, they gave me a good valuation £40,000, but a year later there was no interest. I know let's reduce the price to £37,500. After two years the agents say they're no longer interested. OK she's a French boat, I'll advertise her there, in fact worldwide at £35,000. We get some response, one from a chap who contacts me while he's sailing the Atlantic in a big pointed stick fibreglass boat. He's interested in going classic, great but after considerable time he's a no show. Then there's a French agent with his client in La Rochelle poking about the boat for hours finding all the faults, "Best to know the worst." The client is interested, "Can we go on a trial sail out into the bay



towards Fort Boyard [a place of French TV fantasy]?" It's good sailing, even I'm impressed. They disembark. We turnabout and sail to Douarnenez Festival, but the interest dies.

I'm introduced to My Classic Boat and Bob Aylott. He makes a film of 'Gwenili' on the Thames. It's a good interview, where I tell my story but fail to come to tears. It goes out on the web, get loads of hits, and an enquiry. George Kanakis from Thessaloniki contacts me in February 2019 and wants to visit in Greenwich pronto. 'Gwenili' is in the yard, she's not at her best, paint peeling off and undergoing rudder and stern stock repairs due to the shakes and having lost a blade of my folding prop 100 metres from the GYC moorings after sailing from Dover to Greenwich in one hit, lucky old lucky!



selling and buying old gaffers

The visit is arranged, he comes with a boatbuilder friend and they look her over, poke about, hammer the planks and by the evening Georges is expressing interest, starts negotiating price . . . I refuse to budge and the asking price is agreed providing I complete all the work I had started and when finished she was all painted and shiny, she did look good.

They want to take her to Greece. I offer to sail there, expressing it might take many weeks. After consideration they decide to road trailer her in six days across Europe to Thessaloniki. The deposit comes into my Bank and we meet lawyers to arrange the paperwork. No agents, no fees against the sale price. The balance arrives and at the agreed time we sign the papers and 'Gwenili' is sold and paid for. The money's in my Bank. She's off! On a road transport trailer on 20 March. We throw a small gathering at the Club to say goodbye and wish Georges 'bon voyage' as the new custodian, but still no tears, as she departs through the opening in the flats which she just got through.

Buying

During this sale process when it's clear that it's real and 'Gwenili' will be gone, my wife Barbara posed the question, "So what are you going to do now?" "Oh, hang about the house!" With that she explored the Internet to find a suitable smaller boat to fulfil more modest ambitions, something to take you into your 80's. It didn't take her long. "Have a look at this, a 1923 24' Itchen Ferry

sailing yacht called 'Onward of Ito' in excellent condition." I took a look. "She's fantastic, lets go to Yarmouth." We viewed other boats and consulted with OGA contacts who advised, because of her recent history, offer a low price! We visited on 26 March, my birthday. I'm impressed, the hull is in good condition, the equipment is top of the range, the varnish sparkles, the interior is spectacular, the cockpit a good size for sailing with grandchildren and it's all there! But she will need checking, the engine is problematic and the sails are old. I explain to the agent that I'm interested but won't be making an offer just yet, but perhaps in four weeks.

This is because I had agreed with Georges to go to Thessaloniki for a week or so to introduce him to all the functions of 'Gwenili' to get him sailing. On emailing Georges several times to agree the arrangements I got no replies. After four days I contacted the transport company. I was informed that the lorry had been involved in an accident. Considerable damage had been done to 'Gwenili'. It's now in the hands of insurance companies. Georges emailed, apologising and expressing his embarrassment at the situation. He cancels my trip. Then my tears did well up for 'Gwenili'.

With the disappointment of this news, I brought my attention back to 'Onward of Ito'. It was on offer for £17,000 down from £28,000 two years before. In conversation with Barbara, I said I will make a very low offer of £5,000 as it was a journey



'Gwenili'



into the unknown. The engine and sails probably need to be replaced, there had been lots of insurance work because of storm damage in 2016. Her response was that's too low, a bit insulting. "So what would your offer be?" "I'd ask £6,250", she replied. I put this to the agent over the phone. "It's very low but I will put it to the owner." Next day the offer was accepted.

Now the fun starts. We went down to Yarmouth with our two grandchildren to investigate. 'Onward' seemed astonishingly well equipped, all the latest electronics, heater, fridge, toilet of shiny brass . . . items I was not used to. But they weren't all working!

OK, let's get the engine going, but she bucked about very violently on her perished mountings and failed to start because of a duff starter motor. The shore power was connected but the toaster etc. did not work. I found a trip switch in a very confined space I could not reach, but the grandson tried the switch and items came to life, toast was made! The heater came on, but how do you switch it off? How's it powered? I check for the sails and sheets but there

not all there. Where's the jackyard topsail, staysail etc.? I enquire of the owner, who says they're lost! A week later I get a call to say there's some 'Onward' gear in a garage in Southampton. There seems to be the doubling of all the electronic nav. gear, B&G equipment looks new and Nexus instruments doing the same job. The nav. lights are newish Tricolour on mast top with aerial and wind indicator, port and starboard with stern lights on the rudder . . . but again, none working!

In the past these issues were tasks to be undertaken by oneself, with a little help from experts. But here I was with a beautiful historic boat with bits not working and she's not ready for sea. So I decide to appoint skilled services. However the next task is to get her ashore, clean her weed infested bottom, and appoint a surveyor. I made arrangement for a liftout for a week to do this. But when it came to it, I was told by the yard manager that she would need to be back in the water at 0730 Monday or stay for two more weeks! I contacted the surveyor who luckily agreed to do the job on Sunday. I drove down from London, arrived 1800hrs. The survey was in hand and she got a good report, no major issues. I then proceeded to clean and antifoul, worked till early hours and was ready at 0700hrs. The yard man arrived and after curt introductions and are you ready, he then exploded aggressively, "Who removed the boat stands?" Answer, I did, to complete the cleaning and antifoul. He then read the riot act about responsibility, swearing and cursing. I paid the bill and left him to it. I was most put out.

I commissioned the new starter motor and report on electronics. I planned my first sail to participate in Yarmouth OGA Rally and arranged with friends Kevin, James and Ben to be crew and include a short trip to Lymington to pick up the contents from the past owner's shed. Thanks to James who

collected it all for me. There was much, much, more than I expected including an unused inflatable dinghy, but most importantly a staysail, the topsail, jackyard pole and all. We joined in with the Solent Gaffers and sailed about in a race with no wind but strong tides. We got the topsail up, thanks to Ben, and after the race had a very pleasant sail. I was buoyed up and extremely pleased. However by the Sunday I was not feeling too well, a chest infection (was it the antifoul?) seemed to have taken over, so I returned home to recuperate.

The next stage was to commission services of an engineer and electrician to work with me to get her going so I could sail her to Greenwich. The mountings were replaced, alignment checked, belts tightened, servicing completed, exhaust elbow replaced . . . The B&G GPS plotter card was installed, checked and working, depth and speed meters were re-connected and serviced, the wiring of the switchboard was reconfigured so they made sense and both sets of nav. lights were repaired. All good and ready for sea.

My stay in Lymington was extremely pleasant for me as the water was alive with sailing and sailors. As people passed by on the pontoon they stopped and admired 'Onward',

and 'Onward of Ito'

engaging in conversation about the merit of gaffer sailing. I was joined by my good friend and top crew Kevin and we set off on Friday at 0500hrs taking the tide to Selsey Bill, motor-sailing as the wind was light and we wanted to get back by at least Monday. So, on through the night by midday we stopped at Ramsgate for three hours for fuel, water and to tighten the engine belts. We managed to get two sailing sessions without the iron horse and I was made up by her performance. I can't wait to improve her abilities, get some new foresails and reduce the drag of the prop. There was another reason to get back to Greenwich YC. On Sunday there was a race for cruisers, and we fancied it.

We arrived at 0230 hrs Sunday with a passage time of 45.30 hrs. We awoke, prepared the ship, went to the briefing and were given two Club volunteers to crew, tightened the engine belts again and at 0800 we were off over the line through the Barrier and on to Tilbury and back. There were three boats, all gaffers 'Lilly', 'Rosebud' and 'Onward of Ito'. It was clearly a too early a start for the pointy stick Bermudian rigged. It was great fun 'Lilly' got away fast and we competed it out with 'Rosebud'. Beyond QE II Bridge we were losing ebbing tide, in danger of low water, so we agreed to shorten the course. 'Lilly' was the winner but 'Onward' was first over the finish line after battling with 'Rosebud'.

'Onward of Ito' had arrived in London where she will stay for a while as I reconnect with my East Coast Gaffer friends and boats in events to come.

Photos and report: Martin Goodrich, East Coast Area



East Coast Annual Race and Cruise

28 July - 3 August, 2019

28 July - 3 August, 2019

The lock keepers at Heybridge Basin were busy on Tuesday 30 July as the East Coast Gaffer fleet locked in mid-way through their annual summer cruise. 34 boats had gathered at Stone SC on Friday night to start the week with the OGA Annual Race on Saturday. Three 'fleets' of traditional gaffers, Bermudans and working boats started at 15 minute intervals closing up towards the finish with the leading smack overtaking many of the gaffers.

One of the younger participants in this year's cruise has sent in his report from 'Crescent Moon', joining the fleet for their first EC Gaffers Summer Cruise.

We really enjoyed Old Gaffers week because it was a good opportunity to meet new people and participate in races. The first event was the Old Gaffers Race which was really good: we managed to get our topsail up for the first time this season (without getting in a muddle), and the sight of lots of old gaffers racing was amazing (and we came third!) My favourite event was the young helms race because I got to helm against other under 18s. I led the fleet for a little while, but boats soon overtook me. It started off with relatively light winds, but towards the end it really picked up and was quite exciting. My sister was helming in another smaller boat, and it was so windy, she went aground when they were trying to put a reef in! We particularly enjoyed the safari supper where you go on a different boat for each course. It's a great opportunity to visit other people's boats and have a look inside. I had several favourites. We were exhausted by the end of the week and made lots of new sailing friends. We are definitely going back next year.

Peter Hudson (aged 11), East Coast Area, 'Crescent Moon'

The annual summer cruise started on Sunday with the Two Rivers Race out to Inner Bench and back to Brightlingsea, where crews enjoyed a 'Safari Supper' moving from boat to boat along the pontoons for each course of their evening meal hosted by different boats. Next day found crews and skippers poring over charts and tide tables to plan the best options in the 'gafferteering' competition; orienteering under sail collecting points from buoys and markers based on wind and tides within a five hour time limit.

Monday night found the fleet anchored at Osea Island for a barbecue on the beach. 25 boats spent Tuesday snug in the Basin, as the wind whistled round, with crews enjoying the evening at Mighty



East Coast Gaffers at Heybridge Basin
Photo: Colin Stroud

Oak Brewery, Maldon. On Wednesday, young gaffers and ladies took over the helms for their race to West Mersea. The Seaways Bells Passage Race took the fleet further south to the River Crouch and the week finished at North Fambridge, with the final race on Saturday, back to Burnham-on-Crouch,

cancelled due to the complete absence of wind. Having sailed so far south, many boats made a very early start for the long passage home on Sunday.

Another excellent week and thanks must go to the organisers who pull this logistical wonder of boats, crews, moorings and activities together each year!

Find reports, results and photos on the East Coast website: www.oga.org.uk/eastcoast

Ed Roberts and Eve Wilson keep just ahead of Nigel Waller's 'Fanny of Coward'
Photo: Beverley Yates

The River Deben: an historic river

In this issue, we feature an East Coast favourite, the River Deben, a popular haunt for Dutch and East Coast gaffers as well as visitors from further afield. Entering through the strong currents and shifting sands at Felixstowe Ferry/Bawdsey there's a picturesque nine miles of navigable sailing as the river winds up to Wilford Bridge at Melton. There are anchorages at the Rocks (a sandy ledge, no real rocks!), swinging moorings at Ramsholt and Waldringfield, with good pubs ashore, and a Marina at the Tidemill Yacht Harbour, walking distance to the lovely market town of Woodbridge where your Editor and her husband have kept 'Cachalot' for the past 14 years. The river's maritime history goes back over 1,000 years with the Saxon burial at Sutton Hoo. More recently a Dutch botter buried deep in the mud was researched by Dutch gaffer Fritz van der Mark, visit 'Sailing by' for his findings. As well as the classic boats seen sailing, many boatyards along the river continue a long boatbuilding tradition.

Find more from The Woodbridge Boatyard on p.55 & p.81
www.sailing-by.org.uk

EC Gaffers Deben Rally: August, 2019

East Coast Gaffers organised their first Deben Rally on August Bank Holiday weekend this year and following her 10-year restoration, 'Cachalot' joined the fleet at Waldringfield, her first EC Gaffers event since 2006!

The Deben Rally started on Saturday with a gathering at Waldringfield where the harbourmaster provided excellent moorings. Skippers and crews gathered ashore at the Maybush from where the boats were in a prime spot to be admired from the terrace. After coffee and cakes ashore on Sunday morning, hosted by James Palmer of 'Kestrel' at his beach hut, the rally continued with a short trip downriver to anchor for a barbecue at the Rocks. With barely any wind on Sunday or Monday and very little water in the Deben, blue skies and warm air made for a delightful Rally with a pleasing number of boats in attendance. An event to repeat!

Alison Cable, East Coast Area

Dragonfly One Design

Waldringfield, a small village on the River Deben has had sailing clubs since 1921 and this September saw the 70th anniversary of the Waldringfield Dragonfly One Design dinghy, celebrated with a weekend of light-hearted racing and serious partying. Like many sailing clubs, racing before WW2 was based around a variety of dinghies. In September 1948 Waldringfield SC decided to adopt a 14' One Design by the Irish designer O'Brien Kennedy, and christened it the Dragonfly.

Costing £152.10s.0d (one and a half times a working man's wage!) no less than 20 boats were ordered and delivered by Nunn Bros. & Robertsons in Spring, 1949. The first race took place on 11 June with no. 11 winning. By 1963 a total of 43 boats had been built; it was another 51 years until the latest boat, no. 46 'Phoenix', joined the fleet having been traditionally built by James Palmer at Larkman's Boatyard, Melton on the River Deben.

This year's anniversary at Waldringfield saw 11 Dragonflies joined by three of their Irish cousins, the IDRA 14's. The IDRA is the same design, sailed in Dublin Bay, but updated somewhat with the addition of trapezes and lots of thin coloured string which baffles the Waldringfield sailors. Nonetheless over the years the Clontarf and Waldringfield Clubs have become great friends.

The longevity of the class is, of course, due to the great characters past and present who have sailed the boats but also because they can be used as cruising day boats. The Deben offers a range of places to visit, from the town of Woodbridge and beyond to the shingle bar at the Felixstowe entrance.

With most of the older boats afloat having been restored, and more projects in the pipeline, the future of this small, entirely local fleet looks secure.

Report: James Palmer, East Coast Area

gaffers & the Dragonfly One Design



Dragonfly 70th Anniversary race on the River Deben
Photo: Beverley Yates



Dragonfly no. 46, 'Phoenix', launched 2014
Photo: Steve Hume



'Cachalot' sails on the Deben
Photo: Alastair Randall

Aldeburgh Rally:

14 - 15 September

Sailing vs. a campervan?

A Solent Gaffer drives to the East Coast

Solent member, Steve Mitchell, sells his Crabber 24 and becomes a trailer sailor. First trip is to tow his brand new Brian Kennell smacks boat 'Joy' behind his campervan to the first ever East Coast Gaffers Aldeburgh Rally, joining seven other boats including new East Coast member, Simon Foxall's 'Bess', built over 70 years earlier in 1947 (p.47).

Last year at OGA55 I managed to get a sail in EC Gaffer Pete Thomas' smack boat. I was really taken in by the simplicity of it. Having bought a campervan, sailing and camping were fighting for my attention. Maybe the answer was to combine the two? So, in October 2018 I put my Crabber 24 'Black Jack' on the market and surprisingly she sold in 28 days. I then ordered a new smack's boat from Brian Kennell.

My 2019 sailing season was going to be a bit lacking due to the build time but when August came, so did the arrival of my shining new dinghy 'Joy'. The ability to tow meant I took no time at all in getting afloat. After a couple of successful camping/sailing trips to Cobnor in Chichester Harbour, I was pleased to see the EC Gaffers were arranging a small boat rally at Aldeburgh. Excited at the prospect

of introducing 'Joy' to some East Coast mud I so lovingly grew up in, I duly registered.

On the sunny afternoon of Friday 13 September (was a little apprehensive about the date) I set off from land-locked Wiltshire to do battle with the M3, M25 and A12 along with what seemed like the whole of London heading for the East Coast. Just under five hours later I arrived at Demon Boatyard



Photo: Alison Cable

and parked up in the graveyard of old wooden hulls that line the boundary of the yard. Others arrived as the sun was setting and we retired to the Galleon Fish & Chip restaurant for supper.

Saturday morning dawned with glorious weather. By 1130 hrs all seven boats were afloat and sailing beautifully with the tide up the River Alde. Lack of wind resulted in a shortened cruise to a lovely little beach just beyond Little Japan. Lunches eaten we made our way down wind and tide, back to Slaughden SC. Boats were anchored just off the club overnight. I must admit I was a little anxious to leave my shiny new toy to wallow in the mud, but tried my hardest not to show this to the hardened East Coasters. We had a convivial evening and our Slaughden SC hosts allowed us to use the clubhouse for our takeaway Chinese and fish 'n chip suppers, treated to a wonderful sunset as we dined.

Another warm day was forecast for Sunday with a little more wind and it didn't disappoint. Silently

relieved that 'Joy' was still there, secured by the old fisherman's anchor my father-in-law gave me many years ago, now finally in use. We had a perfect day of real Swallows and Amazons stuff. This time making our destination Iken Cliff with lunch on the rapidly disappearing beach, watched from a short distance by a seal sunning itself in the marsh grass. The afternoon finished with another glorious downwind sail all the way back to Slaughden.

Returning to a busy club with boats recovered on the high tide, we packed away with a farewell brew. All agreed what a perfect weekend it had been. A big thank you to the EC Gaffers for a great event, to Slaughden SC for their hospitality and Demon Yachts for providing space for those who wanted to camp.

Steve Mitchell, Solent Area

Full report, slideshow and video on the EC website: www.oga.org.uk/eastcoast/news/aldeburgh2019



Photo: Alison Cable



Photo: Steve Mitchell

Wherries, D-Day . . .

The Norfolk wherry 'Albion' is 121 years old, one of just two survivors of the 300 'black sailed traders' which once sailed the waterways of the Broads. In Edwardian times wherry skippers would scrub out the holds of the boats in summer and take holidaymakers for trips. Henry Gowman is in his final year as a skipper for the Norfolk Wherry Trust, set up 70 years ago by Roy Clark, determined to honour a vow he made whilst fighting on the Normandy beaches in 1944. The Trust selected a wherry named 'Plane', built in 1898, and began to restore her, first sailing her again, with her original name 'Albion', in 1949.

Albion crossing Breydon Water, 28 June 2019

There I was quietly working out my timings to take the wherry 'Albion' down the River Bure, through Great Yarmouth, across the old estuary of Breydon Water and onward up the River Waveney to Oulton Broad, when a stray comment during a phone call alerted me to the news that the wherry 'Maud' was also making the Breydon crossing on the same tide. With only a couple of days before the planned crossing, there was no time to lose to take maximum advantage of this now rare occasion of trading wherries, in the plural, crossing Breydon in company.

A flurry of emails and phone calls resulted in myself and Maud's skipper, Mike Barnes, together with aerial photographer Mike Page hatching a plan to get two wherries and a plane to Breydon Bridge at 1330, being slack low water. In the golden days of wherries, the ebb and flood of the waters around Great Yarmouth would have been the time for dozens of 'black sailed traders', as they are known, to set off on their journeys heavily laden with cargoes.

Back then, as now, a passage through Great Yarmouth and across Breydon Water should not be taken lightly. The times of tides can, of course, be worked out beforehand but only in theory. Other factors to be taken into account are the wind direction and speed, and whether there has been heavy rain inland that has fed into the rivers emptying into Great Yarmouth en route to the North Sea. The computations are almost endless. Whether the tides are neaps or springs, whether the wind is blowing from the Nor'east or westerly and whether there has been heavy rain in the past few days. Wind from the North or East can push water up and hold back the ebb tide, whilst from the West it can empty the water more quickly, making it easier to ground on the mud banks. Lots of fresh water running down the rivers can carry

on being an 'ebb', even if the tide underneath is on the flood. It follows that in certain circumstances, slack water is no such thing.

It was decided to use the transit of Breydon as a training day, to bring on new crew for 'Albion' and so she set off with myself, two trainee skippers and three trainee mates. The owners of 'Albion', the Norfolk Wherry Trust, have a rolling programme of successional training, as none of the skippers is getting any younger, so new blood

has to be brought along. This was to be a poignant trip for me as it was to be the last time I would take 'Albion' across Breydon, a halt to my skippering days being called by insurance age restrictions. For the others it was an exciting and slightly daunting learning experience, being the first time they were taking 'Albion' through this potentially hazardous stretch of water. Also aboard was

East Coast OGA member Jayne Tracey, daughter of Major James Forsyth, one of the rescuers of 'Albion' in 1949, when she was a stripped out dumb barge being used by Colmans.

'Maud' set off from Acle Bridge and 'Albion' from her base at Womack Water near Ludham, keeping in contact by mobile phones. What on earth would the old wherrymen have made of that? As we sailed towards Yarmouth, we checked our progress against landmarks and slowly 'Albion' came up to 'Maud'. A call to Steve Hiscox as we entered Yarmouth and the run of bridges across the river, brought Mike Page overhead in his 'plane just as we entered Breydon Water. Steve had proved a useful man to know, being volunteer crew on both 'Albion' and 'Maud', as well as a flying compatriot of Mike Page, but then its not what you know but . . . Mike and Steve took some wonderful pictures but weren't able to get as low as they would have liked, owing to buffeting cross winds. 'Albion' and 'Maud' sailed on in company across Breydon and up the River Waveney to our separate destinations. Our plan had come together and everyone had broad smiles on their faces.

Report: Henry Gowman, past skipper of Norfolk Wherry 'Albion'
Aerial photo: Mike Page www.wherryalbion.com



Honing those traditional skills:

Mary Gibbs, skipper of 'Molly Cobbler', intrepid single-hander and hard-working Membership Secretary has contributed several reports to the Log from her wide-ranging cruises around the UK and Ireland. In this article, she muses on developing her sculling skills and reports on how it's come in useful to get out of difficult situations on more than one occasion . . .

"It's not worth trying to scull a sailing yacht," was what I got told by more than one person when I first owned 'Molly Cobbler'. But perhaps I had asked the wrong people? I had read about sculling, it's not something one can just go out and do. But just as I had wanted to sail ever since I read 'Swallows and Amazons', so I had been fascinated by the idea of sculling. I was further inspired by East Coast OGA sculling races at Ipswich Wet Dock in 2013. Indisposed to believe the nay-sayers, I knew people had sculled boats much bigger than my 19 footer 'Molly'. I was never going to try to scull far or fast, but just to manoeuvre her might be useful.

First things first, how to do it. Several Gaffers offered to help; Dutch Gaffer Edgar Wagemakers took me out in Gouda, 2014, then there was instruction on 'La Godille' at Douarnenez and practising whenever I could get hold of a suitable dinghy, often this was 'Worm', tender to 'Robinetta'. I also learned how to manoeuvre a coracle at Beale Park, and remain convinced that the paddling technique I was taught there is a kind of reverse sculling. Sculling, I concluded, is more like the movement of a fish's tail than rowing. I certainly didn't get good at it, but learned to get a small wooden dinghy to go where I wanted, mostly! I had to concentrate, it was so easy to slip into trying to do it by strength otherwise, especially if I tried to speed up. All in all, I found it very satisfying.

The time came to get 'Molly' set up for sculling. I was only too aware that sculling a small dinghy did not translate to sculling a yacht, even a small one. By now I knew more people who could scull, far better than I ever will, and they were encouraging. When I left Porth Penrhyn to head south in 2018, 'Molly' had a rowlock on a small wooden bracket astern, a bit to starboard of the rudder, and a long wooden oar Scott Metcalfe had rooted out for me. It was secured between the starboard shrouds, out of the way.

First attempt: north side of the Lleyn

Not a breath of wind, and I was resting the outboard for a while after it struggled with tough plastic round the prop. We were drifting at one knot with the tide, fortunately in the right direction, an ideal time to try out the sculling oar. To my delight, I added half a knot of speed to the one knot of tide, and could steer her! The sleeve protecting the oar from the rowlock was not long enough, but for a first attempt, very satisfactory! Arriving in Milford Haven I found someone to add some leather protection lower down the oar, so I could position it better.

I have had three situations where I have been very glad to have the oar, not always in situations I would have expected. I have not used it at close quarters in a marina, and would never attempt to scull against wind or

tide, but for manoeuvring when there was no wind, the outboard was not available, not suitable, or on one occasion, in addition to it, the oar has been very handy.

Seafair Haven: outboard away for repair

Most of the other boats had no engine, there was a safety boat and a lovely light easterly. I was not planning to go far but the wind died completely and I found 'Molly' being swept down the reach above Burton Ferry. We were close to some moorings and less than a mile above the Cleddau Bridge. I certainly could not fight the tide, but with the sculling oar, I was able to avoid hitting boats on the moorings and to steer 'Molly' a bit closer to the shore to drop the anchor. That made calling for help much easier!

Mooring at Mevagissey

I was on the fore-and-aft visitors' moorings and had picked up the forward buoy, but had problems with the aft buoy, as the southerly wind blew her stern well away from it. Using the outboard in reverse was no use in getting any steerage, and a rather hopeless attempt to try sculling 'Molly' sideways only pushed her forwards again. However, with the outboard in reverse at low revs, I used the oar to paddle Molly's stern sideways to pick up the buoy easily.

Avoiding the mussels and getting fit in Conwy Bay

I left the anchorage south of Puffin Island, as the banks started to uncover, but did not want to start up the Conwy Channel, for another two and a half hours, as I could not enter Deganwy Marina for another three. In a very light northerly breeze, I had hoped to sail under staysail alone to give steerage

way, the tidal drift of a bit less than a knot would take us most of the way! So much for my plan, the wind faded and the sails just hung there. There was a persistent slight swell making 'Molly' roll, enough to be uncomfortable, especially if I was to drift in it for a couple of hours. So I thought of getting the sculling oar out again. As I did so, I realised we were heading very slowly directly for a new mussel farm. Ideal situation! I found I could easily scull to avoid the mussel farm buoys. I continued until my wrists got tired and rested for several minutes, giving 'Molly' enough steerage way to steer across the swell. It made things a lot more comfortable. Between sculling and the tide, we covered two nautical miles in an hour and three quarters, about what was needed. And it was excellent exercise!

So what have I learned?

It takes time to get the sculling oar in position – it can't be done in a hurry. I can't scull fast, and if I try, technique goes out of the window. But for slow speed manoeuvring, where sailing is not possible, and where the outboard is not appropriate or available, it is a very satisfying way to add to the possibilities of sail and engine. And I should take any opportunity, when Molly is in flat water, to practise!!

And for others? Well, certainly in a smaller boat, why not try? There is plenty of expertise available in the OGA!

Mary Gibbs, North Wales Area



Paul Masters and Pete 'the Killo', East Coast Gaffers at Recunwick Field, 2018
Photo: Erna van Os



Mary sculls 'Molly' and manages to take a photo!
Photo: Mary Gibbs

Paimpol: 1 - 4 August, 2019

Your Editor was pleased to receive two reports from Gaffers sailing to Paimpol to join in this lively Festival of the Sea. John Gallagher and Mike Forwood sailed from the South West and Piers Rowlandson from the Solent. 'East Breeze', 'Theta' and 'Witch Hazel' also joined the Festival.

Falmouth Working Boat: 'Maggie B'

I had only been there once before on the majestic Brixham Trawler 'Vigilance' and I was totally wowed. This time I went on a Falmouth Working Boat 'Maggie B' with my good friend Mike Forwood. It was a far more vigorous trip! After a good blow that took us well across the Channel the wind faltered and we missed the tide round Guernsey. So we went south of the Island and hove to getting some sleep before heading off early for Paimpol.

The welcome there was quite overwhelming with the quaysides crowded with literally thousands of happy people waving, shouting, singing and clicking cameras. Inside the harbour organised chaos saw a huge array of boats impressively juggled into their spaces. After wriggling through a chicane of bowsprits to reach our berth we realised just how many boats had been squeezed in. You could almost walk from side to side across them. Mike has been several times and thought there were more boats than he had ever seen locked into the original fishing harbour. All the 'white plastic boats' had been moved to an adjacent pool and as the tide ebbed the fact that Paimpol was well above chart datum became very apparent. In fact by some eight metres!

There were gaffers and luggers of all sizes, schooners and brigs, making an amazing spectacle of maritime heritage.

Amongst them all went the Music Man in his brilliantly decorated punt to applause everywhere. The French are masters at proudly presenting their heritage boats and the French people seem hugely supportive. Tens of thousands of them came daily each parting with 30 euros on entry. We have so much to learn from them considering how poorly we, of an island nation, care for our own maritime heritage.

Along the harbour walls there were numerous stalls showing all manner of artwork, crafts and of course numerous food and drink stalls and eateries. In the buildings were bars, bistros and restaurants as well as chandlers and shops. As the wandering crowds drifted around queueing groups gathered to visit the boats. Merriment was everywhere, much of it from the strolling bands weaving through the crowds. Musicians made stages on selected boats and played all manner of music including Breton bagpipes, Celtic music and shanties galore. Breton dancers made timely appearances looking more elegant than many around them. One group of merry musicians was scantily clad traditionally dressed Breton fishermen. Their apparel involved a loin wrap rather like a big nappy, but they sang with

vigour, probably keen to get back and put their trousers on.

Renowned for their artistic flair, the French seem to have a passion for artwork mobiles. Whilst at the previous Paimpol Festival I saw an elephant and a couple of oxen on the move, this time it was a towering white Pegasus. Far from an ordinary one this was clearly a special maritime version with sails and a propeller as well as paddles and other extras. It was venerated by its crew of helpers and a pirouetting dancer was repeatedly bowing and reaching out to the creature. Then it reared up amidst a cloud of smoke as the music came to a crescendo. Wow!

There were boats to visit and explore. We met up with other SW and Solent Gaffers to enjoy a really sociable time. To our surprise we found one of the groups performing was the Cardigan Rugby Club Male Voice Choir who sang every number in Welsh. It sounded good, but we couldn't understand a word. Evidently the Bretons did, as Welsh has similar roots to Breton. After three whirlwind days the Festival was done. Next were the logistics of getting all the boats out on one tide. But it happened, and a continuous single file discharged through the narrow channel out and away!

We returned via Treguier and what an attractive medieval town it is. But there was no idling as with a favourable forecast for the next day of 4 to 5 south westerlies with occasional gusts of 6 and falling slowly towards the end of the day we set off. But the forecasters didn't tell the Weather Gods. In fact it was 5 to 6 with gusts rising to 7 reducing just a little through the night. So, we flew back making Plymouth breakwater in 23 hours, although we were really absolutely exhausted at the end. Despite the return trip we had an excellent time at Paimpol and would recommend it to all.

Report and photos John Gallagher, SW Gaffers

Festival du Chant de Marin



Heard 28: 'Carlotta'

In a hectic summer that saw the birth of our grandson at the end of May, I decided to take a week off to visit Paimpol with 'Carlotta'. That was the first mistake.

Lesson 1: it takes more than a week to get to Paimpol and back safely in unhurried steps

Paimpol is only about 60nm south of Guernsey, one day's sail. Beaucette Marina on Guernsey is about 90nm from the Needles Channel. That is about 18 hours sailing and involves an overnight passage if one is to avoid arriving at the rocks surrounding Guernsey in the dark. My preferred passage plan, especially if short-handed, is to head for Cherbourg first.

Monday 29 July was sunny and there was a fine southerly breeze. We had a fast beam reach down to Yarmouth where I left Graham (Hon. first mate) to make his way back to Cowes. I motored over to Lymington to pick up Barbara. The plan was to make the Channel crossing on Tuesday, to Cherbourg, in daylight. A storm intervened and I spent Tuesday and most of Wednesday kicking my heels in Lymington while the crew wisely stayed at home. By Wednesday night we were two days behind schedule and would not be able to present ourselves at the lock in Paimpol at 18.45 on Thursday. Hey ho! We finally set off on Wednesday night and got into the Channel by the north passage to avoid rough seas off the Needles.

Solent and SW Gaffers visit Paimpol

We had a lovely sail for about two hours until the wind died. The Needles light and Jurassic Coast seemed reluctant to let us go. We motored and we motored until, 16 hours later, after midday, we arrived outside Beaucette Marina and took up a buoy. We called the harbourmaster who told us to await the call when there was enough water over the sill. To my surprise the place was nearly full and we were directed to a finger berth. Yachts in the region of 55' to 75' seemed to have taken over the visitors' berths. Showers, a drink in the welcoming bar, a meal on board and early to bed for a crack of dawn start next morning. We motored out and took the NW passage. More endless motoring in a flat calm, for another 12 hours. As we approached the coast a thick fog enveloped 'Carlotta'. We slowed, hoisted the radar reflector and listened, sounded the horn (one long and two short) and listened again. Continuing for about an hour, we found ourselves off the Chanel de la Jument when the fog lifted. If there was any doubt that we were in the right place, it was quickly dispelled by a large pilot cutter making her way slowly towards Paimpol under full sail. We followed along at a respectful distance as they sailed through the lock on freeflow. As she rounded up, we nipped under her stern and started the hopeless search for our allocated berth. By a stroke of luck we found ourselves alongside John Crellin's 'Theta' and rafted to her. John and first mate Charles welcomed us and we quickly caught up with other Solent Gaffers 'East Breeze' and 'Witch Hazel'. I contacted the harbourmaster and was told to stay put. As we were a day late and the

harbour was full to bursting there was no easy way to warp ourselves into our official berth alongside 'Marie Ferdinand' H23. The festival was in full swing. The larger boats were hosting shanty bands and random people were playing their instrument wherever they could find space. It was great to feel part of it all.

The next morning, I visited the local boulangerie where it transpired the croissants were sold out; we had to make do with pain au chocolat (it's a hard life). Next I visited the tent to collect our wristbands and a box containing an assortment of fishy pastes, a huge bottle of beer and another of Bolée Cidre. We visited old friends on their gaffers and made new ones. Food stalls were doing brisk business; the diners were seated at long tables on the quay. People thronged around the boats and went aboard some of the larger ones who kept their sails hoisted and sheeted home night and day. Far too soon it was time to set sail for home and we were first into the lock. All went well until the lock gates opened and we were unable to hold onto the rope that dangled down the wall. I engaged forward gear and got us back into line and off we went behind a classic Breton two master.

Then we motored all the way to St Helier to take advantage of the fuel berth accessible at all states of the tide at any time of day as payment is by automated card machine. The berthing master invited us to raft up on the waiting pontoon. We were about six boats out and no-one had shorelines. We were soon crunching bows with another boat and decided to motor away to St Peter's Port. There was too much

swell to anchor in St Aubin Bay or St Brelade Bay so: another six hours motoring. Still not enough wind to sail! We arrived at 0200hrs and had the waiting pontoon outside the inner harbour to ourselves. We fell into our bunks after a scratch meal of scrambled eggs and smoked salmon.

By 0730 the harbour master's assistant, a friendly youngster, had relieved us of £26 for the privilege of staying five and a half hours on a pontoon which was covered in bird mess and had no water or electricity. We set off up the Little Russel with the current and were soon motor-sailing at speed up the Alderney Race, accompanied by other yachts heading for Cherbourg.

We approached Bray Harbour but felt it was far too early to stop, so setting a course for the Needles, we carried on motor-sailing. Evening came on and the Purbeck Hills came in sight. A strong wind warning was broadcast over VHF. We were at last able to stop the motor and sail on a broad reach towards the land. We took it in turns to get some rest; two hours on the helm and two down below. The autopilot did not function out at sea, especially as the wind was freshening. The tide carried us down to St Alban's Head before turning to the East and it became apparent we would be running dead before the wind up the Needles Channel, and would have to gybe. We rounded up, dropped the main and continued under jib and staysail. The wind continued to get up and the sea state was at least moderate; we decided to take the North Passage rather than risk the Bridge and the Needles Channel. We bowled along at increasing speed towards the starboard-hand mark: North Head. The bright lights of two anchored merchantmen made it difficult to spot at times and we seemed to take a long time getting there but at last we turned towards the North East Shingles cardinal mark and entered the Hurst Narrows. It was rough. A large wave entered the cockpit, to our surprise and alarm, "First wave fills the cockpit; second wave: down she goes," as Sam Heard has been known to say. There was no second wave and the cockpit drains took care of any water as we popped out into the smooth waters of the Solent and raced past Sconce. It was now midnight and the lights of Yarmouth made it difficult to identify navigation marks, but eventually

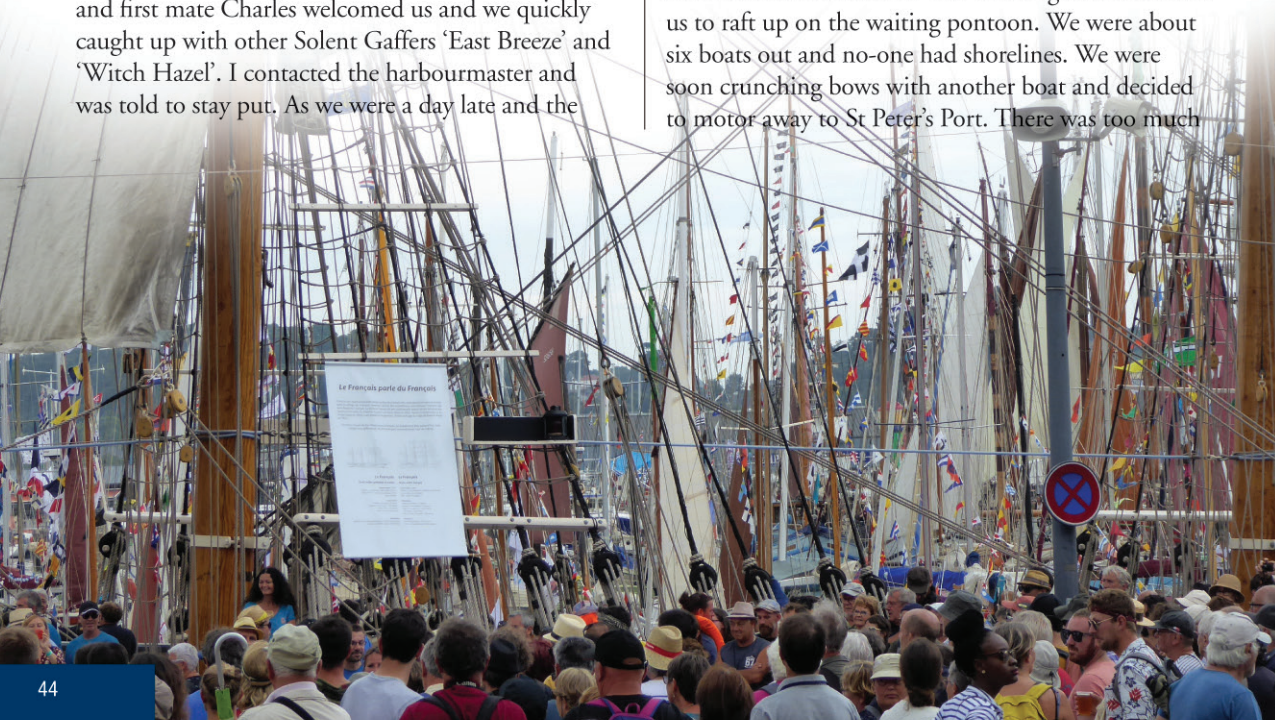
we found the mooring buoys and took one. We felt it was unwise to try anchoring in the lee of Hurst with a strong wind warning in force. A hasty meal of leftover Parma ham, apples and cheese and we fell exhausted into our bunks.

Next morning the harbourmaster greeted me as I flaked the main which we had left in a bit of a mess in the lazy-jacks. After a merry conversation commending our seamanlike decision to take up a buoy rather than anchor, he relieved us of £17.50. A phonecall to the harbourmaster in Lymington was rewarded with the information that we were welcome to use the harbourmaster's pontoon beyond the Dan Bran pontoon (for free) if we were going to just touch and go. It was low water and we were pursued by a ferry as we motored up the river, nearly getting stuck in the mud at the edge of the channel, even though we were inside the green posts. Barbara returned home and I motored back down the middle of the channel. Setting jib and staysail we rolled with the tide downwind to Cowes at an impressive six knots. I was almost home in time for lunch.

Lessons learned

1. One week was far too short a time. We should have allowed four weeks and enjoyed exploring the rivers leading up to Treguier and Lezardrieux, for example.
2. Apart from the Channel crossing 30nm/day is a good day's sail for a crew of two.
3. Avoid the Channel Islands in August and especially popular ports like St Peter's and St Helier. Beaucette on Guernsey was welcoming and the fuel berth can be accessed at any state of the tide. However it does require an attendant and this is generally on a 9-5 basis. Bicycles are for hire and the restaurant/bar is excellent.
4. Moor up properly in the lock to avoid being washed away when the lock gates open.
5. We should anchor more. Resolution: find some good, safe anchorages for the next trip.
6. Be more like a proper Old Gaffer and learn to wait for the wind and tide to take us to our destination. By allowing plenty of time we could have avoided the long days motoring.

Piers Rowlandson, Solent Gaffers



NOG notes: new members write . . .

'Meagan' sails with the Solent Gaffers: 30 - 31 August, 2019

After many years of chartering, sailing plastic boats and having pondered and debated for years, we finally took the big decision to enter into boat ownership earlier this year. On many occasions we had paused to look at the beauty of wooden boats and enjoyed a few days with Luke Powell on 'Agnes', an exquisite and solid pilot cutter. It was probably then that the die was cast in favour of the charm of wooden boat design. And so it was that we bought our Ed Burnett gaff cutter 'Meagan'.

She is our cosy cottage on the water and one that offers the thrill of planning our next trip to new destinations. Over the last weekend of August we decided to take part in our first OGA event. To be more precise, we didn't enter the race as we are still getting to grips with gaff sailing, we were more interested in the social side of the event, to get as many handy tips as possible and to get a grip of a new set of sailing techniques and language. Lizards, horses, cranse irons, gammon irons and gallows are becoming everyday terms. The pulpit has been replaced with a bowsprit, lazy jacks, in mast furling and kicking straps are now things of the past. Pulleys and endless rope are the new norm, and at least you can see at a glance where it's all going wrong!

We arrived at Cowes Yacht Haven on Friday nice and early just after lunch as we had no doubt that we could have wreaked endless damage with our bowsprit had it been crowded! Richard Jacobs and

Jeremy Retford were on the dockside to take our lines, an excellent and welcome start to the weekend. Although we were not racing, we nevertheless went to the race briefing. Even if we were seasoned gaff sailors the instructions sounded a tad complicated. A sail straight down to Lymington seemed by far the best option!

After meeting a wide range of very welcoming fellow gaffers over our fish and chip supper we returned to the boat early as we were being joined by our youngest son Jeremy, for Saturday's sail. We woke to a bright day with the impending wind starting to whistle through the marina. We were last out as some warping was needed to make sure we didn't take out Richard's lovely motor launch as the flood tide grabbed the bow. One reef in for good measure and we were off, and absolutely no topsail! A boisterous and sometime wet beat down the Western Solent found us at Lymington entrance around 1500 grappling with a rather truculent jib that didn't want to roll up. Once tamed, we tidied up the foredeck and were alongside the Dan Bran pontoon guided by the ever-helpful Lymington HM staff and a G&T to calm down!

Supper at the Royal Lymington YC was a sociable evening, rounding off a great weekend and we look forward to our next OGA rally, possibly Yarmouth at the end of this month?

Report: Amanda & Grant Morris, Solent Gaffers
Photo: John Green of Cowes



Solent and East Coast Gaffers

'New' boat, new members and a first event: 'Bess' joins the EC Gaffers at the Aldeburgh Rally



We purchased 'Bess' in May 2019 from a fellow Slaughden SC member together with a purpose built launching trolley, road trailer and new 3.5 hp Mercury outboard. She was constructed in 1947 by Eversons of Woodbridge (The Woodbridge Boatyard) but we know little else of her history prior to 2016. While the hull is basically sound, work

is required to replace some ribs and fastenings, attend to a leaking centreboard case, and other, we hope, smaller issues. There were certainly take up issues to be resolved before she could be safely left on her new mooring. R.F Upson of Aldeburgh promptly supplied remedial repairs in order to see us through the season. This winter, after further work by Upson's, I expect to spend time beautifying her. It seemed a good idea to join the OGA at this point: so we did!

Joining was easy but understanding the OGA website and structure of the Association from 'Gaffers Log' required a little more effort. I think that we are getting there! Short, varied maintenance articles would be most welcome. Perhaps a troubleshooting forum? We were made to feel welcome by Mary (Membership Secretary), Beverley (Editor, Log & online) and Yvonne (East Coast Committee).

We attended our first event at our home Sailing Club on 13 - 15 September organised by the East Coast Gaffers and aimed at trailer dinghies. Good weather, good sailing and excellent company led to a most enjoyable and informal weekend (p.36). While at this stage I am not quite sure that it is a good idea to tow a lightly constructed 14', clinker hulled open boat over long distances on British roads, we hope to look forward to future OGA events.

Any information that could throw light on the past history of 'Bess' would be most welcome: www.oga.org.uk/boat/bess

Report and photos: Anne & Stephen Foxall, East Coast Area
stephenfoxall@gmail.com



Reeuwijk Raid, October 2019

The Reeuwijk Raid is open to sailing boats that may also be rowed, paddled or sculled. During the Raid, the boat that comes ahead of the fleet enjoys only one minute of this hard-won status and must move back round the following launch to chase the fleet again. The boat performing this circuit the most times is the winner. No handicap ratings apply. This popular event always attracts several English OGA members. This year was no exception and ten boats were trailed to Holland joining their Dutch Gaffer friends for the weekend.

True to our Dutch friends' hospitality, we had a very warm welcome at the 16th Reeuwijk Raid. The cold and wet weather was in contrast to our welcome. Pitching tents in the drizzle was unpleasant, but it soon dried up for our annual pilgrimage to Gouda, buying provisions for the weekend and cheese for home. The spontaneous 'potluck supper' in Rik Homan's workshop was delicious with various talented people making music to entertain us all.

Saturday dawned dry with a promise of sun. After an 11am briefing at Elfhoeven Yacht Club 33 boats set off to the neighbouring lake for a midday start. The race was slow but lunch was a delightful stopover at a dock with a picnic area. We could wander around, mingle with fellow gaffers and admire the boats.

The race continued and it turned out to be a wonderful afternoon sail finishing late with the prizegiving at 6pm. OGA President, Alistair Randall, won the race in his Broads One Design 'Eider'.

As Sunday dawned, it took some enthusiasm to return to the boats in chilly drizzle and a f5 SE wind. After sculling lessons and a race there was a blustery sail with lunch at the Rowing Club.

As everyone made ready to recover their boats, Rik made his heartfelt thanks to participants who braved the weather conditions making the Raid another success. It had been the coldest 6 October ever recorded in Gouda!

Report: Jo Masters, East Coast Area
Photos: Erica van Os, Netherlands OGA

www.jachtwerfrikhoman.nl



'Crystal II':

Boat Register Editor, Alison Cable has gathered together the history of one of the most recent additions to the online Boat Register, the beautiful yacht, 'Crystal II', based in Bembridge, IOW. We follow this article with two more stories from boats in the online Boat Register, both owned by OGA Members for many years . . . 'Juno' in five generations of the same family for 98 years and 'Vivette', reluctantly for sale after 40 years.

'Crystal II' was built in Scotland by Dickies of Tarbert in 1927, to a design by Frederick Shephard. Her first owner, David Anderson immediately moved her south, and kept her in Rochester. During this time she was noticed by Uffa

Fox, who described her in his book 'Sailing, Seamanship and Yacht Construction' (1934) as 'one of the best, if not the best, cruiser of her size and type ever designed'. The line drawings in the book clearly show her rigged as a gaff ketch, although no photographs exist of her with this rig.

In 1933 she was sold to T H Seaton and taken to Burnham-on-Crouch. Her new owner kept experimenting with her, changing from tiller steering to wheel, converting her rig to Bermudan, adding a doghouse, and reducing the length of her bowsprit. He also replaced her original WD Fair petrol engine with a Stuart Turner in 1948. Despite altering her so much he kept her for 20 years, and sold her in 1954.

Edwin Kerr knew he was buying a Scottish yacht, although he was unaware she had been brought south when new. He sailed 'Crystal' single handed back to Scotland via the Forth and Clyde Canal keeping her first at Rothesay, then Tighnabruich, and latterly at Oban. He too experimented with the rig, giving her a boomed staysail and converting her back to

tiller steering. He preferred not to use the engine and in the early days he often sailed alone, heading out for long periods each summer going as far north as Stornaway. He habitually sailed round Kintyre rather than through the Crinan Canal. With increasing age he found a need for crew, recruiting friends, family, and a selection of students from the University College of North Wales, Bangor. 'Crystal' was also lent out to friends from the UK and Vancouver where her owner had spent time between the wars.

'Crystal' was based for most of this time at Jimmy Smith's Yard at Tighnabruich, but after the yard closed in the mid 1970s she was moved to Oban, where she had a mooring on the Brandy Stone moorings in the Sound of Kerrera. Edwin was in his 80s at this point and the standard of maintenance for 'Crystal' declined, with some of her equipment (including her staysail) being lost. Martin Palmer, Edwin Kerr's great-nephew, remembers sailing on her as a four year old in 1977. At 87 Edwin was too old to sail her, so her skipper on that occasion was a family friend. After Edwin's death she was sold in 1981 to two members of her occasional crew and she moved to a mooring in South Shian, Argyll. Her Stuart Turner engine was replaced by a Yanmar in 1994, and her original, and now leaking, teak decks were replaced with glassed ply.

Eventually, maintaining a wooden boat proved too much, and 'Crystal' was sold again. She was brought back to Essex on a road trailer and underwent a major renovation which may have seen her with a new mast and certainly saw the removal of her doghouse. After sailing her for a few years she was put up for sale in 2002. Her next owner seems to have got a lot of use out of her, but we have no reliable information about this stage in her life and she passed into the ownership of Ivan Maskell in 2009. He spent many years restoring her once again, but unfortunately died before finishing the work. Enough had been done to show what a superb yacht she was, and the work was completed by her new owner, OGA Member Robin Powell, in 2018. She is now being sailed out of Bembridge, IOW.

In many ways 'Crystal' has had a fortunate life. Being well designed and strongly built she has always found owners to lavish care and attention on her when it was needed, and at the grand age of 92 she is once again back sailing, and looking as good as new.

Alison Cable, Boat Register Editor



Restoration almost complete.
Photo: Brian Kennell



Photo: Robin Powell



Anchored in the Garvelloch in the 1990s
Photo: John Keast Butler



Photo: Robin Powell

'Juno': in the same family . . .



'Juno' has been in the same family since 1921. Solent member, Geoffrey Nockolds, provides a fascinating account of her history. Painting by David Cobb, RSMA.

Juno was designed by B S Woolcott and built with some help from the Southampton Launch and Pinnace Company. Her construction was spread over many years because of the Great War. The keel was laid down in 1913, she was launched in 1917 and commissioned in 1919. B S Woolcott was a designer with the company which sent him to America to work in the drawing offices of Herreshoff in Pennsylvania. He went there, as we would say today, as an industrial spy. The Southampton yard fitted out several 15 metre yachts and they were worried that the Americans seemed to be winning the races. Woolcott was meant to bring back the reasons why. The Americans themselves said, 'You build better boats but ours are faster!'

Harold Lidstone, designer of several of Cowes ferries and a close friend of my father, found 'Juno' at Camper & Nicholson's yard in Southampton. My father bought her in 1921. The purchase price of £500, a wedding present to my parents from my grandfather, included conversion from sloop to cutter, heads installed and an 8' pram dinghy.

She was initially used for family cruising in the Solent with occasional visits to the West Country. Since that time the story is of longevity and the Nockolds family still own her. She celebrated her centenary last year and has been in the family for 98 years and five generations of them. My father was a founder member of the Cruising Association and 'Juno' is the boat with the longest membership. She also flew the flag of the Commodore of the Royal Cruising Club, and was the first English yacht to join the French Old Gaffers regatta in its first season, in what has become the Brest-Douarnenez Festival.

On her 70th we had an anniversary party in Cowes for everybody who had sailed in her or had had any particular association with her. The occasion brought out a crop of ladies over 85, some of whom hadn't been on board for 60 or more years.

Before 1953 'Juno' had a large open cockpit but with the birth of a young family and an interest in cruising further afield we needed to close the cockpit in. We took her up the Thames to Woolwich where a patient of my father's kept barges and moorings. We craned her into a barge to build a dog house, and then spent a year there and in St Catherine's Dock, which then had little traffic. I can still remember the smell of rotting bags of sugar. The dock was filthy, dead dogs, even the odd human part and lots of the products of the seamier side of civilisation in the East End of London.

When the fitting out, if you can call it that, was as finished as it ever would be, we left the dock and under the power of our very temperamental Ford Parsons engine we made Woolwich before the engine packed up. We bobbed about quite helplessly till we managed to grab a mooring and spent an anxious night tied to a trot of barges hoping to avoid the considerable amount of menacing wreckage that whizzed up and down the river on the swift tide. The next morning a passing Fire Brigade launch saw us and asked us where we were trying to go. When we said, somewhat forlornly, Isle of Sheppey he replied so was he! So we had a tow all the way and a repair to the engine en route.

We stepped the mast at Sittingbourne and made our way eventually back to the Solent - still with the smell of rotting cane sugar inhabiting the bilge; it was to be another two years before it finally vanished.

We switched our base to Emsworth where we had a floating mooring a mile down the creek from Woodley's Yard. It was quite a performance getting on board. At low water you carried and slid the pram dinghy down the creek until it floated; often at night one disturbed swans which attacked us. Finally the dinghy floated and one gratefully rowed the rest of the way to 'Juno', usually wet and often very cold, to appreciate the welcome shelter her cabin provided.

We spent many happy years on our moorings in the Emsworth channel, putting her ashore under cover for the winter. Our only regular winter companion was John Illingworth's 'Myth of Malham', two boats as different as they could be. We spent three seasons at Haying Island when we fitted one of the two prototype vane

steering gears designed by Blondie Hasler. This was designed for transom sterned boats and the tiller on the top of the vane gear slotted directly into a slot on the top of the rudder post which was extended upwards. The first sail with the vane gear was from Chichester to an anchorage off Bembridge. The wind was easterly and I vividly remember we put the vane gear's rudder on its bearings on the bumpkin and latched the vane gear rudder via its tiller into the top of the main rudder, aligned our course (to the Isle of Wight), dropped the latch into the vane and sat facing aft watching in amazement as it kept the boat on the same course. This course was an almost dead run and the only sail we had up was a gaff mainsail! We have hardly ever steered on passage ever since.

In 1960 we got a mooring in Hardway in Portsmouth Harbour where Alf Pierce had several moorings. Alf was a great character, an ex-Master-at-Arms with a gammy leg. He ran the moorings like a Naval unit and very efficiently, but would stand no nonsense from anybody, be it an owner or the harbour authorities. When he wanted a piece of gear and thought one of his owners might know the source or be able to provide it he would instruct the relevant owner to produce it! He once said to my father, who was his favourite owner, 'These are all my boats but I lend them to the owners at the weekend.' Eventually Alf retired and we moved 'Juno' to Fareham Creek.

'Juno' is rigged as a cutter with a jib headed topsail, various jibs, a trysail and a huge genoa. The mainsail is roller reefing. After we had painted, varnished and anti-fouled we used to begin our sailing holiday in July. We loaded the boat with all the food and gear on deck and motored down to Peewit Island, found a vacant mooring where we spent two or three days stowing gear and food, rigging the sails and generally getting ready for sea. At the first hint of reasonable weather we cast off the mooring and made our way hopefully towards Ushant, where we spent our time mostly in the offshore islands. Sometimes we broke our journey on the way to explore some of the many drying harbours that are accessible on the North and West coasts but remained quite isolated even in the heights of the summer. One year we were overtaken by the Fastnet fleet somewhere off St Albans and as one

for nearly 100 years!

of the leading yachts, a Dutch boat, passed us by very close and going very fast in practically no wind, I called over, 'I see there has been some improvement in design over the last 70 years'. 'Ah, but you are enjoying yourself,' came the guttural reply.

The islands of the Ushant archipelago was our particular favourite cruising area. They were virtually without other yachts, and we got to know a fisherman in Molene well, so we had a supply of crabs which we thought were the best we had ever tasted. We sailed our Yachting World pram dinghy, 'Elitet', among the islands with 'Juno' sometimes following as an accommodation ship in some of the larger of the anchorages.

The original sail inherited with the pram dinghy proved too small, so my brother-in-law Blondie Hasler designed a junk rig which doubled the sail area. This proved highly successful and my grandchildren have sailed it in the Dart recently, 50 years later. We had located the dinghy on the Isle of Wight and a friendly helicopter pilot who was working in a factory near mine in Gosport offered to fly her over.

Although thick fog falls suddenly and very densely round Ushant, the locals on Molene tell you to anchor straightaway; the water is shallow inside the islands and the current quite slack. These anchorages were where some of the smaller ships of the British inshore squadron lurked during the blockade of Brest by Admiral Cornwallis in 1805.

In 1989 we moved 'Juno' down to Dartmouth, to Nash & Holden for a major refit. This included new keelbolts, rudder fastenings and seven additional bronze floors, as well as major repairs to the deck and improvements in the cabin. A fellow yachtsman admiringly just said, 'some people spend it on women!'

In the years we have owned 'Juno' we have sailed the whole length of the French Channel and Atlantic coasts, the North coast of Spain and much of southern and western Ireland. We have had our share of bad weather, the worst being coming back from the south coast of Ireland in 1977, where we got caught in a depression in the Fastnet area that brought high winds for about 36 hours. We were hove to initially with just a small staysail. That moved us too fast so we took it down and turned it back to front behind the mast. We also towed a long line with ten fathoms of chain. This damped down the movement and held the bow nearer to the wind when it got even stronger on day two. We escaped without any serious damage and the gear all held.

Since 2000 'Juno' has been in retirement as we bought an Alden 44 cutter in New England and sailed further afield.

Read some of the logs from Geoffrey and his family's passages aboard 'Juno' on the RCC website.

Search for 'Juno': www.rcc.org.uk/logs.aspx

Geoffrey Nockolds, Solent Area

'Vivette': reluctantly for sale . . .

I have owned 'Vivette', my lovely 1936 centreboard gaff ketch since 1979, a full 40 years! She was designed by Fred Shepherd, MINA, the acclaimed naval architect, for a Mr Linley, and built by H King & Sons in Pin Mill.

When I first saw her she had just returned on a truck from the Med. and was ashore in Lymington looking sad and neglected! I spent several months pulling her back into shape prior to embarking on a cruise with Maldwyn Drummond and his wife, Gilly, to the Frisian Islands. Maldwyn was writing a book 'illuminating' the story and the man behind the 'Riddle of the Sands', Erskine Childers. Research involved following Childers' log of his voyage through the canals of Holland and Germany in his yacht 'Vixen' and pausing at various shops and villages he had visited. It has just been re-published as 'The Riddle' with lovely drawings by Martyn Mackrill and a credit to 'Vivette', a similar yacht to the fictional 'Dulcibella'.

Before that 'Vivette' had several owners but probably one of her biggest devotees was a dentist, Ronald Caiels and his wife, Wendy. He visited me at Bucklers Hard on the Beaulieu River with many useful tips. He also told me of the time she was dis-masted in an increasing gale in the North Sea, but made it under jury rig to Zeebrugge. A few months ago, having not been in contact for some 39 years (he's now 90) he emailed out of the blue

and asked if I was the architect who had bought 'Vivette'? It then transpired he and his wife had cruised the Caledonian Canal and Scottish islands, honeymooning on 'Vivette', and anchored regularly in Lochaline many years before I bought her. His daughter now has a sailing school in Australia and here 'Vivette' is back again . . . reluctantly for sale.

All my sons learnt to sail in 'Vivette' and we have cruised to the Morbihan, Brittany, France, Holland, North Germany and many parts of the British coast. She was moored outside our house on Dittisham Mill Creek, by the River Dart, for over 20 years.

She is a lovely, comfortable old ketch with a really cosy saloon in which we have cooked roast dinners for up to ten people. Her centreboard allows exploration of shoal waters which we enjoy. She features in 'Little Ships and Shoal Waters' by Maurice Griffiths. She has had a major on-going refit each winter, with a little more to do. Now with her own mooring in Loch Aline off the Sound of Mull, she is just a joy to be aboard, with sailing as an added bonus!

Once in my ownership, many years ago, her mooring failed one stormy night in the Sound of Mull. Undeterred she set off on her own and we finally found her sitting high and dry, bolt upright adjacent to the Tobermory Lighthouse. 'Vivette' looks after you, she doesn't really need a crew!

Time now for someone else to enjoy her . . . p.72

Roderick James, Scotland
roderickjames10@gmail.com | +44(0)7710 783 604



Winter work while your boat is ashore: antifouling

Teamac, our regular sponsors and advertiser, offer some practical, technical advice on applying antifoul safely and properly. Read Teamac's article for some of their 'Insider information' . . .

Check compatibility!

Check compatibility between old, existing coating and the new. Most existing coatings can be overcoated, but there are exceptions. If you're unsure, simply apply a barrier/sealer coat, such as Teamac Metacolor, ant-corrosive, chlorinated-rubber primer. Although a long, drawn-out process, full removal of the existing coating will provide you with complete peace of mind. Teamac's copper thiocyanate based Antifoul A Plus will give you the protection you need on all hull substrates including wood, GRP, ferro and aluminium.

How much antifouling will you need?

There's nothing worse than realising three-quarters of the way through that you don't have enough product to finish the job. Always apply the correct amount, don't scrimp and go for at least a minimum of two good coats. Don't forget to factor-in extra coverage for areas such as where the supporting props have been, the leading edges of the keel and hull where friction is highest and the waterline, where fouling growth is often found at its worst.

Protect yourself and those around you

Antifoul contains pesticides and exposure to skin must be avoided. Wearing appropriate Personal Protective Equipment (PPE) is essential. Simply throwing on an old jumper and pair of jeans will not suffice. You'll need coveralls, eye-protection, face mask, hat or hood, sturdy workboots and appropriate nitrile disposable rubber gloves, or gloves you are prepared to throw away at the end. Choose a safe location outdoors, not a busy, public place such as a marina car park. Consider marking off your area with small cones to provide a friendly warning to passers-by. Lay a tarpaulin underneath your hull to collect old scrapings, drips and spills. Waste must be disposed of at a dedicated waste disposal site. Casually discarding antifoul-laden water from a bucket is not acceptable. Washings must be disposed of in a bunded catchment area.

Hull preparation

Pick a dry period above 10 degrees, with as little wind as possible. Pressure wash and inspect your hull for general condition. Repair any surface defects appropriately and treat serious issues, such as osmosis, professionally. Loose or flaking antifoul and small blisters can be scraped or wet-sanded with 180-grade wet and dry. Dry sanding is not recommended. For removing heavily built-up layers of antifoul, gelcoat-friendly chemical removers are useful, as is professional soda-blasting, but never use a blow lamp or

heat gun. 'Spot-prime' bare patches with primer or barrier and remember a full coat of primer is not always necessary. Lightly wet-sand the remaining surface to provide a key, mask the waterline, anodes, skin-fittings, shafts, legs etc. with waterproof masking - don't use interior decorating tape.

Applying the top-coats

Keep antifoul at room temperature to ensure it flows and mixes well. Stir for five minutes because heavy metal particles settle and it's important to achieve a homogenous coating. Apply using a brush or short nap/haired roller to avoid slipping across the hull. Never spray antifoul from a gun. Load the roller or brush generously and try to achieve a minimum dry film-thickness per coat of no less than 60 microns dry film thickness (equivalent to approx. 120 to 150 microns wet). Natural-fibre rollers ensure a generous film-coat will always be applied per coat. Reserve the temptation of getting full coverage in one thick coat!

For the all-important successive coats, observe the correct drying interval times, and safe-to-re-launch period indicated on the tin. While tacky, peel back the masking for a sharp line that doesn't stand proud.

The clean-up and disposal process

Your tarpaulin, oiled PPE (apart from goggles), empty tins, brushes etc. should be disposed of appropriately as hazardous waste.

For help and advice contact the Teamac Technical Team: +44 (0)1482 320 194

www.teamac.co.uk www.safeantifouling.com



TALES FROM THE BOATYARDS

Are you interested in a restoration project?

'Boy Frank', Great Yarmouth Shrimper:

I fell in love with 'Boy Frank' when I came across her semi-beached at the mid-tide mark at Methergate Quay in June 2014. She was in poor condition but just about watertight. I thought it would make an ideal restoration project for my retirement, having just spent the last seven years making good the only Mark 1 wooden Cornish Crabber in existence, 'Hannah of Rock' (ref. p.70 boats for sale). The next time I saw 'Boy Frank' she was sunk while tied to the wall at the entrance to Shottisham Creek. During the December flood tide she had filled up with water as the bilge pump failed. The engine was restarted but the starter motor ruined. She had been moved by Harry Simper to Shottisham Creek.

A little bit of her history

Talking to Robert Simper I managed to find some history of Great Yarmouth Shrimpers. They were rowing boats, working off the beach, but the rise of Yarmouth as a resort in the railway age caused a demand for 'Shrimps for tea'. By 1900 there were about 65 shrimpers going out every summer morning to get shrimps. By 1947 there were about seven motor shrimpers working from Yarmouth Harbour. The last owner of 'Boy Frank' to go shrimp fishing was Fred Symmonds. He had worked the 19' 'Horace & Hannah', under sail and then motor, from Hall Quay, Yarmouth. In 1957 Gus Leigh & Boswell built Fred Symmonds the 22' 'Crangon'. This was a larger version of the 'Horace & Hannah' and they went on to build a sister boat 'Boy Frank'.

In 1989, knowing that Fred Symmonds was still shrimping, Hussey Simper Production made a short documentary film, 'the last of the Shrimpers' based on Fred who continued fishing until he sold the 'Crangon' in about 1991. Chris Moore, son of Mr Moore who had the 'Boy Frank' built,

had been fishing but eventually sold his quota and took up gardening. In 2012 Chris Moore sold 'Boy Frank' to Oliver Hind for £3000. 'Boy Frank' was kept at in Yarmouth, but was hit by a pilot boat. In October 2012 'Boy Frank' was moved to Burgh Castle boatyard, lifted out and taken by road to Melton Boatyard on the River Deben. From there she was moved to Methergate Quay and finally to Shottisham Creek. In October 2014 we purchased 'Boy Frank' for £200 and towed her to Bawdsey Ferry slipway, then trailered her to Bawdsey Quay cottage garden for restoration.

The offer (p.71)

I always intended to start work in spring 2016, but moving and building a new extension to our Bawdsey cottage kept pushing the start time back. In summer 2018 disaster struck, an injury to my neck resulted in total blockage of my main artery and a stroke. I have now almost totally recovered, but all my other commitments including grandchildren and running two houses has led me to realise I don't have time to renovate this boat. I am therefore looking to give her to anyone interested in a restoration project.

Paul Barry, East Coast Area

barry@leonpaul.com | +44 (0)7801341739

Deben Cherubs back in home yard

The River Deben is featured in this issue (p.34) and just as we go to press we hear about a launch which reunites five Deben Cherubs back at their home yard, Woodbridge Boatyard, formerly Eversons.

On 25 October, 2019, Deben Cherub 'Ariel' was launched at The Woodbridge Boatyard, Everson's Wharf, with introductions from Woodbridge Town Mayor, Eamonn O'Nolan, Woodbridge Boatyard's Manager, Matt Lis, and the current owner of 'Ariel', Tim Everson. Musical accompaniment was provided by the 'Harbour Lights Trio'.

Built between 1924 and 1937 by Everson & Sons of Woodbridge, the Deben Cherub has come to represent the yard for many. Strong, affordable and appealing to families they were constructed from oak and Canadian rock elm with planking of larch or pitch pine, everything fastened with copper. The classic East Coast gaff-rigged cruiser-racer is ideally suited to the confines of river and estuary sailing and became a model for many pocket cruisers to follow.

Half a century since the Cherubs were last seen in large numbers, racing from Deben YC under the starter's 12 bore shotgun fired by Alfred Everson, they are regaining momentum on the River Deben. Everson & Sons, renamed The Woodbridge Boatyard in 2010, is once again home to a flock (or is

it a chorus) of Cherubs we hope the once hotly contested Cherub Cup will become a regular fixture again. In April this year, The Woodbridge Boatyard was acquired by Mr. Eric Reynolds and since then has been a hive of activity. With the restoration of the 107-year-old 'Phoenix Shed' and improvements made to other workshop facilities, The Woodbridge Boatyard has been attracting new customers, particularly those with classic boats in need of traditional skills. Currently in the workshops are a former RN Fairey Huntress, a varnished Swedish cruiser designed by Ole Enderlein, a 1930s Chris Craft and, until her launch, Deben Cherub, 'Ariel'.

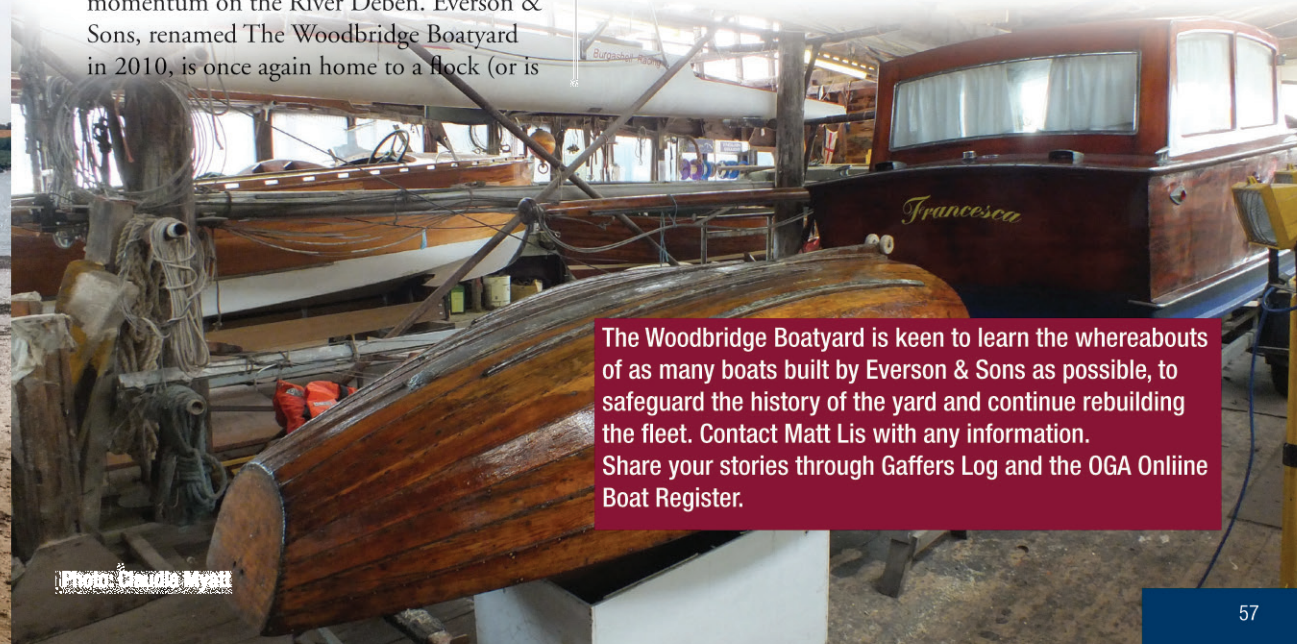
'Ariel' has been undergoing renovation of her topsides with much of the work being carried out and overseen by Tim Everson, her owner and great grandson of the yard's founder. With her old caulking raked out, handmade larch splines shaped to go between each plank and fresh oakum caulking in place, she has been repainted and was launched to sit alongside her sisters, 'Cherub', after whom the rest of the class are named, 'Rohaise II', 'Lynette' and 'Fortuna'.

Reported in Gaffers Log, November 2017, p.58 the Deben Cherub, 'Sea Pig', moved to Devon for restoration with plans to sail back to the Deben upon completion. 'Jubilee' is known to be upriver in Melton. We hear OGA member, Chaloner Chute is in search of 'Charity' and 'Sea Nymph' is still sailing in Holland.

Matt Lis, Woodbridge Boatyard

+44 (0)1394 385786 | matt.lis@urban-space.co.uk

The Woodbridge Boatyard is keen to learn the whereabouts of as many boats built by Everson & Sons as possible, to safeguard the history of the yard and continue rebuilding the fleet. Contact Matt Lis with any information. Share your stories through Gaffers Log and the OGA Online Boat Register.



AREA REPORTS

Bristol Channel

Whilst several of our members will sail through the winter months our formal sailing activities have concluded for 2019. This year's Bristol Channel Area AGM took place at Newport & Uskmouth SC in early October. Charlie Harris stepped down as President following five years of excellent service and I was elected to take his place. Our sincere thanks go to Charlie for all that he has achieved on our behalf.

It has been a season of mixed fortunes from a weather perspective but there have been plenty of opportunities for Bristol Channel gaffers to sail in company. As in previous years much of that activity has been concentrated around Cardiff Bay however seven Bristol Channel boats did participate in the Bristol Channel Yachting Association Rally to Bristol Harbour in August. Our Commodore, Viv Head, has written a report on p.18.

The Gaffers evening series took place in Cardiff Bay once again during 2019. A self-timed circuit around the buoys, this year it was split into a Spring and Autumn series. Congratulations must go to the overall series champion Roger Wallington in 'Arwen'.

Four Bristol Channel Day Cruises were scheduled, two Up Channel and two Down Channel. The weather intervened in our first two, with strong winds causing cancellation. We actually had a sunny day for the July Down Channel Cruise, winds south 2-3. Four boats sailed down to Barry and back for a very pleasant day. In September the final cruise was postponed for a week due to strong winds and rain. Three boats set out to compete for the Commodore's Challenge; down to Barry, to the Mercur Buoy and back through the islands to Penarth Pier. The Challenge trophy was won, in this its inaugural year, by Charlie Harris in 'Chloe'. The Cardiff Bay Race on Thursday 6 June was sailed under light conditions, with half a dozen boats competing. It was won by myself (many would say due to a lucky wind shift) in 'Daydream'.

We are formulating plans for next season. Cardiff Bay activities will take place again and it is hoped we might build on what was a most enjoyable weekend

with the BCYA in Bristol Harbour and extend our activities further to, amongst other things, the Gloucester Big Bash in May and at the other end of the Bristol Channel, Seafair Haven in June.

Finally, can I say how much we are looking forward to the Association AGM taking place in the South West, after a gap of many years. We hope as many of you as possible will make your way to Bristol for the event jointly hosted by SW Gaffers and ourselves.

Keith McIlwain, Bristol Channel Area President



North Wales

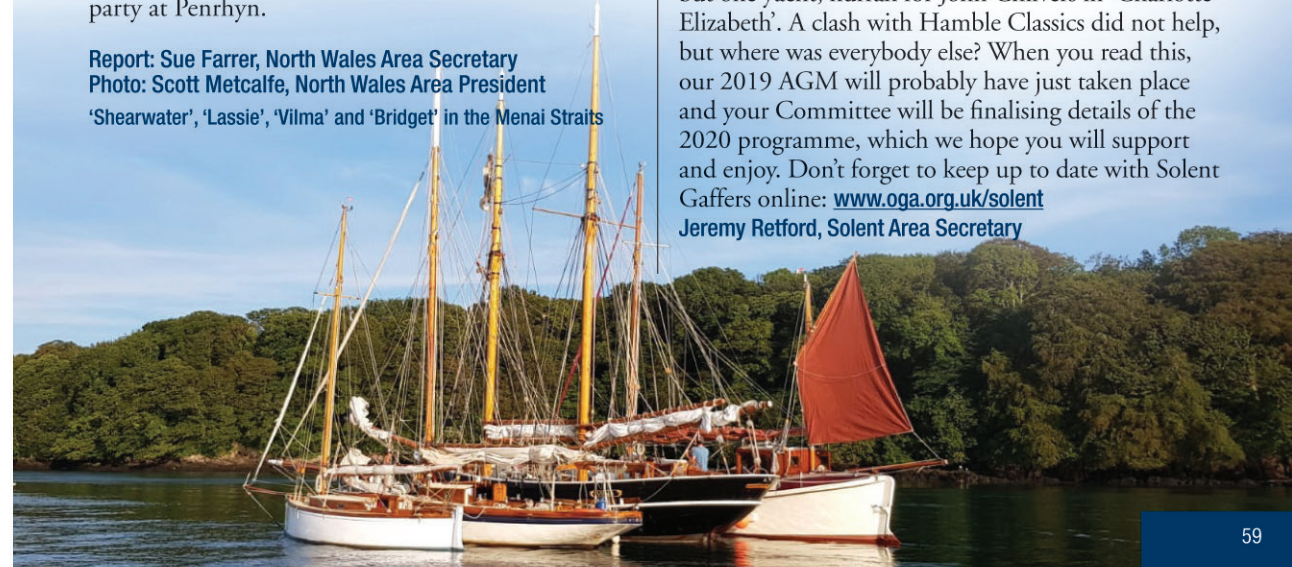
A small gathering of members and boats met at Menai Bridge in August, sailed down the Menai Straits and anchored at Aber Menai for the night enjoying excellent weather conditions. A few of our members visited Lechlade on the Thames for the small boat gathering at The Trout Inn at the end of September. Pottering both up and down the Thames encountering Buscot Lock and St. Johns Lock ensures everyone has a great time and enjoyed the usual meal in the Trout on Saturday evening.

Scott Metcalfe, Area President, has been doing trials with 'Vilma', a Danish topsail schooner, and 'Klevia', a Danish ketch. These are in preparation for a new chartering venture in 2020. The vessels will sail alongside one another down the Menai Straits. It may be possible to dress up in period/pirate costume for the five-hour experience. For a chance to encounter one of these fine vessels contact Scott or Waterfront Marine.

Plans are ongoing to rebuild the Marina at Holyhead, destroyed by Storm Emma in March 2018. The two pontoons that survived have been extended, so it is possible for visitors to moor alongside for an overnight stay. Anyone on passage who wishes to call into Holyhead, please contact the Marina: 01407 764242 to ensure there is room. Gaffers will always be made very welcome.

The date for our AGM in 2020 has not been decided, but will coincide with our annual boatshed party at Penrhyn.

Report: Sue Farrer, North Wales Area Secretary
Photo: Scott Metcalfe, North Wales Area President
 'Shearwater', 'Lassie', 'Vilma' and 'Bridget' in the Menai Straits



AREA REPORTS

Solent

Writing as wind and rain hammer on the window, it seems the 2019 boating season has flown by. Our Portsmouth Rally in June was attended by nine boats, enjoying Haslar Marina and some of the city's many attractions. Colin Baxter, marine artist and model maker, opened his amazing studio in Clarence Yard for us to view his exquisite paintings, tiny intricate models of ships and fun pieces made of driftwood and recycled charts. The refurbished Lightship and revamped Trinity's restaurant made a lovely venue for an informal gathering. The quality of the food was excellent - as was the gin.

Our Annual Race and Rally was a two-venue event, with around 30 yachts taking part. We gathered in Cowes Yacht Haven on Friday 30 August and Cowes Corinthian YC hosted us for the race briefing, a DIY fish and chip supper plus a few beers! On Saturday, 20 yachts raced to Lymington, the remainder cruising. All started well with a gentle SW F3 breeze, but the anticipated front kicked in soon after the start and, gusting SW F6-ish wind over an ebbing spring tide, made life hard for the smaller boats. Annoyingly, shortly after arrival at Lymington's Dan Bran pontoon, the rain stopped, the wind dropped and the sun came out! Following a drying out session, an enjoyable prizegiving and dinner were hosted by Royal Lymington YC. There are full reports from Richard Jacob (p.20) and Grant Morris (p.46) as well as on the Solent Gaffers website.

Our final organised sailing event, participation in the Royal Solent Yacht Club's Centenary Chase pursuit race, took place on 21 September. The Gaffers fielded but one yacht; hurrah for John Chilvers in 'Charlotte Elizabeth'. A clash with Hamble Classics did not help, but where was everybody else? When you read this, our 2019 AGM will probably have just taken place and your Committee will be finalising details of the 2020 programme, which we hope you will support and enjoy. Don't forget to keep up to date with Solent Gaffers online: www.oga.org.uk/solent
Jeremy Retford, Solent Area Secretary

AREA REPORTS

East Coast

The summer season got underway in fine style with the ever popular Swallows and Amazons small boat event at Walton & Frinton YC. Saturday's glorious sunshine combined with an easterly force 3 made perfect conditions for 23 boats vying for the many prizes followed by a barbecue, laid on by the Yacht Club and enjoyed while sitting in the bright warm sunshine. Fewer tents in the field was due to more campervans in the car park rather than a decrease in people staying over! Sunday was a lovely day, but a blustery force 4 meant Stone Point rather than Kirby Quay was chosen for the picnic before recovering the boats ashore to head home after a great weekend.

Dinghy races for the OGA are part of Manningtree Regatta. Saturday's pursuit race was led off by two smack's boats, who encountered a squall with winds gusting to 30 knots, and hail. Both survived, showing how sturdy and stable these boats are! The rest of the weekend was less dramatic, and more enjoyable as Stour SC are very good hosts.

Our Annual East Coast Race began the summer events for large boats in July. 40 boats set off from Stone SC to race down the River Blackwater to Colne Point and back. With winds forecast to gust up to force 6, larger boats made best use of the conditions, but the winner of the Commodore's Pennant, on corrected time, was 'Lahloo', a Cornish Crabber 24. Stone SC made us very welcome again, running the race for us and providing a free water taxi service from the moorings ashore for the prizegiving and meal (plus copious beer).

Our annual Cruise in Company followed, with racing for those who wanted it. Once again we explored the River Blackwater, this time going south to the River Crouch. Over 30 boats attended. The weather was superb, although by Saturday there was

very little wind and the Crouch Race was replaced by a parade of bunting down to Royal Burnham YC. Thanks must go to our sponsors, Adnams, Boatshed, Claudia Myatt, Mighty Oak Brewery, Teamac and WaterCraft. Thanks also go to the organisers who worked tirelessly to make this the great event it is.

With the Summer Cruise in the southern part of the area, a new event was planned for August Bank Holiday weekend on the River Deben (p.34). Next we were on the River Orwell (we try to visit as many East Coast rivers as we can) in early September. The President's Race was run for us as part of Pin Mill SC Regatta, won in fine style by Rik Graham with 'Kelpie II' in challenging conditions. Again new for this year, our final event was a weekend for small boats on the River Alde, hosted by Slaughdon SC. After launching on Saturday eight boats set off with the tide and just enough wind to give steerage way through the moorings. Light winds on both days meant gentle sailing and picnic lunch on lovely beaches before drifting back to on the tide.

In previous years the Maldon Regatta featured quite prominently in our calendar, but OGA involvement has decreased recently. Nonetheless several OGA boats took part in this year's event, with 'Greensleeves' winning her class. This has been an interesting year, with a number of changes to the 'regular' programme. New events this winter include a series of Sunday Lunches in sailing clubs throughout the area. The first on 8 December at Walton & Frinton YC, the next at the Royal Burnham, 26 January, 2020.

Our AGM is at West Mersea YC, probably just as you receive Gaffers Log, 23 November, 2019. Find more reports of our summer sailing this year on p.32 and do join us on the East Coast next year!

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

East Coast Cruise at Regatta Basin
Photo: Steve Yates

South West

Our first sailing event of the year was the Helford Rally that follows straight on from Falmouth Classics. We have got used to scorching sunshine over the past few years, but it was somewhat cooler this time. Favourable tides meant we could access the delightful Tremayne Quay for a BBQ on the first evening this and get into Port Navas YC for dinner on the second. The latter proved to be a distinctly lively affair with full house of 45 people crammed in, excellent food and drunken sailors (I am referring, here, to the sea shanties, of course). For the race, we had a better wind than in recent years and 15 boats crossed the start line off Durgan in a good breeze. After three laps of the course, Don Garman in 'Mary Ritchie' was first in Class 1 and Gil Hayward in 'Mary Hay', first in Class 2. The prizes were presented by Ashley Butler.

SW Gaffers second Plymouth Festival of Sail, incorporating our Annual Race, took place 8 - 10 July based at Queen Anne's Battery (QAB) marina. This was the first time we had held our main sailing event mid-week, but it seemed to have little impact on numbers taking part. We had 21 boats registered with some visitors from outside the Area and welcomed new members to join many of the usual suspects. See p.22 for a full report.

The Dittisham Rally has enjoyed balmy summer weather for several years but not this time! An unusually strong summer storm blew though the west country on the Saturday. With most water-borne activities in the area and some land-side events cancelled, it was no surprise the planned race and parade of sail did not take place. Gil and Carolyn Hayward did a splendid job of rearranging things, hosting the Friday evening drinks reception in their house and getting the race moved to the Sunday. The prototype OGA dinghy had been taken to Dittisham for the weekend and it was sailed in the race by Mike Bennett and John Wynn. They narrowly beat Mark Darley's 'Pippin' to first place on handicap, allowing John to reclaim the trophy that he had, himself, donated for this event. This event has justifiably, become very popular amongst the OGA trailer sailors, some of whom trail their boats a considerable distance to take part (see p.24).

As is usually the case, our members took part, and often took away prizes, from many other sailing events in the area that are not organised by us.

David Bewick, SW Area President

Photo: John Gallagher

AREA REPORTS

North East

We took our lovely yellow NEOGA gazebo to the Coble Festival in Bridlington which generated a huge amount of interest in our dinghy project and the OGA in general. A highlight was a visit by Andrew Wolstenholme, the dinghy designer. Andrew was delighted to see his design being used for such a laudable project. He was glad the build was being undertaken by a local school encouraging young people to sail gaff rigged vessels, exactly the brief for the original design. NEOGA President, Des O'Meara collected the dinghy kit from Aldburgh. I understand his visit caused shares in Adnams Brewery to rise by around 20%! Turn to p.17 for a full report on the OGA dinghy.

Des attended the Coble & Keelboat Society NE AGM where he was offered a brand-new gaff sail from Adrian Osler, well-known maritime author. It is tan terylene by Storer's of Newcastle and suitable for a 21' boat, originally made for a Corribee. Offers around £250 accepted, the proceeds going to our dinghy fund. [Contact nesec@oga.org.uk](mailto:nesec@oga.org.uk) for details.

Our shanty night was a rip-roaring success with around 60 Gaffers and non-gaffers enjoying a night of shanties and comedy raising around £400 for the dinghy fund. We sailed 'Williams 2' to Grimsby for a winter re-fit including fixed leaks and a couple of new seacocks to make sure the heads actually work! We have had a cute little clinker-built dinghy donated to us by a member of the Royal Northumberland YC. We're going to convert it to a traditionally rigged dinghy, either lug or gaff, undecided at the moment.

Report and photos: Steve Fullerton, NE Area Secretary
nesec@oga.org.uk



'Williams 2' will be summer cruising to the Arctic Circle in 2020.

The plan is:

Leg 1: Leave Blyth 10 May, going via Amsterdam and other ports to arrive in Bergen 29 May

Leg 2: Sail from Bergen to the Lofoten Islands inside the Arctic Circle and back to Bergen, arriving Bergen 26 June

Leg 3: Bergen back to Blyth, probably via Amsterdam

if anyone fancies an Arctic Adventure, contact NEOGA Secretary Steve Fullerton:
nesec@oga.org.uk



Scotland

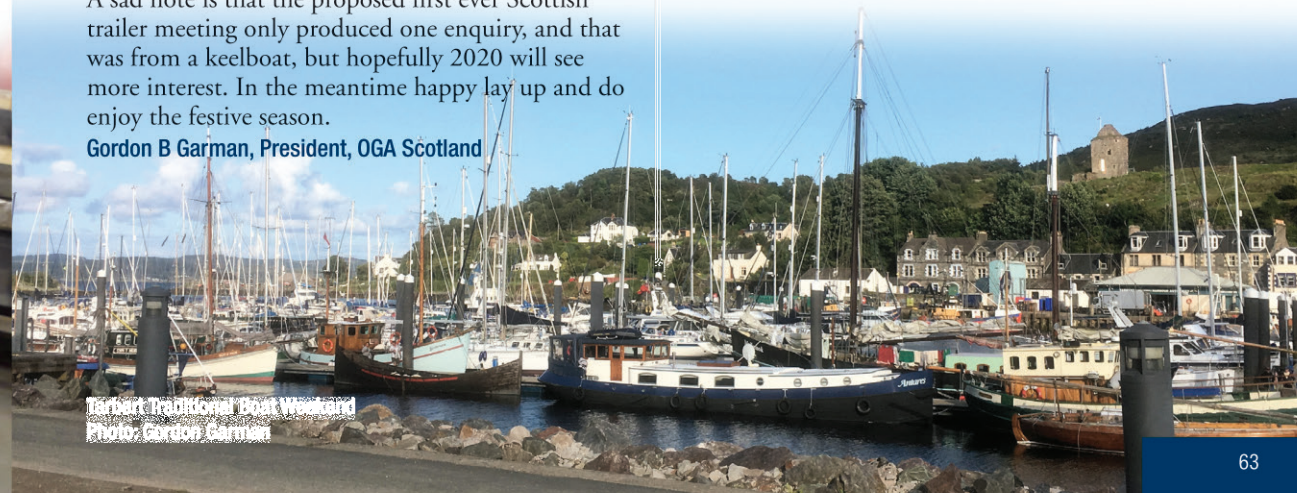
Unlike the 2018 season, Scottish weather returned to normal with a mixture of gales, calms, sunny days and everything in between resulting in many OGA boats here in the north seeing somewhat limited use. Unfortunately that included me with the number of miles logged being the lowest for almost 30 years.

Despite the various elements conspiring to curtail our season, a very good summer cruise across the Irish Sea highlighted the joys of being afloat. A first visit to Belfast City marina with the attractions of the city and especially the Titanic Centre a few steps away, made for a memorable time. Although the passage into the centre of the city takes a couple of hours from the open sea, it is well worth the effort. Hopefully our Irish friends will not be too superior about these comments.

Despite the foregoing, Tarbert hosted their annual Traditional Boat weekend in July. For once the skies were blue and a gentle breeze helped numerous boats on their way to Tarbert, one of the best harbours in the Clyde area. Space was at a premium but with friendly and willing helpers, arriving boats were comfortably shoehorned into the available space. Friday was an impromptu day with crews renewing old friendships and making new ones. Saturday, again with bright sunshine saw the boats on public display, the good weather ensuring a constant stream of interested visitors. The evening barbeque and ceilidh were up to the usual high standard, Sunday morning perhaps not being greeted with quite so much enthusiasm by some as a result. A poor if inaccurate forecast for the Sunday saw some boats departing early but being rewarded with a very pleasant sail back to home ports.

A sad note is that the proposed first ever Scottish trailer meeting only produced one enquiry, and that was from a keelboat, but hopefully 2020 will see more interest. In the meantime happy lay up and do enjoy the festive season.

Gordon B Garman, President, OGA Scotland



Tarbert Traditional Boat Weekend
Photo: Gordon Garman

AREA REPORTS

Dublin Bay

The weather did not cooperate with us in the latter part of the season. We had planned to hold the Leinster Plate and Lifeboat Cup races in Howth on 31 August -1 September as our last major weekend of the season. Visiting boats had planned to come from Northern Ireland and the Isle of Man. Storms earlier that week forced all visiting boats to withdraw and deteriorating forecasts forced us to cancel all racing. We rescheduled and although the Leinster Plate race started on Saturday 5 October it was abandoned after 40 minutes when gusts reached 35 knots, 10 knots higher than forecast. The fleet mustered as planned in Howth on Saturday night and during a reception in the Abbey Tavern the DBOGA presented the RNLI with a cheque for €1,400, proceeds of contributions made by members during our winter talks series. Racing was also cancelled on Sunday due to high winds. Neither the Leinster Plate nor Lifeboat Cup will be awarded in 2019. Despite all racing being cancelled everyone had a thoroughly good time.

We held an end-of-season sailing supper in Poolbeg on Friday 4 October with a buffet meal and live music. It proved to be a great opportunity for members to meet, discuss the sailing season past, look forward to 2020 and basically have a bit of craic. Based on feedback from those attending we expect this to become a fixed item in our calendar!
continued overleaf

AREA REPORTS

Dublin Bay (continued)

Dublin Bay boats and crews had some fantastic cruising achievements this summer. Sean Walsh in 'Tir na n'Og' and Jimmy Murphy in 'Lady Beag' both completed circumnavigations of Ireland. Paddy Murphy circumnavigated Ireland in 'Aigh Vie' for the second time in two years, this time single-handed most of the way, an amazing achievement. We were delighted to welcome Patrick Vyvyan-Robinson, OGA N Wales in 'Capraia' who also circumnavigated Ireland, meeting many Dublin Bay OGA members in Poolbeg as he passed in August. We were also delighted to welcome Mary Gibbs in 'Molly Cobbler', who sailed single-handed from Wales to west Kerry and back. We hope both Patrick, Mary and many other OGA members will visit our shores in 2020. Other Dublin Bay boats completed cruises to the south coast, N Ireland, Isle of Man and NW coast of Ireland. A productive and incident-free year and hopefully the same in 2020.

The Winter Talks series starts on Thursday 14 November. Renowned local historian and DBOGA member Cormac Lowth will deliver a history of Dublin Port from pre-Viking times to the present. Dublin Bay AGM was held on Thursday 24 October. Johnny Wedick was elected President, Mark Sweetnam, Secretary and Jimmy Murphy, Treasurer. DBOGA Managing Committee are: Paul Keogh, Gerry Keane, Joe Foley, Denis Aylmer, Negley Groom, John Elston, Darryl Hughes, Michael Prior, Cormac Lowth and Peter Redmond.

Report and photo: Mark Sweetman, Dublin Bay OGA



Trailer Section

The year began with a trip to Lechlade for a gentle trip up and down the river, rowing, punting or motoring to a picnic site. This year the Beale Park Boat Show didn't happen. There appear to be lots of reasons but mainly falling numbers of demonstrators and tradesmen. Even if it had happened it is unlikely the Trailer Section would have attended due to an unsatisfactory outcome to an incident at the previous years show. The Beale Park Show was generally one of our most successful events. We demonstrated gaff-rigged style sailing, describing the boats and flying the flag for the OGA. This year, Mike Stevens secured two events at Clywedog, one of the finest places to sail on an inland lake in the UK. We have the sailing club at our disposal for showers and a kitchen. The lake is a reservoir 1000' up a Welsh mountain in the middle of nowhere. Stunning scenery, peace and quiet with great sailing.

The Norfolk Gathering moved to a new location based at Barton Broad Adventure Centre. We were looked after very well with tractor launches and recovery. Though not as varied as Thurne Mouth we still had a great time. Saturday dawned grey with a steady 'mizzle' and very little wind. We decided to go up river to Stalham and save sailing on the Broad for the Sunday in the hope of better weather. Sailing up the narrow river with very little wind was 'challenging' especially as there were a number of hire boats coming down following their Saturday changeover. Some boats made it to Stalham for lunch others took lunch poked into the reeds. The following day was bright and sunny, the wind filled in so we had a great sail across Barton Broad to Neatishead. The highlight was the pie man who turned up at the car park and sold us various meat and fruit pie which made delicious eating.

Once again Trailer Section boats made the long trip to Ullswater to sail out of Glenridding in partnership with the Drascombe Society. A completely different sailing environment with little flurries of wind coming down the rhylls and gulley on the hillsides surrounding the lake to make the sailing a little more interesting.

Ullswater is the one Trailer Section event where we actually race, though as you might imagine with the Trailer Section, the racing is quite a gentle affair



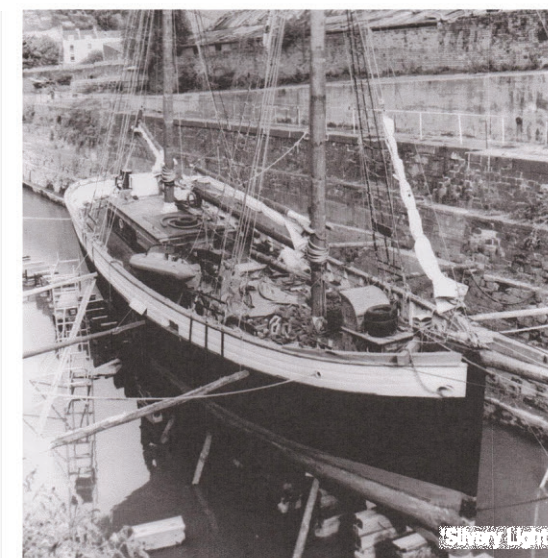
sailing skill. OGA member Robert Green wrested the trophy back from the Drascombes this year sailing his Winklebrig. As usual the season ended with another gentle visit to the Thames at Lechlade.

Report and photo: Keith Mosley, Trailer Section Secretary

Northern Ireland

The last few months have been a time of reflection, mapping a way forward. In anticipation of our AGM aboard 'Volharding' (a 100' Dutch Ostzeetjalk based in Albert Dock, Newry), a questionnaire has been sent out to all NIOGA members. We're trying to ascertain levels of interest in medium to long term involvement in activities such as weekend events, cruise raiding, lectures, classes and other gaffer related activities to inform the 2020 NIOGA programme. We have been in contact with our Dublin Bay OGA cousins with a view to strengthening existing relationships and getting more gaffers and their boats on the water, Brexit notwithstanding. Pat Conway (NIOGA President) and Gerry Brennan (NIOGA Secretary), are involved in the 'Silvery Light' Project, seeking to restore a sail training vessel to fully operational and coded status. This is a long term project and we have chartered 'Volharding' for a period of up to five years. OGA members may wish to become involved in what is probably the largest gaff rigged boat operating out of the island of Ireland. We are

AREA REPORTS



considering having 'Volharding' at future NIOGA events as a 'mothership' providing accommodation for those sailing smaller open boats.

The first priority is to publish a programme and develop NIOGA membership. Anna Doherty, a volunteer crew member, describes with a sense of wonder the impact of sailing a gaff rigged boat and being exposed to what appears to be a new world on the water, "There are obviously exciting things that our crew experienced, playful dolphins careering about at the bow of the boat, gannets diving in mid-ocean, seals peering at us with a charming quizzical air in the harbour. There were things that surprised us such as strange World War II relics standing in the sea, or the water lit up with phosphorescence; little plankton that light up with the motion of the boat causing the sea to be covered in a scattering of tiny lights. When we tell of our adventures we can nod seriously and mention all the practical skills that we learned, as well as the camaraderie that comes with having a common purpose in a common state of salty dishevelment".

It is the sentiments expressed in this piece that we are seeking to replicate but we do need more involvement from our members near and afar.

Pat Conway, Area President, Northern Ireland
'Silvery Light' project website: www.silverylight.com

AREA REPORTS

North West

'Phyllis' (Kevin Goulding) and 'Spray' (Tom Middlebrook) set sail from Conwy to Port St Mary, Isle of Man on 18 June, 2019 on the first leg of their Celtic Cruise. Leaving the boats in Dumbarton for a fortnight, they returned for the second leg on 10 July, returning to Deganwy on 18 July, having abandoned 'Phyllis' in Girvan . . .

Departing Conwy 18 June, we sailed the Irish coast through Donaghadee Sound to transverse Belfast Loch to Carrickfergus Marina. Passing the cliffs of the Antrim coast, we arrived in Glenarm. With the Mull of Kintyre in sight, we journeyed north to arrive in Campbeltown seeing multitudes of feeding gannets, en route to their breeding ground on Alisa Craig, famous for the granite used in curling stones.

At Campbeltown, refuelled and refreshed, we enjoyed a visit to the local distillery 'Springbank' then crossed Killbrannan Sound towards the Isle of Arran passing Lochranza to starboard before crossing Bute Sound to enter the inner Firth of Clyde towards Largs Marina. We set off up the Clyde, with the incoming tide, passing Inverkip, Cloch Point lighthouse and Greenock to be met by Douglas at Sandpoint Marina (only known to locals) in his powerful RIB. Just on the cusp of the tide, 'Phyllis' lightly touched bottom on the soft sand before lifting again to continue down the short channel to Dumbarton, the final destination on the first leg.

Returning two weeks later, 10 July and joined by Tanya from N Wales we were met again by Douglas, our host. 'Phyllis' and 'Spray' had been well looked after at Sandpoint Marina. For those who don't know, Sandpoint was the place where the 'Cutty Sark' was built and the following day saw our breakfast at the Denny Ship Model Experiment Tank, the last building remaining from shipbuilding days now forming part of the Scottish Maritime Museum. This is a 'must-visit', the first commercial ship model testing tank built in the world, retaining many original features: a water tank as long as a football pitch, clay moulding beds for casting wax model ship hulls and original Victorian machinery used for shaping models. Friday 12 July we said our goodbyes to Douglas to head down the Clyde in harmony with music played by Tanya on her penny whistle. A great sail towards the Isle of Bute with berthing at Port Bannatyne followed by a short bus ride to Rothesay for a visit to the famous, not to missed, Victorian toilets. The following day we departed, with Tanya's music again, to sail through the Kyles of Bute. What a marvellous passage along the fjord passing through the Burnt Islands before sailing south past Tighnabruaich and Kames in the West Kyle. It's here that a sudden wind shift saw Phyllis's jib part from the end of the bowsprit. A swift dropping of the halyard and pulling in of the sail sorted it out in double-quick fashion. Then around Ardlamont Point in a northwesterly direction on Loch Fyne brought

'Phyllis' and 'Spray': a Celtic Cruise



us to one of the most astonishing marinas on the Clyde, Portavadie. Originally built for the purpose of constructing concrete oil rigs, after the move to steel platforms it was developed into a marina complex and opened in 2010 with five-star luxury apartments, private sauna facilities, a restaurant and conference centre. The rock blasting and resulting very deep water intended for building oil platforms has left an excellent, well-sheltered marina.

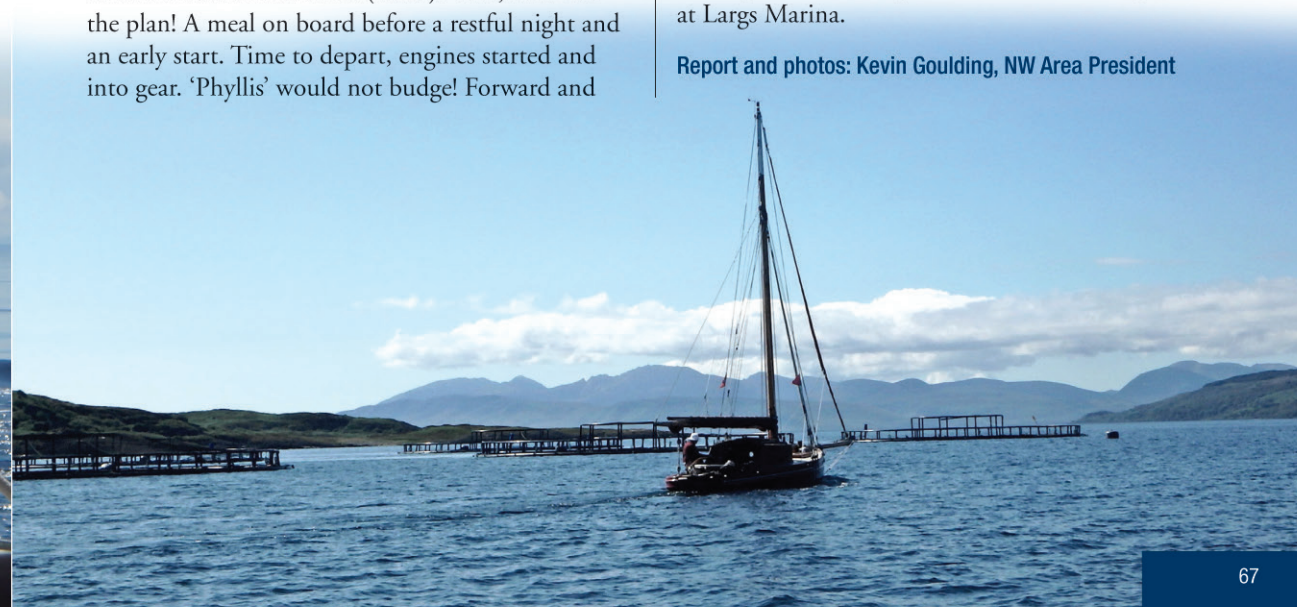
Sunday 14 July we started our homeward bound sail. Exceptionally becalmed we motor-sailed to Troon. Monday we ventured along the South Ayrshire coast with Alsa Craig always within sight in the distance. Girvan was our next port of call en route to Port Patrick and then onto Peel (IOM). Well, that was the plan! A meal on board before a restful night and an early start. Time to depart, engines started and into gear. 'Phyllis' would not budge! Forward and

reverse gears were selected, no way would she would go! The gearbox was suspected. The harbourmaster, local ship repairers and marine engineers were all called. Alas, it was Scottish wake weeks and no one was available. Reluctantly 'Phyllis' was left in Girvan and we all three set off for home on 'Spray'.

We planned our return to Deganwy as quickly as possible, made landfall at Peel (IOM) in the wee hours and after some rest an evening departure to Deganwy arriving late afternoon Thursday 18 July, two and half days after abandoning 'Phyllis'.

It's another story, but 'Phyllis' was eventually repaired after a couple of trips back to Girvan before moving her to Troon prior to winter berthing in the at Largs Marina.

Report and photos: Kevin Goulding, NW Area President



Southampton Boat Show, 2019

'Wendy May' hosts the OGA stand

I was asked to talk on my favourite subject (affordable sailing) at the Southampton Boat Show this year. An unpaid gig, but I would be able to sell my book, 'The Boat They Laughed At'. Organiser John Goode agreed that, as custodian of the wonderful gaffer 'Wendy May', I could bring her to the Show, the OGA could publicise the Association from her and I would have somewhere to stay!

I keep 'Wendy' at Canvey Island YC and brought her 170 nautical miles to the Show. 'Wendy' don't like going to windward, she is only 25.5' on deck with a fullish bow but with help from a good friend, Allen Kelly, we made it to Southampton with a few days to spare. There was great activity as hundreds of people were building the stands. As the boats arrived they were sparked up, so I did a bit more scrubbing and tidying on 'Wendy' but I was feeling a bit out of place amongst all the glitzy boats. Then the sailing legend who is Tony Curphey arrived in his scruffy Nicholson 32, just back from a 308-day singlehanded non-stop circumnavigation. I helped him moor up alongside.

The OGA crew appeared with boxes of promo., so I made them tea and we settled in. I went off and did my first talk. It went down well, and I sold a few books. Back on 'Wendy May' people were very interested and curious as to why an old wooden boat was berthed with all the new stuff. I was soon hard at work answering questions and showing people around. Tom Cunliffe showed up and said, "Don't tell me, that's 'Wendy May', pity you have to walk past so many shockers to find a real boat."

Each day brought a new crew of Gaffers to help and it was great swapping stories with them. I was a bit worried my brightwork might not be up to scratch, but no-one seemed to notice the less than perfect varnish. I really enjoyed myself, even the weather was perfect. Far too soon we were coming to the end of the Show. 10 days had flown past and it had been a wonderful experience, but the real world was beckoning, and I would have to re-join it.

Max Liberson, East Coast Area

Reflections on attending the Show

I spent three 'shifts' spread over a couple of days aboard the lovely 'Wendy May', singing praises of the OGA to anyone who would listen, and drinking tea thoughtfully proved by her owner, Max Liberson. The

boat attracted a lot of attention, the trick being to get people to think and talk about the OGA, not the boat. The pop-up display board was invaluable providing a means of showing we welcome all manner of vessels; big, small, plastic or wood as well as classics. I handed out lots of past issues of the Log and half a dozen membership forms. The most enthusiastic recipient of the latter was the Norwegian owner of a Drascombe Lugger, based in Oslo. I did suggest he investigated the slightly more accessible Dutch OGA! It was noticeable the average age of those who stopped was rather high; but it was a weekday. Was it all worth it? I would say, "Yes, it generated lots of discussion and raised awareness of the OGA." It will be interesting to see how this translates into new members. Well done to John Goode for obtaining the berth, and to Max for lending us his yacht.

Jeremy Retford, Secretary, Solent Gaffers

Our OGA 'stand' was the lovely gaffer 'Wendy May', formerly owned by East Coast Gaffer, Dick Durham, but now by Max Liberson. I was due to do the 1400 - 1530 slot but ended up doing the whole afternoon, to give Max a chance to enjoy the Show. Although we were at the far end of the pontoons, the boat attracted a steady stream of interested sailors. It was a wonderful opportunity to explain what the OGA was about with a proper solid gaffer as a vivid example of the ethos we espouse. A longer report from Max about the Show, including his trip from Canvey Island to Southampton, will appear in the March 2020 issue of Gaffers Log

John O'Donnell, East Coast Area



Looking ahead to 2020

RYA Dinghy Show: Alexandra Palace 29 February - 1 March, 2020

By popular demand, more opportunities are being made for small, open, trailerable boats to attend Area events. Now the Beale Park Boat Show has been cancelled, we are going to have a stand at the RYA Dinghy Show in London. We hope to display the new OGA Dinghy and/or a smacks boat. If you would like to represent the OGA on our stand please let Colin Stroud know: secretary@oga.org.uk

Libby Purves: first Brian Hammett Memorial Talk followed by dinner

20 March, 2020, 6.30pm Royal Harwich Yacht Club

Brian Hammett's memory is to be honoured by the first of what we hope will become an annual series of Memorial Talks organised by the Nancy Blackett Trust, the Cruising Association (Suffolk Section) and Royal Harwich YC. Libby Purves, famous East Coast sailor, has recently been appointed President of the Arthur Ransome Society. Her title is 'A Serious Kind of Joy: Sailing and the Salt of Reality'. Tickets available from 3 January 2020.

Express interest now: www.nancyblackett.org/talk

2nd Arnside Conference

Crossfields of Arnside: Saturday 21 March, 2020

Speakers provisionally booked include Paul Jolley 'Minx', Garry Flashman 'Freda', Eric Crossfield, Andrew Wolstensholme and hopefully someone involved with the restoration of 'Charlotte' in Cardiff. Themes might be Sir William Priestley, her replicas and Restoration Projects.

Alasdair Simpson, NW Area: alasdairsimpson2@gmail.com

Mayflower 400: 28-29 August, 2020

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

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



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

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

Lillibullero: further reduced £37,000 ono

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

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

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

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

Glory: further reduced to £22,500

Cornish yawl, designed Roger Dongray, Rock, N. Cornwall, built 1989. Four previous owners, quarter berth on starboard side, two settee berths either side of saloon table, optional 'V-berth' at waist height forward. Jabsco marine toilet, gas cooker to port with navigation station and sink to starboard. Standing headroom she makes a lovely home for two people cruising. Beaching legs allow her to take the ground, sails nicely on mizzen and headsail alone if required. lesliefmay@gmail.com

'Olive May': £1600

14' Gartside sailing/rowing skiff, attractive trailer sailor, built by enthusiast to good standard. Paul Gartside American design 96. Inventory: sail by Goacher of Ambleside, 2 sets brass rowlocks, set of oars, anchor & line. Good road trailer, lighting board & launching trolley. Launched August 2018 trial sail on Lake Bala, performed well in storage ever since. Virtually new, genuine reason for sale, excellent dayboat for OGA trailer sailor events! Technical details illustrate build quality: hull marine ply coated with glass fibre, epoxied inside and out, keel pine, gunnels French larch, central seats cedar, breasthooks oak, mast & boom laminated French larch. Lying Milton Keynes.

John Rogers: (0)1621 853841 | diana.rogers2@btinternet.com

Anita: £29,950

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

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

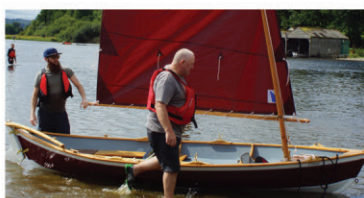
Hannah of Rock: £3,000

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

Barry Paul: barry@leonpaul.com

Hester: £8000

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



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.

John & Elsie: further reduced to £6,500

Popular dayboat, 'Tela' 16'6" gaffer with topsail, built in 2007 by Salterns. Based on Bristol Channel 'seeking boats'. Well maintained and improved. Sale includes road trailer with lightboard, winter all over cover. See the OGA website for full inventory, photos and maintenance programme.

Rob: +44 (0)7776 176103 | (0)1752 848940 | lynhersailor@gmail.com

Margaret Ann: offers invited

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

Mist: offers invited

After full restoration by professional shipwright, the late John Krejsa, 'Mist' now seeks a new owner. This is a rare opportunity to own and sail a fabulous, classic Albert Strange gaff yawl. Hull and decks larch on white oak, iroko frames, superstructure rebuilt in kaya. Spars Sitka spruce. Inboard/outboard pod drive engine. Torqueedo cruise 4.0 FP 1251-00 Pod Drive supplied by Seamark Nunn. Sails by North Sea Sails of Tollesbury.

info@woodenships.co.uk

Theta: £25,950

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

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

Sally J: £28,000

Seaworthy, reasonably fast yacht, often admired. Built 1981 as racing open boat based on Falmouth oyster dredging workboats. Later converted to cruising yacht, utilising solid hardwood timber. 2012 renovation made the boat not only as new but as comfortable as any modern yacht. Furling & roller reefing foresails, easy main slab reefing, she's a safe and workable craft for small crew or single handed. Lying Neyland Pembrokeshire.

Dick Boele: +44 (0)7930 152933 | dick.boele@yahoo.com

Molly Oxford: £29,950

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

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

'Boy Frank': £10 restoration project

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

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

Classic Boat early magazines for sale

1987 - 2004 and all for 2009. 187 in total: £3 each

38 issues from later years: £2 each

Antony Heard: +44 (0)7803 389676 | anthony@aeolus1904.com



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

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

'Etoile Manureva': 29,000 euro

French cutter, lying Roscoff, France. Offered for sale to a new custodian with a passion for beautiful wooden boats. Built le Havre 1947, sailed for many years before having Vetus engine fitted 2013.

Jean Yvon Combout: gwen-bleiz@laposte.net

'Iskra': price on application

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

Nick Zienau: nick.zienau@gmail.com

'Vivette': £40,000 (negotiable for the right person)

Centreboard gaff ketch 35' 6" x 10' 4", draft 4'0" - 6'0". Designed Fred Shepherd MINA, built H.King & Sons, Pin Mill 1936. Lloyds Registry 165040. All my family have learnt to sail in this lovely, cosy, classic yacht over the past 40 years. Lying Lochaline, Argyll, Scotland, with mooring included if required. 4-6 berth, £45k spent on major work over the past 5 years. Beautiful saloon, and lovely details. Raymarine charts, radar, depth, VHF, gas detector, Vetus M415 engine, etc. Reluctantly for sale, price negotiable for the right person and to complete work required. Excellent competitively priced shipwright nearby can continue work ashore this winter (see p.54)

Roderick James: +44(0)7710 783604 | roderickjames10@gmail.com

Lazy Wind: £47,500

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

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

Ruffler: £8,950

Memory 19. Gregs no. 2 open boat. Exhibited SBS 2000 and 2001. 5 HP saildrive Mariner on transom. Hull professionally re-painted 2019, mast stripped and given 12 coats of varnish. New cover. Wykeham Martin furler. Topsail, storm jib and Sobastad spinnaker. Price includes Bramber road trailer. A much admired boat at a very fair price. Receipts for just about everything. On a deep water mooring at HISC. Age and health force me to 'slum it' in my Marina berthed Benateau Oceanis 31.

Brian Riches: +44 (0)2392 470280 | bprich2@hotmail.co.uk

Used sails

FREE to a good home - collection only, Essex. 2 mainsails and 2 unhanked jibs from a 23ft gaff cutter. All white or cream. Mainsails 1 (and 2) Luff: 4m (4.35) Leech: 6.85 (7.15) Foot: 4.75 (4.8) Gaff: 3.05 (3.06) Jibs 1 (and 2) Luff: 7m (5.2) Leech: 4.7 (3.6) Foot: 3.2 (2.6)

Sue Lewis: smlewis@btconnect.com



Lost burgee?

Does anyone recognise this burgee? I found it washed up on the shore at Winchelsea Beach, near Rye, East Sussex in August this year. It's quite large (24" x 16") and rather battered, but if anyone knows the Club/Association/vessel it came from, I would be pleased reunite it with its owner.

Gary Palmer, Solent Area

+44 (0)1892 547259 | +44 (0)7712 140138 | gary@northbyeast.co.uk



WELCOME ABOARD!

We extend a warm welcome to new members since the last issue of Gaffers Log in June, 2019.

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

Bristol Channel

6340: Mr Dennis Clarke 6351: Mr Tobie Arnott

East Coast

6331: Mr Tom Curtis, 'Deva' 6343: Mr Keith Allen & Mrs Linda Semeins-Allen 6349: Mr Max Liberson, 'Wendy May'

6352: Mr Andy Ladds 6354: Mr Peter Richardson & Mrs Fenella Miller

North East

6336: Mr Derek Cockayne 6338: Ms Susan Hall

North West

6353: Mr Peter & Mrs Maureen Hennessey

Overseas

6334: Dr Carlos Semino, 'Roma' 6344: Mr Paul Stevens & Miss Maria Abrantes, 'White Cloud'

Solent

6333: Ms Ginny Harvey 6335: Miss Jo Cox 6337: Mr John Wheaton 6342: Mr Malcolm & Mrs Rosemarie Fieldhouse,

'Tigger' 6345: Mr David Begg, 6346: Mr Robin Powell, 'Crystal II' 6347: Mr Hugh Clarke 6348: Mr Michael Dickens

6350: Mr Patrick Maddison, 6355: Mr Andrew Kennedy

South West

6332: Mr Christopher Eric Daniels, 'Oran na Mara' 6339: Mr Stuart & Dr Helen Anderson

Order your gafferish Christmas cards now . . .

Two each of four designs by OGA member Claudia Myatt, held at just £5 per pack including UK postage. The cards are blank inside for your own message.

Order from Marion Shirley by email, phone or the OGA website.

Payment by cheque, or PayPal.

www.oga.org.uk/shop
to order online with PayPal

email

merchandise@oga.org.uk

phone Marion Shirley

+44 (0)7748 218444



Arthur Beale's Beerenberg Oiled Wool Pullover

- ✓ Made in Britain
- ✓ Very thick knit
- ✓ Canvas reinforced shoulder seams
- ✓ Individual identification number
- ✓ Reinforced thumbholes
- ✓ No bleach or dye
- ✓ No harmful polyester fibres
- ✓ 100% British wool
- ✓ Renowned Arthur Beale badge
- ✓ Wonderful fresh wool smell
- ✓ Retained Lanolin to repel water
- ✓ Also available in natural light grey and dark brown from Welsh wool



The perfect sailor's pullover

ARTHUR BEALE

supplier to Polar sailors and explorers including Sir Ernest Shackleton, Eric Shipton, Bill Tilman, Edward Wymer, and many more

Established 400 years

194 Shaftesbury Avenue, London WC2H 8JP
sales@arthurbeale.co.uk 020 7836 9034 www.arthurbeale.co.uk



Marine consultancy, Project management,
Insurance & Purchase, Valuations.
falmouthmarinesurveys.co.uk
info@falmouthmarinesurveys.co.uk
+44 (0)785 4976836

BOOKHARBOUR.COM

Take advantage of the 15% OGA discount on all purchases at Bookharbour.com, sellers of nautical charts & books, paper & digital charts, navigation chartwork instruments, clocks & barometers from Weems Plath, marine sextants, Steiner binoculars, marine DVDs, courtesy flags, ensigns and marine software. When placing your order, use the discount code: **BH152019**



SUPPORT OUR ADVERTISERS!

Commercial advertisements in the Log provide us with revenue to help with the cost of production.

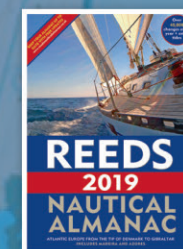
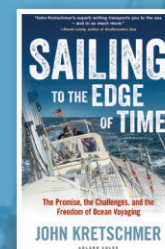
Please take a look at them and if you purchase something, do tell them where you saw the advertisement.

If you don't, they will not know and will question the value of paying for the advertisement.

EXCLUSIVE DISCOUNTS FROM ADLARD COLES

to save 25% on nautical books, enter **OGA25** at the online checkout

www.adlardcoles.com



LONDON LIGHT A Sailor's Story



An Autobiography by
Jim Lawrence

CHAFFCUTTER BOOKS
In association with The Society for Sailing Barge Research

Sold out in just five months, Jim Lawrence's acclaimed autobiography is now back in print and available now!

Jim Lawrence signed on as third hand aboard a sailing barge in the Thames Estuary and coastal trades in 1948. This led to a lifetime's involvement with sailing barges and traditional craft.

Refreshingly written, both joy and tragedy touch these pages, with a frequent dash of Jim's often mischievous humour.

'Famous for his popular and funny barging talk shows, Jim does not disappoint as a wordsmith either, his wry take on life in full flow.'

— Dick Durham, *Classic Boat*.

Hardback, 192 pages, 148 illustrations

Send name, address & cheque for £16 (£13.50 + £2.50 U.K. p+p), to Chaffcutter Books, 39 Friars Road, Braughing, Ware, SG11 2NN.

Alternatively order online at www.chaffcutter.com, or buy at your favourite bookshop.



Get every issue home delivered and pay less than the newsagent!

SAVE UP TO 40%*
WHEN YOU SUBSCRIBE TO PBO TODAY

	Full Price	Offer Price	% Discount
UK Six Monthly Direct Debit Offer	£33.63	£19.99	40%
UK One year Offer	£67.25	£43.49	35%
EU One year Offer	€123.40	€87.49	29%

magazinesdirect.com/52AQ

0330 333 1113

Quote Code 52AQ
Monday - Saturday,
8am - 6pm (UK time)
Overseas Number +44 330 333 1113

*When paying £19.99 payable every six months by UK Direct Debit, saving 40% on the full subscription price of £33.63. This price is guaranteed for the first 12 months and we will notify you in advance of any price changes. Offer open to new subscribers only. Direct Debit offer open to new UK subscribers only. Offer closes 31st December 2020. For full terms and conditions, visit magazinesdirect.com.

JAMES LAWRENCE

SAILMAKERS LTD



22 - 28 Tower Street, Brightlingsea,
Essex CO7 0AL
Tel: 01206 302863

email: lawrencesails@btconnect.com

OGA Merchandise

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

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

Tan or navy smocks in two styles available from £38.63
Poly-cotton polos: Men's: £16, Ladies: £15, Children's: £12
Pique polo (poly cotton 65/35), 'Fruit of the Loom': navy, red, sky (light blue), white and heather (grey).
100% cotton polos: £20

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

Fleece: 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.

See the panels on this page, or visit the OGA website for more information: www.oga.org.uk/shop



OGA Burgees & Flags
order by email directly from suppliers
sales@flagmakers.co.uk
phone for flags & burgees
+44 (0)1494 783938

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

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



OGA Clothing
order by email directly from suppliers
sales@essexembroideryandprint.com
phone Suzanne for clothing
+44 (0)1621 786686



OGA Boat Plaques: £30, including engraving and postage to UK addresses. Please note the Boat Register no. is unique to the boat, and is not your OGA membership no. Your boat must be listed on the OGA boat register for a number. Always pass this number on to a new owner when you sell your boat.

Order OGA boat plaques from Marion Shirley by email, phone or the OGA website. Payment is by cheque or PayPal.

www.oga.org.uk/shop to order online with PayPal
email merchandise@oga.org.uk
phone Marion Shirley +44(0)7748 218444



TRADITIONAL BOAT SUPPLIES

TRADITIONAL BOAT SUPPLIES LTD

Now under the same roof as Bristol Classic Boat Co

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

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

www.traditionalboatsupplies.com

Tel: 01173 305950

Discover New Gaffers in **WATER CRAFT**

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

www.watercraft-magazine.com

BRIAN KENNEL

Boatbuilder est. 40 years



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

Tel 01206331212, 07745173908

sallyboatsails@btopenworld.co.uk

www.briankennellboatbuilders.co.uk

Paint&Resin

VARNISHES

RESINS

ABRASIVES

ANTIFOULS

BRUSHES

PRIMERS

GET PREPARED FOR WINTER



www.paintandresin.com

Find the OGA online
www.oga.org.uk
www.sailing-by.org.uk

Contact the Editor (Log and online)
log@oga.org.uk

Contact the Boat Register Editors
boatregister@oga.org.uk

Browse the online Boat Register
www.oga.org.uk/register-home

Advertising: Gaffers Log/online

Members' boat adverts are available for
browsing on the OGA website, if they are held in the OGA
online Boat Register.

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

Non-commercial advertising is free to
OGA Members.

Other adverts may be placed, for a fee, in Gaffers Log at
the Editor's discretion.

There is no advertising, apart from members' boats, on
the OGA website.

Copy deadline for Spring issue:
28 February 2020

Traditional equipment *for classic boats.*

Classic
Marine

Est. 1991



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

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

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

Photography Credit: Emily Harris



Traditional skills. Traditional values

Mooring and storing on the picturesque Deben

Custom wooden spars made

Wooden and GRP boatbuilding and restoration

Diesel, petrol, steam and electric propulsion
installed and maintained

Tel: 01394 385786

Email: enquiries@eversonboats.co.uk

Web: www.woodbridgeboatyard.com

A Chorus of Classics
Photo: Paul Masters



MIX
Paper from
responsible sources
FSC® C019447



Marine Paints & Varnishes Since 1908

- Primers & Undercoats • Topcoats • Anti-fouling
- Deck Paints • Finishes & Trims • Varnishes & Oils •

Photo: Dan Houston

www.teamac.co.uk



OGA Membership renewal due: 2 January 2020

If you don't already pay by Direct Debit, why not consider doing so by completing the form overleaf. Switching gives you a £2 discount and it's one less job to remember in future!

If you wish to continue paying by PayPal or cheque, please renew before the New Year, 2020.

To use PayPal, visit www.oga.org.uk/content/join-oga-or-renew-your-membership and complete the online form to renew and pay online.

To pay by cheque, complete the form on this page and post it with a cheque, to the address below.

Individual: £32 Family: £37 Junior: £5.25 (under 25/no discount for DD)

NB: The Overseas rate has been removed. Overseas members now pay the same as UK members.

To help us keep the information we hold up-to-date, please let us know any changes:

Current name

OGA Membership no.

----------------------	----------------------

as listed in the Yearbook 2018

Requested changes:

Title

Name

----------------------	----------------------

Title

Partner/spouse name

----------------------	----------------------

Postal address

Phone/mobile no.

OGA Area

----------------------	----------------------

Email address

Partner email address

----------------------	----------------------

Membership type (tick)

☐	Individual	☐	Family	☐	Junior	☐	Birth year (Junior only)
--------------------------	------------	--------------------------	--------	--------------------------	--------	--------------------------	--------------------------

The information which you provide in this form and any other information obtained or provided during the course of your renewal of membership will be used solely for the purpose of processing your application and dealing with you as a member of the OGA including creation of our membership Yearbook with members' contact details which will be available to all members. The data will not be shared with any third party for marketing or commercial purposes without first obtaining your explicit consent.

I consent to the inclusion of my details in the Membership Yearbook: YES ☐

The OGA Privacy Policy may be viewed here: www.oga.org.uk/sites/default/files/OGAPrivacyPolicy2018.pdf

Please post to:

Membership Secretary
7 Norman Road, Rusholme
Manchester M14 5LF

alternatively, you may email the Membership Secretary: membership@oga.org.uk

NB: Direct Debit forms cannot be accepted by email, but must be signed and posted.



Please fill in the whole form,
using ballpoint pen, and post to:

OGA Membership Secretary
7 Norman Road Rusholme
Manchester M14 5LF

Name(s) of Account Holder(s)

Bank/Building Society Name

--

Bank/Building Society Account Number

--	--	--	--	--	--	--	--	--	--

Branch Sort Code

--	--	--	--	--	--

Name and full postal address of your
Bank/Building Society

To the Manager

Bank/Building Society

Address

--

Postcode

--



Instruction to your bank or building society to pay by Direct Debit

Originators Identification Number

400034

Reference Number

OGA 0

INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY

Please pay OLD GAFFERS ASSOCIATION Direct
Debits from the account detailed in this
Instruction subject to the safeguards assured by
the Direct Debit Guarantee.

I understand that this Instruction may remain
with OLD GAFFERS ASSOCIATION and, if so,
details will be passed electronically to my bank/
building society.

Signature(s)

--

Date

--

This guarantee should be detached and retained by the Payer

The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits
- If there are any changes to the amount, date or frequency of your Direct Debit OLD GAFFERS ASSOCIATION will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request OLD GAFFERS ASSOCIATION to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by OLD GAFFERS ASSOCIATION or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society - If you receive a refund you are not entitled to, you must pay it back when OLD GAFFERS ASSOCIATION asks you to
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify OLD GAFFERS ASSOCIATION.

Updating the online Boat Register records

Importance of the OGA Boat Register

The OGA has been collecting data on Members' boats for nearly 50 years. This has built into a unique historical record of over 3,500 craft, old and new, large and small, built over the last 200 years. This includes examples of the earliest production gaff rigged craft, like the Tamarisk 22 and the Cornish Crabber Mark 1, which were added to the Register in the 1970s.

The OGA Boat Register has been online since 2014 and a selection of records was made available for public browsing in 2016. Opening up the register to the public has enabled us to offer Members' boats for sale and is a highly cost effective way of finding the next custodian for your boat.

We now have over 1200 boats publicly visible. These are boats with enough information to be worth showing, most but not all have photographs. Another 2200 are in the online database waiting to be reviewed while a few older boats still for now only have paper records.

Each issue of the Gaffers Log contains interesting snippets from the activities of the Boat Register Editors.

If you are interested in helping with this valuable project, please contact the Boat Register Editors.

Updating the online boat records

Please help the Boat Register Editors to keep up with changes in ownership, so the Boat Register can be as useful to members as possible.

Members may update records for their own boats.

Login to the OGA website: www.oga.org.uk and go to the Boat Register.

For guidance, refer to the notes on the 'edit' screens and on p.86 of the 2018 OGA Yearbook.

If you don't have editing rights, email boatregister@oga.org.uk and we will assign the boat to you. If your boat isn't published it is most likely that it doesn't have a photograph, add one or send one in. Once your entry has been reviewed it will be made public.

If you do not want to update your boat online, you can complete a Boat Register form and send it to the Boat Register Editors who will update your details for you. The full form is available to download from the website or the Boat Register Editors will post a form to you.

For ownership changes or to get the process started, you may complete the form overleaf and send it to the Boat Register Editors.

You may email the Boat Register Editors: boatregister@oga.org.uk

Online Boat Register update form: Gaffers Log, November 2019

Please add my boat(s) or amend my boat(s) as listed in the Yearbook 2018 or the online Boat Register: www.oga.org.uk/register-home

Name	OGA Member no.	OGA Boat no.

as listed in the Yearbook 2018 or online Boat Register (please delete as appropriate)

☐	My boat is not listed	☐	I have sold this boat	☐	I have purchased this boat
--------------------------	-----------------------	--------------------------	-----------------------	--------------------------	----------------------------

Boat name	Previous name(s)

Designer	Builder

Place built	Year built

Home port	Type and class

If you have sold your boat, purchased a new one or have any other comments:

New owner/seller's name (if known, with OGA member details) and date of sale/purchase, notes on her history etc.

Please post to:
Boat Register Editors
146 Stortford Hall Park, Bishops Stortford, Herts. CM23 5AP

alternatively, you may email the Boat Register Editors: boatregister@oga.org.uk