

GAFFERS LOG

ISSUE NO. 98 NOVEMBER 2018

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Annual Race reports

Tales from the OGA

Boat Register

**OGA
55**



OGA 

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING



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Foreword

Well, what a summer it's been, and even into October there's been fine weather for late season sailing or getting the boat laid up for the winter! As we come to the end of the OGA55 anniversary year, there's plenty to report on from around the Areas, with a successful event held on the Isle of Wight in August (p.48). Time to look ahead to 2019, with some already thinking about OGA60!

Next year will be my last at your Editor, and I look forward to hearing from anyone who'd like to know more about what the role entails. One of the most rewarding parts is the contact with members from different Areas. It's also the chance connections found from finding content online and receiving unsolicited contributions. Just today, I received an article for the March 2019 issue, and you'll find stories generated initially by enquiries from the website and posts on Facebook in this issue.

Our boat 'Cachalot' is back in the water, but she wasn't ready to join the East Coast Cruise. I crewed again on 'Kestrel' with James Palmer, pictured below. Tony Pickering, out on his rib with the East Coast Gaffers, provides us with some great photos in this issue. Thankyou, Tony! www.tidewayimages.com

It was great to receive the cover photo from new member Paul Heales, who joined the East Coast Race with 'Katie', but it was disappointing not to have a bigger selection of photos from members around all the areas to choose from when compiling the Log. Don't be shy! Share those photos! The words are great, but good photos really enhance the Gaffers Log. Take a look at Mike Garlick's hints and remember to enter the OGA competition (p.10).

The OGA55 celebrations aimed to bring members from all areas together, and it certainly succeeded with many areas represented. There's a saying coined by Dutch OGA member Rik Janssen which is 'travel the people'. There's all sorts of reasons for not being able to join an event by boat and as we go to press, there's a small group of Gaffers taking the Stena line from Harwich to Holland at the invitation of the Dutch OGA, to join them at Den Helder for the Traditional Boatshow. Along with the sailing, let's plan some more events to 'travel the people' in 2019.

Enjoy evenings by the stove as winter approaches, and hope to see you at the AGM in January, 2019.

Beverley Daley-Yates, Editor (Log and online)



'Kestrel' chases 'Fanny of Cowes' in the East Coast Race (p.63). Both boats took prizes this year and also took part in the first East Coast Race, 1963. Photo: Tony Pickering

ISSUE 98 NOVEMBER 2018

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March issue by 28 February 2019
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GAFFERS LOG PRODUCTION

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MERCHANDISE

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Cover photo: Dawn on the Blackwater
East Coast Race, July 2018 (p.63)
Photo: Paul Heales

From the Quarterdeck

Periodically, we are notified when one of our members has crossed the bar and normally it is for the Area to pay appropriate respects. However, sadly one of our previous national Presidents, Brian Hammett, has left us and you will find an obituary in this issue (p.8). Brian was a great character and a stalwart of the East Coast Area as well as an experienced cruiser with Lorna in his beloved 'Avola'. He will be missed.

My Presidential tour is almost complete. I visited Portaferry Sails and Sounds in N Ireland and was fascinated to see Strangford Lough and experience the tides rushing through. It is a real community event, bringing the town alive. It was clear to me how important it is to have an OGA presence. The hospitality was great and I was well looked after.

Cardiff Bay was a small boat event for OGA55, although Patrick Vyvyan-Robinson turned up in his Heald 28 'Capraia' to join the parade of sail. The event was a great success, efficiently organised with local sponsors helping with the goody bag (p.46) and the OGA dinghy having her maiden voyage. I was taken 'to sea' through the lock into the Bristol Channel to experience unusually benign conditions. Thanks to Charlie Harris for welcoming me to his home.

I was able to get some sailing in on 'Witch', attending the East Coast summer cruise and the Swale Match before setting off down Channel for OGA55 (p.48). It was a great success and very well attended with over 100 boats booked. In particular the small boat part showed the potential for trailable pocket cruisers to attend events around the country or abroad (Rik & Edith and Edgar & Else both trailed from the Netherlands). We will be looking at how we can capitalise on the lessons learned for next year. We are also already thinking about OGA60!

My final visit was to the North East where I attended the Archbishop of York's blessing of a coble that had been restored by apprentices at the Blyth Tall Ships Project. I saw round the 'Williams II' brought to Blyth from Denmark by Des O'Meara (Gaffers Log, July 2018 p.14). Being part of this project to train young people in traditional skills is an important aspect of what the OGA is about. Thanks to Des for his welcome.

The overall impression I have gained from my Presidential Peregrination is that by and large the Association is doing well. As a voluntary organisation we rely on volunteers and inevitably there will be ups and downs in Areas and

nationally as Officers feel they have done their bit, stand down and the search is on for new blood. This is the nature of things. On the GMC Sue Lewis is standing down and I would like to thank her for the efficient and tactful way that she has filled the Secretary's role. Pat Dawson is relinquishing the Boat Register and thanks to her too for her hard work and encyclopaedic knowledge.

The AGM in January is at the same hotel as last time and although the Boat Show is not on there are wonderful sights to see at Greenwich and the Cutty Sark. Do make a weekend of it and come and join us; I look forward to seeing you there.

Alistair Randall, OGA President



Archbishop of York aboard the 'Williams II'
Photo: Mike Sullivan



Launch of the OGA dinghy at OGA55, Cardiff Bay
Photo: Viv Head

OGA AGM Saturday 12 January 2019

AGM, 2019

Join us at the Association AGM and informal buffet dinner in the London Docklands on Saturday 12 January, 2019
Meeting starts: 4pm

HMS President suite
IBIS Styles Hotel London Excel
272, Victoria Dock Rd London E16 3BY
Next to Custom House station on Docklands Light Railway (DLR)

This is our annual 'gathering of the clans' where members from all Areas are invited to meet up, hear brief verbal reports of what's been going on over the year at Association level (as opposed to Area level) and dine together informally.

We block book hotel rooms in the same hotel with a good discount and suggest that members take the opportunity to take in a London attraction or two as well as the meeting.

See the AGM webpage under 'Events' for details on how to book and pay for your hotel room and dinner, and the deadlines for doing so.

www.oga.org.uk/events/oga-agm-2019

We will keep the agenda focussed and reports brief, and colourful where appropriate. We give an opportunity for members' questions, award annual prizes and trophies, then we drink, eat and socialise. No music, just gafferish chitchat.

We hope to see you there!

Ideas for AGM venue, 2020?

We've gone ahead with the same location for the AGM again in 2019 despite the cancellation of the Boat Show. It worked very well last year and a good deal had already been struck for our booking when the news came through.

However perhaps it is time for a change - where would you suggest we have our 2020 AGM and dinner?

Email secretary@oga.org.uk with your ideas

2019 AGM Agenda

1. President's Welcome
2. Apologies
3. Approval of the minutes of the last meeting (published in March 2018 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
11. Election of Officers - see nominations below
12. Members' questions

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

1. Results of Photographic Competition
2. Presentation of Association Trophies
3. Slideshow report on OGA55 event

Election of Officers

Nominations received for Officers of the Association

Treasurer: Tony Kiddle

Proposed: Mary Gibbs

Seconded: Colin Stroud

Secretary: Colin Stroud

Proposed: Mike McCarthy

Seconded: Howard Wheelton

Boat Register Editor:

Alison & Julian Cable to hold the role jointly

Proposed: Pat Dawson

Seconded: Dick Dawson

GMC Notices

GDPR 2019 OGA Yearbook: Your consent needed!

As we announced in the July Log (p.5) we can only go ahead with our next OGA Yearbook if members consent to be in it. Individually. That means YOU!

This can be done by email via the proper channels so we have emailed those members with an up-to-date email address on our database. Responding to that email is the simplest way to make sure you are included. If you haven't had that email then please do two things as soon as possible:

- 1) Complete and return the slip on the letter enclosed with this issue of the Log, authorising us to include your details in the Yearbook AND THEN
- 2) Send an email to the Secretary so your email can be checked/added/updated on the members' database.

secretary@oga.org.uk

Subscriptions for 2019

Now is the time to renew your subscription if you are not on Direct Debit. We have included a form in the centre pages for you to do this. Please ensure you tick the box to opt IN for inclusion in the Yearbook if you wish to be in it. We used to ask you to tick to opt OUT, but all that changed with GDPR.

Please note that as agreed at the AGM in January the cost of subscription has risen by approx 3%. Here are the new rates: Single membership increased from £31 to £32 Family membership increased from £36 to £37 (Direct debits will still remain £2 less than these amounts so will now be £30 and £35)

Junior membership increased from £5.00 to £5.25

Overseas membership increased from 46 euros to 47 euros (or £43, if by UK cheque, or the rest of the world)

OGA Youth Fund

Thankyou to donors and Youth Fund co-ordinator Patrick Vyvyan-Robinson on raising a total of £1,234 for the Youth Fund at OGA55. Two applications for grants have been received this year and approved by GMC (p.xx):

www.oga.org.uk/youth-fund

OGA Dinghy

Our new class dinghy was launched this year and those who sailed it reported it as stable, comfortable and a great family boat. Orders are now starting to come in. For photos and a report, see p.xx and information on 'How to Buy' and a 'Building Guide' check out the Dinghy website:

www.ogadinghy.org.uk

Looking ahead: Election of Gaffers Log Editor and Website Editor

It's a over a year away but Beverley Daley-Yates, who edits both the Log and the website, comes to the end of her second term of office at the end of 2019 and will not be standing for re-election in January 2020. Beverley has done outstanding work, as is unanimously agreed, and she will be a hard act to follow. However, followers must be found and Beverley will certainly be leaving everything in good order with systems in place so that members will be able to take over the roles.

Any member interested in stepping forward for election to either role, or to form part of a small team to cover the ground that needs to be covered, is invited to ask Beverley herself about the roles: log@oga.org.uk or to approach any member of the GMC for more information: gmc@oga.org.uk

Don't be afraid to ask!

You can do so 'without prejudice', you'll be committed to nothing unless elected and you won't be elected against your will!



OGA dinghy in Cardiff Bay Photo: Charlie Harris

OGA Trophies: deadline for nominations 30 November!

Some nominations have been received, but there's still time . . . 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 citation to: secretary@oga.org.uk



AGM

Join us at the Association AGM and informal buffet dinner in the London Docklands

Saturday 12 January, 2019 4pm

HMS President suite at the IBIS Styles Hotel London Excel 272, Victoria Dock Rd London E16 3BY

Next to Custom House station on Docklands Light Railway (DLR)

Full details on p.xx and online

www.oga.org.uk/events/oga-agm-2019

Photo competition

Closing date for entering is 31 December but don't leave it till the last minute. Check out Mike Garlick's hints to impress the judges (p.xx) and how to enter in plenty of time. Then get choosing your best shots of the year.

www.oga.org.uk/trophies/photo-competition-2018

Ideas for AGM venue, 2020?

We've gone ahead with the same location for the AGM in 2019 despite the cancellation of the Boat Show. It worked very well last year and a good deal had already been struck for our booking when the news came through.

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'Life of Brian'



Brian Hammett, old friend, staunch supporter and stalwart of the OGA at national and local level crossed the bar on Thursday 20 September, 2018 having confounded his doctors who had predicted less time for him and having impressed all who knew him with his determination to hold on to life and make the best of it to the end. Our condolences go to Lorna as well as their daughters Trish and Clare and their two grandsons. Brian's funeral took place on 10 October at Ipswich where his widow Lorna delivered a moving eulogy entitled 'Life of Brian'. We bring you extracts of this eulogy, with a few memories from East Coast gaffers.

Brian Edward Hammett was born 4 January 1939 in Plaistow, London. He went to school at St Edward's in Romford Market. He then went to Brentwood Prep School and after passing the 11+ went to Brentwood Boys Public School. At school, he was described as 'middle stream'. He had to attend school on Saturdays for games in the afternoon, mainly football, which he hated, but he did enjoy cross country running. Sailing was a great passion for Brian: he sailed on the east coast from the age of 11 and was a member of Blackwater Sailing Club.

Brian left school at 16 to embark on a 5-year apprenticeship with the Marconi Wireless Telegraph Co. in New Street, Chelmsford. Towards the end of his apprenticeship he landed the job of instructor to the first all-girls apprentice scheme teaching them workshop practice at Marconi College. This is where he met his wife, Lorna. After what Lorna describes as a 'shaky start' (he was chasing one of the other girls) their friendship blossomed. After his apprenticeship, he worked for Marconi Marine.

Brian had a lifelong love of films and would have loved to work in the film industry. To supplement his apprenticeship income, he used to do film shows for children's parties, mainly 9.5mm silent film cartoons, Charlie Chaplin & Buster Keaton etc. The joys of yards of jelly and ice cream-covered cable then ensued for some time. Considering his Austin 7 Ruby unsuitable for carrying film equipment, Brian bought a Minivan. Brian teamed up with an old school friend and started doing Public Address hire for small events and 'fetes worse than death'. As the part time work increased Brian and his partner in PA decided to leave Marconi Marine and start their own audio hire business. 'Trusound' was formed in 1964. They rented a single factory unit in the Crittall Road Industrial Estate in Witham. Later they bought vans and a specially converted caravan so that they could do horse shows, County shows such as the Essex Show, Dagenham Carnival, motor cycle scrambles, Donkey Derbies and so on. 'Trusound' went into manufacturing specialist audio systems and was sold in 1989.

Brian was a qualified RYA Offshore Instructor with a commercial endorsement. After 'standing in' for the manager at Victoria Dock Water Sport Centre Brian took over the job, which he left ten years later. He said it was the best job he had ever had, teaching more than 5,000 East London children rowing, canoeing and sailing. He retired from this role in 2000 on the Friday and went sailing on the Cruising Association Millennium Rally to the Baltic on the Saturday. He was away for 3 and a half months!



Three OGA Presidents, Rob Williamson, Sean Walsh, Brian Hammett captured by a fourth, Alistair Randall. ECOGA August Cruise, 2015.

Brian Hammett: 1939 - 2018

Brian was a great 'joiner' of clubs, societies, associations etc. He was a member of Harlow Round Table for many happy years. After the purchase of Brian and Lorna's beloved gaff cutter 'Avola' in 1980 they joined the OGA. Brian went on to become Association President and East Coast Area President. He was very involved with the East Coast Gaffers, even up to his death. Members will particularly remember his firm management of gaffers races, counting down to the start from 'Avola' at full volume on the VHF with the words 'Three, two, one, BANG' just in case the gun didn't go off loudly enough. He cut quite a dash in his favourite hat complete with stuffed (toy) parrot and members and public alike enjoyed his colourful commentary (via his own PA of course) on the Rubber Flubber Football matches at the Ipswich Regatta at the start of the annual OGA East Coast August Cruise.

He was interested in Arthur Ransome and wrote two books about him. His interest resulted in Brian joining the Arthur Ransome Society and becoming its East Coast Chairman. He was also a member and then Chairman of the Nancy Blackett Trust and Felixstowe Master Mariners Club. Brian joined the Cruising Association in 1987, served for many years on the Membership and Publicity committee, CA Council and became a Vice-president. He also ran the disco for many functions in CA House, Limehouse. Due to what Lorna describes as 'extreme pressure' from Brian she joined the CA, and became their General Secretary for 16 years.

Brian and Lorna sailed 'Avola' for many miles voyaging to the Baltic, Russia, Germany, France and

spent many very happy holidays cruising in Holland, making numerous lovely friends over there. One of Brian's great contributions to the OGA was his work, together with his great friend gaffer Jon Wainwright, forging links with Dutch gaff sailors and classic sailing boat enthusiasts leading to the invitation of the OGA by the VKSJ to participate in their Dutch Classic Yacht Regattas at Hellevoetsluis. This led to the founding, nearly 15 years ago, of the Dutch OGA. One highlight of his speech each year at those Regattas, which always gained a big laugh, was his attempt to address participants in Dutch, which he would eventually abandon, ruefully commenting that he would continue in English so the Dutch could understand him.

Brian and Lorna were married 4 May, 1963. Tricia was born in November 1965 and Clare in September 1969. Their third daughter, Jennifer, born in 1967 died two days after birth from a congenital heart condition. Brian adored his daughters and later his two grandsons Taylor and Brody. He was a wonderful father and grandfather.

Shortly after moving to Ipswich, Brian suffered heart failure and had a triple bypass and pacemaker. Brian's last illness started in late 2015 early 2016. He kept up all his activities and sailing despite this.

Lorna ended her eulogy in Holy Trinity Church Ipswich by saying: "Unlike the Monty Python character of the same name Brian was not a 'naughty boy': he was in fact a determined, stubborn, kind-hearted person who would do anything for anybody. He would never knowingly do anybody any harm and his main wish was for everyone to 'Look on the Bright side of Life'."



50th birthday party for 'Avola', Hellevoetsluis, 2015

OGA Photography competition 2018

It's been a glorious summer for sailing so now is the time to enter the OGA photo competition!

How to win

Start by looking through all your shots from the year and pick out any that might be worth considering.

Look for these points:

1. Fits the entry criteria for the category (ref. website): www.oga.org.uk/trophies/photo-competition-2018
2. Tells a story, sets a scene, asks a question, has humour.
3. Wow Factor - that extra something that makes it stand out: atmosphere, light, action.

EDIT

Few shots are worth entering straight out of the camera and all need careful assessment. Get the best out of them by following this routine:

BASICS Yes! Straighten the horizon, then adjust the exposure.

MESSAGE What is the thrust of this shot? Now concentrate on maximising that by . . .

CROPPING Remove anything that is not adding to the value of the shot, eg acres of bland sea or sky, distracting figures, boats, background and clutter.

Cut tight to highlight a point of action and to balance composition.

FINE TUNING Now readjust exposure, contrast, levels, to get the best out of the shot.

FINALLY

TITLE Choose a short apt title to complement the shot and add to the message.

RESULT

Your aim is for the judges to say, "Wish I had been there; seen that; done that" or "Thank - - - I wasn't; didn't; hadn't!"

GOOD LUCK

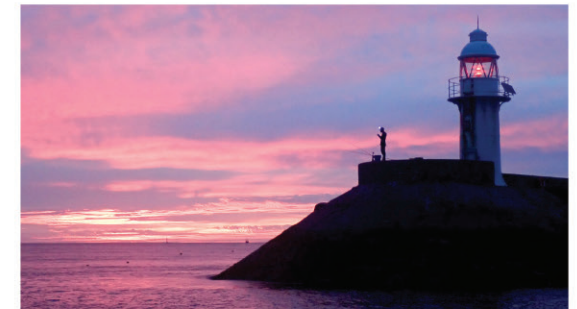
EXAMPLES

From one weekend at the Brixham Heritage Rally in September, when none of the shots seemed to stand out . . . 'Vigilance'.

The key feature of this shot seemed to be the oblique light highlighting the sails' shapes
Title: 'Sail Sculpture'



Junk. A long shot where the impact was the brilliant back light on the water and the red sail.
Title: 'Ruby and Silver'



Breakwater. Apart from the gorgeous dawn light the extra factor, quite accidentally, was the figure with a headlight mimicking the light beacon.

Title: 'Fl R, F W'



Harbour scene
As this scene was as much about texture as colour it was converted to monochrome
Title: 'High tide is - - - when?'

www.oga.org.uk/trophies/photo-competition-2018

OGA Youth Fund report:

Mary Graves is a family member of the OGA South West Gaffers. She has sailed since she was ten years old when she completed a dinghy sailing course at Cawsand SC. Mary's family sail a gaff-rigged 1961 Norwegian Faering on the River near Torpoint. They have recently acquired an old Drascombe which they plan to refit over the winter months. The OGA Youth Fund grant was awarded to Mary as a contribution towards the cost of a week-long training cruise to achieve her Gold DofE Award and Competent Crew Certificate aboard the Brixham Trawler, 'Golden Vanity'.

In previous years we have gone hiking to cover the expedition part of the DofE award. Whilst this is fun, I was keen to find something different where I could learn new skills. Trinity Sailing, Brixham are registered DofE expedition providers and it seemed like a great opportunity to learn how to sail a traditional gaff rigged boat. I have sailed dinghies a little, and on yachts once or twice, so have some experience, but lots to learn about bigger boats, especially gaffers.

In August 2018, with the help of a grant from the OGA Youth Fund, I embarked on my Gold DofE expedition on 'Golden Vanity' with Trinity Sailing along with six other crew, a skipper, a mate and the intention of learning as much as I could about the ins and outs of sailing an old gaff cutter.

'Golden Vanity' is the sole remaining Mumble Bee Trawler, the smallest of the Brixham Trawlers with a 38'9" length hull, having been built by J Sanders in Galmpton, Devon, 1903 and launched in 1908. She provided a painting platform for Arthur Briscoe's observance of the Brixham trawler fleet (p.xx). By the 1980s she had become derelict in Brixham harbour before a group of enthusiasts, who

subsequently became the Golden Vanity Trust, accomplished a full renovation and sailed her under their flag. In 1999 Trinity Sailing obtained her in order to carry out RYA courses and 'youth adventure sailing'.

In order to fully prepare us, we started with a two-day shore-based course for RYA Essential Navigation and Seamanship. We learnt about themes from nautical terms, tides and weather forecasts to pilotage and passage planning, which we later put in to play throughout our voyage.

Our first passage was from Brixham harbour, travelling west to Salcombe where we put into action our newly acquired knowledge of navigation whilst learning the ropes, quite literally when we suddenly needed to locate the jib halyard in order to execute a tack.

Even though we had yet to become accustomed to the full workings of the boat, this was the most enjoyable day of sailing as we managed to raise all five sails, mainsail, jib, staysail, flying jib and finally the topsail, to reach a speed in excess of five knots. We were joined by a pod of dolphin which danced around the bow waves coming round Start Point. This prompted us to decide our group aim for the expedition would be to log the numbers and location of wildlife along the South Devon and Cornish coasts.

Sailing a Mumble Bee Trawler

Once we reached Salcombe, we had to practise manoeuvring alongside another vessel, which was our berth for the night. The next day we sailed on to Mayflower Marina in Plymouth. A lack of wind was the main issue over the next three days so we used the engine, alongside the mainsail which helped us with stability as well as the occasional gust of wind boosting us in the right direction. A benefit to this was that the fishing line was full of mackerel which provided us with the freshest lunch, which we enjoyed under the sun, on the deck, whilst appreciating a show from several porpoise.

From Plymouth, we motor-sailed directly to the Helford, a ten-hour crossing, our longest passage at sea. After taking up a mooring buoy, we cooked bangers and mash before a good night's sleep. To prepare for the next day's sail, we got out the charts for Falmouth Harbour and used the almanac to find the local tide times which helped us to plot the best course and timing for our passage and pilotage plans. Because we did not have far to go, we went via St Mawes in order to practise anchoring that would later come into use for our return to Brixham. Having completed this, we motored into Falmouth where we moored alongside a pontoon.

The whole week was split into two sections, the first half was training, and the second the expedition itself. As this was the starting point for our qualifying expedition, where we would be fully in command of 'Golden Vanity', we restocked the food supplies, making sure the biscuit tin would be full for the remainder of the voyage, and consulted the charts in order to decide where we were going to stop on our way back to Brixham, whilst considering the weather conditions and tides. From this, we created a passage plan that would take us from Falmouth to Fowey the next day.

The main challenge we faced was navigating into the narrow entrance of the Fowey estuary where we used a very detailed pilotage plan in order to stay in the correct part of the

channel, taking into account her 2m draft in the shallower sections. The success of this navigation was rewarded by an ice-cream when we went ashore, and we enjoyed some crabbing on the quay where we managed to catch (and then return) at least six crabs.

We left Fowey for Cawsand after 'happy hour': our daily clean of the entire boat, including a deck scrub and washing the galley and heads. On our way we passed Whitsand Bay, a place I know very well from the land, but had not been able to appreciate from the sea. For a long section of this passage I helmed the boat which allowed me to put into practise following a bearing, recognising landmarks as we passed them, and becoming familiar with the individual character of Golden Vanity's tiller. We anchored in Cawsand Bay, had a BBQ on the beach and a rather brisk swim in the sea.

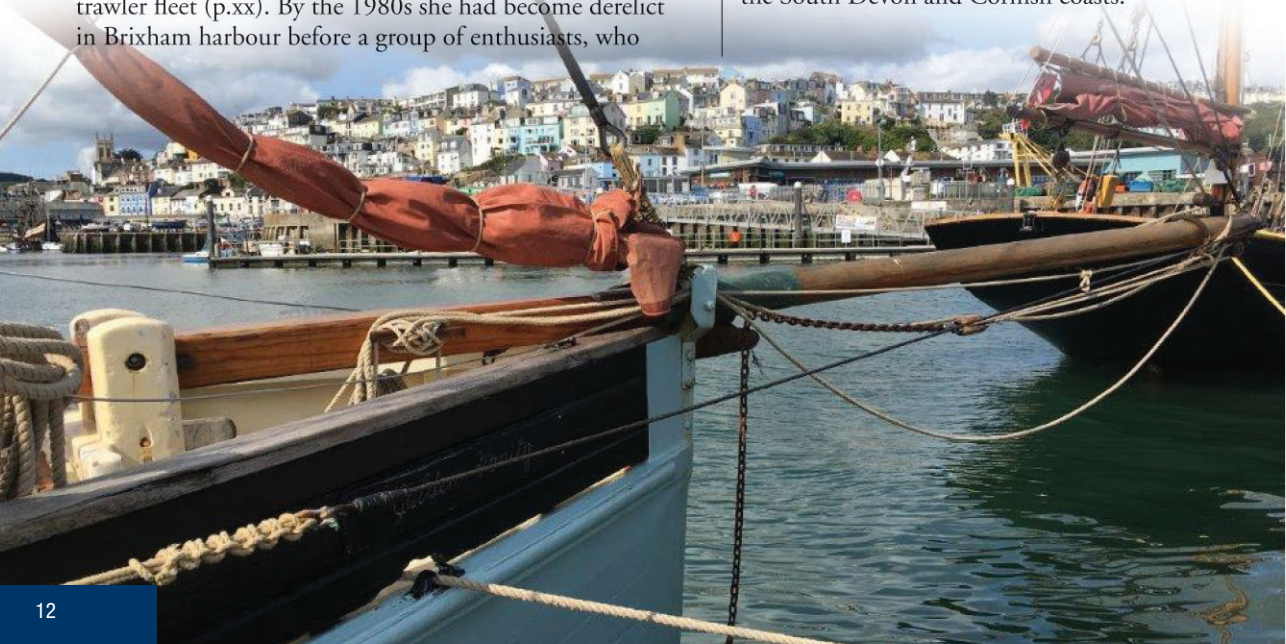
Our next planned route was to Dartmouth, which we carried out as a night passage in order to practise our navigation skills using the cardinal buoy lights, and other lights such as Start Point lighthouse. We set up a watch system where half the crew were on deck for four hours while the others slept, this helped us to stay alert for the whole passage.

The final day was another good sailing day, with slightly more wind, and we could use the mainsail, topsail and staysail to finish our journey. We saw more dolphin and porpoise that we added into our log of wildlife already listing gannets. Once alongside in Brixham we carried out our final full clean, making sure to leave 'Golden Vanity' in pristine condition, ready for the next group of intrepid adventurers.

I was very pleased that I not only achieved a 'strong pass' for my Gold DofE expedition, but also acquired my RYA Competent Crew Certificate which I hope to use in the future to further my sailing experience.

I would like to thank the OGA who have enabled me, through the Youth Fund, to join this expedition and to have the chance to learn how to sail a gaffer. I know that I will want to continue to sail traditional gaff rigged boats and, thanks to this training course and the OGA, have the skills and experience to do so. Sailing a traditional gaff rigged boat was great fun; it needed a real team effort to get all the sails set, and to learn the terms and names of all the ropes. I think it is really important for young people, not just to experience what it is like to sail a traditional boat, but to really learn how to sail one and to be able to pass on that knowledge to the next generation.

Photo and report: Mary Graves, aged 17, South West Gaffers



OGA online boat register

As Pat Dawson stands down after 35 years involvement with the OGA Boat Register, we bring her final report, items about three very different boats from the Register, 'Maybird', 'Maribona' and 'Dragonfly' followed by Part 2 of Alasdair Mackenzie's work on boats from Arnside.

This will be my last report as my final term as Boat Register Editor comes to an end in January, 2019. I took on the role after our first Secretary, John Scarlett, died in 1984. The Register was a simple set of cards with a printed summary. The production of new gaffers was in its infancy, nearly all the boats listed were old, wooden and many needed a serious refit. By the late 1980s we digitised the Register and included a standard OGA race handicap calculator.

Nick Miller took over in 2000 and over the next ten years improved and moved the Register on. It was recognised as a unique database of gaff rigged craft built over the past 150 years and I took over again in 2010. Now it is time for others to continue its development. I must thank Alistair Randall and Beverley & Steve Daley-Yates in moving the Register to the online Register we now have, accessible to all and enabling owners to update their boat records.

One of the most rewarding parts of this job is the re-emergence of boats that have not been seen for many years. This year, friends who were cruising Southern Brittany came across 'Unity of Lynn', OGA Boat no. 1773, in French ownership for some years. A smack built to fish out of Kings Lynn in 1910 she has an unusually shallow draft. She was extensively refitted and active in the Solent in the 1980s.

Another boat I am particularly interested in is 'White Heather' OGA no. 1122, especially as she was built in 1908 by the same yard, Ashton and Kilner in Poole, as our 'Lone Wolf'. She moored in Yarmouth Isle of Wight in the 1960s and 1970s and recently a log book and paperwork has come to light from those times. She was last heard of in the 1990s on the Thames in need of work.

It's interesting to reflect on nearly 35 years of 'on and off' involvement with the Register. It has grown to be the only comprehensive database of gaff-rigged yachts in the world and could lay claim to be the most useful information resource of small sailing yachts of the last 150 years. The NMM's National Register of Historic Vessels and National Small Boats Registers cannot match the detail and range of information on the nearly 4,000 boats on the OGA Register.

The Register's database structure lends itself to research on individual vessels as well as a more general enquiry. New information is readily available from OGA members who are keen to share information on their boats. These are the people who make the Register so valuable.

I wish my successor well and offer the thought that it is possible to make this fine resource available to a more general audience of enthusiasts, historians and researchers. I hope to see this happen in the future.

Pat Dawson, Boat Register Editor



'Maybird' in the 2011 Fastnet Race
Photo: Beken of Cowes

'Maybird' sets two historic records

Congratulations to Dublin Bay OGA member Darryl Hughes and his crew on setting not one, but two, historic records this summer. Darryl's boat 'Maybird', a gaff ketch, competed in and finished the 2018 Volvo Round Ireland Race.

'Maybird', designed by Fred Shepherd, was built by Jack Tyrrell in Arklow, 1937 for Col WCW Hawkes of Passage West in Co. Cork, Ireland. She was the oldest boat ever and the only gaff-rigged boat (at least so far) to complete the Round Ireland course.

She crossed the finish line after nine days, 22 hours and 35 minutes at sea. This achievement in the 2018 Volvo Round Ireland comes on top of his magnificent achievement in the 2011 Fastnet Race: 'Maybird' won the Iolaire Trophy that year for the oldest boat to complete the course. Completing both the Fastnet Race and the Round Ireland race under a gaff-rig - what an exceptional double!

After completing the Round Ireland Race 'Maybird' sailed back to Arklow, where she was built over 80 years ago, and hosted sail training exercises with the Arklow Sea Scouts for three days.

Jack Tyrrell was a huge supporter of sail training. He also built 'Asgard II', Ireland's dedicated sail training brigantine and the ethos of the Sea Scout movement was something he subscribed to. It was most appropriate for 'Maybird' to sail back to Arklow and help train Arklow's Sea Scouts. Darryl was delighted to yet again provide the opportunity to encourage youth and the Sea Scouts in particular.

'Asgard II' was named in honour of the Asgard, a 51' gaff ketch designed by Colin Archer, 1905 and owned by Erskine Childers, Irish nationalist and noted author 'Riddle of the Sands'. The Asgard played an important role in the campaign for Irish independence in 1914. She was completely restored during a five year restoration project starting in 2007 and is now on permanent display at Collins Barracks, Dublin. Three DBOGA members, Arthur Hughes, Tim Magennis and Michael Prior, were pivotal in the campaign to get the Asgard restored.

We hope to bring a full account of Maybird's experience in the Round Ireland Race by the skipper

in a forthcoming issue. Meanwhile, 'Maybird' is listed in the OGA online Boat Register. Find extracts from articles by Winkie Nixon and a video online: www.oga.org.uk/news/maybird-record-2018 www.oga.org.uk/boat/maybird

Mark Sweetnam, Dublin Bay Area Secretary



Dylan Clancy, former Arklow Sea Scout, captures the young crew from the end of Maybird's bowsprit

A transatlantic dream comes true:

Earlier this summer, your Editor received an email noting some inaccuracies in the record of 'Marihona' on the OGA boat register. Following a fascinating thread of email correspondence with Mark Emmerson, whose father, Gordon fitted out the 'Marihona', 1957-1962, Mark has compiled selected extracts from his family archives. 'Marihona', now owned by OGA member Jerry Clinton, is overwintering in Norway, near where she was built just over 60 years ago, returning to the UK in 2019!

Designer: William & John Atkin
Built: 1957, Risør, Norway
Rig: Gaff
Construction: pitch pine on oak
LOD: 34.25'
LWL: 32'
Beam: 10'
Draft: 5'

Her first owner was Englishman, Gordon Emmerson, Chief Engineer of Elbow Beach Surf Club in Paget, Bermuda. He had always dreamed of owning a ship fit to sail across the Atlantic. As his children grew up, he spent five years fitting 'Marihona' out in Bermudan cedar, after shipping her newly built hull from Norway.

What's in a name?

extract from a letter to Gordon Emmerson, from Gunnar F. Klingenberg, suggesting a name for the boat as the hull nears completion in 1957

"I sent a printed card to you the other day, it is very cold here, -10 Celsius, but the moment I put the card in the envelope, a ladybird came dashing along and landed on top of the big wave of the picture! I have not seen a single insect for a month, but there she came. I think it was so funny, I had to tell you the story. Ladybird, or in Norwegian 'Marihona', also called Marie Fly Fly."

A dream come true

compiled by Mark Emmerson from sources including the Littlehampton Gazette, newspaper cuttings & notes amongst the papers of Graham and Beth Emmerson

The crossing was a rough one. Beth pointed to a weather map which indicated force 4 winds in the area during June. "Force 4! That's the average figure. The trouble was that the wind was either force 8 or nil!" Said Gordon: "It alternated between gales and calms. Calms, gales, calms, gales. That's how it was after the Azores."

Beth writes that 1 June, 1962 saw us set sail from St. Georges, after multitudinous and hectic preparations. The sun was shining and with a fair S.E. wind we knocked off 100 miles in the first 36 hours. Then the wind dropped and a nasty cross sea caused Beth to suffer from mal-der-mer, so she was elected deck hand, while Gordon took over the galley for a few days. Beth stood her watch, not arduous as Gordon had the self-steering working well. Winds continued E. and S.E. and we kept sailing N. looking for the Westerlies, till we were in sweaters and duffel coats. Here tragedy overtook us; a precious bottle of rum crashed to the deck, as Marihona's 11 tons was picked up by a wave and tossed to the next.

adding to the record for 'Marihona'



We thought we had found the Westerlies, but again they eluded us. Wind went S. and blew hard, so we downed sail and rolled like mad all night. The next night while Beth was keeping the Dogwatch, the wind died out. An ominous calm, then a terrific squall hit us. The emergency whistle jerked Gordon from sleep, to find the boat on her ear and Beth hanging on to the tiller, under what seemed like Niagara Falls, so much rain was streaming off the sail! 400 miles N. and still no Westerlies so we tacked and made our way S. By the 11th the long-awaited Westerlies arrived and we were off on a broad reach at last. For the next six days we had wonderful sailing; 192 miles was the record day and 'Marihona' steering herself. Finding ourselves further S. than our original plans, we decided to call at the Azores for a rest after 25 days at sea.

After laying off Flores, because of calm, skirting Foval and Sao Jorge, the 'Marihona' finally put into Horta. Here friends were quickly made and from all sides help was quickly forthcoming. The normal formalities were speedily accomplished; fellow mariners in port contacted; and cafe proprietor-ship's chandler alerted, he proved a really friendly soul and went far beyond the value of the goods he supplied in the helpfulness he displayed, and soon everything was shipshape and the 'Marihona' ready for sea again.

After a 10-day stay they sailed for England and immediately ran into a chain of gales.

After two days of light winds and two days calms the barometer began to drop and the winds went into the east. Two days of gales followed and the 'Marihona' hove to. A secondary gale followed in the wake of the first gale and the Marihona rode this out under bare poles with warps astern. After 12 hours the warps were taken in and the Emmersons headed for their bunks for the next 14 hours to recoup their energy. During the next two weeks we had nothing but gales and calms. We even celebrated our wedding anniversary remaining at the helm for 23 hours, riding out a gale. The huge 30' waves were awe-inspiring, but we had great confidence in our ship, she rode them well.

On 25 July, 'Marihona' made perfect landfall at Fastnet, Eire, just 20 days out of Horta. Cruising west past Mizzen Head to Bantry Bay, the Marihona anchored in Castletown Harbour, the first small port in the bay. The Emmersons found the Irish very hospitable. Mackerel and plaice from fishing boats alongside made welcome additions to the menu; lots of chats with local shopkeepers, farmers, harbour types and others brought in a wealth of information about habits, cost of living, etc; a surveyor working on a new pier and waterfront project was discovered to be one who had been on the a job in Bermuda. On 5 August they left for Falmouth, spending August Bank Holiday hove-to during a gale which gave them their biggest shock of the trip. They picked up a gale warning on their portable radio, the only form of radio aboard, and flew before the gale using as much sail as they dared, in addition to the diesel engine, to find shelter south-west of Bishop Rock. "It was a very nasty situation" said Gordon. "If we hadn't managed to beat the gale to the right spot we might have been blown on the rocks".

Apprehension

"We weren't afraid, just a little apprehensive", commented Gordon. "There is a difference. One wonders if anything might come adrift. In any case, when we were in the ocean there was really nothing to be afraid of. It was when we were near land we began to be apprehensive. After our first gale in the 'Marihona', our confidence in her was considerably enhanced. Only about once every three hours did the sea actually break over her, and that was only the top of the waves."

The 'Marihona' arrived in Littlehampton during August, 1962. Look out for more extracts from her story in the March 2019 issue of Gaffers Log and find her entry in the online Boat Register:

www.oga.org.uk/boat/marihona

Photos: facing page 'Marihona' in Norway, 1957, above Mark with his father Gordon and stepmother, Beth, Bermuda, 1968



from a Solent Gaffers Facebook post

Your Editor noticed a post from Solent member Nicholas Hall, in the Solent Gaffers Facebook group earlier this year. Following some research, we found 'Dragonfly' in the OGA Boat Register. Nicholas shares some of his early memories aboard with his family.



This is rather personal recollection of the Broads Yacht 'Dragonfly', relying on my memories from a long time ago, so it might not be accurate in every detail. I grew up in Norwich and learned, in a rather haphazard way, to sail on the Norfolk Broads. There was some racing at sea after my parents bought a Broads One Design in the 1950s. 'Flittermouse No 3', designed by Linton Hope, was built in 1900. She had been ashore since the outbreak of the Second World War. I recall one of the Lowestoft to Southwold races with my father when we came third, by his standing in so close to the shore to cross the line that I thought we would go on the beach. I was very young and very cold but was unhappy not to be allowed to make the return passage.

Family sailing on the Broads was made possible largely through the generosity of my 'Uncle George' – Dr George Day, really my great-uncle. He had owned a beautiful Broads Cruiser called 'Dragonfly' for many years and was very happy to take us sailing with him. He used to lend 'Dragonfly' to various members of the extended Norfolk family, but I am not sure they were allowed to sail her without him being on board. My maternal grandmother, Dr Mary Thackwell, Uncle George's sister [it was a

dynasty of doctors], told me that when on Breydon Water during the First World War, they could hear naval gunnery from the North Sea.

I don't remember our earliest sailing on 'Dragonfly' clearly, but she had a lovely very finely built centreplate dinghy as tender, which for some reason had a choice of three rigs; when 'Dragonfly' was moored, we had turns sailing the dinghy. 'Dragonfly' of course had no engine, but a Seagull Century long shaft could be mounted on a removable bracket on the transom. Sentimental though I am about Seagull outboards, and of course own one, I must record that it was fairly useless as propulsion for 'Dragonfly' [32' I think] against wind and tide. I became proficient at quanting, a technique adopted from wherries. The quant was a long pole, I think 22', with a truck at the top end and skeg at the bottom. You trailed it forward to the shrouds, raising it to vertical by the time you got there, then let it run through your hands until it reached bottom and put your shoulder to the truck and walked aft, giving it a twist and pull as you neared the transom to repeat the process. Cartoons from the early days of hire boats on the Broads delighted in the image of a hapless quantier hanging onto the quant, the boat having gone ahead without him. Something I avoided.

About 1960, when Uncle George decided he was too old to keep 'Dragonfly', she proved difficult to sell. Large old Broads yachts were then perhaps at their least popular. My parents then decided to buy her in partnership with Jack Martin whom we knew well as he also had a Broads One Design 'Kingfisher, No 7'. It was with great excitement that we collected her from Clifford Allen's yard in Coltishall, where 'Flittermouse' had been stored, for our first season. Enormous amounts of gear appeared that we knew nothing about, all kept carefully in the yard since Stanley's time no doubt. For some reason Uncle George never set a topsail; we didn't know she had one and I think two appeared, with spars. Her original canvas mainsail was provided; we used it when sailing out of season. The replacement mainsail was a creamy cotton that still smelled new, although Uncle George had had it made after

... a Broads family boat 'Dragonfly'

the war, along with a new built-up mast. My parents sold 'Flittermouse' and we put 'Dragonfly' on her mooring on Oulton Broad. Amongst other things, it gave us a good view of the dinghy and hydroplane racing. We spent a large part of our summer holidays sailing 'Dragonfly'. I particularly liked getting upstream of Potter Heigham and anchoring on Horsey Mere which despite the many hire craft, seemed remote and timeless. One night it blew hard and we could see a lot of boats dragging their mud weights; in the morning we were one of the only two boats that hadn't dragged. A motor launch had to be sent from Potter Heigham to drag them all out of the reed beds.

With three adults as the usual crew, I hardly ever helmed. My sisters Sarah and Emma were too young, but Sarah used to amuse herself climbing the mast using the wooden mast hoops, as illustrated here with my mother at the helm. We didn't race but we got around most of the Broads waterways each year. I learned how to trim the sails – no winches – and make myself useful. Hauling in the main quickly was hard work, as the sheet went through triple blocks, these had roller bearings and made a delightful noise when paying out. Occasionally, if I couldn't haul in fast enough and the helm was unsympathetic the boom brushed the top of a motor cruiser, which, when there was a fair breeze, we could overtake. Close tacking up a river was hard work, especially if there was only one person on the jib sheets. It was vital to get the sheet in on the new tack before the sail filled.

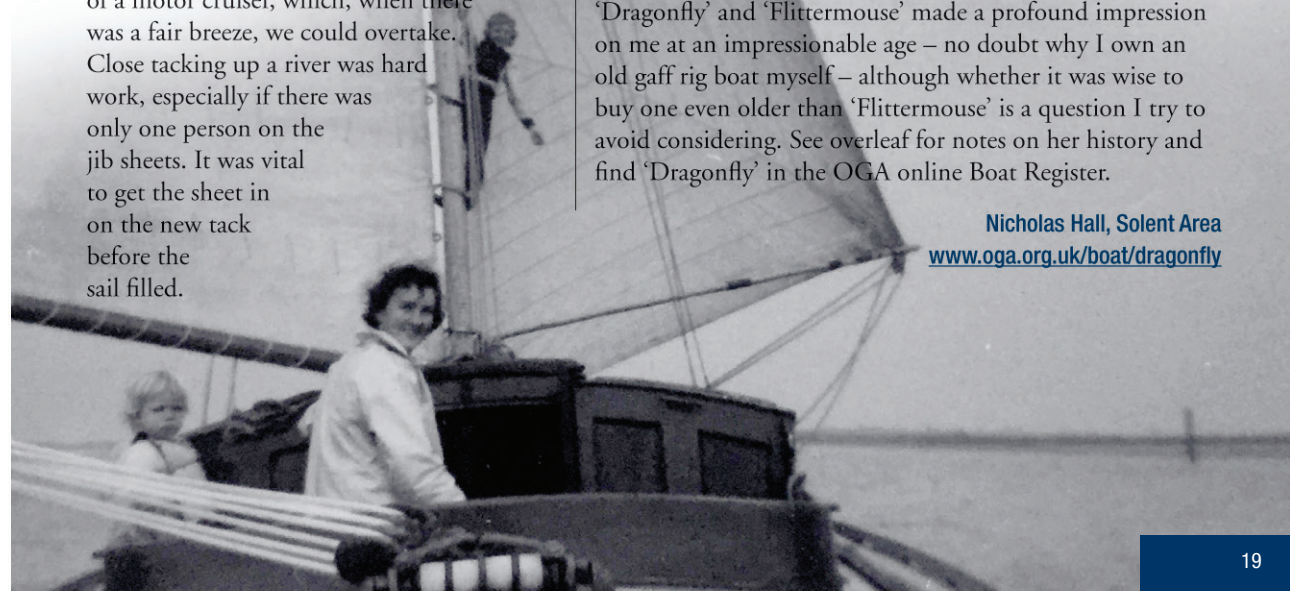
There were occasional groundings, including one on Breydon Water. But on that occasion, waiting for high water allowed us to see the moon rise over the Roman Fort of Burgh Castle and to quant down to the Berney Arms by its light, a magical experience. In suitable conditions, we used to shoot bridges like a wherry, but unlike a wherry, there was an enormous amount of preparation on the approach, including unshipping the gaff and boom. You couldn't start too early or you would lose way. And when the mast was down, unlike a wherry, there were festoons of rigging everywhere.

'Dragonfly' was fast and I remember vividly on the odd occasion that I took the helm, if the wind strengthened, the wonderful feeling of her heeling to it and accelerating. An interesting Broads trick was called 'creeping' and I did learn this. If you were close hauled in a light wind, approaching the lee bend of a river which once rounded would give you a freer wind, you might decide to 'creep' round the bend to avoid making another tack. Failure would mean being stuck on the reeds on a lee shore since once creeping began, you would be too close to the bank to go about. 'Creeping' involved pointing a bit too close to the wind then paying off a small amount to get more way, repeating the process.

My parents sold their share in 'Dragonfly' to Jack Martin in the mid 1960s, on moving to the country and starting to restore an old farmhouse. Jack Martin later gave her to his daughter Leonie as a wedding present when she and Chris Dowsett were married. Chris Dowsett restored 'Dragonfly' and she remained in use and much loved. Some years ago, I am not sure when, they sold her on.

'Dragonfly' and 'Flittermouse' made a profound impression on me at an impressionable age – no doubt why I own an old gaff rig boat myself – although whether it was wise to buy one even older than 'Flittermouse' is a question I try to avoid considering. See overleaf for notes on her history and find 'Dragonfly' in the OGA online Boat Register.

Nicholas Hall, Solent Area
www.oga.org.uk/boat/dragonfly





'Dragonfly': notes on her history

Built 1905 by Herbert Bunn, Wroxham, Norfolk to the highest standards for Stanley Day, a Norwich actuary. Russian redwood on oak frames; mahogany cabin sides, well [cockpit] and interior. Part of the brief was that 'Dragonfly' be able to reach all navigable waters of the Norfolk Broads meaning she must go under Potter Heigham bridge and old Ludham bridge. This, given her length, accounts for her elegance, enhanced by the unusual oval cabin deadlights. It was close going under Potter Heigham, and we used to use the underneath of the arch to push her through.

The hull was of typical Broads 'skimming dish' form, with fairly fine forward sections. Off the wind, the bows would set down quite noticeably. It was exciting to be on the foredeck and see the bow wave curling up to the level of the rail. I remember Uncle George sometimes ordering the moveable lead counterweight slabs, weighing about 28lb, aft from the forepeak to place under the well sole.

She had a typical Broads lowering mast stepped well forward in a massive tabernacle to allow maximum space for accommodation. The forepeak was originally for the paid hand, Burton, who used to look after 'Dragonfly' in the winter. It contained a small galley and pipe cot, that became my berth, and the massive lead counterweight for the mast, to which extra pieces could be added to adjust the balance.

Even in our ownership, there was no other galley, but there

was a gas ring on a flexible connection in one of the cockpit lockers. Aft of the mast was the heads to port, and a hatch to starboard. Then a sleeping cabin with bunks each side and a pretty wash basin, draining into the centreplate casing in the next cabin. The coachroof had a lifting section in the centre, but not hinged like some, it had folding mahogany sides so it sat level when assembled. Aft of this was the saloon, which also provided two berths. The drop-leaf table was built onto the centreplate casing, with its tackle, using bronze blocks, on the bulkhead. Skylight over. All the cabin panelling was in mahogany.

'Dragonfly' was built without a bowsprit. I believe Uncle Stanley raced her and I was told that mainly for this reason, he had a bowsprit fitted within a couple of seasons, carrying a much larger foresail. She was never cutter-rigged. The modification might also have been to try to correct the marked weather helm when well heeled, presumably due to the changed waterplane. The keel also had pieces added to the fore and aft edges.

Nicholas Hall, Solent Area

Tales of a Cornish trader, part 2

Gary Palmer brings us the second instalment of his tale of 'Golden Nomad', Cornish Trader No. 6, a cutter-rigged gaff ketch designed by Roger Dongray, built by Cornish Crabbers at Rock, Cornwall, 1981. At the end of part 1 (p.20, Gaffers Log July 2018) he decides NOT to buy her, but read on . . .

Of Surveyors

We had decided not to buy 'Nomad' mainly on financial grounds. Although the surveyor had pronounced her as basically sound, he also gave us some sobering estimates of making good some of his findings. But then several things happened; HMRC did not take their many pounds of flesh as predicted, a reasonably-priced mooring became available near to us; and the owners of 'Nomad' pointed out some inaccuracies with the surveyor's report, which said that there were signs that the deck may be lifting in way of the inner shrouds, and inside bracing plates should be fitted: actually they already had. That the liferaft was out

of test: it wasn't. There was no gas detector fitted: there was. Hmmm . . . not quite sure about this surveyor, but more on him later. We reconvened the Domestic Purchasing Committee and the motion to purchase was carried.

Of Delivery Skippers

But we still had no crew for the passage from Belfast to Rye, and so, short of options, we looked for a professional delivery skipper.

We found one, a date was agreed and I set time aside to sail with them. A couple of weeks later this skipper backed out. A second skipper was booked but two days later he found his medical was out of date and couldn't do the trip. A week later he made

contact again (now with in-date medical) and could once again do the trip, I arranged another date and two days later he emailed to say that he didn't actually have enough time to do the passage . . .

Now I am sure that there are legions of reliable delivery skippers out there, but you know, something tells me that a better job just might have come up for the chaps I picked. Whilst I was doing battle with delivery skippers and attempting to keep my blood pressure below dangerous levels, the (now previous) owners of 'Nomad', fine couple that they are, had found a pair of experienced skippers in Belfast who were prepared to do the trip, and only wanted their rations and a flight home to do it.

We broke open the bubbly . . .

All Set to Go!

So finally, finally . . . we were going to be on our way! Ha! Delusional fool that I am . . . the Gods of Boat Purchasing had not finished with me yet.

Just three days before the date set for sailing from Belfast I was informed that the senior skipper would now only do the trip as far as Newlyn and he would only do the trip at all if I was not on board – no explanation, no rationale, no discussion possible.

Is this starting to sound like an improbable work of fiction . . . ?

I should have probably been on blood pressure tablets by now as I started to phone round for potential crew onward from Newlyn. We debated whether it was worth travelling to Belfast at all but as the flights were already paid for we decided to go and at least have a day on the boat (I'd started to forget what she looked like by now) and have some time in Belfast.

We did the Titanic Exhibition and were well looked after by Nomad's previous owners,

Alan & Irene. I can't keep calling them 'previous owners', we became good friends during this protracted saga. On the evening before the Belfast crew were due to sail, my son and I took 'Nomad' out of Bangor Marina for a pootle round. All was fine, a sunny evening, gentle breeze, cup of tea in hand, finally enjoying the unusual novelty of some quiet moments of ownership, when it became apparent that something was amiss with the steering, with only about ¼ turn on the wheel possible to starboard. I had just enough steering to turn into the marina where Alan & Irene met us and it took two minutes to do what it was clear the surveyor hadn't. We took out the fenders and warps from the aft lockers to check the steering at the business end, only to discover the metal frame at the end of the steering cables had almost completely corroded.

It was very quiet. We all contemplated what might have been if this happened a day or two later halfway across the Irish Sea.

So, we flew home and started the process of trying to find a replacement steering frame. It immediately became apparent this wasn't going to be easy, no one seemed to know anything about this admittedly old equipment. After several days of 'phoning we found someone who knew about these units, but the news wasn't good. There were none of them left in the country or anywhere else for that matter, and no chance of getting one as . . . the casting mould had been broken.

I become grimly fatalistic; but saying "Oh well, it's just another one of those things" with a forced smile for the umpteenth time to friends, is starting to sound a bit hollow and I think that some are beginning to question my grip on sanity, and I think I'm with them on that one.

It can't go on like this . . . or can it?

to be continued in the next issue:

Alan & Irene to the rescue. Wintering in Ireland. My crew take shape. Racing the last tide to get afloat.

Gary Palmer, Solent Area



Crossfields of Arnside:

Alasdair Simpson, OGA North West, has been researching the output from the Crossfield yards in Arnside. This has led to several boats in the OGA online boat register being updated with new information and archive photos. If you know anything more about these boats, their whereabouts and/or history, do get in touch.

Visit the online Boat Register and search for 'Crossfield'.

The 'Sir William Priestley'

Built: 1934

Length Deck Level: 27ft (8.2m)

Length Water Line: 23.5ft (7.1m)

Beam: 9.5ft (2.8m)

Draft: 3.5ft (1m)

Builder: William Crossfield and Sons, Beach Walk

Construction: Carvel, Wood

Rig: Gaff

Engine: Thornycroft 'Handy Billy'

The 'Sir William Priestley', Morecambe Fisherman's Lifeboat was built by Crossfields in 1934. Lady Priestley donated the money in memory of her husband, a Bradford mill owner, MP and supporter of the RNLI. Sir William had been involved in fundraising for the Spurn Head lifeboat 'City of Bradford II'. Morecambe was popular with holiday makers from Bradford and was often known as 'Bradford by the Sea'.

Six or more replicas have been made of the 'Sir William Priestley' in glass fibre using a mould taken from the boat in 1979 by Eric Bergqvist, a boatbuilder from Lym, Cheshire.

'Sir William Priestley' was retired from service in 1987. She is now in Lancaster Maritime Museum awaiting restoration.

The Morecambe Fishermen's Association provided their own lifeboats. The first was 'Gyakhan', a large rowing boat built in 1895, the year following the capsizing of the Bay Boat 'Matchless' with the loss of 25 passengers. 'Gyakhan' was followed by the 'Rescue' in 1907, which was sailed powered. In 1934 the 'Rescue' in turn was replaced by the 'Sir William Priestley' which was a sailing boat with engine. All three boats were built by Crossfields.

During the course her career 'Sir William Priestley' helped swimmers in difficulty, people cut off by the tide, broken-down speedboats and capsized dinghies. She also took part in many perilous rescue missions of vessels in distress on the Bay, sometimes in atrocious weather.

History

1934: launched. The boat was paraded up the Promenade from Morecambe to Heysham watched by 20,000. The launch was attended by Lord Mayors of Bradford & Leeds and the Mayor of Morecambe.

1979 Eric Bergqvist takes a mould from 'Sir William Priestley' in return for royalties of £25 to Morecambe Fishermen's Association for each boat sold.

1987 Retired from service due to age and as most rescues were carried out by the RNLI who set up a lifeboat station in Morecambe with an inshore lifeboat in 1966.

'Sir William Priestley' & replicas

Replicas of 'Sir William Priestley'

1983 Around eight hulls taken from mould.

1983 A Morecambe fisherman buys first hull and names the boat 'Linda' after his wife. Eric Bergqvist supplies hull for 'Linda'. The boat is fitted out by the fisherman in his back garden.

1984 'Venture' built as a fishing boat from a mould, for use off the Wirral coast.

1984 'Beryl' (originally 'Drifter') is made from a hull as a yacht. First owner lived in London and kept the boat on the Medway.

1985 Eric Bergqvist races 'Freda' in Liverpool Nobby Race. 'Freda' is named after his wife. 'Freda' is open decked.

1989 Classic Yachts of Southampton buy Eric Bergqvist's 'Freda' and another hull with the view to producing a Freda class yacht based on the design of the 'Sir William Priestley'. Classic Yachts fit out 'Freda' as a prototype for the class and display her at Southampton Boat Show. Only 'Freda' is built and now owned by Gary & Vicki Flashman (Solent).

1990 'Minx' bought as a bare hull and fitted out by her first owner as a yacht for use in the Bristol Channel area. Launched 1993 and now owned by Paul Jolley, SW Gaffers Area President.

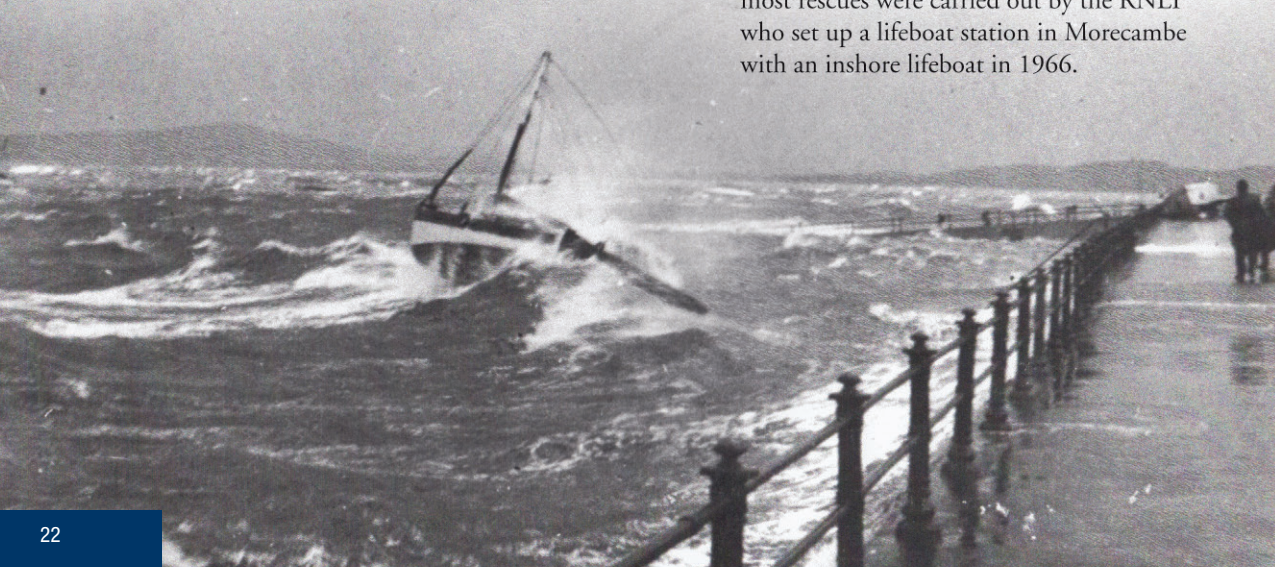


'Sir William Priestley' on display, Morecambe Promenade, 1934

2018 Eric Bergqvist's mould of the Sir William Priestley is currently for sale.

There are thought to be at least two other boats taken from the mould: 'Lucy' on the River Wyre near Fleetwood and 'Jean' on the East Coast. The Nobby Owners Association owns a hull.

Alasdair Simpson, North West Area
Archive images courtesy of the Keith Willacy Collection/
Morecambe Bay Partnership
www.recordingmorecambebay.org.uk



'Minx' sails with SW Gaffers, Plymouth, 2017
Photo: Steve Lorraine

Blyth Tall ship project 'Williams II'

'Williams' Gansey project, part III: Where are we now?

In the last two articles about the Gansey project, I've described how the project began and detailed the success of our recruitment campaign. The money from the first grant had to be spent within a year, by which time we had started to receive some of the completed Ganseys back. The total at the time of writing is 95 completed Ganseys and eleven that have been sent back incomplete. These have been returned unfinished for many reasons, but we have a few dedicated knitters who have been prepared to finish them. To acknowledge the work of each of the knitters, both names will appear on the label on the inside of the Ganseys. We also have about 90 completed watch hats.

In discussion with Clive Gray, CEO of the Blyth Tall Ship project, we agreed that in addition to the people who were going on the Round Britain Trials and those who were then selected to go on the Antarctic Expedition, there were a number of individuals who had been working to refurbish the Williams II but were not planning to go on the Expedition.

There is also a team of people who have given their time and experience to recruit the crews for the various legs of the Round Britain Trials and who will also play a major role in the logistics of this voyage. They will ultimately be responsible for communicating with the ship during the ten months of the Antarctic expedition. We felt that it was only fair to acknowledge their contribution to the project.

To this end, Janice and I have been crowdfunding to raise enough money to knit a grey Gansey for each of these people. Although we have fallen short of our target of £3000, we have begun recruiting knitters to knit hats and Ganseys for this "shore based" group.

Many of our knitters have responded to our request to send us photographs of themselves with their completed Ganseys and some words about why they got involved and what they have got out of the experience. We have some wonderful stories and photographs from all over the world. One of

our favourites is the photo of one of our knitters, knitting a hat amongst penguins on Saunders Island in the Falklands. Our eventual aim is to pull these photographs and stories into a book. Crew members are expected to contact their knitter (via the project) and some of these communications will also be included in the book.

One of our knitters included a small penguin wearing a Gansey with her completed Gansey. Yet another of our knitters has designed a cushion cover pattern based on the Gansey design. This is knitted in double knitting wool and can be knitted in any colour with left over yarn.

Janice and I have given a number of presentations about the Blyth Tall Ship project, the history of William Smith (discoverer of the continent of Antarctica in 1819) and the Gansey Project, promoting the current fund-raising campaign.

A lot of people have asked us if they can buy a copy of the Gansey pattern but we have made a decision that the Ganseys worn by the Round Britain (and the Antarctic Expedition) crews should be unique. Once the Williams II returns from the Antarctic we intend to sell not only the patterns, but also kits. We also hope to be able to sell Ganseys knitted to order by people who are happy to carry on knitting the Ganseys, but this time, get paid for their work.

We have also designed a wider range of knitted items, including socks, fingerless gloves and a scarf.

What began as a casual conversation in 2016 has grown into a project that has taken over our lives. It has been an extraordinary journey for both of us but we have enjoyed every moment. We have made a lot of new friends and feel that there is now an international community of Williams Gansey knitters who appreciate the importance of the Antarctic Expedition and their role in it.

If you want to know more about the project, please follow our Facebook page Blyth Tall Ship Williams Gansey Project or contact us by email: williamsgansey@gmail.com

Astrid Adams, NE Area

Do you fancy an Antarctic Adventure?



The Blyth Tall Ship project, closely aligned to the North East OGA, will be going to the South Shetland Islands, Antarctica in 2019.

Do you, or anyone you know, want to join us?

Almost 200 years ago Antarctica was discovered by a ship built in the small NE town of Blyth, Northumberland. The 'Williams' was built and owned by Captain William Smith, born and raised in Blyth. On the anniversary of this British achievement, in 2019, it is The Williams Expedition aim to take our completely restored Baltic Trader, 'Williams II' to recreate the original expedition.

As a pre-cursor to the main expedition, the 'Williams II' will be embarking on a round Britain trip starting in March 2019. Spaces are still available for crew to join this trip on one or more of the legs.

15 March	Depart Blyth
23 March	Hull
30 March	Chatham
6 April	Weymouth
13 April	Milford Haven
20 April	Liverpool
27 April	Maryport
4 May	Glasgow
11 May	Ullapool
18 May	Kirkwall
25 May	Return to Blyth

For more information check online: www.blythtallship.co.uk/about or email: team@williams-expedition.com



A glorious East Coast summer

ECOGA Summer Cruise: 22 - 27 July

Several changes this year: date (ref. OGA55), starting point (ref. Annual Race), 'Fun Day' in Ipswich (last weekend instead of the first) . . . but the same great week for East Coast Gaffers. A big 'thankyou' must go to the Committee and all the organisers for the Annual Race and Cruise, 2018.

After a passage race from home ports to the River Blackwater, EC Gaffers gathered for the Annual Race (p.63), cruising to Brightlingsea on Sunday and berthing on the Heritage Pontoon to host and be guests for the 'Safari Supper', a great way to start the week and meet new friends/renew old acquaintances. Monday was another passage race to Walton

Backwaters, anchoring at Stone Point and Tuesday saw skippers securing ladies and young gaffers for a chase around the cans in the Pennyhole Bay Lady Skipper, Lady Helm and Junior Helm races. After a 'rest day' on Wednesday it was 'Gafferteering', a great test for nerve, navigation and passage-making skills, especially with the light winds and challenges of ships and tides in Harwich Harbour. The week ended with a parade of sail from Pin Mill to Ipswich for the annual 'Fun Day' in the Wet Dock.

Dutch OGA members Jules & Ad joined the EC Cruise on 'Sotra'. Jules was invited to judge the dogshow in Ipswich and sends her report with a photo . . .



What a joy to judge the dogshow in Ipswich! Participants: Buddy, Jermaine, Crew, Gibber, Potts, Pinkey & Molley. Criteria: Presentation, Style, Obedience and Seadoggyness. The dogs had to walk on the lead, do a slalom parcours, bark and wait. Buddy and Jemaine were very obedient, Crew did everything in his own characteristic manner, Gibber is lovely, and also had his own programme, Potts is very interested in the movements of everybody. The winners were Pinkey & Molley, together. They did a slalom without a lead, very fast and stressless. Overall, every dog is lovely in his own way! It was really fun to see these ship crew dogs.



Facing page: fun in the Wet Dock, Ipswich
This page: East Coast OGA Annual Race (p.xx)
Photos: Tony Pickering www.tidewayimages.com

more from the East Coast summer



'Fanny of Cowes' East Coast Race
Photo: Sandy Miller



'Kestrel' Pennyhole Bay Race
Photo: Tony Pickering



'Cachalot' at Maritime Woodbridge
www.cachalot.org.uk

Woodbridge Maritime Festival: 8 - 9 September

There's not a lot of water on Woodbridge Quay, even at high tide. Times have changed since Woodbridge was a busy shipbuilding and trading port, but every alternate year Maritime Woodbridge does its best to reconstruct the past and fill the quayside and harbour with traditional sail. Thames barge 'Melissa', several smaller barges, bawleys and gaffers managed to get alongside and make an impressive display. Even Bev and Steve Daley-Yates' newly restored 'Cachalot' with her 4'6" draft made it, at the second attempt, and looked very striking rafted up alongside a flotilla of Albert Strange designs including Gordon Scott's 'Galatea', the late JK's 'Mist' and Peter Clay's 'Nirvana of Arklow'.

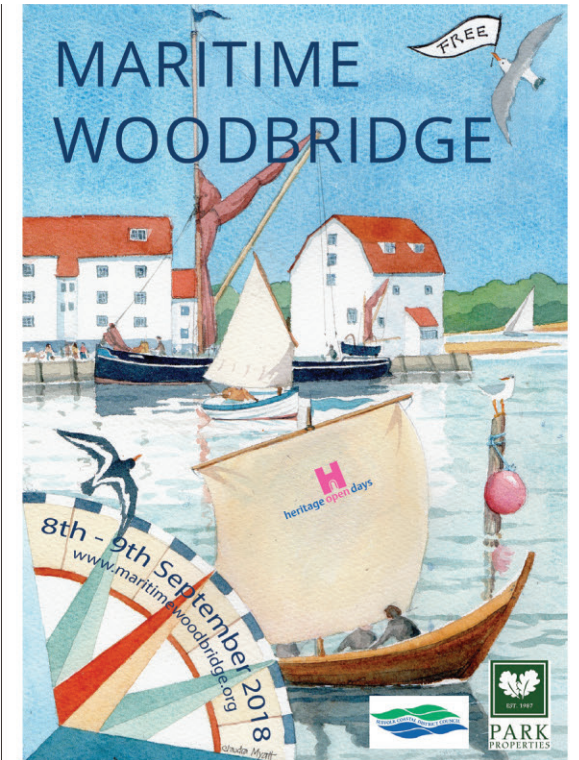
A fleet of trailer sailing gaffers also came to the party, entertaining the visitors and adding to the spectacle with small boat sailing and sculling races.

Ashore, the festival was based around the new waterfront development on the site of Whisstocks Boatyard, derelict for many years but now finished with the inevitable luxury flats and offices. Thanks to a determined group of local volunteers, the site is also home to a public open space and the Longshed, where a full size replica of the Sutton Hoo burial ship is to be built. Woodbridge's maritime history goes back a long way!

Claudia Myatt, East Coast Area
www.claudiamyatt.co.uk



'Rely', 'Ethel Alice' & 'Dygnat of London' Pennyhole Bay Race
Photo: Tony Pickering



Maritime Woodbridge at the Tidemill
Photo: Claudia Myatt

NOG Note: Buying 'White Moth' . . .

New East Coast OGA member, Matthew Griffiths, tells us how he fell in love with 'White Moth', but wonders if he should have bought the more 'sensible' option of a Moody 33. For now, the answer is a firm 'no', despite finding a few hidden horrors. Welcome to the Old Gaffers (the boats, that is, of course)!

After selling my 1957, Parham built carvel Folkboat about 15 years ago, I have had a longing to get back on the water and resolved to do so when the time was right. Perhaps a bit nearer to retirement. However, the early demise of a number of younger friends in the last year, has brought home the fact that planning for a future date on this earth is always a little presumptuous and that assuming that good health would follow retirement was also not a given.

With these things in mind I started to think in terms of bringing forward my plans, however this time, I was going to be sensible. The new yacht was, as much as I detested it, going to be made of GRP. Lots of research and internet gazing and I narrowed my search down to a Moody 33 'centre cockpit'.

Looking at one of the main boat sales websites, I couldn't resist having a peek at the 'classic boats'. There she was,

'White Moth'. Not only very beautiful but she lay only 35 miles away. Then for a couple of months I would have a quick look and see if she was still there, whilst of course looking at the available Moodys. Then there was a price reduction. She was such an attractive boat.

Then I made the mistake of reading about her history. Built in his Bourne End back garden by Robert Fiennes Wykeham-Martin, he of the reefing system. On her completion being towed to the Thames by horses borrowed from the coalman. The truck then broke down on the journey and she sat in the road for a week. I could just imagine this happening to me. There was then a further price reduction and that thought process started, where the brain advances rational arguments in support of a completely irrational decision.

"Well GRP boats get osmosis don't they?" and then "Well, maybe I'll just take a look." Next thing I know I am in the trot boat with her owner, Graham, approaching 'White Moth' on her swinging mooring. The closer we came to her low freeboard, the more it became apparent that I would not be buying a Moody. That was it. She was as beautiful in real life as she had appeared in the photographs. From any sensible point of view, she was probably the most unsuitable boat that I could have purchased, her interior



Photo: Robert Holden

or should it be a Moody 33?

layout makes no sense, the lazarette has a hatch that I can just about fit through and the forward hatch is so narrow that a ten-year-old me would have struggled with it. However, I no longer cared.

The daunting part is taking on responsibility for a yacht that has survived for 115 years. It was a great disappointment not to be able to keep her at Queenborough but I hope to return. She is now in a mud berth at Hollowshore, which is a little restrictive in terms of tides aligning with life's obligations but is a friendly place.

Of course, it didn't take long for the realities of having an old wooden boat to make themselves known. That little bubble in the plywood bulwark hidden by the bookshelf that required the removal of those bookshelves to view properly, which in turn required the dismantling of the chart table.

Then the removal of a patch of the ply which showed that water was getting in through where the 'modern' GRP self-draining cockpit met old wooden boat. Finding that the rot was also in the end of a

beam and carling. It seems that wood and GRP are never a good mix. Next find was some soft wood in the transom. I suspect there will be more surprises to come. So now, very much back down to earth, should I have bought an old Moody? Ask me in a couple of years, but for the moment that's a firm no!

Matthew Griffiths, East Coast Area



Photo: Beverley Yates

Blake Simms HMS Hurricane Trophy

Solent member, Blake Simms, provides us with some of the history behind the HMS Hurricane Trophy, and his own sailing experiences spanning over 65 years.

The HMS Hurricane Trophy was given to my grandfather, Captain Henry William Simms, RN, (pictured left) as a present in June, 1901 on his engagement to Muriel Crofton. Captain Simms led the combined fleets of Britain, Italy and Russia on joint exercises back into Naples Harbour to assist in the rescue of civilians following the eruption of Versuvius in December 1908. For this action he was awarded the 'Insignia of Commander of the Crown of Italy'.

My father, Lieutenant Commander Hugh Crofton Simms, also had a distinguished Naval career, recognised with a DSO medal in 1942. 'HMS Hurricane' (pictured below) was my father's most famous command. Commissioned in Barrow, 12 June 1940, after short sea trials she began escorting Atlantic convoys rescuing over 100 people on her first patrol. During 1940-41 there were many Allied ship losses in the Atlantic and 'HMS Hurricane' was involved in several more rescues resulting in her being nicknamed 'The Atlantic lifeboat'.

During the night of 7-8 May, 1941, 'HMS Hurricane'

sank in a German air raid on Liverpool. She was struck by a bomb that passed down the funnel, through the hull and detonated underneath her. The explosion blew a large hole in her bottom and flooded her engine room and oil tanks. No one was killed, although a few crewmen received minor injuries. During Simms command 'HMS Hurricane' steamed 68,000 miles, a British destroyer record.

On 30 September 1942, Simms was put in command of 'HMS Snapdragon' and a specially formed flotilla to help capture harbours and escort military supply convoys as the 8th Army moved west following the Battle of Alamein. She reached Benghazi in mid December, but on leaving early in the evening of 19 December she was attacked by a lone Junkers-88 bomber. 'HMS Snapdragon' sank in four minutes and the mast fell on Commander Simms, pinning him to the bridge and not releasing him until



the ship was 30' underwater. 'HMS Erica' rushed to the scene and picked up over 64 survivors including Simms, who died ashore of a crushed chest two days later. His last words to two crewmates in the hospital were, 'Please tell the boys I'm sorry for getting you all into this mess, I should have turned to starboard.'

After the war, as a small boy living on the Isle of Wight, I soon learned to sail and row in the summer and play squash and badminton in the winter. Aged 18 I began crewing in Cowes Week and over the next 15 years won several keelboat classes as crew and helmsman. This led to some offshore crewing and participation in RORC races including the 1965 and 1969 Fastnet Races.

In 1973 I bought my own yacht, naming her 'Hurricanetoo' after my father's famous destroyer and took part in the 1975, 1977 and tragic 1979 Fastnet Races. My second boat was 'Hurricanetree', bought in 1985 and I have continued to enjoy racing in Scotland, Sweden, Holland, France, Grenada, Tobago and Venezuela until a heart attack in 2016 finally forced me to hang up my seaboots.

Blake Simms, Solent Area

'... for overcoming adversity'



The Blake Simms HMS Hurricane Trophy was awarded to Dave Moore, pictured above, this year. We leave him to tell the story why...

The Solent Gaffers 60th birthday rally at Yarmouth was well attended (p.50 Gaffers Log, July 2018). 'Maude', a Tamarisk 29 gaff cutter, is not usually raced, other than at OGA events, but is used for short handed cruising. Margaret, my wife, and I were joined for the day by our daughter Susie. These days she is a competent racer on J111s and she had promised to crew as part of a Christmas present.

The early morning fog cleared in time for the start of the race hosted by The Royal Solent YC. We were not alone in failing to get across the start line, on starboard, at the first attempt due to a strong flooding tide setting us back. The trick was going inshore as far as we dared to make up against the tide then a reach for a port tack crossing of the line, round the committee boat before getting inshore out of the tide again.

We were well down in the fleet by this time on the leg to the first mark which takes the gaffers on a beat



'... overcoming adversity' (cont.)

along the Isle of Wight shore past The Green, the town and pier for the benefit of shoreside spectators.

The second mark was across the Solent on the mainland 'North Island' shore requiring judgment of the variation of the strong cross flowing tide and correct mark identification. This leg suited 'Maude' with all sails flying. Susie was on the helm with Margaret and I trimming sails in the sunshine. We had made up on half the fleet as we approached the second mark. Susie pulled on the helm to bear away and we both heard a loud crack, looked at each other, and said in unison, 'Did you hear that?'

I said let's carry on past the mark which we rounded by adjusting sail alone as it had become apparent the tiller was loose. We carried on towards the shore and away from following competitors to appraise the situation. 'Dad it's bad', said Susie, as she handed me the detached and broken tiller. We then looked around to see an enclosing wall of sea fog rolling in from the Needles, obscuring the fleet and mark we had just rounded.

The instant plan was to get further inshore as the tide took us towards the mouth of Lymington River, to anchor in shallower water and sort ourselves out. Head to wind, anchor down and sails rapidly stowed, why is it always the tops' that's trouble when it needs dousing quickly?

The tongue of the tiller had snapped off in the rudder stock. Anchor was dragging, let out more chain as we drift down towards the Lymington Town SC moored committee boat. The tiller is in two parts hinged in the middle. 'Maude' carries a spare, heavier outer part tiller, but not the tongue section. A jury tiller was rigged using an aluminium dinghy oar and wedges, but was not particularly strong. The fog was becoming thicker over the Solent which still hid racing gaffers and Isle of Wight ferries. We could just make out 'Jack in the Basket' and the piles leading into the Lymington River. Take a bearing, up anchor and the Volvo iron tops' engaged. Approaching the harbour entrance we put in a VHF call to the Harbourmaster requesting directions to a vacant berth where we could effect stronger repairs. VHF call to Yarmouth Harbourmaster to relay the

race committee our retirement.

The Lymington Harbourmaster insisted on meeting our disabled vessel entering his harbour and proceeded to instruct his crew in the art of towing alongside. I am familiar with the practice but not from a recipient's point of view. Once under tow he asked if we wanted to be berthed with the gaffer fleet? I replied we had come from the gaffer fleet in Yarmouth, surely he wasn't planning a tow across the Solent? He clarified that there was a rally of Cornish Crabbers on the Dan Bran pontoon and took us towards their rafted out fleet.

I then spotted a blue Portsmouth registered fishing boat gaffer which had been in Yarmouth, and suggested I could go alongside them. They were happy to take my lines explaining they were not staying long, stopping for lunch having been out to photograph the racing fleet.

Discussing my need for a replacement tiller the skipper dived into the aft hatch and various lengths of a variety of timber were produced to find something fit for purpose and to fit. Too short, too thin, shame to cut that up, and his saw was in the garage at home. I had forgotten I had one strapped under the chart table as I had never needed to use it in anger. Was I being too picky? Then, from under some coils of rope, the ideal length of oak which he explained was the link for the plywood floor from an Avon dinghy long since perished. Once planed and shaved to fit the rudder stock, and wedged into place, we were fit to motor back across the Solent to Yarmouth as the fog lifted, in company with the fishing boat.

I was totally unprepared for 'Maude' to be called out at the prizegiving for the Blake Simms HMS Hurricane Trophy. The citation read 'for overcoming adversity'. Still I guess it's one way of getting a pot from a gaffers race!

'Maude' is now on the market, not as a result of the above, but we are downsizing. She comes complete with a new inner tiller and spare Avon dinghy floor stretcher (p.69).

Dave Moore, Solent Area

P189 'Valiant', back in the Solent

Solent member Frank Worley tells the tale of 'Valiant the Project', from her original build, career as a fishing boat, collision, sinking, resurrection and passage to Brittany (and back).

'Valiant' was allegedly built by Osbournes in Littlehampton, 1937 as an open boat with larch planking and oak frames at 6" centres. She had a foc'sle cabin for leisure, evidenced by use of rose headed copper nails in the deck planking. She fished during the war from Langstone Harbour and then from Portsmouth Camber in the 1950s with the Fremantle family. In July 1998 Tony Fremantle was trawling in the Solent near 'Mary Rose', when 'Valiant' was in collision with a 40' catamaran on charter. The charter skipper was fixing the drinks, having set course from Outer Spit towards Cowes. Tony Fremantle had time to collect his lifejacket and wallet, abandoning his sandwiches bought that morning. Later that day QHM told him 'Valiant' must be raised. Tony had no money, or indeed insurance. QHM personally taped the writ to the mast of the offending catamaran for the insurance claim. Baker Trayte got the diving lift job. The charter skipper was fined after prosecution for not keeping adequate (or any) lookout.

Meanwhile 'Valiant' was ashore on the common hard, Portsea, when I needed a project. Indeed the concept of 'Valiant the project' had formed during a camping trip to Douarnenez in July 1998.

The collision had fractured all eight port side planks midships down to the waterline and 30 of 50 port side frames. Professional lines were produced to support decisions as to size of sail area and mast. A survey indicated areas for attention in places that I had not noticed. 'Valiant' came ashore at Wicor Marine, Portchester in September 1999. Having been given sufficient 14' ex-scout hut roof trusses by a club acquaintance, the nail holes required dowelling out prior to taking the planks down from 1 3/4" to 7/8" which was achieved thanks to Bill Puddle at the Maritime Workshop, Weevil Creek, Gosport. Because of my inexperience I opted to replace the damaged frames with laminated American light oak set to a mould on a 3/4" plywood board. 2000 copper nails and roves were used, with friends Angus

and Chris outboard on the dolly. We launched in May 2006.

Having completed the planking and frames the engine beds were replaced, long enough to take the new fuel tank aft and mast forward. Stiffening the hull required two bulkheads and decking for some limited accommodation. Two additional planks were added aft each side to bring the fore/aft sheer up to the line of the original foc'sle. She lost her 1930s open launch looks but an open 'hold' means 'Valiant' is still technically an open boat, but with side decks.

A new Beta 37hp engine was installed in 2006 with stern gear and a 19" 3-blade prop by Scot Doble of 1 Degree West at Southsea Marina. The decking was completed using two layers of 6mm ply, covered by old terylene sails. New sails were made over the winter 2007/8 using the white painted garage floor as a sail loft.

My wife and I moved to Brittany in 2007 and 'Valiant' made the Channel crossing from Bembridge Ledge to St Vast la Hogue in May. Coast hopping brought her to Camaret in July. 'Valiant' attended many Fetes en Voile from Morbihan through Brest to Paimpol until 2017, which is precisely why I built her. When we moved back to Portsmouth in 2017 she crossed back from Paimpol through Guernsey to Weymouth in two days of dead flat calm.

Frank Worley, Solent Area
Photo: Mark Hitchin



15th Reeuwijk Raid: 12 -14 October

The 15th Reeuwijk Raid was blessed with practically perfect conditions, almost unbelievable weather for October; warm enough for t-shirts with blue skies and brisk winds adding interest to the sailing. Seven boats trailed from England to join the event, invited by Dutch OGA member Rik Homan, who provided a lovely camping ground beneath the trees just across from his yard where the boats were launched. Some people cycled into Gouda to visit the shops, others took the opportunity to explore the lake. Everyone met up in Elfhoeven YC before returning to Rik's.

Saturday morning saw 75 people at WSV Elfhoeven for the briefing. 39 boats headed off through a lifting bridge into Vrijhoef Lake to race. Whenever boats got to the front of the fleet they had to return to the back, resulting in the fastest boats circling the fleet 7 - 9 times, giving the slower boats lots of photography chances! This kept the fleet together, sailing through Nieuwenbroek and Roggenbroek before a lunch break at anchor and returning through Kalverbroek to finish at Klien Elfhoeven. Everyone was in a competitive frame of mind.

After mooring at GZV Elfhoeven the English OGA contingent gave some sculling lessons before the prizegiving, followed by a delicious dinner. The evening continued with music and conversation.

Sunday morning saw more sculling at Elfhoeven with a race between the English and Dutch scullers. By 11:30 everyone was back in their boats, sailing across Elfhoeven. The wind was strong, many boats reefed but 'Nona' did not, resulting in a capsize that lost Jo Masters her camera. She and Paul soon dried out, heading back with the fleet through a bridge into Gravenbroek. All the boats formed up on Pagan for a parade of sail towards the Goudse Roei en Zeil Club. Flaky lake winds made keeping place in line an interesting challenge, but we made a good display sailing past the club before mooring up for lunch. After lunch it was time to head back through the bridge, now head to wind, and hard work for some of the engineless boats. It was a relief to get through and sail again, back to Rik's yard where the dinghies were craned onto their trailers.

Sunday teatime saw another great meal at the picnic tables in the woods, where Edith fed us hot soup and self assembly wraps, supplemented by campers' food left over from the weekend. All too soon, it was time to hitch up our trailers and head back to the Hook of Holland for the ferry.

Many thanks to everyone for making this such a special event. Rik and Edith Homan for their organisation and hospitality, WSV Elfhoeven for organising the race and Saturday dinner and Roei en Zeil Gouda for providing Sunday lunch at their club and the chance to show off our boats.

Report: Alison Cable, East Coast Area
Photo: Julian Cable, East Coast Area

'RMS Leinster' commemoration

On the morning of 10 October 1918 the Royal Mail Ship 'Leinster' left Dun Laoghaire at 0900 on its daily trip to Holyhead. On board were 77 crew, 180 civilian passengers, 22 postal workers (who sorted the mail en route) and approximately 500 troops returning to active service after home leave. Less than two hours later at least 564 of those aboard would be dead in what is believed to be single greatest loss of life in the Irish Sea.

As the RMS Leinster left Dun Laoghaire the German U-Boat 123 lay in wait in the Irish Sea. At 0950 a passenger on the upper deck spotted a torpedo approaching – however that torpedo passed ahead of the ship. A second torpedo followed, this time directly striking the small mail-sorting cabin in which the 22 postal workers were working, killing 21 of them. Within minutes a third torpedo struck and the Leinster sank within 15 minutes, 4 miles east of the Kish Lightboat (12 miles east of Dun Laoghaire). Although there were many other ships in the area who were aware of the sinking they were prohibited from attempting to rescue survivors because of the fear of further attacks from U-Boats. It was hours later before rescue boats from the shore were able to reach the scene and start rescuing survivors. Bodies were being washed ashore for months afterwards – some as far away as Wales, the Isle of Man and even Scotland.

U-Boat 123 was commanded by 28 year-old Robert Ramm and had 35 crew aboard – all younger than the skipper and most were teenagers. 8 days later U-Boat 123 struck a mine off the Orkney Islands and all aboard perished. The Leinster was the only ship that U-Boat 123 had sunk.

Because the Leinster was carrying troops war-time censorship restricted publication of the scale of the tragedy. The sinking also became embroiled in the toxic political climate at the time in Ireland (in the midst of the struggle for Irish independence) and this tragedy was little discussed and was not commemorated in the twentieth century. It is only within the last 15 years that the scale of the tragedy has entered public consciousness.

In 2013 the Communications Workers Union donated a most magnificent silver plate to the DBOGA in memory of their 21 colleagues who lost their lives in the RMS Leinster. The race for this plate – the Leinster Plate – is the most important and prestigious race in DBOGA's racing calendar. The race's course every year intentionally either follows or crosses the track of the RMS Leinster on that fateful morning. We normally hold this race during our annual regatta in June but this year we

changed the date to September – one of the Dun Laoghaire yacht clubs was organising its premier race on September 23rd to launch the national programme of events to commemorate the RMS Leinster and offered to host a special class for us gaffers.

Due to high forecast winds on Sunday 23rd September we postponed the Leinster Plate Race (one DBOGA gaff-rigged boat competed in the main race that day and suffered some structural damage while doing so). We re-scheduled the Leinster Plate Race to Sunday 7th October, the second day of a planned DBOGA weekend trip to Howth. Unfortunately the wind on the 7th was again high (gusting 38 knots) so we were forced to cancel the Leinster Plate Race. Also there was the absence of two hotly anticipated entrants: Master Frank was unable to travel from the Isle of Man at the last minute and Maybird suffered some damage during Storm Ali while moored in Ardglass and was unable to compete (see separate article in this edition on Maybird's spectacular achievement in the 2018 Volvo Round Ireland Race). We had previously decided if we could not hold the Leinster Plate Race on October 7th that (given it was too late in the season to reschedule the race) the winner of the race held on Saturday 6th would be awarded the Leinster Plate. Congratulations to Mona and her skipper Dennis Aylmer – DBOGA President – on being awarded the Leinster Plate 2018.

The main national commemoration for the RMS Leinster was held in Dun Laoghaire on October 10th. Commemorations were also held on that day in Holyhead, the Isle of Man, Nottingham and Doncaster. The Dun Laoghaire commemoration was a large-scale and widely publicised event and included a church memorial and State commemoration in the morning followed by a gala luncheon in the National Yacht Club. This luncheon was attended by 300 people including 3 government ministers, 5 ambassadors and local dignitaries including DBOGA President Denis Aylmer, former OGA President Sean Walsh and former DBOGA President Tim Magennis. A central part of the formalities at the luncheon was the presentation of the Leinster Plate to Dennis Aylmer by Mike O'Connor, the President of the Communications Workers Union.

Report: Mark Sweetnam, Dublin Bay Area Secretary
Photo: Ken Finlay

I-r: Sean Walsh, Denis Aylmer, Mike O'Connor, Tim Magennis



'Boule de neige': Cruise in Company

Piers Rowlandson started thinking about the 'Rolling Snowball' last winter and shares some of his highlights here: 14 July to 14 August including The Festival at Douarnenez 25 - 29 July.

As winter winds howled around the thatched eaves, thoughts turned to summer anchorages and ports of Brittany. I started a WhatsApp Group, and people started to share plans. On 14 July, Andy joined me in Cowes and we set off for Yarmouth as a south-westerly breeze was building. 'Carlotta' and 'Corncockle' agreed to take advantage of the conditions to press on to the Channel Islands. The wind headed us so we made for Cherbourg, while 'Corncockle' took advantage of the shifts to make Beaucette Marina.

Highlights of the cruise from 'Carlotta'

While we were quietly enjoying moules/frites in Le Café du Port, the French won the World Cup; it seemed the town went mad. People rushed out to stop the traffic and embrace. Every man woman and child was waving the tricolor, some were wearing matching wigs, and cars hooted non-stop.

Beaucette Marina is not as well-known as St Peter's Port but has a lot to offer. The entrance could be hazardous in strong north-easterly winds. The approach can be daunting, important to stick closely to the buoyage. There is a pool with mooring buoys outside the narrow entrance, where one can drop sails and wait. The Harbourmaster showed us into the Marina; we had plenty of room to moor up on a long pontoon, meeting up with 'Corncockle'. The staff allowed us to fuel up, take on water, leave the boat for an hour while I went to pay and Andy went to the restaurant for bacon and egg sandwiches. "No problem!" said the cheerful cook. Beaucette Marina also hires bicycles for those who want to explore.

We arrived in the Treguier River after a rather tedious windless passage as it grew dark and elected to anchor in the mouth of the river having passed La Corne tower and a green post called Balise Tete Jaune marking a long reef of small but very sharp rocks. The rise of tide was 10m so we dumped out 30m of chain and another 30m of rope. I was worried we might swing onto the bank at low water but we had an uneventful night rewarded by a great sunrise. We motored upriver to Treguier where the Harbourmaster helped us into a finger berth at slack water. Manoeuvring when the current is running is best avoided. Wednesday in Treguier is market day for fruit and cold meats, providing mouth-watering victuals for a scurvy crew. It's also music and Breton dance night in Cathedral Square; not to be missed. Not so attractive was the flotsam that built up around the boat, blocked the heads inlet and potentially the engine raw water inlet.

Treburden is characterised by a friendly marina, once over the sill. There's a beautiful beach, bordered by rocks where we snorkelled and great bars on the promenade.

In Roscoff we joined 'Corncockle', 'Cine Mare', 'My Yvonne', 'Gwen Bleiz' and others waiting to make passage to L'Aber Wrac'h. Facilities have improved year on year, excellent restaurant, free bus every 15 minutes between the slip road and ferry carpark, old town of Roscoff and out of town supermarket: all invaluable. The rock-strewn, tide-scourged chamber of horrors, as Tom Cunliffe calls the Canal de l'Île de Batz was at its most benign as our small flotilla set sail for L'Aber Wrac'h. Shanty singing and a meal in my favourite restaurant adjacent to the carpark, were the highlights in l'Aber Wrac'h. The mile long climb up the hill to the supermarket has to be endured if you want to buy anything, except bread and croissants.

We explored a passage behind Le Four lighthouse to watch a kite festival taking place at Argenton, on our way to l'Île de Molène, which we approached with the big blue balloon jib flying. It was indeed settled weather making it safe to anchor up by the lifeboat in the harbour. We were joined by 'Amelie Rose', 'Corncockle', 'Gwen Bleiz' and others. A short walk around the island takes in the watch tower, the church with a ship suspended from the ceiling, which I took to be a votive offering. The huge cistern for collecting rain water was funded by Queen Victoria after the heroic islanders rescued the crew of a British ship wrecked on the rocks.

With the big blue balloon jib drawing, we sailed from Basse Royale past Cap de la Chevre and anchored up in Anse de St Nicholas, where we encountered a French gaffer bound for Douarnenez and enjoyed some snorkelling. We had a fast sail up the coast to Morgat, where we took a white buoy between the beach and marina next to a French gaff cutter called 'Girl Joyce' owned by the artist Yvon Le Corre. A festival was in progress. Hazy memories of a good night out.

The Douarnenez Festival went by in a whirl. We took part in a chaotic race (parade of sail), involving an astonishing variety of gaffers and luggers some small and some enormous. A five boat raft up and party organised by 'Corncockle' caused the mooring to drag. Music on the main stage and shanty singing in the beer tent kept us amused ashore. A storm was forecast. We elected to run for cover in Port Rhu. We explored l'Île de Tristan, les Halles, a park with Roman remains and rare breeds and the Classic Boat museum.

The storm had gone through and we set off for St Mary's, Isles of Scilly, making good progress up the Chanel du Four in light westerly winds. 140 nm and 31 hours later, the wind got up and we were approaching the gap between St Mary's and St Agnes in wind over tide with breaking waves and an Atlantic swell on the beam. The low-lying reefs and huge rocks with spume thrown high into the air makes one fully aware of the dangers sailors face making landfall here. With a sigh of relief, we dashed past the rocks and into St Mary's Sound doing 7kts, rounded up and dropped sails. The Harbourmaster guided us to a yellow buoy in the harbour, where we rocked and rolled for 20 hours. The showers are clean and not crowded. Excellent meal ashore in the picturesque Atlantic Pub.

We motored 8nm to New Grimsby Sound between Bryher and Treco and were pleased to find flat water and a sheltered anchorage. We spent two days exploring the Abbey Gardens, 'Ruins' and two forts. Fish of the day in the New Inn was excellent and in St Agnes we explored and ate more delicious fish in the Turks Head.

It was time to head back to the mainland. We left the Cove at 22.00hrs and a following wind guided us past Wolf Rock, while the stars watched over us from a clear night sky. Dawn saw us off the Lizard and by lunchtime we were moored up on a green buoy opposite the Helford River SC. It would be invidious to say that the HRSC is the best in the world, but after a long night a sea, the showers were most welcome and the friendly staff swiftly served up a meal that more than satisfied all requirements. Somehow we summoned up the energy to attend the last hours of the regatta party on the opposite bank.

We sailed past a houseboat on our way to Falmouth Yacht Haven. Stores were replenished, a gas bottle exchanged at the Bosun's Locker in the High Street and we took on water but the fuel berth had run out of fuel, necessitating a stop at Mylor on our way to Restronguet. We anchored off and made our way by tender to the Pandora Inn. The Inn was crowded but the service was excellent.

We arrived in Plymouth as the sun was sinking

to Douarnenez

and cautiously made our way past the three chain ferries and racing yachts, under the bridge and up the Tamar River to the Crooked Spaniard at Cargreen. Imagine our disappointment when we were told by the landlady of the Crooked Inn that the Crooked Spaniard had been closed for ten years! We moved down the river to Plymouth Yacht Haven to enjoy the two day British Fireworks Championships.

Andy returned home and I took 'Carlotta' up the Lyner River to anchor in complete peace and quiet, while bad weather blew through. The passage to Dartmouth in company with 'Arriana', also single handed, was a story of contrary winds, squalls and rain. It was a relief to take up a buoy in Dittisham and rest. The Red Lion pub and shop up the hill from the Ferry Boat Inn provided much needed supplies, and the next morning the two boats set off on an epic solo voyage to Studland Bay. There was no wind at first so we motored steadily across Lyme Bay, aiming to be at least five miles off Portland Bill. Having rounded the Bill, it seemed only sensible to carry on to Studland, and we were blessed with a fast beam reach as the sun went down behind the Jurassic Coast.

Next morning, not wishing to break the silence, I sailed off the anchor and headed for the Needles Channel. Lazy navigation led to a short cut through rough water that only just missed the shallows between Dolphin Bank and the Shingles. That would have been a most ignominious end to a wonderful cruise. Luckily, disaster was averted, and 'Carlotta' joined nearly 90 gaffers at the Folly for the OGA55 celebrations. Home at last!

Report and photos: Piers Rowlandson, Solent Area, 'Carlotta'



Corncockle's 'Rolling Snowball'



By contrast with the Battle West in 2017, aka Sou' by Sou' West, the 'Rolling Snowball' couldn't have been more different. Night channel crossings were magnificent starlit and moonlit affairs, weather the most benign ever experienced in any four week period. Visits to exposed anchorages and out of the way places so much more tenable, we chalked up a few more firsts with 'Corncockle'.

On our first leg, we close fetched past the Needles half a mile astern of 'Carlotta' on a course set to pass west of the Casquettes with Beaucette Marina our destination. Carlotta's more easterly heading was later explained by an uncommunicated stop in Cherbourg, not Beaucette Marina as first thought! We slowly parted company, 'Carlotta' arriving at her destination early the next morning and we arriving in Beaucette, via the Doyle passage, by about 10:30. By comparison with the Little Russel Channel, the Doyle makes for a much easier and less tide prone approach to Beaucette from the north, having passed west of the Casquets, and there are fewer hazards if you can see what you are doing. We eventually met up with 'Carlotta' in Beaucette, Piers, Andy, Peppy and me aboard 'Corncockle' for an impromptu fish and chip supper. We did sail in company the next day, west about Guernsey, to Treguier, on the River Jaudy. Arriving in the Jaudy as the light was fading we both anchored just out of the channel on sand but close south of the reef Roc'h Laouenan. Had it not been so calm we may have been forced to face more difficult berthing conditions in poor light at Treguier, where streams run hard.

Well, this was the beginning and sets the scene for an event where we were not constantly in each other's pockets but met up now and then at the important rendezvous, keeping in touch through WhatsApp, the value of which had been well demonstrated in the 2017 Sou' by Sou' West event.

Our solitary visit to Les Sept Iles, enabled by very settled conditions, was our first and very memorable. Settled weather

enabled us to anchor off south of Ile Bono. Taking heed of the advice of a local, warning of heavy swell, we reluctantly did not stay overnight. But buoyed by this taster of seclusion, we made for the Leguer (Lannion R) instead, using our laptop navigation acquired for just such occasions, a godsend for entering the Leguer at low water with its twisting narrow channel, heaps of forbidding rocks and just a few feet under the keel. An especially good spot for a walk and swim. Meanwhile, 'Carlotta' put in nearby at Trébeurden.

Our next haven of note was Pontusval, a small natural port and anchorage between Blocon and L'Aber Wrac'h, no facilities to speak of but quite magical given the sun setting over the rock strewn seascape. Immediately following this we found ourselves in Ile Molène to the west of the Chenal du Four where we met many other gaffers, British and French, heading for the Douarnenez Festival: Temps Fête. Still the weather held and, although very hot inland, conditions were very comfortable here. Light winds and calm seas persisted as we moved on with overnight stops in Anse de Bertheaume and Camaret.

My daughter Betsy and boyfriend James joined us on Thursday (we had the easy task of introducing the latter to the better side of sailing!) There were traditional boats a-plenty sailing this way and that, manoeuvring in the harbour under sail. We rafted fore and aft, three to a pair of buoys and had an excellent view of the multitude of traditional French and British old gaffers, close quarter sailing displays, skulling, rowing and an impromptu party of mostly OGA crews aboard 'Arriana', 'Carlotta' and 'Corncockle' rafted together. The welcome by shoreside helpers and atmosphere provided by the excellent displays, stalls, bands and foodstuffs was second to none.

By the third day the weather took a dive as an Atlantic low, the first for a long time, made itself felt. Fearing a somewhat unsheltered anchorage at Douarnenez we beat a retreat on Saturday afternoon, and made for Morgat. By the time we arrived, there was low grey cloud scudding overhead and a gentle scend refracting around the north side of the bay. The following day, as the weather was foul, and it being Sunday we asked le Capitaine to recommend a good restaurant. His advice was sound and we all had a great traditional French lunch whilst outside it rained and blew. In the afternoon, some of our number walked over to the windward coast and were bold enough to go for a swim in the rain and considerable surf.

We had now passed the halfway mark and the thought of getting back to the UK was in all our minds. With my son George and his partner

living in Port Navas we planned to cross to the Helford River. This we did after one last night in Anse de Bertheaume, providing quick access to the Chenal du Four, dropping our borrowed mooring at 10:30. The settled weather was now re-established, SW force 2 -3, which meant we carried full sail but used the engine from time to time. In the Chenal du Four we were close by 'Carlotta' again but once clear of the Le Four light she diverged to the west, making for the Scillies. With a complement of four we operated watches in pairs, 4 on 4 off during the night and sailed up the Helford mooring alongside 'Ponape', George's 'old' Nicholson 38 (built 1970) at 11:00. Some of us even managed some sleep.

Having spent a few days in Port Navas with the family and snatching one or two nights sleep ashore, we set off for home ahead of the rest of the 'Snowball' gaffers, just Pep and me now. Mevagissey was the only new port we visited. We made an early morning 03:00 arrival in Cawsand to catch some sleep then a day in Brixham, meeting old neighbours who keep their Miller Fifer there, before sailing for Studland. SW 3 - 4, perhaps 5, was the forecast for the next day so we put the first reef in the main before we turned in.

Up at 06:00 and off, we were under-canvassed for a couple of hours, but by midday I was putting in a second reef. It was a cracking sail all the way. We passed three miles south of Portland Bill and altered course to 080 degrees to pass close south of St Albans race. We gybed off Anvil Point, avoided Peveril Ledge, reached past Old Harry and hardened our sheets and course to fetch deep into Studland Bay. The log says we anchored at 19:05 and that we had used the engine for just ten minutes altogether that day.

By now we thought everything would be plain sailing, but remembered being caught out last year on our return from Sou' by Sou' West – strong winds at Hurst. We waited until about 13:00 to depart and avoid arriving at Hurst Narrows with a foul tide still running. We had decided to use the North Passage. Having started with gentle following winds we had rolled away the jib and put the first reef in the main before we got to Hurst. In the Solent, thundery clouds began to develop and the wind continued to strengthen. Another reef went in the main off Newtown Creek and we soon careered anxiously past Cowes, rounded up in the shelter of Osborne Bay to stow the main altogether. The last five miles were made in an hour under staysail alone. We were moored up by 20:00 on our home berth in Gosport, four weeks to the day after our departure.

Report and photos: Solent member, Graham Dadd, 'Corncockle'



Between a rock and a hard place!

Mike Forward, skipper of 'Arriana', another member of the 'Rolling Snowball', follows the French through the Chenal du Four 'inside route', with some trepidation.

There we all were on the pontoon at L'Aber Wrac'h destined for the festival at Dournanez checking the best time to leave for the Chenal du Four. Five old gaffers including Rik from the Netherlands a Hillyard from Falmouth and two French gaffers on the opposite side of the pontoon who watched us with some amusement. Some were going half an hour later, another an hour later and the Hillyard was going to wait another day.

They knew exactly the best time to go and called Nigel and I over. "Would you like to follow us?" they said, "The inside route leaving in five minutes. Keep within 20 metres of Bernard."

I have watched the French local boats taking the inside route through the rocks on each occasion that I had made the Le Four passage, the long way round, and it had looked pretty hazardous. Indeed the pilot books say 'Do not take this passage under any circumstances without local knowledge and certainly not in doubtful visibility.'

I had looked at the chart from a collection sourced from the Plymouth Marine Bazaar, cancelled Admiralty charts from the Navy. Why they need this one goodness knows. But then of course this was just the area that SOE offloaded agents based at Trebah House on the Helford River, the very place where SW Gaffers have had two barbecue picnics on the private beach.

We slipped surreptitiously off the berth without the rest realising and in no time at all were heading up the channel to the fairway buoy, a third French boat with a lone sailor tucking in ahead of us with an array of patched sails. It was like mother duck with her brood in the river. The passage is 12 miles and against the current for the first part saving about five miles from the long way round. I likened it to a nautical rollercoaster by the time we emerged at

the Le Four lighthouse. We twisted this way and that, not able to see the marks, if indeed we had recognised them, because three sets of sails close ahead virtually blocked them all out until they became back transits.

From the Libenter fairway buoy it's the Chenal du Relec for the first four miles lining up two beacons, one on the shore at 218 and 30' passing directly over a 1.8m rock, numerous outcrops on either side and three buoys where at Ruzwen west one can peel off for Abet Benoit. Off the north west tip of Brittany, only half a mile away, the track is less than a cable from submerged rocks and the course is 248 and 54' exactly (thats to point nine in old money). A beacon in the foreground is lined up with a rock in the background for seven cables. Here you can anchor and have your lunch should you wish to collect your thoughts and check the chart in the swirling tide.

Sheering away to port Le Four lighthouse comes into view unless you are tail end Charlie like us and can see nothing of anything until its abeam, that is lined up with Bosven Aven beacon on another very specific bearing (don't forget the half a degree) until you shoot through a gap between beacon and rocks at the last minute to pick up a back marker of beacons at 036 degrees true, of course, for the last leg but one. Here our attention was taken by a fleet of kites soaring off the end of the land, but only momentarily as we still had to concentrate on the sails ahead and the last of the beacons astern down the Chenal Meridional de Portsall, between the last of the rocks and islands.

Two hours from the start we were through and the south going tide was gathering pace. We waved goodbye to our French colleagues who were off to the Molenes and I held aloft a bottle of wine I had promised them in Dournanez. Such was the number of boats at the festival, I never saw them again.

Vive la France, I say!

Mike Forward, SW Area, 'Arriana'

'Daydream' at Seafair Haven in June

'Fancy a week sailing on the Milford Haven?' said my friend Keith (owner of 'Daydream'). Now I'm not stupid (well, maybe a bit) but I'd already spent the odd overnighter in the coffin sized sleeping quarters (I think it's loosely called a berth!) of his 20' gaff rigged ketch. So, a whole week of forgoing my double bed, fully stocked kitchen and, most importantly, my en-suite bathroom wasn't top of my list of luxury escapes. This is where being maybe a little bit stupid came into play, because I said OK.

On the plus side, as the impending departure date closed in, we were enjoying one of the best periods of summer weather since 1976. Of course, Keith, being a keen and competitive sailor, was bemoaning the predicted lack of wind. So, come 23 June, we left Bristol early to pick up 'Daydream' from Cardiff and headed down the motorway to Lawrenny.

I once visited Tenby in the early 1970s and remembered it being a pretty nice part of the world but I wasn't prepared for the outstanding beauty of Pembrokeshire. It's almost as magnificent as my home county of Yorkshire! It was made all the better for seeing it from the advantage of river cruising. Thankfully we brought along my little inflatable and tiny outboard (my contribution to the world of sailing) as there were frequent trips from

our mooring to the welcoming hospitality of the Lawrenny Arms. With early morning briefings we were soon swapping tales with friends new and old, made all the more enjoyable with frequent guided flotilla outings to numerous ports of call along the various river tributaries.

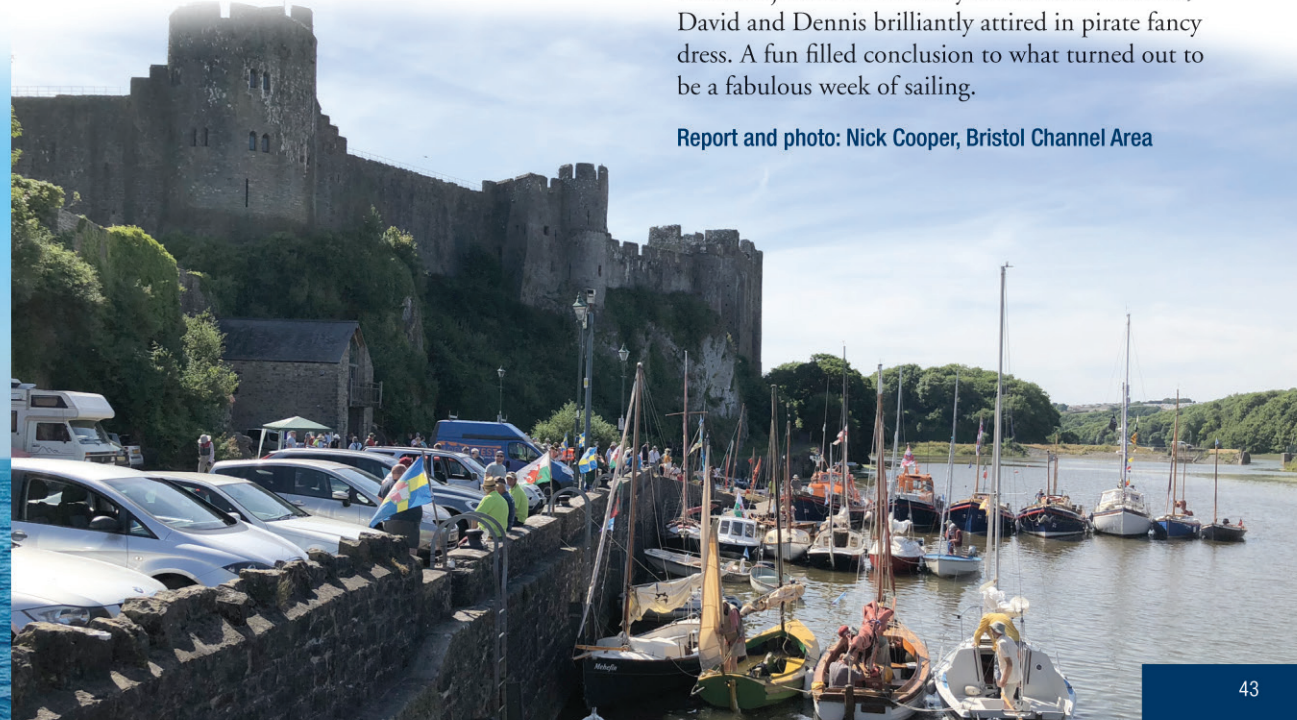
Keith has racing in his blood having spent many of his formative years racing dinghies somewhere in the deep south of Hampshire. He already had us signed up for the Pembroke Yacht Haven Cruisers Upriver Race. So, there we were, manoeuvring for the start line with Keith shouting at me for watching one of the England World Cup qualifying games on my iPad. Thankfully it concluded shortly after the race start (a comfortable 6:1 win over Panama) and I was able to give him my full attention, which I know made all the difference because, once the handicaps had been calculated, gave us 2nd place. Even better, as Keith is a teetotaler and the prize was a bottle of gin, I took the rewards.

What can I say about the rest of the week? The weather continued to be amazing, even if it did mean using the outboard more than we would have liked. The group trips to Pembroke Castle, Angle Point, Carew Mill and, best of all, Cresswell Quay for an amazing gathering outside the Cresselly Arms. We were joined on board by fellow Cardiff sailors, David and Dennis brilliantly attired in pirate fancy dress. A fun filled conclusion to what turned out to be a fabulous week of sailing.

Report and photo: Nick Cooper, Bristol Channel Area



Photo: Graham Dadd



Gloucester to Bristol:

In Gaffers Log, November 2017, Solent member Chaloner Chute was in the final stages of producing a short film to raise awareness and highlight the issues of prostate cancer. We published part 1 of his 'across Britain' voyage in the Dutch sailing barge 'De Sperwer'. In part 2 we find him reaching Bristol.

Brrr! 3 degrees inside, 1 degree outside, fire up stove, aptly named the Sardine. Quite the smallest stove, at 10" wide, but heats up the boat beautifully. Some of our best boating has been in the cooler, brighter days of autumn and winter. A special cosiness on board, and we take that bit longer to leap into action. You are at times the only boat on the water, chugging quietly along, well wrapped up, gloves on the helm. The glorious sunsets and fading rays of warmth make it all worthwhile. It is early Spring and we say farewell to Thomas the Bridgekeeper. A feature of the voyage has been the friendliness and helpfulness of the canal staff, often young men and women setting out on a career on the Waterways. Slip our lines having done all the checks, we head for Saul Junction.

Saul Junction is where the Gloucester & Sharpness Canal meets the Stroudwater Canal and was a great



'Earl of Pembroke' at Purton, Gloucester & Sharpness Canal

meeting place for ships and crew, boats and boaters from around the world. Yes, I do mean ships because Saul Junction is on the route the tall ships take from the River Severn to Gloucester Docks a few miles up the canal.

The Stroudwater becomes the Cotswolds Canal and we met several volunteers of the Cotswolds Canal Trust who work alongside the Canal & River Trust to manage the whole Inland Waterways. They are a very active Trust and have great plans to restore the canal through Stroud and beyond. One day, we hope, linking up with my old canal at Cricklade & Latton Basin. I diverge.

We chose to stay on the inland waterway running parallel with the Severn. This is the Gloucester & Sharpness Canal which was once the broadest and deepest in the world. Even today, it stands out from other navigations because of its sheer scale and awesome scenery. On down to the old port of Sharpness, lying at the head of the Bristol Channel. We felt rather small as the Docks still handle ships up to 6,000 tonnes, max. beam 16.76m, unlimited length. We wonder, with the customary romantic lenses, at the hard work and life of Barques & Steamers at Sharpness, the Earl of Pembroke at Purton, Severn Trows and Tugs & Barges steaming line astern. We had to advise the Dock Office of our arrival and more important our departure through the massive ship Lock gates back out into the River Severn. The surrounding scene at the old port showed sad signs of decay and heaps of coal, rusting hulks and cranes as inevitably the former days of coal are in decline.

We take on Pilot Bill, more crew (godson Robert, Peter & Jo, all experienced hands), and head for open waters on the Severn again. What a glorious voyage down this mighty river. Under the superb bridges that span the glistening calm water, sparkling sunshine and mist! Passing rather close to little islands and remains of medieval monasteries, power stations stand out to port, a mist descends and Pilot Bill was worth every penny!

Our first incident happens as we approach Portishead sea lock. Spluttering engine, get a tow

west to east across Britain, part 2

with fishing boat, anchors and warps all readied. Fishing boat skipper asks if we can steer in through the Lock gates, look narrow for us. Crew shake their heads, I say yes, line of sight, we can do this. Everyone holds their breath as we gingerly approach the opening gates. Cast off towing warps, carry our way last 15 metres and in we glide. With 6" either side, we are in, phew! Strong coffees all round.

We rather liked Portishead; just as well as 'Sparrow' was based there having her new engine installed. We ventured off to explore the coast and discovered a wonderful pier at Clevedon, and charming restaurant over the waters below one blowy stormy evening. Sir John Betjamen said it was the most beautiful pier in England, and apparently it is the only Grade 1 listed pier you can visit.

A few weeks later, with sparkling new Vetus engine below, godson Robert and I sail up the coast and the River Avon to Bristol. We spot ancient Roman and Iron Age settlements overlooking the Gorge. We sweep under the magnificent Clifton Suspension bridge. My, what a sight! We get our Lock gate and tides timing right and safely chug into Bristol Lock, arriving safely in Bristol Harbour. It feels like home from home after the empty, exposed waters of the Severn and tidal Avon. Feeling more comfortable we tie up alongside Robert's narrowboat where he and his musical girlfriend live. Now Bristol takes the biscuit for waterfront, harbours and things to see and do. We explored the Harbour, the old cranes, the steam railway, pottered around and fell

For all men over 50, if you are at all worried about your pee, or other symptoms, go see your GP. He is your 1st port of call! And don't be embarrassed! When the documentary film is available, there will be a link here, so you can check it out.



The Avon Gorge

for classic boats at Underfall's traditional boatyard, and, of course, the mighty ships. Bristol's maritime history means there are boats aplenty to explore. We hopped aboard 'The Matthew', a replica of the ship John Cabot accidentally sailed to North America whilst trying to find Asia. We marvelled at how the crew in the c.15th coped with hardship in such confined spaces. Then to the great man himself, whose bridges and railways we have crossed. We boarded and explored engineer Isambard Kingdom Brunel's splendid SS Great Britain, the world's first great ocean liner. You can see what it was like for the pioneering Victorian passengers who took those long trips to Australia. 1st class or steerage? I think we would have stumped the price for 1st, what the heck!

Next time we boat through Bath and along the wonderful Kennet & Avon Canal.

Photos and report: Chaloner Chute, Solent Area



Tug and barges, Gloucester & Sharpness Canal in the 1920s

OGA55: Cardiff Bay

OGA55 Cardiff Bay Traditional Sail

The 55th anniversary of the OGA was celebrated in the Bristol Channel Area over the weekend 20-22 July with the 'Cardiff Traditional Sail' event, attracting some 20 boats and 45 crew members. We were hosted by Cardiff Bay YC, located at the mouth of the Ely River. The club's visitors' pontoon was made available to the assembled gaffer fleet, and moored craft ranged in size from a Mirror Dinghy sailed by Mary Dooley (who slept aboard beneath an ingenious pop-up tent) to Patrick Vyvyan-Robinson's lovely Heard 28 'Capraia', the only visiting boat to arrive by sea. Crews assembled and boats were launched on Friday afternoon in beautiful sunshine, but evening rain moved the scheduled hog roast indoors. This was followed by drinks in the bar with vocal entertainment. The remaining two days were cloudless and warm, with sufficient wind for pleasant sailing.

Saturday morning saw boats scattered around the Bay and heading up the Ely River beneath the lifting Pont y Werin bridge on a treasure hunt that required crews not only to explore the waters, but also to moor at Mermaid Quay and venture forth on foot, camera in hand. The winner was OGA SW Area Secretary Dave Bewick and his crew Andrew Lethbridge who managed to answer virtually all of the questions and challenges set by treasure hunt organiser Viv Head. After lunch ten of the larger

boats joined a cruise in company, filling the barrage lock before emerging into the Bristol Channel where a south-westerly breeze gave us a sparking sail in the sun. The final sailing event of the day was the Bristol Channel Log Boat challenge. Six competitors sporting 0.5m gaffers with a wide range of designs, both below the waterline and above, took their places on a pontoon, the challenge being to sail directly across a stretch of water to the adjacent pontoon. Unfortunately all craft appeared to suffer from directional instability to varying degrees, though Dave Botterill's development class log boat did actually sail across to within a few metres of the finish, only to go about and sail back again! After a gentle nudge or two to get away from the start line, the eventual winner was the red-sailed sloop built by Charlie Harris, and she actually went on to perform very creditably in the OGA55 Cowes event later in the summer. In the evening we gathered for an excellent dinner in the clubhouse followed by local folk singers Roger Hall and friends who delighted the audience with their mixture of traditional and more modern songs.

Sunday morning was race time, and with light winds, topsails were hoisted by those who had them. Racing was around the cans, and walkers on the barrage and Bay-side were treated to a colourful spectacle of red and cream sails, mainly gaff rigged, but with several lug rigs and even the odd Bermudan. Two laps were scheduled, but the wind proved fickle, and fell light, forcing shortening of the race to just one lap. First across the

line, and winner on handicap was Jon Guy in his Bay Raider 'Merlin'. Second on handicap was Robert Green's beautiful self-built yawl 'Lapwing' and third was the gaff cutter 'Chloe' helmed by Charlie Harris. In fact the second boat to finish was the new OGA dinghy sailed by Tony and Sally Kiddle, but, still awaiting a handicap, she could not be included in the final results. The weekend was rounded off with a traditional parade of sail, again filling Cardiff Bay with beautiful boats, many dressed with colourful bunting. The local organising committee would like to thank firstly all those who came and participated in what proved to be a most enjoyable and very successful weekend, and secondly, the catering and boatyard staff at CBYC who couldn't have been more helpful in facilitating an excellent weekend of sailing and socialising.

Charlie Harris, Bristol Channel Area President



Cardiff Bay Log Race Race OGA55
Photo: Viv Head



Cardiff Bay Race OGA55
Photo: Viv Head



Gaffers in the lock at Cardiff Bay OGA55
Photo: Charlie Harris

OGA55 Anniversary Rally Report

Introduction

What a brilliant event and thanks to all the people who made the effort to attend the celebration of the OGA's 55th anniversary. Huge thanks to Tony and Sally Kiddle who organised the event, provided lifts to the supermarket and even cleaned the showers. As they keep their boat at the Folly during the summer they have a wealth of local knowledge and contacts. Thanks also to our sponsors who together provided the best goody bags it has been my pleasure to receive: Boatshed, Ratsey & Lapthorn, Teamac and Arthur Beale. As well as providing the canvas bags Ratsey & Lapthorn donated a topsail to be made for the winner of the draw, won by Solent boat 'Roma' (p.xx). Teamac kept us well dressed by providing an event T-shirt per boat.

Running up to the event

Boats coming from further afield made the best of the weather to get to the Solent while they could, so there was an advance guard of bigger boats on the offshore pontoons. This meant that there were willing volunteers, led by Clare Thomas, to help with setup and putting the goody bags together. Tony Kiddle took advantage of the scrubbing posts to make sure 'Step Back in Time' would be as slippery as possible for the race. The portable toilet caravan arrived on Friday and looked very posh. A working party of Gaffers managed to get a halyard mounted on the flagpole so we could fly our colours.

Small Boat event

Over 20 small boats attended, from open dinghies up to Rik and Edith's 'Jan Blank' from the Netherlands. The public slip at the Folly was put to good use and as well as local boats sailing in there was also an East Coast boat launched from the Hamble and Mary Gibbs who had come round from

North Wales. The Ferry walk ashore pontoon was reserved for us, much to the surprise of some gin palaces that were directed to the offshore pontoons. The campsite field behind the pub belonging to the Medina Mariners Association was a success and was colonised by OGA campervans and tents. It was good to see young families attending and Jack the Border Collie provided them with endless entertainment. The Folly Inn allowed us the use of their marquee as needed and it became the onshore centre of activity. We also had the use of the Yacht Broker's office (he was on holiday) and the chandlery for storing the goody bags.

The programme was entirely successful, providing something for everyone. On Sunday we had a beat up to Newport with a stop on the way back for cream teas at the Activities Centre where some people were staying. It was overcast but not as rainy as forecast. Monday saw the big trip across the Solent to Ashlett Creek. Smaller boats didn't go but owners were welcomed on to the 19' boats for the day. Folly Water Taxi gave the loan of one of their boats to provide safety cover that was really only needed for the one 14' open boat that made the trip crewed by Edgar Wagemakers and Pete 'the Knife'.

On Tuesday all boats made the run down to Osborne Bay to anchor, swim and summon the ice cream boat. The beat back was more challenging but there was safe water closer in for the dinghies. Wednesday was the last day and five 19 footers made it to Wootton Creek for lunch at the Royal Victoria YC.

Given the forecast the smaller boats opted to stay in the Medina River and revisited Newport. In the evening there was a closing party and barbecue run for us on the campsite by the local Sea Scouts.

The Big Boat Event

Big boats had been arriving during the week and the pontoons really filled up on Thursday. In the evening the Folly Taxis took us all down to the Maritime Museum in West Cowes where Boatshed provided the fizz for a party to mark the start of the event. After a welcome from the President and briefing from Tony the party got under way and we were able to go round the museum to view the many interesting boats. If you are ever in Cowes it is well worth a visit.

Friday was given over to the East Coast Area to organise their normal fun and games with sculling lessons in the morning well attended. In the afternoon there were sculling races and smacks boat racing. Thanks to Pete 'the knife' Elliston and Pete Thomas who made their boats available and to Ed Roberts who transported one of them on a double-decker trailer with 'Dirty Girty'. Rik Janssen broke a tiller but managed to complete the course steering with an oar. While this was all going on there was a queue of people lining up to try the first OGA dinghy; the only problem was persuading Ben Collins to let anyone else have a go!

While this was going on some people did the Treasure Hunt while others went to Ratsey & Lapthorn to see the sail loft and peruse the records in their archive. The day finished with the Log Boats competition, won by Young Gaffer Georgina and the Bake Off, won by another Young Gaffer, Alice Erb. This was followed by an energetic auctioneer performance by Patrick for the auction in support of the Youth Fund (p.xx).

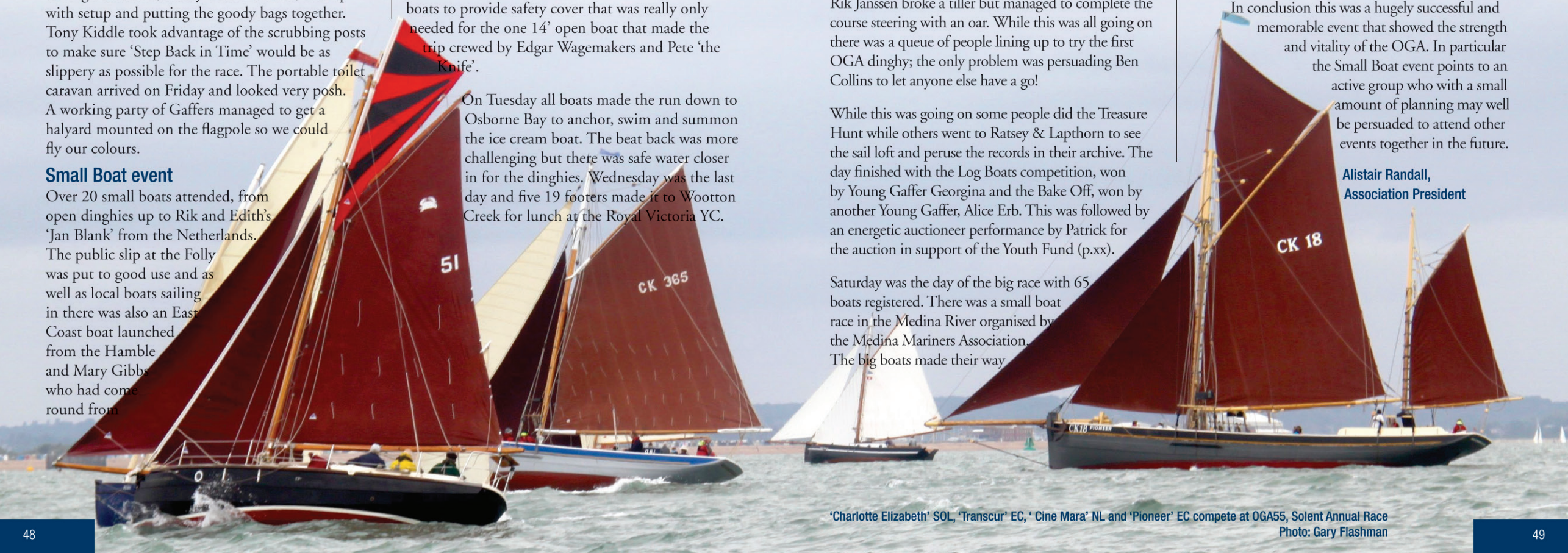
Saturday was the day of the big race with 65 boats registered. There was a small boat race in the Medina River organised by the Medina Mariners Association. The big boats made their way

downriver for the start. The wind was quite strong and the start line had a heavy port bias so there was a fair bit of jostling to get away on the beat but 45 boats crossed the line. Unfortunately the tide was extremely strong in the West Solent and proved too much for all but 20 or so of the fleet. The finish line was also challenging, being very short with a beat against the rushing tide. Congratulations to the boats that managed to finish the course and commiserations to the majority, who tried so hard for so long before having to retire. Please don't be put off racing; it can be fun!

In the evening the final party and prizegiving were held in the Sugar Store, Cowes where we presented Tony and Sally with a present from a whip round of the attendees in appreciation of all their efforts. The Folly Water Taxis did their normal sterling job to get everyone back up the river to the Folly. The forecast for Sunday was quite brisk and so many boats took advantage of the discounted mooring rate to stay on until the wind dropped although some braved it for a bracing dash across the Solent.

In conclusion this was a hugely successful and memorable event that showed the strength and vitality of the OGA. In particular the Small Boat event points to an active group who with a small amount of planning may well be persuaded to attend other events together in the future.

Alistair Randall,
Association President



'Charlotte Elizabeth' SOL, 'Transcur' EC, 'Cine Mara' NL and 'Pioneer' EC compete at OGA55, Solent Annual Race
Photo: Gary Flashman

OGA55: a touch of the 'old days'?

There was a hint of times past at the OGA55 rally this past summer and I loved it. We were away from the marinas, we were on a river and we moored up to a long raft mid channel! The only way get ashore was to get on the water in the dinghy or catch the eye of the local friendly ferryman.

Tony and Sally Kiddle and their team promised something different. They delivered! OGA55 had its own magic.

There's something special about the ebb and flow of a river, the proximity of countryside, the view of the hills and the muddy shores. There's none of that "we're just off to the supermarket" talk that pulls people into the neon urban bustle they're supposed to be escaping! On the Medina when you did get ashore the only place to go was the Folly Riverside Inn, or to a field filled with happy Gaffer campers pitched next door.

This Rally was special not just for its location but for the numbers in attendance from all over the country. There was the usual assortment of boats, some new and some old. It is always good to see the authentic restored article, some of them new to the Association. It was also good to see many East Coasters had made the journey with a few Sou'westers up from Devon and Cornwall too. There were also the truly ambitious who had taken the long route via Douarnenez and back and, of course, the Dutch coming over from the European lowlands. Not forgetting the long distance sailors: 'Molly Cobbler' having made the trip from North Wales and the intrepid 'Robinetta' from further still.

One of the treats for me was the opening event at Cowes Boat Museum, relocated and revamped, is a quaint, rickety treasure trove of classic sailing dinghies and boating relics.

On Saturday the wind was up for the big race! It proved a challenge for all. Tide and waves vied to push the smallest boats back before they even reached the first mark. Out with the rest of them in my open Falmouth working boat we hit steep waves off Egypt Point. Water crashing over the bow, hands to the pumps as ever stronger gusts pulled us over and snapped at the staysail sheet finally snapping the fairlead. Crew down on the floor it was time to cut our losses!

Back up the river, in the shelter of the trees and the welcome at the Inn it was warm. Boats rafted safe on the pontoon as families made preparations for the afternoon's entertainment. A chance to hone your sculling skills under the tutelage of Dutch meister, Edgar, or to test your river sailing skills on the gunwales of a traditional East Coast Smack Boat. The tide came in and the wind swirled in gentle gusts. River sailing is about catching the wind when you find it, using skill to push you upstream while dodging moored boats to weave the course.

All ashore for a grand auction of 'boaty bits' on the beach, skillfully choreographed by Youth Fund supremo Patrick, who had us bidding big sums for small trinkets.

Then at days end as the tide slackened and the winds died, the first ever international 'log race'. Teams gathered on the foreshore with their models with many families represented. The Welsh were out in force, the Geordies were all set. The Dutch had brought along their biggest sailing clog ever, seeking to prove the superiority of their footwear in British waters! The race was off and quickly evolved into a case of the tortoise and the hare, but with the smallest and slickest 'logs' bounding off first then holding their river course in the lightening airs.

As the sun was setting the Folly's old wooden ferry was put to us for the finale. A charming river cruise saw us all on our way downstream and packing ourselves into the Cowes Sugar Store for a big party, the band struck up and the dancing commenced. It had all been magical, but I for one, had had as much gaffering as one can have in any one day, so I slipped off back to the quiet of the river, early to bed on the gathering tide.

Report and photo: Ben Collins, Solent Area



OGA55: (c)log racing in Cowes

30 seconds after the start gun

'Taffy' the tan sailed cutter has a fast hull and is cutting ahead of both 'Triangles' and 'Reddy' but she faces tragedy later on... 'Dutchy', the only 'clog' to participate is strongly built and attempts to cut across the bows of the fleet, showing promise. 'Triangles' (the eventual winner) holds the middle ground. She carries a big sail, is lightweight, beamy and deep keeled. Ideal for the conditions on the day. 'Newcastle United', the black and white sailed winner of the Concours d'Elegance is making a promising start, but she later tacked downwind and out of contention.

The 'Magpie'

Our log boat was awesome, we were very proud of it and building it was a fantastic challenge. We took inspiration from our regional heritage. Because we are the north east region, we looked to one of the most iconic and well known Newcastle representatives – its football team. We designed our sail with black and white stripes and borrowed the nickname of the club, the magpies, for our boat's name.

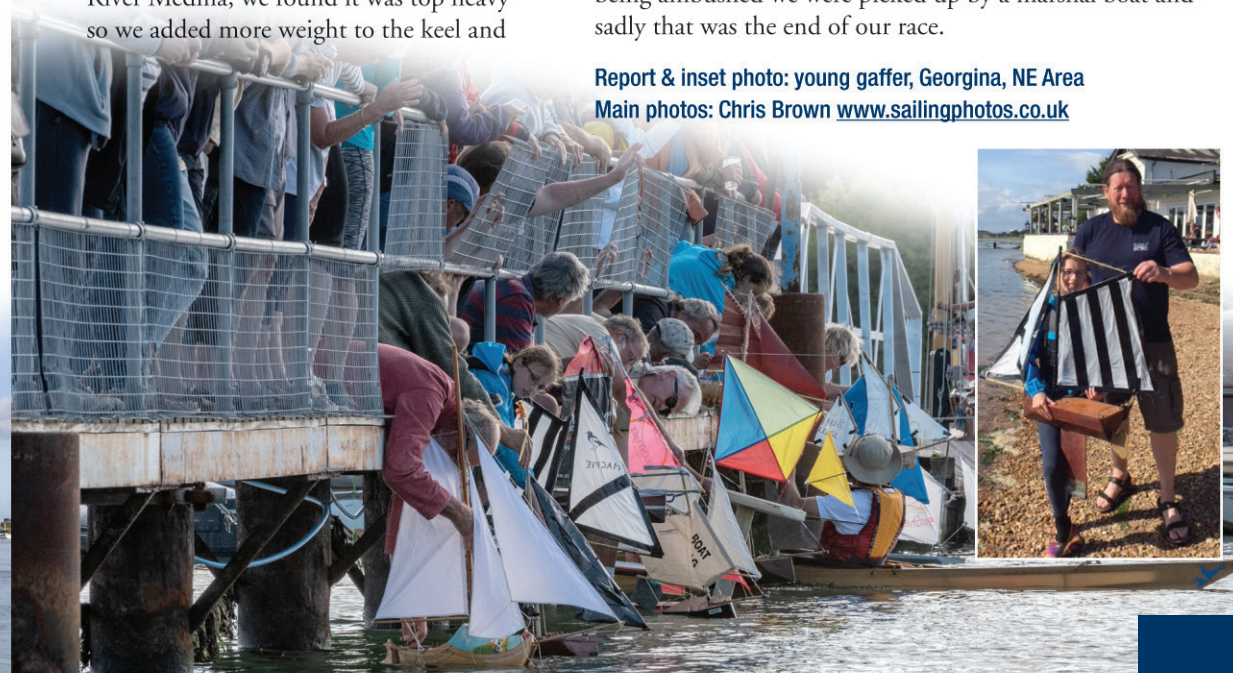
While testing it, standing waist deep in the River Medina, we found it was top heavy so we added more weight to the keel and



Rik Janssen and the Dutch clog

trimmed a bit from the outside of the mainsail. With these small changes she became a leading contender for the Log Boat race. In the race we had a strong start but then disaster struck as we were ambushed by another boat which pushed us toward the mud bank. It was fast sailing but we veered off course and our chance of winning was dashed. Shortly after being ambushed we were picked up by a marshal boat and sadly that was the end of our race.

Report & inset photo: young gaffer, Georgina, NE Area
Main photos: Chris Brown www.sailingphotos.co.uk



OGA55

Some reflections on OGA55

This was a great achievement by the GMC, led by Tony and Sally Kiddle who worked tirelessly with a group of East Coast Gaffers and some assistance from Solent members.

It built on our recent collective memory with crews from the 2013 Round Britain, 2014 Dutch Cross Country tour and more recent trips to St Malo, Brest & Douarnenez reunited and now joined by boats from the South West after cruises to and fro in the last two years. It's become a tradition for OGA Areas to organise one or more summer cruises in company. These have inspired some Gaffers to make previously undreamed of voyages.

A commanding presence of Gaffers from the North East was testament to Dutch OGA member Rik Janssen's exhortation to 'travel people not boats'. They joined the shoreside events and got out onto the water as crew or in the race spectator boat. It was sad that weather conditions prevented boats coming from France, but great to see our Dutch friends.

The small boat rally was a magnet to young sailors

with several families meeting and making friends. The cost of trailing to the Island was a deterrent to some but those able to be flexible had a great time. The OGA dinghy was launched, traditional skills were shared, smacks boats were raced.

The Youth Fund received a boost. I know there needs to be a debate about where the money goes.

The event was remarkable for the number of single handers. At least nine people skippered all or part of their passages solo.

'Robinetta' began her five year circumnavigation of the UK and Ireland via France after OGA50. Here, she completed it.

An organising committee emerged with a huge amount done by Tony and Sally Kiddle with East Coast and Solent members. The Folly boat staff supported the event from dawn until dusk. Ideas for OGA60 have been mooted.

Marion Shirley, Solent Area



Learning to scull with Pete 'the knife' Elliston
Photo: Chris Brown www.sailingphotos.co.uk

Thank you to the organisers & an invitation to Channel East

Many thanks to all the very friendly crews 'Janty' and her crew met up with at OGA55, and many thanks also to the Organisers. This undoubtedly took a lot of hard work and enthusiasm, and is most appreciated. The whole event was fantastic and well worth the three days it took us to get to the Folly, and the 14 hours to return to Newhaven!

I would like to take this opportunity to invite members who are based in the Channel East area say, east of Selsey Bill through to Rye, and, of course, all other members, to contact me if you are interested in attending an informal gathering next year 'along our neck of the woods/coast'.

I received a phonecall from someone after OGA55 who called in at Newhaven on their way home. I apologise for not being around to meet you and not getting back to you, maybe next time . . . Many thanks again.

Brian 'Jim' Skinner, Solent Area, 'Janty'
brianjimskinner@gmail.com



'Stop me and buy one!'
Photo: Alistair Randall

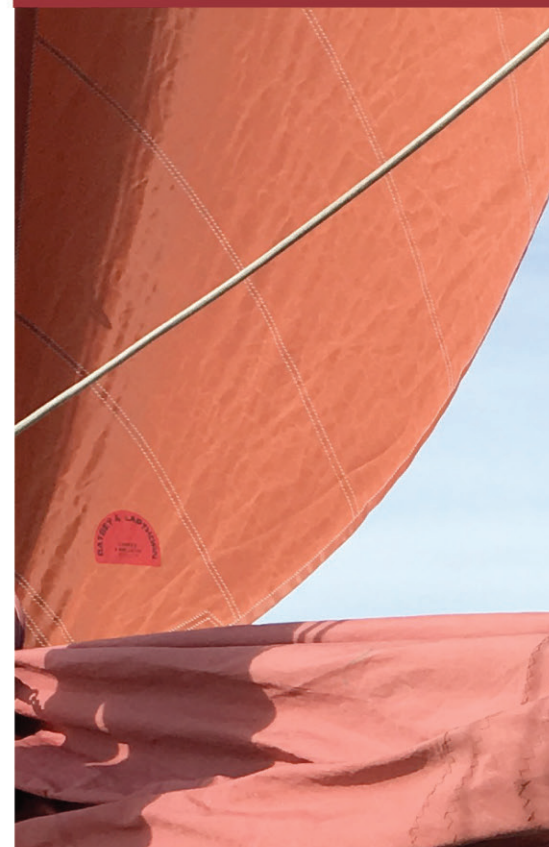


All aboard the Folly taxi!
Photo: Ben Collins

Lucky recipient of a new sail

'Roma' was lucky enough to win an amazing prize at OGA55 donated by top sailmakers based in Cowes, Ratsey & Laphorn. The prize was a new topsail. We did not need one but were allowed to have a different sail (at a little extra cost). We chose a new jib sized between our large one and small storm jib, and duly set off to Cowes to have the boat measured. The estimate was about a month to make, but only a couple of weeks after I enquired about progress Steve Meakin surprised us by saying it was finished and ready for collection. The next day we happened to be sailing over to Cowes for lunch with friends. Steve met us halfway across the Solent in his rib and the new sail was delivered. We tried it out the trip home, a fantastic fit, beautifully made and finished. Many thanks to Ratsey & Laphorn.

Jessica Warren, 'Roma', Solent Area



OGA Dinghy launch



Cardiff Bay

The prototype OGA Dinghy was launched at the Cardiff Bay OGA55 event in July. In near perfect conditions, the dinghy was soon dashing around Cardiff Bay, helmed by her builder, Tony Kiddle and crewed by his wife, Sally. The dinghy performed very well in the light winds and it is no reflection on the design or its sailing capabilities that Sally insisted Tony went to the local chandlery to buy her a new buoyancy aid at lunchtime!

Later in the day, OGA president, Alistair, took the helm and was impressed by the responsiveness and stability when the wind eventually picked up. On the Sunday, a race was held in the bay of mixed gaffers (from a Mirror to a 35' cruiser), with the OGA dinghy leading the fleet and taking line honours in the race.

OGA55 Isle of Wight

The OGA small boat rally was an opportunity for the dinghy to be tried by a number of members, in both sheltered and open water of the Solent. This gave one of our youngest members, Georgina, the chance to helm a boat in open water for the first time and she loved it.

The event gave many OGA members the opportunity to sail the boat, even though we did have problems trying to get them out of it and let others have a go at times!

Enquiries about further builds are coming in from far and wide.

Report: Tony Kiddle, OGA Treasurer

Photo:

OGA dinghy sails in the Solent, Jeremy Retford

For more information, have a look at www.ogadinghy.org.uk

Dinghy project with Blyth Academy

NEOGA is in the process of initiating a project to build OGA dinghies in conjunction with staff and pupils of Blyth Academy. The primary aim is:

'To introduce and develop the benefits and opportunities of building and sailing traditional gaff rig dinghies within the NE community generally and amongst younger people in particular.'

The project will run as an after-school club at Blyth Academy and utilise workshops and equipment of the Academy under the supervision of our project leader, an established and well-respected local shipwright, Martin Haigh. Martin has already been extremely successful in organising and co-ordinating the building of a traditional skiff at Blyth Academy, which now takes part in regular skiff racing events along the North East Coast. The skiff is crewed by local young people, many of whom had no prior experience of open water rowing.

We are in discussions with local dinghy sailing clubs with a view to forming partnerships with them, which will give them access to the dinghies when completed. This will give us a sustainable and ongoing pool of people to ensure that the dinghies are used

to their optimum both now and in the future. Our aim is to increase the knowledge of gaff sailing among the younger sailors in the North East and encourage their interest in traditional craft.

Blyth and the surrounding area is one of the most deprived regions in the country, with high levels of unemployment and few real opportunities for young people. Our vision is to introduce sailing in general and gaff sailing in particular to a generation who would not otherwise get this opportunity.

Ultimately, we would hope to build more dinghies in the same manner and roll the programme out throughout the NE Area from the Humber to the Scottish borders, taking a leaf out of the extremely successful community skiff project.

In order to achieve our aim of building two new dinghies we need to fund provision of all materials to complete the craft and supervision staff costs. We are hoping that some funding will be forthcoming from the OGA Youth Fund.

The NEOGA are embarking on fundraising activities and events to further offset the costs. To make this vision a reality we will require some additional support from local charitable organisations and local companies. So far, we have applied for local community funding and are awaiting the outcome of this bid. We estimate the overall cost of building the two dinghies to be around £10,000. This includes all materials and basic costs for the project manager.

Steve Fullerton, NE Area Secretary

Youth Fund Auction, August 2018

One of the shore-based highlights of the OGA55 celebrations at the Folly Inn was surely the Auction, in aid of the OGA Youth Fund. Fans of 'Bargain Hunt', 'Flog it' and 'Antiques Road Show' were treated to 60 minutes of energetic bidding, staggering valuations (raising audible gasps from the crowd) and displays of remarkable determination in the face of blistering competition to secure unbelievable bargains at the lowest of prices. Donors saw their treasured items whisked away to new lockers and sheds by delighted mariners, and successful bidders scurried off with their prizes to check eBay.

The Auction raised a total of £912.50 thanks to the generosity of those who donated items AND those gaffers with pockets full of folding money and a keen eye for a bargain. Added to the donations made on Registration, the OGA55 event raised a grand total of £1,234.00 for the Youth Fund. Thank you to everyone who made this possible.

Patrick Vyvyan-Robinson, Youth Fund Co-ordinator

AREA REPORTS

South West

For many years, SW Gaffers' Annual Race has been held in Start Bay. However, the numbers attending have been disappointing in recent years and we therefore decided to move the race to Plymouth this year as part of our first ever Plymouth Festival of Sail. I think the turnout of 22 boats that we got fully justified the change in venue (p.62).

In August, we normally hold an OGA Rally on the River Dart running alongside the Dittisham Regatta. This year, the Regatta coincided with the OGA55 in Cowes so we decided not to run a full Rally. However, about 20 boats still took part in the Regatta Gaffers Race and some of were OGA members. They all enjoyed a good long sail in a nice wind. Mark Darley's 'Pippin' was first overall.

Three boats from our Area took part in the OGA55 Rally in Cowes and, by all accounts, had a great time: 'Minx', Paul & Penny Jolley; 'Susan J', David & Julie Patuck; 'Arriana', Mike Forwood (p.42). An Anniversary Rally for small boats took place in Cardiff Bay in July (p.46). Your correspondent, in 'Aberrare', managed to win the water-borne treasure hunt but did rather less well in the race the following day.

Our members again took part in several local events that are not organised by us. One of these, the Dartmouth Royal Regatta, has included gaffer races in recent years but has not been very well attended, despite us offering various incentives to our

members. Only a few boats took part again this year but everyone was pleased to see Peter Lucas' recently re-commissioned yacht, 'Cynthia' doing well in the light winds and even managing to beat 'Mary Hay', Gil Hayward on corrected time. In September, a group of about 20 boats, including several owned by our members, enjoyed a fine end of season sail in company at the Brixham Heritage Rally.

Our man in Cornwall, Don Garman, recently organised a very successful visit to Ashley Butler's traditional boat yard in Penpol.

David Bewick, SW Area Secretary

A Pasty and a Pint at Penpol Boatyard

41 intrepid members of SW Gaffers were not daunted by the ferocity of Storm Callum and made it on 13 October to Ashley Butlers Traditional Boats at Penpol Boatyard, Feock near Truro. Ashley has been building and repairing boats on this site for over two years. The yard also provides moorings in Restronguet Creek and winter storage.

Members enjoyed a Choaks pasty and apple pie and a pint of Tween's Classic, a brewery opened in the last 12 months. Classic was enjoyed so much so that three of the group rushed around to Tween's at Ponsanooth immediately after the event and fortunately found Simon Tween on site brewing up for the Falmouth Oyster Festival!

Ashley based himself in the boatshed and talked about the two Mayflowers, both built by him to his own design and currently up for sale by their

owners. There were also two Fifes to be admired. 'Ayrshire Lass', now undercover for the winter, showed several members participating in Falmouth Classics K class a clean pair of heels as she stormed into first place both on line honours and handicap back in June. The 38' 'Rosemary 111', another Fife, rebuilt by Ashley for a member of the Fife family, has been sold and, following some further work is eventually bound for Canada to her new owner. A clinker dinghy is currently being rebuilt and a 1928 Dalymore 'Bandor' awaits further work, previously in the yard for a keel replacement. On the slip was 'Amokura' a 50' Fred Shepherd yawl returning for her annual winter refit and on the quay wall 'Wanderer 11', a 1901 East Coast smack being prepared for work by the yard by owner and member David Caddy. Close by was a Heard 28 up for sale.

The yard visit proved to be both interesting and a convivial social event.

A big thank you to Ashley for hosting the event on his day off!

Photos and report: Don Garman, SW Area, Cornwall



Ashley Butler chats with SW Gaffers

AREA REPORTS

North Wales

Having had to cancel our Annual Race due to lack of wind, Holyhead Marina suffered more damage when in late August the Trinity Marine building was destroyed by fire. The Marina workshop and the RNLI office suffered damage but gladly no-one was injured. The inshore lifeboat was removed to a safe area and thanks to the crew was back in service the next day. Holyhead Marina now has visitors berths available. Please contact the Marina direct should you require berthing.

Although our flagship event at Holyhead did not happen this year due to the devastation of the marina we still managed to have a social event in the Holyhead SC on Saturday evening 25 August. About 20 OGA members joined 40 HSC members to enjoy the 'Coffin Dodgers' play music until late. The sailing club did organise a few activities on the water during the day on Saturday and the weather was reasonably good.

Our grateful thanks are extended to DBOGA as Johnny Wedick, Paul Keogh and Gerry Keane came across on the ferry especially to support our social evening. So sorry about the accommodation - hope you managed to get the paint off your hands Johnny!

In September our area President, Scott Metcalfe, was busy with the BBC filming around the area of Llanddwyn Island, Anglesey for a 'Victorian Fishing' series to be shown sometime next year. The (all-star) cast included many people familiar to NWa members. Well done Scott and 'Vilma'.

Sue Farrer, North Wales Area Secretary



SW Gaffers enjoy a pint, a pasty and each other's company at the Penpol Boatyard workshop



'Minx' and 'Bryony' race at the Plymouth Festival
Photo: Jane Bryan

AREA REPORTS

North East

We've had a busy few months here in the North East starting off with our expedition to OGA55. A total of 16 Old (and young) Gaffers from the frozen North got all of their inoculations before heading to the tropics of the Isle of Wight. We brought one boat down, Martin and Kate trailered their Northumberland One Design dinghy, 'Wagtail', all the way down the A1 and participated fully in all of the small boat events over the weekend, proudly flying the Northumberland Battle Flag (small known fact: Harry Hotspur was a Northumberland knight!)

Many thanks to the OGA for their contribution to our costs, which allowed us to fund the trip for two young recently qualified shipwrights from the Blyth Tall Ship project, Joe and Nathan, who are now fully paid up Old Gaffers. The funding also made it viable to bring 'Wagtail' down to the event.

We all had a great time at OGA55 with Des having the privilege of crewing on 'Witch' with Alastair Randall and Steve scrounging a sail on 'Transcur'

with Pete Thomas. Suffice it to say that only one of these actually completed the course. Honour forbids me from saying which, but Des and Alastair had pints waiting for the triumphant crew of 'Transcur' when they returned to the Folly Inn! Joe, our intrepid shipwright, had the 'experience' of crewing on 'Dirty Girty', Nathan crewed 'Wagtail' in the dinghy events.

After our thoroughly enjoyable trip to Cowes, the following weekend saw the visit of two notable dignitaries to the North East, the Archbishop of York and Alastair Randall our esteemed Association President. The Archbishop attended Blyth Tall Ships open day where he blessed our Tall Ship, 'Williams 2' and also our nearly completed re-build of a traditional North East Coble.

Alastair enjoyed the hospitality of our President, Des, and attended the open day to get a full flavour of how we do things in the North East.

Photo and report: Steve Fullerton, NE Area Secretary



East Coast

What a summer we have had! The return to the Stone Yacht Club for the East Coast Race proved very popular, and despite very light airs the race itself provided some close racing, with the small boats once again showing their abilities. Congratulations go to Roy Hart, the new Area Commodore, in his Memory 19 'Greensleeves'.

This was followed immediately by the Summer Cruise, which was also blessed with good weather. There are suggestions that next year's cruise should stay in late July/early August, as the weather does seem to be better then. August itself was very quiet in the Area, with the focus of events moving to the OGA55 celebrations at the Folly Inn. The East Coast provided a fun day as part of the event, which proved very popular with everyone (p.48).

September saw a flurry of activity, with racing for small boats at Maritime Woodbridge, while the larger boats joined the Pin Mill Sailing Club Regatta. They hosted the OGA President's Race, was won by another Memory 19, 'Titch' skippered by Paul Masters. Turnout at the Maldon Regatta was much better than last year, but 'Dirty Girty', the only non Smack OGA boat that raced, discovered that their entry had been too late to be accepted, although they were very fast on the water!

Great weather continued into October, where seven small boats of the East Coast Fleet joined Rik Homan's 15th Reeuwijk Raid in Holland (p.36).



East Coast gaffers have more fun in the wet dock, Ipswich and drift with the wind in the East Coast Annual Race
Photos: Tony Pickering www.tidewayimages.com

AREA REPORTS

Support for the winter programme has declined in recent years, but we are hoping to organise some casual get togethers, through the website, emails and Facebook, so please keep an eye out for those!

Alison Cable, Eastcoaster and EC website Editor

John Krejsa (JK), retired member of the ECOGA committee, passed away on 5 October 2018. John had been making the best of life after being diagnosed with motor neurone disease. For many years he played a role in the Classic Boat Festivals at Shotley with his gaffer 'Stadats' and more recently he restored the lovely Albert Strange yacht 'Mist', relaunched 17 September 2016. John won the Old Harry Trophy five times or more in 'Stadats' for being last vessel home within the time limit in the EC Annual Race. His funeral took place on 25 October, 2018 in Melton Church.



AREA REPORTS

Bristol Channel

All our sailing events and activities this summer seem to have enjoyed warm sunshine; not something that happens in the Bristol Channel every year! June brought those blue skies and light winds to the western end of the Channel for the early season Seafair Haven event, held once again at Lawrenny Yacht Station (p.43). As usual, Seafair attracted a wide variety of craft, from restored lifeboats to the 96' topsail schooner 'Johanna Lucretia'. The fleet of around 40 small boats enjoyed passages to Pembroke Castle Pond, Angle, Burton, Carew, Cresselly and the upper Cleddau, sometimes sailing, but often drifting, rowing, being towed by the ever helpful support boats and, whisper it, motoring. Good job then that the destination ports usually constituted a pub and a cracking lunch! Despite not receiving the expected financial support, the Seafair organisers again provided onshore entertainment every evening at the Lawrenny Arms. In short, Seafair 2018 was wall to wall sunshine, a beautiful sailing environment, spectacular sunrises and sunsets, friendly hosts and great camaraderie: 'bendigedig'.

Further east our programme started in April when the summer-long Thursday evening 'Gaffers Night' sailing in Cardiff Bay started. Self-timed circuits around the cans continued this year, but this time boats timed two separate laps, one leaving marks to port, the second leaving them to starboard. The series ran through the summer, and after much poring over spreadsheets, the overall winner was John Guy sailing his Bay Raider 22 'Merlin'.

We have continued with our OGA cruises in company this summer, day-sailing in the Bristol Channel. A total of 12 boats took part in one or more of the four cruises, setting courses towards Newport and Barry on the Welsh side, across the Channel to Clevedon on the English side, and around the mid-channel island of Flatholm. A memorable day was provided by the September cruise when seven boats filled the lock and headed down towards Lavernock Point in bright sunshine and a Force 4 westerly that increased to 5 gusting 6 through the day. In the fleet were three Mark 1 Cornish Crabber 24s, and these made a fine sight heading south from Cardiff. As we passed Lavernock spit the wind over tide threw up an uncomfortable sea, so we bore away, surfing out towards the Holm islands, then sailed between the islands before a final hard beat back to Cardiff. When asked had she enjoyed the day, a crew on one of the Crabbers responded 'some of it'!

The highlight of the Bristol Channel 2018 programme was undoubtedly the weekend of 20-22 July when we held our celebration of OGA55 in Cardiff (p.46). The hard work of the local organising committee was certainly rewarded by an excellent turn-out, perfect weather and a very enjoyable weekend that included exploring Cardiff Bay and the Ely River, sailing in the Bristol Channel, a challenging race in light conditions and the usual off the water entertainment.

We are now looking forward to the BCA AGM that will be held at Barry YC on 25 November.

Charlie Harris, Bristol Channel Area President & David Botterill, BCA Secretary

Lawrenny sunset
Photo: David Botterill

Scotland

Summer seems but a distant memory as the days get shorter, but a look at some of the pictures taken earlier this year are a good reminder of the glorious weather for Tantina's cruise to the Isle of Man. With a friend from Canada, as well as regular Andy and self aboard, the passage from Campbeltown to Peel was completed overnight and under engine the whole way, the Irish Sea being uncharacteristically smooth with nae wind. The main purpose of the trip to the Isle of Man was actually to see some of the action at the TTT motorbike races, and although both fascinating and frightening due to the speeds and danger involved, the main consensus on board was to stick to sailing as being more sociable and definitely safer.

After almost a month based at Peel's friendly marina, and having visited numerous parts of the island, the passage home started very early one morning, due to the opening times for the harbour flapgate. Despite our best hopes, it was again a motoring job. In nearly 250 miles for the round trip we only managed to sail for about 15 minutes, the consolation being that for the whole time we were away, the weather was fabulous.

It is alarming just how quickly the end of the Scottish sailing season has arrived. Few boats are still on their moorings due to seasonal gales and ever decreasing temperature. It will be only a short time until the yards are silent and thoughts turn to warm fires and large drams.

During the summer several boats have appeared on the market and although this suggests a coming change in traditional boat ownership in Scotland, it means that new faces will be seen afloat in the boats we appreciate. Notably, amongst the better known boats, 'Swn y Mor', her current owner Warren Scott having decided that advancing years dictate a move to local pottering, rather than the world girdling voyages he enjoyed on 'Swn y Mor'. Ex-RNLI lifeboat and beautifully converted to gaff ketch she must be one of the most seaworthy boats on the OGA Boat Register. Smaller and more suited to coastal hops is 'Candle' a nice 25' sloop that needs a new home due to the recent passing of her owner.

Gordon Garman, Scotland, Area President

AREA REPORTS

Solent

Solent Gaffers arrived during Friday afternoon and evening for the Poole Rally, 29 June - 1 July and the carefully arranged weather ensured an enjoyable barbecue on the beach. After a history tour in a flotilla of dinghies led by Jeremy Retford, 'Passager', 'Satellite' and 'Charlotte Elizabeth' raced in Poole Bay, with 'Satellite' taking the prize. Solent member, Piers Rowlandson, reports on the 'Boule de neige' (p.46) with several Solent boats taking part, returning in time for OGA55 in Cowes. The Solent Annual Race formed part of these celebrations and is reported on p.65. As we go to press, the Solent Committee is planning the Area AGM to be held at Marchwood YC on 24 November.

Looking ahead to Yarmouth Gaffers Regatta, 2019

The Solent Gaffers will celebrate at Yarmouth, IOW, from Thursday 30 May to Sunday 2 June 2019. Yarmouth Gaffers Regatta will continue to be the biggest annual gathering of gaff-rigged boats in the UK. We will eat, drink, sing, dance and race. The party will be open to all gaff, sprit and lug rigged boats. OGA members may bring any boat. We are sorry the shoreside Old Gaffers Festival is no longer to take place and welcome the new Festival of Sea Songs and Shanties.

Keep up to date with Solent Gaffers online:
www.oga.org.uk/solent



Gaffers old and new compete in the Solent Annual Race: 'Satellite' and 'Pioneer'. Photo: Gary Flashman

Annual Race reports, 2018

Two themes run through this summer's reports of cruising and racing around the Areas: warm and sunny but not much wind. This is reflected in these Annual Race reports. It's also interesting to note the decisions in three Areas to incorporate the Annual Race into larger events: Plymouth Festival of Sail, East Coast Summer Cruise and the Solent Race during OGA55 in Cowes.

Gaffers Race at Conwy (North Wales & NW Area)

This was due to take place on Saturday, 14 July. Six boats were competing 'Spray', 'Anna Elidi', 'Comrades', 'Jean' and 'Phyllis'. As time went on it became obvious that due to lack of wind the race had to be cancelled, as boats would not have enough time to return to Conwy.

Bristol Channel Area Annual Race: 12 July

The OGA Bay Annual Race was held on 12 July in light winds and won once again by Keith McIlwain, sailing his beautiful gaff yawl 'Daydream'.

Plymouth Festival of Sail, 6 - 8 July 2018, incorporating SW Gaffers Annual Race

The very first Plymouth Festival of Sail was held over the weekend of 6 - 8 July and what a weekend it was! We were blessed with scorching sunshine for the whole weekend and winds that were light but good enough to get the fleet around the race course on Saturday and up to Saltash and back on Sunday.

Most of the boats arrived at Plymouth Yacht Haven on Friday and we were pleased to welcome some



'Arriana' closing on 'Cariad'

from outside our Area. Crews met for an evening meal in the Clovelly Bay Inn, Turnchapel. The pub has a splendid waterside setting, friendly, efficient staff and an interesting menu. The food and ambiance were enjoyed by all and there was plenty of time for a good natter, interrupted only fleetingly by the race briefing for the following day.

SW OGA Annual Race Day on Saturday dawned with very light winds but these built slowly during the morning and there was just enough by the appointed start time for Nick Head, Race Officer, to set the fleet off on the shorter of the two course options. We used the Plymouth Classics-style 'timed gate' start sequence so there was no unruly hustle and bustle on the start line off the Royal Western YC. Most of the boats started early in the start window and most of them (!) even managed to follow the correct course. The wind remained light. I am sure the bigger boats would have liked a bit more, but it enabled everyone to get around the course. We had a buffet supper and prizegiving in the Ocean Room of Mountbatten Water Sports Centre, followed by fantastic entertainment from local band the 'Inner Tube', found by John Gallagher. They turned out to be real stars, accomplished musicians and very amusing. Those who endured the hot and sticky conditions inside were well rewarded for their tenacity.

On Sunday, we had a short cruise in company up to Saltash SC. Some of the boats sailed upriver, and



'Mnemosyne' flying

others motored, but everyone enjoyed their trip along Plymouth's historic waterfront. Most of the boats tied up on the pontoon just under the bridge and, as we walked up to the sailing club, I overheard a lady outside say to her friend, "I think they're the Old Codgers' Sailing Club". The poor woman clearly did not understand the subtle difference between a gaffer and a codger! The visit gave us the chance to enjoy a proper pasty (well, Saltash is on the Cornwall side of the river) and a pint for lunch.

Back at Plymouth Yacht Haven, we managed to fit in a brief pontoon party before dinner at The Bridge restaurant. After a busy weekend, this was the chance for a relatively relaxing meal in pleasant surroundings. It must have given some of the participants their second wind, though, as they went back to the pontoon afterwards for round two! For more photos and results, visit the SW website:

www.oga.org.uk/south-west/news

Report: David Bewick, SW Area President

Photos: Jane Bryan

East Coast Annual Race: 21 July

The 55th East Coast Race saw a return to its roots, being run from Stone on the River Blackwater. After a wonderful cooked breakfast laid on by Stone SC, boats and skippers were briefed on the course and taken back to their boats by a free water taxi. Course 6, out to Bench Head and back, was chosen due to light winds. Of 36 boats signed up for the race two took part in the first OGA Annual Race: 'Fanny of Cowes' and 'Kestrel'.

Conditions were similar to that earlier race in 1963 with very light winds insufficient to stem the tide that carried boats down towards the start line. Two boats were over the line on the Gaffers and Bermudan starts, but the workboats learnt from this, managing a clean start with some judicious use of anchors rather close to the line.

'Reverie' was first to get a clean start, closely followed by 'Clytie'. The last of the working boats 'Priscilla' crossed the line a full eight minutes after the start, having failed to find sufficient wind to turn as the boats on all three downriver courses were taken slowly towards the first mark by the tide. Anxious committee members discussed shortening the course as the tide began to turn, aided by reports from the committee boat, 'Tempus', accompanying the fleet. The course was shortened to turn at mark no 18. Then suddenly there was more wind, all of 8 knots, close to this mark, allowing boats to make it round even after the tide had turned.

Roy Hart, in the diminutive 'Greensleeves', was first round the mark, but then fell into a wind hole allowing the rest of the fleet to catch up. The wind blew from all directions during the course of the race, aiding boats in different parts of the river at different times and bringing into play plenty of tactics regarding tidal strengths in the river.

'Rely', 'Priscilla' and 'My Alice' (working boats class) retired, conditions certainly favouring the lighter boats. As the boats passed 'Ross's Revenge', home of Radio Caroline, they were treated to music from the boat's tannoy system which helped pass the time as they made their way slowly upriver.



'Guiding Star'

Annual Race reports (continued)

First boat over the line was Fabian Bush in 'Hanser', the very competitive gaff yawl, but handicapping saw her out of the prizes along with 'Gromit', second boat home. Only half an hour separated the first and last boats over the line, and with the shortened course everyone made it home within the time limit. 'Teal' and 'ELG', the only entrants for Class V, open boats, set off soon after the working boat start, but their upriver course saw them battling the tide, and progress was very slow in the light airs. They too had their course shortened, going out to the Stone Club mark no. 3 and back.

Prizegiving started at 19:00, with a greeting from Area President Robert Hill, who thanked Stone SC for their excellent welcome. He introduced Gerry Wainwright, Rear Commodore, who presented the prizes. Third over the line and winner overall on handicap was 'Greensleeves', making Roy Hart Area Commodore for the coming year. He spoke about the last time he was at Stone CC, 35 years ago, when crewing 'Betty II', who raced again this year having returned to the East Coast from the Solent. He urged the EC OGA Committee to return to Stone for the 2019 Annual Race as this year's event

had been so successful. With an excellent dinner and, having only got through 1.5 barrels of beer on Friday night, the gaffers were encouraged to drink up the rest of the six barrels specially laid in! This was a great event, and Stone SC were superb hosts.

Visit the EC website for full results, reports, videos and photo gallery: www.oga.org.uk/eastcoast/news

Report: Alison Cable, Eastcoaster Editor
Photos: Tony Pickering www.tidewayimages.com



60th Solent Area Race: 18 August

The 60th Solent Annual Race was run as part of the hugely successful OGA55 celebration at Cowes. On Saturday morning, almost 50 boats untangle themselves from the various rafts to head into the Solent. It's a steady force 4, from the west. The question for us is the topsail. 'Nomad' is flying hers, so up ours goes. It's easy to drop if the wind builds further. With a fleet ranging from 19' to 69', all going for a single start, there's potential for excitement.

We get away surprisingly cleanly, coming in on starboard and tacking across the line to head out to 'Quinnell'. We've got the big East Coast smack 'My Alice' below us, with 'Aeolus' below her. 'Hester' and 'Cynthia' have both got away well, with the mighty 'Jolie Brise' powering along to windward. Our main competition, 'Nomad' and 'Lyra', are further back. We're almost laying the mark, with the flood tide just starting to pull us north. 'My Alice' is climbing at us, but we're just able to match her for line and speed. Helming from the leeward side, with the staysail in bar right, I can see the telltales for once. Eventually 'My Alice' slides beneath us as we both have to avoid the red 'NE Gurnard' buoy. 'Jolie Brise' is first to the mark. It's now clear the next mark 'Elephant Boatyard' is the one that matters. We carry straight on and tack close inshore. 'My Alice' is behind us now. As we come back out we can see the tide pulling us 30 degrees off course. We tack back in. Our speed instantly jumps from 4kts to 6.5kts. We go as close to the beach as we dare (it's low tide), then tack out along Lepe Spit and head across. We've gained hugely on boats that tried to go straight across. As we close on the island shore we're ahead of 'Jolie Brise' and leading the fleet. We pass just East of 'Gurnard Ledge'

buoy. There's nowhere to hide from the tide here, but we short tack as close to the rocks as we dare. It's slow progress and the big boats (along with little Eastcoaster 'Dirty Girty') are closing on us, although we see that they're all going sideways. Everyone's working well and a series of smart tacks keep us moving. After 20 minutes we inch around the rocks into Thorness Bay. From there it's a couple more tacks in shallow water to get to the mark.

We're first around and open up the gap as we reach up to the next mark. It's a gybe and then we're up to 9kts back across the Solent, almost two legs ahead of the next boat. A couple more careful gybes and we're heading back into Cowes for the final beat. The wind is up and the topsail isn't helping any more. 'Jolie Brise' is storming across the gap at speed, but there's nobody else in sight. It's back to short tacking to keep out of the tide at Cowes. We're well practised now and delighted to cross the line first. Looking back we see 'Jolie Brise' has been too keen to catch us and needs to use her engine after going too far inshore. 20 minutes later we watch 'Nomad' and 'Cynthia' chasing 2nd across the line. 'Nomad' holds on to give Ed Burnett boats first and second over the line. 'My Alice' follows them in, then flags us down to unload a couple of their crew, before heading East at speed. We head into Shepards Marina for lunch and a well earned beer!

We had a great race in perfect conditions for 'Ivy Green', but it's been a tough day for the smaller boats, only 20 boats completed the course, with stories of it taking well over an hour to get into Thorness Bay.

Visit the Solent website for full reports, results and gallery of photos: www.oga.org.uk/solent

Report: Richard Jacobs, Solent Area, 'Ivy Green'
Photo: Gary Flashman



Top: 'Cygnet of London' and 'Ethel Alice'
Bottom: 'Charm' and 'Gromit'

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.

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.

Chantey: reduced to £3,000

18' clinker day boat built by Harry Feltham of Portsmouth in 1934. Elm planking on Canadian rock elm timbers. Gunter rigged with spruce spars. In same ownership since 1955 with extensive, documented restorations in mid 1980's and again in 2003. LOA: 18', beam 7', draft 2' (plate up) 4' (plate down). Class winner at Cowes Classic Rally 2008, featured next to Classic Boat editorial 1998 and regular participant at Yarmouth OGA rallies. Extensive sail wardrobe, launching trolley, canvas cabin and single bunk for short-handed cruising. Lying Gosport, Portsmouth Harbour. Andy Rolf: +44 (0)7764 707376 | andrewrolf@yahoo.com

John & Elsie: reduced to £7,800

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

Mareea: reduced to £43,500

Salcombe Trader, 27' Gaff cutter with auxiliary, Beta Marine 29hp, diesel engine. Top quality traditional cruising vessel with character, very capable passage maker. 'Classic/Traditional' look, GRP hull, stainless steel fittings. Long keel encapsulated internal ballast. PTotally fitted out and finished by professional cabinet maker owner using top grade materials, fixtures and fittings. 5 berths. Navigation paper charts, Yeoman Plotter. Electronic charts, USB connection to laptop included in sale. Launched 2010. Survey and 3 Boat magazine article reprints available on request. Now ashore on her trolley, under full covers, included in sale. St Winnow, Cornwall. Jonathan March: +44 (0)797 1271084

Prawle: reduced to £5,950

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

Peggy: £11,000 or fair offers

36' on deck, 11' beam and about 5' max. draft, 'Peggy' is one of the larger prawners, sleeping 5 in 2 cabins, WC/washroom. Believed to be built c.1910 by Crossfields, Arnside, worked out of Mayport with fishing no. MT13. Fit maintained by current owners for extended cruising. Sails, standing rigging & running rigging renewed. Sails include lightweight racing jib, staysail, topsail & reaching foresails. Spars & hull are in very good condition. Nanni 4-43HD; 4 cylinder 2.2 litre engine, Brunton 18" self-adjusting 3-blade prop. Phil & Rose-Marie Newman: +44 (0)7578 525292 | philnew50@yahoo.co.uk

Stonechat: open to offers

Built 1976, gaff-rigged ketch, cutter rig. Double ended long moulded keel, ferrocement. LOA 32', LOD 27', Beam 6'5", Draft 6'6" Sail area: main 240sq.ft., mizzen 80sq.ft., staysail 50sq.ft., jib 60sq.ft., topsail 15sq.ft. 12v. wiring circuit, solid fuel stove, new hand pump operated heads. Valid insurance, April 2019. Certificate of British Registry. Recent satisfactory survey. New keeper will have enthusiasm, keen at sailing single-handed if needs be and most importantly, look after and treasure this rather unique, lovingly built boat. Lying Mercury Marina, River Hamble, Southampton. Jill Gomez: +44 (0)208 657 8284



Daisy: reduced to £9,500

Memory 19, built 1977, Bergvist. GRP hull. Draft 1'9" plate up, 3'9" plate down. Tohatsu 5 HP outboard in well, 12 l fuel tank. Tan sails, main, Genoa, small jib, top sail, staysail. Cutter rigged. Wykeham Martin furler. Plough anchor, chain and warp. Steering compass. Boom cover/tent. Two large berths. Chris Hoare: +44 (0)1329 511965 | +44 (0)7910 945405 electricrich1@ntlworld.com

Clearwater: reduced to £34,950

Much admired traditional west-country gaff cutter, frequently "the prettiest boat in the harbour", 'Clearwater' is for sale following an intensive upgrade, renewal and refurbishment. Built 1980 by Cygnus Marine (Penryn), fitted out by North Cornwall Marine (St.Columb), two owners from new. Lovingly maintained, in current ownership of retired Master Mariner for 21 years.

Jim Hughes: jim.hughes3753@btinternet.com
+44 (0)1872 553915 | +44 (0)7876 568061

Ruffler: £7,850

Memory 19, Saltern's built in 2000. An open version with two berths. 5 HP Seadrive Mariner O/B on transom. Topsail and Sobstad asymmetric spinnaker in black to match hull. Sale includes Bramber road trailer.

Brian Riches: tamaracrocker@me.com

Sea Jay: £8995 ono

Scruddie Marine Stornaway 18. Epoxy ply construction, built 2003, in current ownership since 2005. 18' lug rigged yawl, weekender, two cabin and two cockpit berths. Cockpit tent included in sale. Now fitted for single handed cruising. 4 HP 4-stroke Suzuki. Recently refurbished break-back braked trailer with new axle suspension assembly. Excellent condition, dry sailed and garaged throughout most of its life, a well maintained boat, currently stored ashore. Seen at Beale Park Wooden Boat Show for a few years, and much applauded in the wooden boat press (Practical Boat Owner).

Chris Allender: +44 (0)7990 71957 | chrisallender@btinternet.com

Black Jack: £23,500

Cornish Crabber 24 Mk3, 1995, black hull, cream deck. Wintered ashore annually for maintenance, including mast inspection. In really good shape. 18hp Yanmar 2GM last serviced March 2018, exhaust elbow replaced 2015. Sale includes shore-power, battery charger, beaching legs and Habitent Sirocco cockpit tent. For more details visit Bucklers Hard Yacht Brokers:

sales@bhyachtbrokers.com

Verity: £9,250 [no photo supplied]

Oysterman 16 built in 1984, one of the few remaining in good condition. Lying off West Mersea. Sails (main, furling jib and top sail) in good condition. Spars in excellent condition. Hatch renewed 2018, runners needs replacing. Engine, alternator, bilge pump recently serviced. SSR registered. Inventory available and negotiable.

Paul Dunn: kandunny@yahoo.co.uk

Stadats: all serious offers considered

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

Blue Bell: £4,500

16 ft GRP Tela Day Boat with 2.5 outboard, cover & road trailer. Excellent condition, lovely iroko thwarts, combing etc. Very reliable outboard. Moored River Dart. A super boat, did very well in OGA regatta. Sails single handed or family boat. Priced to sell. Sam: +44 (0)803 722429 | +44 (0)7984 038919

sam@samwestcottgardendesign.co.uk



Jaunty: £3,200

Reluctantly offered for sale due to ill health. Built over a period of ten years by first owner. Oak carvel planking on oak frames and steamed timbers fastened with copper. Many period features including two berth varnished mahogany cabin, gimble double Primus stove in alloy frame, Baby Blake toilet in forepeak, oil lit main compass light and beautifully designed navigation desk. Full set of coastal charts and VHF Plastimo job radio. Factory reconditioned RCA Dolphin Mark 7 auxiliary engine installed 2007. Last survey found 'Jaunty' to be in an overall structurally sound condition, defects have been attended to by last two owners. Sale includes wav-echo dinghy complete in holdall, cockpit cover, coastal flare pack, Bruce anchor, fenders, warps and purpose built wooden cradle. Smugglers Cove Boatyard Fron Goch Aberdyfi. David Pugh: +44 (0)1904 791281 | david-ann@outlook.com

Whaler Tiare: £7,750

Built as naval whaler, 1980s, with auxiliary power. Gunter rig, loose footed mail, roller reefing headsail and Jennika with snuffer. Draws 18" or 6' with centreboard down. Yanmar 2GM 20 inboard, battery, Jabsco toilet (new 2016), feathering max prop, yard trailer, Plastimo gas hob and grill, Waeco fridge/freezer, all interior cushions, cockpit cover, all standing and running rigging, inflatable dinghy, pump, oars and seat. A robust seaworthy, superbly attractive vessel. Not a vessel for those seeking comfort but for those who appreciate real quality sailing with a naval pedigree. Currently commissioned and being enjoyed in the Solent. More information at Apollo Duck. Flint: +44 (0)7813 312653 | flintmarine@yahoo.co.uk

Harbinger: offers invited

Gaff cutter yacht (originally Manx Nobby fishing boat) kept in Southampton. 38'6" LOD, 50' LOA, 11'6" beam with a max draft 5'6". Deck and interior date from major refit late 1970s to mid 1980s. Deck recaulked & new rudder 2017. Sailed to Brest and Douarnenez 2016 for Maritime Festivals. 2017 joined OGA S by SW cruise and reached Falmouth. For more information and trial sail, contact Mike Sullivan: +44 (0)79 1059 7883 | mike@strudwickhouse.co.uk

Ragamuffin: £25,000

Falmouth working boat, oyster dredger, Heard 28, built 1970, T.R Heard, Mylor Creek, Cornwall. Seeps 4 in 2 cabins. Self-draining cockpit. Electrics-12/220V. LOA 12.5m, LOD 8.54m, LWL 8.5m, Beam 3m, Draft 1.54m. Displacement 9 tons. Gaff cutter: Dacron 76 sq.m Dacron sails. Mainsail, topsail, staysail, jib, flying jib. Wykeham Martin roller furling gear. GRP hull, topside wood kerouing with Oregon pine mast, spruce gaff, lifting bowsprit and iron ballast keel. Lead blocks inside. Vetus 10176/32955 09-17058 27 hp diesel engine 30-6-1995 de Bruyn/ Den Ouden Watersport Weesp Python Drive homokinetic link Radice folding 2 blade propellor. Anchor winch, groundtackle x2. Gimballed three burner gas stove with oven, Sestrel compass, ICOM VHF radio. Toilet renewed 2018/19 x2 solar panels, x3 batteries plus more, see website for full inventory. Lying ashore under cover Port Jachthaven Naarden, Holland 1411 LV. Part exchange possible. whaleboat@hotmail.com

North Star: 12,250 euro

A fibreglass 1978 long keeled, encapsulated ballast, gaff rigged Tamarisk 24. Extensively cruised and well cared for. A real head-turner, receives much attention wherever she goes. In sound seaworthy condition, well equipped and ready for extended cruising, crewed or singlehanded. Now indoors in winter storage available for inspection. Located a short drive from Kerry Airport, SW Ireland, twice daily connecting flights to London. She can be loaded on a truck or launched from her current location. Ivan Godley: +35 3872658841 | ivangodley@live.ie

Fisherman's anchor for sale: £100 ono

Large fisherman's [or Admiralty Pattern] anchor good condition. Galvanised but showing a small area of light rust. It has been painted white (not by me). Shank length, not including ring and shackle: 42" width across flukes: 25" Might be able to deliver South Norfolk/Ipswich area. Nicholas Hall: +44 (0)7941 703170 aghada_hall@yahoo.co.uk

**Corncockle: £42,000**

Heard 28, 8.53 m LOD, 3.0 m beam, 1.5 m draught, 12.5 m LOA, 9 tonnes displacement. GRP hull and encapsulated internal ballast, GRP encapsulated wooden deck and superstructure. Built Gaffers and Luggers, Mylor Bridge, 1993. 5 permanent berths, one temporary stretcher bunk. Perkins Perama 30 diesel engine, Hurth gearbox, 15" X 8.5" pitch propeller. 100 litre diesel tank. 100 litre fresh water tank with in-line filter. Two 100 Ah batteries. Oregon pine spars except topsail yard, GRP tube. Mast deck stepped in tabernacle. Houseable bowsprit. Mainsail with 3 slab reefs, Nos 1, 2 and 3 jibs with Wykeham Martin furling gear, 3 staysails, topsail, trysail. Gallows aft for boom support. Afloat in commission winter 2018/2019 Gosport, Hants, UK. Peppy & Graham Dadd: peppy.dadd@thewalnut.org.uk +44 (0)7887 384996 | graham.dadd@thewalnut.org.uk

Maude: £23,000 ono

For sale due to 'downsizing' a Tamarisk 29 gaff cutter built by Cygnus Marine 1981. Cruising rig. New jib and stays'l 2007 both furling. New mains'l 2008. Tops'l and hanked storm jib 2014 Bronze skin fittings renewed. Standing and running rigging renewed. Volvo 3000 MD7B twin cylinder diesel 18 hp. Spare engine and gearbox also available. LED Navigation lights/anchor light. 35lb CQR + 50m 5/16 chain. Gas hob and oven, Hot Pot charcoal stove. Four berth plus quarter berth. Jabsco sea toilet. End of season condition, afloat Wootton Creek, Isle of Wight. Some work needed. Happy to discuss. Dave Moore: +44 (0)78076 51939 | gaffermoore@gmail.com

Candle: £5,000 ono

Built by Nunn Brothers of Woodbridge in 1950 using the best of materials 'Candle' is Bermudian rigged and roomy for her size. 25' overall and 7.2' beam with a draft of 4.2'. A real classic, she has sailed the Clyde and west of Scotland for many years and is now ready for more adventures with a new owner. Currently ashore Clyde. Good home essential for this much loved gem. Judith West: +44 (0)1700 503591

Sirius: £500 ono

16' day-boat built Dick Dadson of Faversham c.1968. Mahogany clinker on steamed oak frames, steel centreplate. cast lead ballast. First afloat in the yard, sails well with all the family on board. Gunter rigged, tan sails, ADM, Honda outboard, oars, anchors, plenty of stowage & buoyancy bags. Jon Howorth: jonhoworth@yahoo.co.uk | 01621 855324



We extend a warm welcome to new members since the last issue of Gaffers Log in July, 2018.

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

Bristol Channel

6275: Mr Robert Johnson & Miss Carole Meredith, 'Wisper' 6280: Mrs Glynis Parsons

East Coast

6261: Mr Paul Heales 6262: Mr Steven Lamb 6265: Mr Richard East & Mrs Lynn East 6274: Mr Paul Blyth

North East

6269: Dr Peter N H Wright & Mrs Jennifer A Wright, 'Pied Piper of Burnham' 6276: Mr Joseph Boothby

Northern Ireland

6281: Mr Steven Bolster

North West

6279: Mr Andrew Biggs

Scotland

6272: Mr Jonathan Hammond

Solent

6258: Mr Graeme Hawksley 6259: Mr Patrick Brakespear 6260: Mr Michael Veal 6263: Mr James Raftery

6264: Mr Oliver Barnicoat 6266: Mr Andrew Muir 6267: Mr Andrew Paterson 'Codling' 6271: Mr Shane

Manning 6273: Mr Flint Elgie 'Whaler Tiare' 6278: Mr Daniel Van Gelder & Mrs Daniela Van Gelder

6282: Mr Leslie May

South West

6268: Dr Stephen Hetherington 6270: Mrs Sam Westcott & Mr Tony Westcott 'Blue Bell'

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Captain George Winn

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OGA Merchandise

OGA clothing, burgees and flags may be ordered directly from the suppliers. See the panel on this page, or visit the OGA website for more information: www.oga.org.uk/shop

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
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OGA Boat Plaques: £25, 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.

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Find the OGA online

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Contact the Editor (Log and online)

log@oga.org.uk

Contact the Boat Register Archivist

boatregister@oga.org.uk

Browse the online Boat Register

www.oga.org.uk/register-home

Browse Members' blogs

www.oga.org.uk/about/members-blogs

Find out about the OGA Dinghy

www.ogadinghy.org.uk

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.

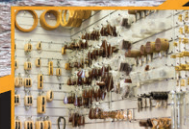
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Copy deadline for Spring issue:

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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, 2019.

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) Overseas: Euro 47/£43

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

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Membership type (tick)

☐	Individual	☐	Family	☐	Junior	☐	Overseas
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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.



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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 3,500 gaff rigged craft, old and new, large and small, built over the last 200 years.

Please do not think that because your boat is new or small that she does not qualify for inclusion. Some examples of the earliest production gaff rigged craft, like the Tamarisk 22 and the Cornish Crabber Mark 1, were added to the Register in the 1970s.

In June 2014, the first stage of the OGA online Boat Register was launched for Members to browse. In April 2016 a selection of records was made available for public browsing. Not all the boats are available for browsing yet. As the paper record is uploaded, more boats will be published. Each issue of the Gaffers Log summarises plans for further updates.

The records of boats and ownerships in the OGA online Boat Register are used to compile the annual Yearbook. Please inform us of errors, omissions and amendments by using the form overleaf.

Updating the online boat records

Members may update their boat records in the online Boat Register.
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 do not want to update your boat online, you can complete a Boat Register form and send it to the Boat Register Editor who will update your details for you. The form is available to download from the website or ask the Boat Register Editor to post a form to you.

Alternatively, you may complete the form overleaf and send it to the Boat Register Editor.

When Members have difficulty in logging on, it is usually because the OGA does not have an up-to-date email address for you.

If you change your email address, please inform the Membership Secretary membership@oga.org.uk who will update the records to enable access.

There are many paper records of boats that are not online yet and it will be a large task to digitise and upload all the information.

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

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

Online Boat Register update form: Gaffers Log, November 2018

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 Editor

The Belvedere

Victoria Road

Yarmouth, Isle of Wight

PO41 0QW

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