

GAFFERS LOG

*The Ed Burnett designed
Nomad smashes to windward
during a boisterous Round the
Island Race. The only gaff
rigged yacht to finish*

ISSUE 115: SUMMER 2024

Photo by Martin Augustus of Coastpics



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



Jay Cresswell.



The Fleetwood type nobby Venture.

Tempus Fugit

A warm hello to you all.

I'm your new though not so new Log editor!

I've been on Log Watch before, but the last time was in the early 1990s for four years when I developed the Gaffer's Log title.

In 1995, an already busy life got even more frenetic and so I had to hand over the tiller to a successor.

I've been a maritime nut since the age of not much. Four trans-Atlantic and two trans-Pacific voyages on big ships with the parents before the age of 10 guaranteed that.

They topped it off with five years in Aberdeen ... it was the time of the city's final fishing boom and before North Sea oil. I practically lived in the docks, scrounging rides on *Grab Dredger No.1*.

Thence to sunny Deganwy in North Wales where I started out crewing in a Cadet dinghy called *Chipmunk*; cruised to France, West Country and The Hebrides aboard a pal's dad's pre-WW2 Hillyard named *Tarlair*; got hooked on commercial fishing; encountered catamaran legend Jame Wharram; and guzzled maritime history and voyaging books like there was no tomorrow.

Favourite haunt was Deganwy Dock, then a decaying mudhole. It was home to a handful of old sailing fishing boats; mostly Lancashire nobbies like *Gentle Annie* and *The Brothers*.

I acquired a mentor, a retired former nobby man called Ronnie Baines, ex of Warrington/Fiddler's Ferry.

With him I learned to work a nobby with a beam trawl, likewise his West Country motor tosher *Vydal*, but with a small otter trawl hunting for plaice off the North Wales Coast.

Through Ronnie, I came to know Dennis and Cathy Crompton with their sturdy Fleetwood type nobby *Venture*, which they never sailed without him aboard.

I resolved to buy *Venture* and did so in 1973 for £2,000. Joined the OGA soon after. 50 years on and, amazingly, we're both still afloat, *Venture* on the Solent and me in Northern Scotland.

Happy Days!

Jay Cresswell, Editor, log@oga.org.uk

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COVER PHOTO

Stormy Weather – The Ed Burnett designed *Nomad* smashes to Windward during a boisterous Round the Island Race in June 2024. Photo by Martin Augustus of Coast Pics.



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From the Quarterdeck

This issue of the Log is the first put together by Jay Cresswell since his return to the editor's chair. The results speak for themselves, and we are very grateful for his energy and professionalism in producing the Log and ensuring it gets out on time.

By the time you read this, the Dutch OGA will be celebrating their 20th anniversary and a sizeable fleet of OGA members from the UK should be in Netherlands waters helping out with the celebrations.

We are hoping to be there in my boat *Bonita*, which will be our first experience of navigating the uncertainties of the post-Brexit regulations.

On my last trip abroad in her, when the UK was still in the EU, we visited six countries and on no occasion did anyone ask to see any documents of any kind, not even a passport.

And in this issue of the Log you will find some preliminary details of the St Malo Gaffers meeting planned for June 6-7 2025. I hope lots of UK members will be able to attend to lend their support.

Sailing into St Malo is always exciting and brings a real sense of achievement. I'm sure we will get a warm welcome there. With a bit of planning it could be part of a Channel cruise incorporating the Solent OGA regatta at Yarmouth and maybe the Falmouth Classics or SW gaffers Helford race.

The OGA is run entirely by volunteers and we only pay for services when we decide they are needed and we cannot find a volunteer with the right skills.

One area where we know we could do better is External Communications – raising our profile with people outside the organisation including potential sponsors.

The officers of the association do a fair amount of this, as do the areas.



Mike Beckett, OGA President.

But we know we could do more and it would be very helpful to have an External Communications Officer to coordinate activity and raise awareness of how much the OGA does.

If you would like to help with this or know someone who could, please get in touch.

I wish everyone fair winds and happy sailing!

Mike Beckett, president@oga.org.uk



Bonita was built by William Crossfield & Sons in Arnside in 1888. She has been owned by the Beckett family since 1937. Photo by Alison Cable.

Hello from the Secretary

Are you receiving our e-mails? OGA President Mike Beckett sent out a newsletter on June 6.

If you have an email address but did not receive it, please let me know so I can investigate.

Income from commercial advertisements in the Gaffers log offsets some of the escalating printing costs so helps to keep subscriptions low. If you know of a business that would benefit from advertising to our 1,200 members please encourage them to contact me.

OGA-branded merchandise, flags and boat-plaques are available in the Members area of the website. A few new items have been added including, now summer has arrived, a sun hat!

The annual Social and AGM weekend, January 11-12, 2025, will be in Gloucester. Please put the dates in your diary. More details later. The formal announcement of the AGM will be in the Winter issue of the Gaffers Log.

Colin Stroud, secretary@oga.org.uk



Colin Stroud, Association Secretary.

Photo: Sue Feather

Swallows and Amazons

The stuff of wee boat magic



Maddy Masters crewing with Will Roberts on the helm of Gaffling Suffling. Photo by Mary Gibbs.

Swallows & Amazons is the OGA's leading open boat event for everyone. It pays homage to the author of the children's books from which it takes its name, Arthur Ransome and this year's gathering – the 25th – was clearly a great success.

In her mini-history, Tessa Hodgkinson, describes the annual Swallows and Amazons weekend as a: "delightful celebration of the diversity found in small gaffers, the sailing adventures of the Walker and Blackett children, the wonderful backdrop of the Walton Backwaters and of course, the ever forgiving, ever clinging Essex mud."

Tessa has played a huge role in the event's success.

"It all started some 35 years ago when Jon Wainwright and Brian Hammett started a 'race around the island' for the smaller boats and dinghies at the Shotley Classic Boat Festival in 1989," she recounts.

"It proved very popular with all the open boats and even some smaller cruisers. In the early 2000s we were regularly hosting 40 to 50 small boats at Swallows and Amazons. It was often the largest East Coast event and drew an eclectic collection of small craft including real classics over 100 years old."

And so to today with Tim Fenner and Maddy Masters; Tim with a stack of sea miles under his keel; whilst Maddy, who labels herself as an 'East Coast Young Gaffer' is from a family that loves traditional boats and probably already has more tiny gaffer experience than many.



The fleet sailing in the Walton Backwaters. Photo by Dan Stoker.

Tim's Tale

Have you seen the YouTube video of the 2015 East Coast OGA Swallows & Amazons weekend?

It's most inviting!

Two of us from the eternal winter of a Northern Spring had booked to take part; one from the Yorkshire Wolds, myself from the Yorkshire Dales; one towing a caravan and the other an Andrew Wolstenholme-designed (based on *Pipkin*) 12ft 3in catboat named Inisheen.

We planned to meet on the Thursday prior to things getting going at venue Walton & Frinton Yacht Club located on Foundry Reach.

But that didn't quite work out. Instead, Wednesday and Thursday morning for one of us was spent in A&E, the other being helped to the venue by the AA, following failure of the boat trailer suspension.

The club was able to offer the boat a berth until the trailer was fixed. A&E were pretty helpful too. The club's excellent evening BBQ set in a borrowed orchard next door with a large gazebo in case of rain – it did – restored us.

Friday was lovely with force 3-4 SW wind forecast and that's what we got. A great sail from the club at Foundry Creek into Oakley Creek leading off north from the central Hamford Water in bright sunshine to see seals.

Swallows and Amazons (cont'd)

Back across Hamford Water, again with a following breeze and hint of wind over tide chop too.

Great fun for most, requiring a reef for some, a trip to the lee shore for others and despite much effort, the scow had a lie down. There was back up and all casualties were towed home.

Saturday, race day and the same sort of breeze except for more north in the wind.

The race is weather permitting round Horsey Island, starting at the seaward end of Foundry Creek on the Walton Channel and ending at the club.

As folk found their feet, reefs put in before setting out were taken out and almost everybody was on full power, closely packed near the windward shore up Walton Channel heading again for Hamford Water where there was a dead muzzler.

The fleet spread out and places were gained and lost before heading south into Kirby Creek and into the wide and relatively peaceful Wade.

From there we headed past Titchmarsh Marina, joined the Twizzle and back down Foundry Reach. There were no incidents and all were safely gathered in before a front went through with an increase in wind with a shift further into the north.

After easing our troubled minds and bodies in the clubhouse the race results were worked out and announced at a sunlit evening dinner in their lovely restaurant. We didn't win our class but not for the first time in my sailing career we got a prize for driving a long way. On Sunday the fleet headed up the Walton Channel again with a bash to windward just for the hell of it in Hamford Water before turning back and into the 'Dardanelles'. If you thought this was in the Aegean, see 'Secret Waters' by Arthur Ransome.

We found flat water before anchoring for a picnic in a beautiful tidal pool, returning to the club at HW after allowing their racing fleet to return.

I know this area of the East Coast from yachting days where I hardly left the main channels. With our trailable boats we could ignore navigation marks as we sailed before and close to HW giving a wide sailing area and soft landings for those running ashore.

After 25 years providing for this event the East Coast Gaffers have got the job sorted. The only issue is limited time on the water.

But all in all its very inviting!



Picnic at the Dardanelles. Photo by Sarah Adie.



The Fleet on a nice reach. Photo by Clare Allin.



One of the entrants, Philomena. Photo by Dan Stoker.

Maddy's 'Serene Little Bubble'

I'd been told that the Swallows & Amazons weekend is 25 years old; which makes the event older than me.

One can therefore deduce from this that I have not been every year. However, I can confidently say that attending this blissful sailing weekend constitutes some of my earliest sailing memories.

Memories of being bundled into the car after school (with far too much camping stuff as is customary for any family with three young children) was always most exciting, and the drive to Walton is a particularly poignant memory for me, with anticipation building as I knew what the weekend had in store.

Looking back, I really don't remember much of the sailing itself, rather an overall feeling of exhilaration after having explored the little creeks, messed around in the mud and spent the day outside on the water.

My strongest memories surround the whimsical paper boat race and scrabbling around under the clubhouse in a desperate attempt to scavenge anything to build the best boat and become that year's boat building victor; all worth it for a bag of gummy sweets of course.

Attending Swallows & Amazons as a child truly felt like a serene little bubble and was one of the best weekends of the year.

Swallows and Amazons (cont'd)



Swallows and Amazons trophy winners. Photo by Georgina Tall.

It's safe to say a few years have passed since then, and although no longer a sugar-fuelled hyperactive 10-year-old I had a great time this year, my first after having missed a few due to being at university.

Much of that same gaggle of muddy kids were there this year in adult form and the weekend maintained its reputation for being a wonderful couple of days of sailing, camping and delicious food with fabulous company.

However, rather than mudlarking and paper boat building I instead had the pleasure of sailing one of the East Coast OGA's very own Gafflings.

It was an absolute blast! With Will Roberts on the helm and me as crew we whizzed round the course on Saturday's race. The conditions were excellent for this speedy little gaffer and it was great to get out on the water again.

As much as I love my family's smack's dinghy, she can be a little lethargic at times and it was awesome fun so sail this twitchy little boat in conditions to which she seemed very well suited.

I would definitely recommend taking one out.

However, regardless of vessel type, little has changed of those charming muddy creeks over the decades, and they still hold a very special charm for me, and many others who are lucky enough to sail there.

Footnote

Younger Members secretary Georgina Tall said: "S&A was brilliant and I can't wait to see what else is in store across the OGA. I shall be placing an advert on the Younger Members Facebook page about setting up a sub-committee so keep an eye out."

Welcome Aboard to new OGA members

OGA MEMBERSHIP	TITLE	FORENAME	SURNAME	AREA
6744	Mr	Murray	Wellburn	SOL
6745	Mr	Ossy	Jones	EC
6746	Mr	Paul	Pearson	SOL
6747	Mr	Martin	Wright	NW
6748	Mr	Richard	Balarkas	EC
6749	Mr	Alex	Haig	EC
6750	Mr	Dean	Stepney	EC
6751	Mr	Neil	Coxon	SW
6752	Mr	Ben	Lowings	SOL
6753	Mr	Paul	de la Feuillade	SOL
6754	Mr	David	Rugg	OS
6755	Mr	Tom	Bailey	DB
6756	Mr	Malcolm	Greig	SOL
6757	Mr	Shane	Rankin	SCO
6758	Mr	Andrew	Sugden	SW
6759	Mr	Simon	Lunness	EC
6760	Mr	Simon	Wallis	NW
6132	Mr	John	Dilworth	SW
6761	Mr	Bill	Hughes	EC
6189	Mr	Tim	Goodingham	EC
6762	Mr	Keith	Barkway	SOL
6763	Mr	Dominic	Ziegler	SW
6764	Mr	David	Rayfield	EC
6765	Mr	Matt	Poyser	EC
6766	Mr	Mark	Austen	EC
6767	Mr	David	Lambie	SOL
6768	Mr	Steve	Morris	SW

Area Abbreviations: SW = South West, SOL = Solent, OS = Overseas,
EC = East Coast, DB = Dublin Bay
NWa = North Wales, NW = North West, BC = Bristol Channel, NE = North East,
SCO = Scotland

Hi all – there is not much for me to say in the summer usually, but this year I need to remind you that I will be stepping down at the beginning of 2025. I have (mostly!) thoroughly enjoyed being Membership Secretary – well, I must have done, this is my eighth year in post!! – but I do feel it is time to hand over to someone new. I have had some tentative enquiries, but I would like to have at least one nomination to put forward to the AGM! It is an important job in the Association, requires an obsessional streak and a welcoming attitude, but is not actually difficult.

Also, please note that Georgina Tall, the representative for Younger Members (or Younger Gaffers), is looking for some others less grey-haired than myself to join a sub-group to organise their activities. The group is aimed at OGA members less than 35 years old, who may be Junior members (under 25), or younger Individual or Family members.

Mary Gibbs, OGA membership secretary

Cape Cutters muster on the Clyde



Cape Cutters in Gareloch. Photo by Paul James.

Justin Greig reports that brisk May winds yet but moderate seas kept fleet on their toes

In late May eleven Cape Cutters from England joined two Scottish boats for a week of perfect sailing in idyllic scenery on the Firth of Clyde, sailing as far as Tarbert on Loch Fyne.

Many of the boats in the Muster are OGA members, but not all. So perhaps more work is needed to bring the very active Cape Cutter Association into the orbit of the OGA. Of the 134 in the class that we are aware of, 98 are based in the British Isles.

The Cape Cutter is frequently mistaken for the more ubiquitous Shrimper to which it has some superficial resemblance. The most significant difference is the Cape Cutter's sail plan.

It's designer, Dudley Dix, explained his choice of rig as follows: "Fully inboard cutter rigs on small boats are ineffective because there is insufficient separation between the various sails. This does not hold true for gaff cutter rigs."

"The gaff mainsail moves the centre of effort aft and needs to be balanced by moving the headsail area forward. That increases the fore triangle base and separates the sails, allowing a staysail to fit into the gap."

The result is a pretty boat that, though compact, has pleasant lines with a longer rising bowsprit and an attractive sail plan.

The Association's main gathering is held late May, alternating between English waters and the Scottish west coast. This year it was Scotland's turn, and the boats congregated in Largs from as far afield as Plymouth, the Broads and Aberdyfi.



Part of the Cape Cutter Fleet in Holy Loch. Photo by Justin Greig.

Our bedding-in semi-competitive cruise was a circumnavigation of Great Cumbrae in perfect conditions - a sunny day and force 3 to 4. Some of us had enjoyed a shake-down cruise on the Norfolk Broads a few weeks before the Scottish muster but, for the rest of the fleet, this first day out on the water was great way to sort out the boats after their winter hibernation.

On day two, the wind piped up a bit and the more prudent skippers put in a reef or two. The Cape Cutter sails faster when sailed flat. However the conditions were very variable in the first few days of our cruise and we set sail with two reefs and just the staysail in the morning, and all reefs shaken out and the genoa set by evening.

To quote from the 'Visit My Harbour' note about cruising in Western Scotland: "This part of the UK is renowned for its rain and winds but, on the other hand, it is renowned for its beauty on a sunny day. ... Sailors in other waters will be used to the wind being onshore, off shore or pretty well parallel to the coast and in-line with the forecast.

"Not so here; the wind tends to be modified by the topography of the surrounding land so that, in most cases, it conforms to the shape of whichever loch you are travelling up (or down) – and will shift to conform to that shape.

Cape Cutters Muster (cont'd)



Cape Cutters in Tarbert. Photo by Justin Greig.

“That would be ok but you also have to bear in mind the glens and mountains further inland which can hurl a beam blast at you and catch you all aback in an instant. ... On the other hand a lot of the passages are sheltered in that, although the wind may be quite strong, in many cases it hasn't had enough distance to set up a swell and you end up skating across spume covered one foot waves at very respectable speeds.”

The very moderate sea state was certainly a feature of our entire week's sailing - even when we had fairly brisk winds to contend with.

We headed up to Gareloch, which is home to one of the oldest yacht clubs in Britain, the Royal Northern and Clyde Yacht Club at Rhu, which is where we met up with our two Scottish participants and were treated to very generous hospitality in rather splendid surroundings.

The next day saw us cruising up to Faslane to check the Navy's security protocol as we sailed somewhat too close to the submarine pens, before turning back and enjoying a wonderful beat down the firth toward Dunoon and the Holy Loch, where we spent our third night and were treated to a very warm welcome by the Upper Cowal Bowling Club.

From Dunoon (the Holy Loch Marina) we sailed west toward Tighnabruaich. This was our one day of truly dreich weather (as the Scots call it) which was a shame as our passage plan took us through the Kyles of Bute which are renowned as one of the prettiest sheltered waters passages in Britain.



Cape Cutters moored up at Tighnabruaich.

We pulled up at the public moorings in front of the Kames Hotel and enjoyed a very warm welcome in the bar to get the circulation working again.

The next day's sail was brighter and warmer and took around Ardlamont Point and up Loch Fyne to Tarbert, whose marina I think was the best of our trip; the village's beautiful harbour, with excellent facilities only a short walk away.

It seemed a shame to turn back having got thus far, with the attractions of the Western Isles so near, but our week was slipping away and the next day we returned through the Kyles; this time in much brighter conditions, headed for Port Bannatyne on the Isle of Bute.

A community pub is the highlight of this marina, and again we experienced a very warm welcome. Indeed our experience of the hospitality throughout our week's sailing was of abundant kindness and generosity that made each night's rendezvous ashore a joy.

Our final day's sail was back to Largs (around the south side of Great Cumbrae) before loading our boats on their trailers and heading for home again.

More get-togethers on Kielder and Windermere are planned for later this year before some of us head over to the OGA celebration in the Netherlands in August.



Lugger Fest

Julian Cable, Scottish Area President and Alison Cable, Scottish Area Secretary report on this inaugural gathering of traditional luggers from Ullapool, Scotland

Clan Gordon built in 1911 and St Vincent built in 1910.

On Friday May 10 the newly refurbished Ullapool Harbour welcomed nearly 20 lug rig boats, ranging from the diminutive *Worm* at under 8ft all the way up to the 49ft zulu *St Vincent* to a celebration.

The inaugural Lugger Fest marked the culmination of several local initiatives, from the rebuilding of *St Vincent* by the local yard Johnson & Loftus and *Clan Gordon* at Isle Ewe Boats; to the installation of visitor pontoons in Ullapool Harbour, which made the festival possible.

Both *Clan Gordon* (1911) and the intermediate zulu *St Vincent* (1910) are Scottish boats, and were rebuilt in their original form, with no engines.

Completed by W&G Stephen of Banff in 1910 for a family from Eriskay in the Outer Hebrides, *St Vincent* is a dipping lug-rigged herring drifter.

Clan Gordon is a Loch Fyne skiff and was built in 1911 for Roderick Gordon of Kishorn, Wester Ross, primarily for the Minch ring-net herring fishery.

The majority of the other boats attending were also of Scottish build, including a brand new Oban Skiff *Gylen*, built in 2023 by A&R Way.



The smallest Lugger, Worm at under 8ft overall.



Barnabas built in 1881 sailed up from Cornwall.

The oldest boat there had also come the furthest. Pilchard driver *Barnabas* was built in St Ives in 1881, and had sailed up from Newlyn, Cornwall, to attend. She arrived in Loch Broom with a broken outrigger, and cut down masts.

However, the primary reason for her sail north was for Johnson & Loftus was to replace all her spars as the yard has access to a stand of prime timber, perfect for traditional spar making.

A significant number of the boats were clinker ply, from the drawing board of the late Iain Oughtred.

Although born and brought up in New Zealand, Iain spent over 20 years living in the Hebrides, and his designs are inspired by local forms and conditions. He died this spring, but his legacy will live on in many self-built boats like *Caledonia Yawls* and *Ness Yoles*, not to mention that stalwart of the Scotland's community rowing clubs network, the hugely successful *St Ayles Skiff*.

Weather in May can be challenging, but the trailed boats launched in bright and calm conditions on the Friday, while sun-tan lotion (and oars) were essential components of Saturday's parade of sail.

The great weather saw larger than expected crowds on the quayside and the larger boats were kept busy taking curious people out for a sail.

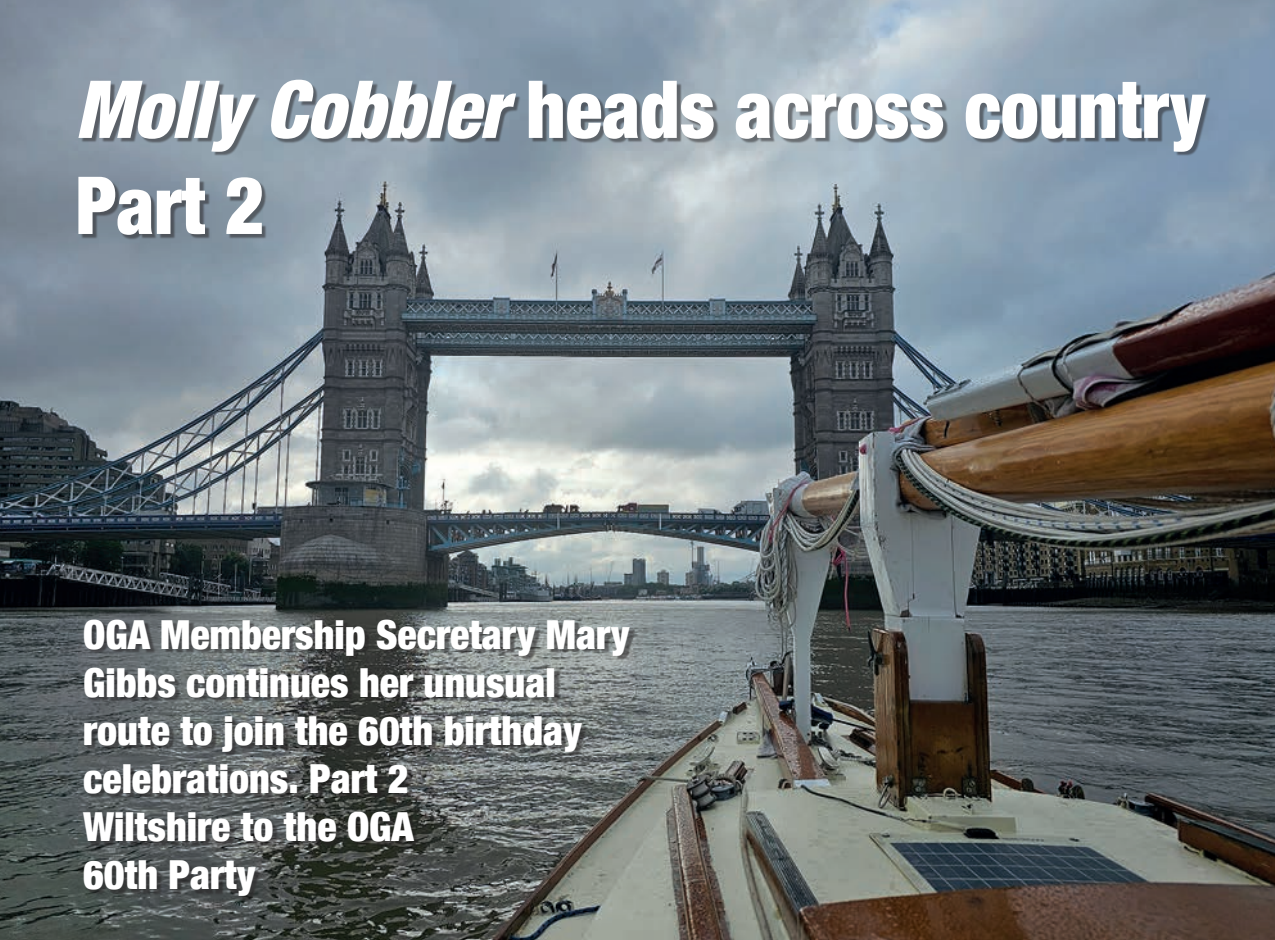
Some of these came back on Sunday morning, and had a much more exciting sail, with enough wind that reefs were the order of the day. Sunday afternoons' rain and gale force gusts meant that all other sailing was cancelled.

On Monday the crews and boats were treated to a meal on *Tanera Mhor* in the Summer Isles before they dispersed back to their home ports.

Molly Cobbler heads across country

Part 2

OGA Membership Secretary Mary Gibbs continues her unusual route to join the 60th birthday celebrations. Part 2 Wiltshire to the OGA 60th Party



Molly Cobbler approaching Tower bridge.

I had decided to have a last long trip on *Molly Cobbler*, having realised that I was not really safe single-handing her for long distances any more, and had made it round Wales, up the Bristol Channel and through the Kennet and Avon Canal (see Spring Gaffers Log). But at Pewsey I had to stop and wait while the Canal and River Trust made up their minds how long the lock gate ahead would take to repair – it had already taken several weeks. We stayed in Pewsey for ten days in the end, but it did not feel restful. One major problem was electricity supply – nothing to plug into, the solar panels shaded by tall trees, laptop dependent on local pubs – fortunately one was quite close! – and sanitation..... We'll skip that bit!

I cycled up to the lock under repair one day. It was fascinating to see the “fabric dam” which kept the water in the canal, and it was odd to see a JCB in a lock! Back on board *Molly*, I was becoming part of the local boating community, some of them lovely and interested, some of them impatient at the wait we were (mostly) experiencing, and inclined to take it out on a “different” boat. I could not go to bed early, as the rooks came home just after sunset every night, and spent quite some time telling each other about their day.



The Kennet and Avon Canal between Bedwyn and Crofton.

With all the delays, I was only going to get two days crew time from Peter, my husband, who arrived a couple of days before we could leave Pewsey;, but my son Jeffrey managed to book two days off at short notice, and I sent out pleas for help far and wide.

Eventually, on July 8, we got going. I had failed to realise that, further east, with even less recent boat movement, the water weed, which had stopped the outboard before, would have got even worse. We got through the top four locks on the west side OK, but then the outboard gunked up shortly before the summit tunnel, though fortunately not in it! It rapidly became clear that the outboard was not going to be useable for some distance on the east side, because of heavy weed growth, though we got through the top two locks with a mixture of waggling the rudder, sculling, coaxing *Molly* along with her lines, and the kindness of strangers. But by now it was outside the time we were allowed to move (a water saving measure), so we had to wait.

We managed to walk to the local pub for refreshment, and back along an old Roman Road. We passed Crofton pumping station on our way back - this was built to pump water from a local reservoir up to the summit pound. This is still done, but by electric pumps nowadays, and the original steam engines only run occasionally – sadly, never when I have been there.

We still had seven of the Crofton locks to pass, and then others more spaced out (and, we hoped, more weed-free!) It seemed futile to use the outboard when the intervals between the locks in the Crofton flight are rarely more than 500 yards, so the speed we'd achieve with the outboard, allowing for clearing weed off the prop (awkward and time consuming) at least once per lock, would not be greatly

Molly Cobbler heads across country Part 2 (cont'd)

different from sculling (0.5 knots in flat water, rather more with the wind gusts - fortunately the wind was with us), or with the stronger gusts (up to 1.7 knots with just *Molly's* windage), or with the current (mostly with us, but some unexpected eddies).

But it was exhausting for both of us, and after eight locks, on reaching Bedwyn, we called it a day. Less distance than we'd hoped, but the weed did appear to be getting noticeably less. *Molly* at Hungerford. Next morning, Peter swapped with Jeffrey, the gaps between locks got longer, and things got easier. We motored from the start, and almost every time I checked the prop (which I still did frequently), there was no weed at all, and only twice did I have to clear anything off it. Not like before.

We made Hungerford easily (and then the rain started!) Jeffrey and I were making good time, and I booked *Molly* into Newbury marina for the next night where I expected to need to spend two nights, before Peter could come back. Then we should be easily able to make the remaining 19 miles to the Thames - where the locks are (sometimes) staffed, and I would be more likely to be able to manage alone - though I still hoped to find crew, as I was well behind by this time.

I have not talked much about the duties of crew. Locks are mostly straightforward (but sometimes stiff - fortunately there are often passers-by ready to help). *Molly* needs to have lines round bollards to be shortened or lengthened as needed (much easier now we were going down!) But there are also bridges (mostly small footbridges), which need to be unlocked with a windlass and pushed round by hand - *Molly* then goes through, and the crew then shuts and fixes them. These were usually straightforward, apart from the one which went over a lock. But now we were in flatter country with busier roads, and we had electric bridges to hold the traffic up with. These were operated with a waterways key, which gave my crew a great sense of power!!

We reached Newbury marina OK, though even *Molly* (two feet draught) struggled to get into a berth. She got secured with a lot of heaving, (and, fortunately, there was a big strong bloke passing when we needed to leave!) I spent the next day in a state of panic - Peter would only be able to do half a day on Thursday, the weather on Friday now looked likely to be really unpleasant, while Saturday would have dangerously strong winds.



Molly at Hungerford.

But then came a brilliant illustration of the old proverb "it's an ill wind that blows nobody any good"! My friends Yvonne and Des were planning to trail their boat to the Cardiff event, but on Wednesday they realised that they would not be able to sail when there. A brief flurry of WhatsApp messages later, Caversham Marina. and Yvonne was booked on a train to Newbury that evening! Peter is

willing, but slow on his own. I could start much earlier with Yvonne, and we would go MUCH faster with two crew. Meanwhile, I was getting various suggestions of friends of friends for crewing on the Thames, and my spirits lifted magically! Next day, Yvonne and I got through eight locks before Peter met us at Woolhampton lock, though they are all older and more difficult to use than the ones on the west side, including two turf-sided locks, where the upper sides of the locks are sloping, and covered with land plants. We completed the day's trip at the Cuning Man pub - 16 locks and nearly 17 nautical miles in 13 hours! The next day, though the rain was getting steadily heavier, we had only four locks to get through, though the first two were slow (this time the sluices were blocked with vegetation!) The last two were much easier, with other crews helping, only a small fall of water, and even the traffic lights in Brewery Gut (a very narrow section, one way only at a time) got operated for us by a crew coming the other way. We reached Caversham Marina, where *Molly* would wait out the strong winds after only three hours of travel, and before the rain became completely impossible.

Peter and I waited out the hooley (Yvonne went home) and then put in a peaceful day on the Thames as far as Marlow. All Thames locks are large, and should be staffed, but they are sometimes left for the boaters to operate. However, as they are all electric, with idiot-proof instructions, we did not find it a problem. We often had help from crew on other boats, in fact, especially *Tin Lizzie*. And now I had crew! - Peter as far as Marlow, Malcolm, who lives in Staines, from Marlow to Staines (where his family and friends came down to see us on the quayside, and we had a lovely sociable time), and Tom and Alpa, friends of Jeffrey's, who came out to Staines from London, and got us to Teddington, where, of course, we reached the head of the tidal Thames, and the Port of London Authority. They knew nothing about boats, and had never been on the Thames, but were a great help, and Alpa got a great kick out of operating the locks! And they had a wonderful day.



Caversham Marina.

Molly Cobbler heads across country Part 2 (cont'd)

There were, of course, a lot of interesting things to see – but my favourite is the beautiful Brunel railway bridge in Maidenhead, which is NOT the longest unsupported brick arch, as often described, but it IS the flattest brick arch ever constructed. Opened in 1839, it was criticised as unsafe at first, but has survived its critics! It has an amazing



Brunel's Maidenhead bridge - still the flattest long brick arch in the world.

echo too. Yvonne joined me again on Tuesday evening at Teddington, and we left then Brunel's Maidenhead bridge - still the flattest long brick arch in the world - berth at 05.00 at the top of the tide and headed downriver towards London. From Putney Bridge onwards we encountered the Thames Clippers – and their wake! Which is considerable. But we had an easy passage, with no problems, until we reached South Dock. Here I was VERY glad to have crew – an extra pair of eyes in the middle of London is a great asset, but when waiting on the waiting pontoon behind the Clipper stop outside South Dock marina, an extra pair of hands is essential. *Molly* bounced around in the wake in a very uncomfortable fashion, but we had got every fender on board tied on to something, and she survived. At last, about 13.00, there was enough water for us to lock into the marina, and to feel we had arrived!

I worked on getting *Molly* ready for her mast to go up, and my brother and his wife arrived with her sails the next day – by clipper! On Friday, her mast went up, and by evening *Molly* was fully rigged and her usual beautiful self. I could not leave till the Monday, unfortunately, as the marina does not lock out so early at weekends, and I could not afford to waste a good chunk of the ebb tide. But, come Monday, we locked out at 06.30 (one of the staff came in early – thanks mate!) I would have loved to have sailed, but the wind was variable (from all points of the compass, I swear!) and never above Force 2 (mostly less) till nearly midday. So we motored downriver, tolerating the increased clipper wake till we passed Barking, when the sea state went back to normal (phew!) It's a long journey to Queenborough (40 miles) but the tide certainly helped – we did the first 35 miles or so in just over five and a half hours. I saw 8.5 knots on the GPS at one point!

The flood tide was starting as we reached the Nore Swatch buoy, but I wanted to slow down to let the rain clear, so I switched the outboard off and used the staysail to give us steerage way (the tide probably gave us at least two knots) as we headed up the Medway. Good to be sailing again, even if just a bit, though I changed to the outboard for mooring.

The harbourmaster had told me on the phone to moor against Orion, a small yacht on the pontoon. Access was difficult, with the flood tide making, and the wind strengthening (but in the same direction as the tide), and the boats behind Orion being large and rafted out. I should have phoned for help, but I thought I'd try, and circle round if I couldn't do it. I did make it, got right alongside the yacht, but couldn't get a line on in time, lost control, and ended up being turned out by the tide, hitting the boat I'd just passed (dented *Molly's* rubbing strake and scratched their fibreglass - naturally, it was a 40 foot plus expensive Belgian boat!) It didn't help that I couldn't even have a brew without help – my gas cylinder had run out, and that size was being discontinued, so was nearly impossible to find. But I found that I only had to turn up somewhere with a flask and a pathetic look, and anyone, even a commercial stall, would give me hot water!! Journey's end. *Molly* sailing past Harwich on her way to the OGA 60th birthday party.



Journey's end. Molly sailing past Harwich on her way to the OGA 60th birthday party.

I left early the next day, crossed the Thames without too much of a problem (there are always ships to avoid, and I am no good at working out where they are going!) and made it to Bradwell marina by evening. I headed up to Titchmarsh marina the next day, but waited for the wind, which was silly, as I ended up with wind over tide and could not sail, as I simply could not manage to reef alone. (What was that about avoiding difficult conditions, Mary?) But Marion and Yvonne (with a new gas cylinder) met me at Titchmarsh, so I soon recovered.

A couple of days later, I had one of the best day's sailing of the season, from Titchmarsh to Ipswich – under sail all the way up to Orwell Bridge! The wind was westerly, so easy sailing until we were headed, just off Suffolk Yacht Harbour. Most of the Bermudans going the same way changed to motoring at that point, but *Molly* would have been disgusted with me - we'd done more than enough motoring this summer! - so we tacked all the way up the Orwell as far as the Orwell Bridge, and had a wonderful time. And well in time for the party!!

Cachalot during the OGA
60th anniversary East
Coast Race. Photo by
Sue Lewis.

Celebrating 125 years of the gentleman's yacht *Cachalot*

Steve and Beverley Daley-Yates recount a lively OGA 60 aboard
their gorgeous Kentish smack yacht, the top highlight of which was
celebrating a very special birthday for this restored Victorian gaffer

Last summer, we invited fellow members to meet up with us during the OGA 60 celebrations to mark our boat *Cachalot's* 125th birthday and everyone that we would be publishing a book about promised that a book would be published.

Suffolk Yacht Harbour Classic Regatta was our chosen stage and, in order to 'look the part', we invested in some crew kit: t-shirts and caps, which arrived just in time for the gathering.

As the weekend drew closer, the weather looked increasingly marginal for venturing out of the Deben. Notwithstanding, we departed the Tidemill on Thursday June 8 in company with *Dolce Vita* and reached Felixstowe Ferry with a strong tide coming in and quite a bit of wind.

Harbourmaster John had assigned us two buoys on the ferry side and it was hard motoring against wind and tide to pick ours up.

However, by 2130, it was much calmer with a lovely sunset, with water lapping gently under the boat as we looked out to the sandbanks we'd be crossing in the morning.

On Friday, four Deben Cherubs sailed down from Waldringfield and were gone on the early morning ebb tide before we had even got up.

OGA member Ben on his Bermudan classic *Tannhauser* had come down with them but decided to wait until the flood. We chatted again with John and he escorted the three of us out two hours before high water. The wind wasn't as bad as forecast and we had a good motor-sail down to the River Orwell.

The race briefing was at 0845 Saturday June 10 with two back-to-back' races starting at 1040. We made a good start, but failed to get round the course before the cut-off time so decided to retire. Same story for the second race, and Sunday . . . three good starts and three DNF!

Quite disappointing but we had two great days out on the water in good conditions with bright sunshine and plenty of beautiful boats for our first serious racing event. Look carefully and you can spot us on several occasions in the official video. PJ crewed with us back up to the Deben on Monday motor-sailing up the coast against a strong tide, without much wind. It was perfect timing for the Deben entrance though and we sailed in.



Crew T shirts.

Celebrating 125 years of *Cachalot* (cont'd)



Cachalot during the OGA 60 Parade of Sail. Photo by Sandy Miller.

The currents were strong and there's quite a bit of surf but the new channel seemed easier, a bit less daunting than being so close to the shingle shore and beach huts on the Felixstowe side.

OGA 60 Celebrations- Ipswich

We left the Tidemill on Monday July 31 to motor down river and meet up with Dutch OGA members Edgar and Else, anchored at The Tips with *Windbreker*. After an enjoyable few hours rafted up, we cast off and stayed overnight at Felixstowe Ferry, arriving at low water. It was a quiet night but the forecast was westerly 15 knots, gusting 24 in the morning.

Dropping the buoy at 1015 on Tuesday the sea state was lumpy crossing the Deben entrance, with a bit of surf, but not nearly as bad as expected.

We'd watched the OGA 60 Round Britain Cruise fleet on AIS leaving Lowestoft and as we passed Woodbridge Haven Buoy, *Recipe* and *Hilda* were ahead of us, with the others stretched back up the coast.

We motor-sailed in a heavy swell, the morning sunshine disappearing behind an overcast, cloudy sky, but it didn't rain and the wind dropped.

Picked up a buoy at Pin Mill then motored on to lock into the Wet Dock and Ipswich Beacon Marina. Several of the OGA Committee were there and we gathered at Isaacs Bar for supper.



Celebrations aboard Tannhauser.

By Wednesday evening, the dock was full and we gathered on *Tannhauser* for a shared supper with champagne all round to celebrate *Cachalot*'s 125 years.

OGA 60 Parade of Sail

Although starting bright and sunny on Friday August 4, there were warnings of a change in the weather.

Solent OGA member Ben Collins was crewing with us for the Parade of Sail. We began to line up for departure and the skies began to change. Dark clouds had been gathering and there was a rumble of thunder.

Within 20 minutes or so of the Parade setting sail the water began to churn, lightning struck and visibility dropped to only a few metres in the driving rain.

Already sailing, we had to don waterproofs, shut hatches and prepare to sail in close company through the spectacular thunderstorm. But then, after perhaps half an hour, the rain stopped, the wind dropped and the Parade continued in relative calm down to Suffolk Yacht Harbour.

Despite the torrential rain, there was a party atmosphere as we spent Friday evening and Saturday ashore with OGA members from all around the country.

Aboard *Cachalot* we turned on the newly fitted diesel heater and were pleased we'd brought the summer cover with us.

Celebrating 125 years of *Cachalot* (cont'd)



Two reefs for the OGA Jubilee Race.
Photo by Sandy Miller.

OGA 60 Jubilee Race

Ben Collins was crewing with us again for the Jubilee Race. Although the rain was forecast to stop, the wind was due to be force 6 gusting 7.

Decisions about a course were made early on Sunday morning. The eventual choice came over the VHF: there would be a race with an inshore course and delayed start time until 1100.

James called by and offered to crew as he wasn't going to take *Kestrel* out.

We decided there was no excuse to remain in the harbour with two crew offers. But then there was a phone-call from Pete Thomas: "Are you racing today - you don't have a handicap?"

Having found a tape measure, Steve

and James hurriedly measured up and we sent our details in just in time before setting two reefs.

The course was certainly an exciting affair with wild wind and waves for most of the time. Setting out from the SYH Club line, we raced down the Orwell and up the Stour, turning at No. 1 buoy, and back. Our elapsed time was 4h 48m with *Hardy*, first boat on elapsed time finishing in just 3h 22m.

This was the first time we'd entered an OGA race. We were placed 16th and pretty pleased with the result. The only casualty was a broken fairlead, ripped out of the deck as the jib sheet pulled through on a tack.

OGA 60 Jubilee Cruise

The plan was to cruise south, ending up at Chatham Dockyard. The forecast had improved considerably with westerly force 3-4 on Monday, August 7.

We departed Suffolk Yacht Harbour with new crewman OGA member Mark Bonsal who we had met in Oban. Assuming him to be Irish since his boat was kept in Carrickfergus, NI, it turned out he lived just down the road in Derbyshire.

We set out for the Passage Race to Stone Point, and had a most enjoyable run down with the other gaffers joining the cruise, anchoring to go ashore for supper and beers on the beach.

Tuesday morning dawned with a good forecast for sailing south to West Mersea and we raised the anchor at 0905. Motoring out, taking care to stay in the narrow channel on the falling tide, Steve was at the helm and we hit the mud!

Despite efforts by *Tempus* to pull us off we were well and truly stuck and watched as the rest of the fleet set sail in the distance. Mark rowed out in the dinghy with the anchor on a line and we waited as the tide receded.

We knew there wasn't a long wait to be afloat again but, as we were thinking about what to do, James sailed back in with *Kestrel*, having turned back at Medusa.

According to the WhatsApp message board, several others were turning back or motoring close to shore . . . the wind had picked up and the sail wasn't as pleasant as promised.

West Mersea was no longer an option for us so we considered Shotley, Titchmarsh and Halfpenny Pier. Arriving at Shotley in pouring rain we priced up a taxi to West Mersea.

At £140 for the return, joining the gaffers for a chilli wasn't an option so we had supper at the Bristol Arms.

With sunshine and light winds on Wednesday, the tides were good for a sail up the Stour, back into Harwich Harbour then up the coast on a long broad reach to Woodbridge Haven.

With high water at 1823 we sailed into the Deben with a southerly force 3-4 at 1600. Perfect!

Calling to *Miss Molly II*, another from the Gaffer fleet, we discovered she was heading for the Maybush at Waldringfield. Taking a buoy there we met up for supper after toasting the Jubilee Race with Dartmouth Gin.

Footnote

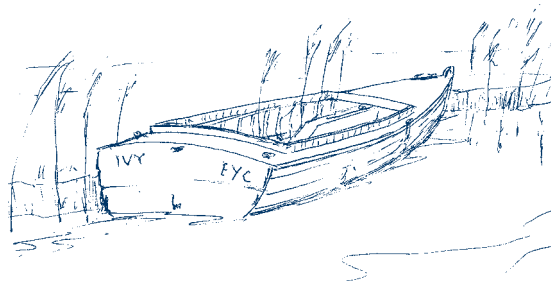
For more about Cachalot,
visit website: www.cachalot.org.uk

Anyone wishing to order a copy of the book about her restoration, sailing stories and archive extracts, should email: crew@cachalot.org.uk. Price: £25.00.



Our first boat

OGA President Mike Beckett describes his first boat which he sailed as a boy with his brother Tim



My brother Tim and I learned to sail at the Erith Yacht Club on the Thames below London, where my father kept his boat.

This was and remains an excellent place to learn to sail, but sailing with Dad was not enough; we wanted to have a boat of our own.

I was eight or nine, and Tim about six. After much searching we eventually found an abandoned boat on the saltings which seemed just the sort of thing we were looking for.

Sixteen feet long, clinker built, copper fastened with a neat foredeck and afterdeck covered with zinc plate, she had clearly been a quality boat in her day. Sadly though her heyday was rather a long time in the past. There were cracks in her transom that you could push a pencil through, and there was grass growing up through the planking.

We were so excited at the prospect of having our own boat that these problems did not deter us. We found a man who said he owned her and it turned out that some of her gear was stored in the club ship, including bamboo spars and a heavy flax mainsail and jib.

We paid ten shillings for her - yes, it was a long time ago - and represented several weeks' worth of pocket money.

We set to and started by nailing roofing felt over the worst of the cracks and applied a lot of paint to the hull inside and out.

There was no sign of any name; but she had to have one. Whatever her name, we quickly decided that it would look smart if it was applied using Woolworths white plastic letters screwed to the hull.

And, as money was short, her name had to be short too. So we called her *Ivy* and the club had no prouder owners.

She was a gaff sloop, with the stout little jib shackled to the stemhead. We sailed her in the river at Erith with Dad as crew and wearing our kapok life jackets. We never went very far in her but had many adventures.

There were two big downsides. *Ivy* leaked dreadfully and she needed one member of the crew bailing continuously. Also, she had a heavy steel centreboard. Once we had lowered it, we were quite incapable of getting it up again and this could only be achieved by running her onto the mud. Oh, and some of the worst leaks seemed to be round the centreboard case.

No standing rigging came with the boat, but we found some discarded copper telephone cables and used that to hold up the deck-stepped mast.

There was an advantage to this arrangement: if there was a gust of stronger wind, the rigging would break and all the gear would go over the side so we never capsized. We would then pull everything back aboard, tie a few more knots in the shrouds and off we went again.

Sadly, her end came as a result of providing a service to the community. The club had a monthly beer delivery which required three or four members with a boat and outboard motor to collect kegs from the town causeway about half a mile away and ferry them to the club-ship. (was its name *Folgefonn*?)

For some reason the usual boat was unavailable and so they borrowed *Ivy* for this important duty. But she bumped heavily on the concrete causeway in the wash from a passing ship and stove in her planking. Luckily the hole was temporarily plugged by one of the beer kegs or she would probably have sunk on the trip back to the club-ship.

However this was damage that even our DIY skills could not cope with and *Ivy* was abandoned to quietly decay away in the mud.

We removed the plastic Woolworths letters. Maybe her huge centreplate, with which we so often struggled in vain is still down there somewhere rusting away.

The little flax jib found a new lease of life many years later when my brother Tim set out on some ocean voyaging in a 10-ton cutter. The jib was used as a steering sail for thousands of miles before being lost off the Australian coast.

This was all a long time ago, and way before modern ideas of health and safety and risk assessment. I definitely would not recommend taking small children out on the water in such a boat today.

But it is much better to learn to sail in small boats, and my brother and I undoubtably benefitted by being taught self-reliance and ingenuity in fixing things that had gone wrong.

And no-one else in my class at school had their own boat.

Fancy a joust?

Sue Pennison takes a look at a novice's guide to racing

Gaffers racing on the East Coast. Photo by Sandy Miller.

I have heard Classic yacht racing defined as 'sailing around in circles whilst admiring each other's boats' but it can make you get your boat out on the water and often comes with a lively social programme.

Racing is not for everyone in the OGA but it can add spice for those with a competitive nature and whose insurance allows.

For those thinking about racing for the first time but daunted about joining the fray, here are some of the things we consider aboard our Golant Gaffer *Satellite* when racing on the Solent.

These are our personal views and not intended to be exhaustive.

If contemplating racing consider the following:

Getting ready

Firstly, ask yourself 'Have I scrubbed the bottom of the boat recently?' – a clean bottom goes a long way to helping performance. Then ask yourself 'Have I read the Instructions?'

We all know folk who don't read the instructions and then wonder why they don't know what's going on. So, read the sailing Instructions a few days in advance of the race.

They are an invaluable source of information when it comes to answering basic questions in advance, such as:

- Start times and sequences – are you part of a race with different classes starting in sequence? Where are you in the sequence and how long is the gap between starts?
- If required, do you have a class pennant to fly?
- How many races are planned for your class? Sometimes it's more than one.
- What is the start sequence and are the signals being made by flags on the committee boat plus on radio in which case also monitor the designated channel.
- Understand the meaning and timing of a 'warning signal', and 'preparatory' signal as you will hear these referred to in the start sequence. Also understand the flag signals. Know what is going on if you hear 'papa up' and 'papa down', which refers to the P flag hoisted four minutes before the start is struck one minute before the start).
- How will the course be communicated? This can be by information shown on the committee Boat but more commonly now (in the Solent at least), courses are given by WhatsApp and radio so make sure you have joined any relevant WhatsApp group. Details may be provided in the Sailing instructions or at the briefing.
- What actions are required for penalties? This can differ depending on the organisation running the race. For example, there can be different rules for being over the line at the start or for touching a buoy. Make sure you know what they are and be ready.
- Where and when are the briefing and prize giving?

Briefing

This takes place prior to the race and can provide extral info such as:

- What's the latest forecast? –Always important, notably anticipated changes in wind strength and direction during the race and be prepared for it.
- Where is the committee boat planning to locate itself? It helps to know where you are heading when you cast off.
- What are the thoughts of the race officer on where they might send the fleet?
- Are there any planned shipping movements that might impact the fleet?

Fancy a joust? (cont'd)

- It is also an opportunity to clarify anything that is not understood so do ask if you are unsure of any detail.

OK, once I have my course, how do I identify where I am going?

Charts will give main navigation buoys but often courses will use a mixture of these and racing marks. Racing marks are laid each year and often have a sponsor's name and a code. Be aware the sponsors name can change from year to year so ensure you have an up-to-date chart that provides the code which stays the same. These are often available at local chandlers for not much money.

Tides and local currents? Sailing instructions should provide a high tide time for the day of the race. Check tidal movements for the duration of the race and know where to go if the tide is against you; look for eddies that might help, and the best part of the stream when sailing downtide?

Local guides may provide additional information in more detail, such as 'Winning Tides' for the Solent which gives tide directions every half hour and helps identify back eddies that can be helpful.

Boat and crew

Prepare the sails you are likely to use. Dig out anything you might need that is at the bottom of a locker! Check you have appropriate sheets, blocks etc. to rig anything you might need. Check over the boat generally to ensure you have everything led correctly.

As for the crew. Consider sunscreen, hats, gloves, sunglasses etc. Most of all, prepare food and beverages beforehand.

The race

I don't intend to cover starting tactics as there are plenty of expert sources to guide you and are worth a look. Equally, a working knowledge of the Rules of Racing will help enormously with tactics and confidence.

However, the following may be useful.

Have someone monitoring the start sequence who has an accurate watch and knows which class you are in and the start time. Agree what intervals that person feeds timing updates to the helm.

On *Satellite*, we will start at about 10 minutes out from the start to get into the general position. Then from five to two minutes from the start, the helm gets a time update every minute and then from two minutes, an update every 15 seconds or so.

This allows the helm to judge the start. Also be aware of restrictions around the use of engines in the pre-start period. Get yourself where you need to be in strong tides and light airs before you need to cut the engine.

OK, now you're racing. First tip - don't follow the boat in front. We have seen many an experienced racer dragged off course because they were following a boat ahead that they assumed knew the course. Confirm for yourself that you are going in the right direction.

Watch boats and breeze around you, everything is dynamic, restless. Look out for wind-holes and sudden contrary gusts.

Keep a weather eye on developing situations, such as another pack of yachts that may impact your course and available sea-room for avoidance tactics.

Look up and out for shipping. This is crucial, not just for safety but getting stuck the wrong side of a container ship can lose boats many places.

Keep monitoring the radio – in light winds, the course may be shortened or in heavy winds, a second or subsequent race may be cancelled.

And finally, but probably most importantly, keep in mind enjoyment – If it's not fun then don't do it. If you don't win, be a good loser. If you do win, be a humble winner and either way go to the prize giving and support the organisers who work hard to make it all possible.

Hope this helps.

Sue Pennison is Area President for the Solent Gaffers



Sue Pennison's yacht Satellite, a 19ft Golant which was home built by her and her husband David and launched in 2018. Photo by John Green of Cowes.

2024 Brixham Heritage Fleet Gathering the Best Yet

Brixham blossomed with beautiful boats over the late May bank holiday; many crews arriving not only to sail in company with a wonderful variety of heritage boats but also to celebrate the 100th birthday of the famous Brixham sailing trawler, *Provident*. Penny Jolley, Regatta Organiser, reports



Captions: All Photos are by Paignton Photographic club, Wendy Searle and Christian Topf.
Main Photo: The Brixham Trawler *Provident* (Green hull) celebrates her 100th birthday this year.
 1, Le Grand Lejon from France.
 2, TS Royalist which led the Parade of Sail.



Captions:
 3, The fleet moored up in Brixham.
 4, The fleet prepare for racing.
 5, Reefs were necessary for the blustery conditions.
 6, The Brixham trawler *Leader* (Tan sails).
 7, The Bristol Channel Pilot Cutter *Cariad* (Black hull) and the Colin Archer designed *Escape*.



Brixham Heritage Fleet (cont'd)



The Fleet out racing.

Brixham blossomed with beautiful boats over the late May bank holiday; many crews arriving not only to sail in company with a wonderful variety of heritage boats but also to celebrate the 100th birthday of the famous Brixham sailing trawler, *Provident*.

It is now 27 years since the revival of the Heritage Regatta in its present form; the original event took place over 100 years ago under the auspices of King George V, whose Perpetual Challenge Cup(1912) is awarded annually to the fastest trawler.

A total of 42 boats entered this year; representing a sizeable increase over the past 10 years. Early gatherings attracted fewer than a dozen vessels.

The popularity and success are a tribute to the hard work of the Heritage Regatta Committee, its crew of stalwart volunteers, Brixham Yacht Club and Torbay Harbour Authority; the latter kindly extending free berthing facilities to our visiting heritage vessels over the entire weekend, allowing the regatta entry fee to be kept as low as possible, so a big thanks to them.

Boats and crews were met by the Regatta Bosun in the 'aptly named 'Follow Me' boat to assist mooring in the sunshine on the Friday and Saturday, following passages from as far afield as Scotland, Ireland, Brittany, Cornwall and the Isle of Wight.

On Saturday and Sunday the MDL Event pontoon was hired into service as the remaining boats continued to arrive (and thanks to MDL for working so closely with the Regatta committee.)

A full list of all 38 boats at the regatta appears at the end of this article.

This year offered a Pint and Pasty Regatta Reception on board *Provident* on the Friday evening, these were kindly sponsored by the Prince William pub and Fuller's pasties and accompanied by the singing duo of Black Gold on the quayside in the late sunshine.

The Town Heritage pontoon looked particularly spectacular with the *TS Royalist*, cadets aloft, lying alongside amongst the regatta boats dressed overall.

With the French lugger *Le Grand Lejon*, *Provident* from Scotland and junk crews from Australia and the USA the regatta this year had a decidedly international flavour.

Following the reception Brixham Yacht Club invited the crews to their Friday evening "happy hour" and the club continued to extend the warmest hospitality over the entire weekend, staff coping enthusiastically with the record numbers.

The scuddy skies gave Saturday arrivals an interesting sail to Brixham; an informal start to the proceedings was on offer to boats sailing up from the west who were able to join in the passage race from Dartmouth. This is a self-timed competition for boats both over and under 30ft.

Everyone soon embraced the reality that actually regattas are all about moving boats around and socialising, interspersed with occasional bouts of sailing, amiable seamanship and entertainment.

The afternoon started with Missin' Tackle and All Hands On Deck singing sea shanties, the latter performing a specially composed song from the deck of *Provident*.

Registration included distribution of excellent goodies bags, supported by Bays Brewery and Seawood Chandlery of Torquay - regatta mugs courtesy of Dolphin boatyard and regatta flags from Rockfish.



Part of the fleet alongside TS Royalist.

Brixham Heritage Fleet (cont'd)



The Brixham Trawler Leader made it after some delays.



The crew of Le Grand Lejon from France.

This was followed by the crews' traditional fish pie supper, courtesy of Waterdance Fishing. This year numbers necessitated two sittings which all the crews worked around with good humour and much ale!

A special mention must be given to the crew of *Leader* who had a thwarted passage from Gloucester Docks, with a delayed departure by a broken bridge. Also, off Padstow the RNLI were called to assist her round to Newlyn where she remained awaiting repairs.

Nothing daunted the skipper, bosun, first mate and chair of trustees made their own way up to Brixham, arriving for a late supper on Saturday evening.

We managed to fix them all up with a sail in Sunday's Regatta before they returned to *Leader*; happily repairs have been successful and she has now returned to Ireland – with promises for a visit here next year along with *Brian Boru*.

Our thanks to the Concours d'Elegance judge, Martin Elliott, who assessed the assembled boats over the course of the weekend; Martin is the OGA's South West Gaffers President. An unenviable task amongst such a variety of yachts, trawlers, working boats, replicas and dinghies; thanks to him for the careful time and consideration he gave to the regatta.

Sunday morning was brilliant! A brisk northerly wind gave us dry conditions in bright sunshine. "The best Heritage Regatta conditions I have sailed in," was the remark made by many of the skippers.

The Parade of Sail was led out by Royalist giving spectators on the breakwater excellent views of the fleet. The Corinthian Sail in Company was started with the trawlers leading off the seven classes of boats.



Conditions were blustery for the entire weekend.



This entrant has more than enough sail set.

The regatta officer's careful course planning offered the Heritage fleet magnificent sailing in the conditions with a reach due east from Battery Point to Breakwater Bay, then a fetch out into the middle of Torbay and a beat down towards the Paignton mark.

The junk rigged boats sail much the same as gaff rigged, being shy of anything near windward. The majority of the boats had a superb sail, with the fastest lap timed at 21 minutes (by *Lulotte*, a Swan owned by Ben Morris); the two little Drascombe luggers wisely hugged the harbour in the choppy conditions.

Nearly all boats finished the four-lap course; hard work but exhilarating sailing, and very commendable for the small working boats and ideal for the large boats. Not too windy for them to have all their sails up which has afforded some great pix.

Have a look at the Brixham Heritage Regatta Facebook page and website for the photographs, taken by members of Paignton Photographic club, Wendy Searle and Christian Topf, as well as those taken by individuals out on the Bay. Our thanks to Roger and Jackie Gater who took the sea-borne photographers out in their lovely launch.

The excellent Sunday curry buffet at Brixham Yacht Club was followed by distribution of the impressive and historic silverware at prize-giving; Peter Milligan, chair of the Vigilance Trustees, presented the trophies and was proud to represent *Vigilance* during her continued absence at Will Sterling's yard for major surgery.

For full results please visit the Regatta website - <http://www.brixhamheritageregatta.uk/>.

Brixham Heritage Fleet (cont'd)

Two additional awards were made: first *Provident* was presented with the National Historic Ships Flagship of the Year and second the Regatta Organiser, Penny Jolley, was presented with the OGA President's Commendation for outstanding contributions to traditional sail in the South West.

Thanks go too to all the volunteers and the hard work by the berthing party was an enormous help; the behind the scenes staff at the Harbour Authority, Brixham Yacht Club, the 'front of house' and Regatta volunteers crew in their vivid fuchsia polo shirts.

"We couldn't believe the number of beautiful boats assembled – what organisation!"

"The friendliest Regatta – and gets better every year"

"We had to miss last year and feel as if we're coming home!"

"The highlight of my sailing year!"

Our thanks to all the boats and boats' crews who came and made it all work. We look forward to seeing you at the Heritage Rally on September 7 2024, a rather more low key affair.

2025 dates:

Brixham Heritage Regatta May 24 - 25

List of Boats at Brixham Heritage Regatta 2024

<i>Arabella of Torquay</i>	<i>Kie Mar</i>	<i>Nora</i>
<i>Bluebell</i>	<i>Krka</i>	<i>Penelope Pugwash</i>
<i>Bryony</i>	<i>Le Grand Lejon</i>	<i>Pilgrim</i>
<i>Cariad</i>	<i>Letty</i>	<i>Provident</i>
<i>Caupona</i>	<i>Lexia</i>	<i>Radiance</i>
<i>Charlie Bravo</i>	<i>Lowenna</i>	<i>Roxanne</i>
<i>Cynthia</i>	<i>Lulotte</i>	<i>Susan J</i>
<i>Escape</i>	<i>Maid of Shannon</i>	<i>Tamarind</i>
<i>Falanda</i>	<i>Matawa</i>	<i>Trebah</i>
<i>Fly</i>	<i>Minnow</i>	<i>White Cloud</i>
<i>Hannah</i>	<i>Minx</i>	<i>White Rose</i>
<i>Island Bound</i>	<i>Mischief</i>	<i>Whirlaway</i>
<i>Isobel</i>	<i>Morning Vicar</i>	

Obituary – Robert (Bob) Berk – the Master Sailor

A tribute by Peter Elliston

It is with great sadness that I have to report that Bob died at home with family in Faversham last Saturday, June 15 2024. He died of cancer while suffering from dementia but he still knew who was with him at the time.

I have been in touch with his daughter Holly over the last couple of years and she hoped that we could share some memories of Bob for the OGA membership.

Bob was born February 25 1939 and, typically, we knew him as the 'Master Sailor' of both *Crow* and *Dirty Girty*. I say Master as he was always the man to try to beat but alas that was seldom possible. He knew all the tricks from the design of a craft to the sailing of it.

Bob started with the Gaffers in a small open boat called *Phoebe* around 30 years ago. Then he decided that he could design and build a Gaffer Beater. He did that with his much famed *Dirty Girty* which to this day still beats us all.

When *DG* became too painful for him to physically sail (and that happens to anyone who sails her) he bought a lovely clipper bowed gaffer called *Airlie*.

And Bob continued to beat us with that one too, thus proving that he really was a skilled sailor as well as designer.

With Phil Bolger's design and influence, Bob had *Crow* built by Spirit Yachts and she was indeed a masterful craft with so many special 'Bob' features.

By this time he had met and fallen for Lena Reekie. Together they sailed *Crow* and her Dauntless *Linnæa* with her characterful dog Matey. *Linnæa* featured as the backdrop to Lena's wake, held at the Faversham boatyard, led by Bob on what was a very windy weekend.

He started his career at the BBC as a set designer, becoming involved in various very well-known programmes we all love, as do many of our Young Gaffers.

These range from episodes of Colditz, Monty Python, Survivors, Dad's Army, Top of the Pops, Rosie and Jim and the Teletubbies. Quite a roll call and probably a list never called in Gaffer circles.

Reality was that Bob was a shy and retiring chap when it came to talking about things other than sailing with us.

Truly, Bob was a great designer and sailor, character and 'racer'. He will surely be missed by us all.

Peter Elliston is OGA East Coast Area Secretary



Fond memory: Bob Berk (L) with Lena's dog Matey and Richard Gavin with his canine buddy at the East Coast Gaffers' annual cruise Flubber Football event 2006.

Nobbies – Pretty little things

The Nobby, or Morecambe Bay Prawner, is the signature traditional inshore boat of the North Irish Sea – primarily from North Wales, throughout Lancashire and Cumbrian coastal waters; also the Solway Firth (both sides)

Robin Ashcroft tells something of their story and of the renaissance they are currently enjoying

Hearts of Oak, A Morecambe Bay Prawner built in 1912 showing off her clean lines at Arnside.



Hearts of Oak sailing off Arnside Railway Viaduct.

Great Britain has an incredibly varied coast-line: from the sweeping sands off East Anglia; to the sea lochs and firths of Scotland; and on to the hugely powerful tides of the Bristol Channel.

In some places safe anchorages and moorings are to be found in natural harbours and deep, sea-flooded river valleys, while in many other places, mariners had to make do with the perils of an open beach and navigating shifting sands.

It has been estimated that for every 50 miles of Britain's coastline, a particular form of working boat evolved. From the 'smack', to the 'yole' and on to the 'pilot cutter' and many, many more; their hull-forms and rigs evolved to deal with very specific seas, topography and the work the boat was intended for.

No coastline was more challenging than the eastern littoral of the Irish Sea. From Conwy in the south, to The Solway in the north, it takes the form of a shallow basin which is filled twice daily by strong tides.

Rising eastward to land, the seabed becomes a sloping expanse of sand - much of which dries as the tide ebbs. It's this subsea topography, combined with frequent strong westerly winds which generates the steep waves for which these waters are notorious and frequently makes for vicious sailing conditions.

The westerlies also generate that most feared of a sailor's challenges - the lee shore. In this situation, there is the ever present risk, that if something goes wrong, the boat will be driven onto, rather than away from the breaking surf of the shore.

The bounty of the sea was however, there to be taken and no place was more bountiful than the shallow waters of Morecambe Bay, despite galloping tides.

But the competition to secure this bounty was considerable and for the fishermen who worked these treacherous waters there was a premium to be had for landing their catch while it was still fresh, and being the first to market. To secure this, it wasn't enough for their boat to be seaworthy, but it also had to be fast.

But it didn't end there.



Nobby enthusiasts sailing Hearts of Oak.

Nobbies – Pretty little things (cont'd)

With no good harbours to moor up, or even deep enough water at low tide to swing at anchor, local craft had to be able to take the ground; without damage to the hull and be strong enough to support not only, their own weight, but the buffeting of the waters ... even bores as tides flooded and ebbed.

All of this, balanced with a need to be able to point well into the wind when 'close hauled', would be a challenge for a modern naval architect. The boat that evolved to thrive in these challenging conditions was the Morecambe Bay Prawner.

If didn't start out on a drawing board, it directly reflected the practical experience and ideas of local fishermen and skills of the local boat builders. The boats were built off half models.

Together builder and client would use such a model to determine their shape. It was a universal practice throughout Britain's maritime communities.

Throughout the nineteenth century they would continually evolve their boats into a very workmanlike hull form – which would first see life, not on shipbuilder's 'stocks', nor even a 'hard', but on an open beach.

The boat that evolved to meet these requirements was a rather remarkable craft – it became variously known as the Morecambe Bay Prawner, otherwise Lancashire nobby as recorded by Edgar J March in *Inshore Craft of Great Britain* in the *Days of Sail and Oar*; and Eric McKee in "Working Boats of Britain".

A prawner typically measured around 32 feet on deck, with a beam of nine feet and a draught of around four to six feet. They were stable enough for hauling trawls over the stern quarter, yet also fast and manoeuvrable, capable of close hauling to within four points of the wind, around and through the dangerous sandbanks, and torturous channels of Morecambe Bay's lee shore especially.

Power was derived solely from the wind, and the prawner was almost exclusively rigged as a gaff cutter; with the two and even three headsails and an decent-sized but easily managed gaff mainsail, with the option to be able to fly a topsail in light airs.

The rig could be easily managed by two hands and was remarkably powerful. It was a design that, in the late 1800s into early 20th century attracted the attention of gentleman yachtsman for racing and cruising.

It proved particularly adept at coping with the powerful tides of the Mersey. Espoused by the gentlemen yachtsmen of the Royal Mersey Yacht Club it soon developed into its own class of yacht for racing. It is thought that, as sporting interest in the type developed, the nickname nobby came into regular use.



Ziska has recently raced from Seattle to Alaska. Photo by Dieter Loibner.

Although these boats were to be seen from Cardigan Bay, up through the Menai Straits to Conwy and on to the Solway, the centre of their world was very much Morecambe Bay and in particular the then fishing village of Arnside.

In the 18th and 19th centuries, particularly before the advent of the railways and the associated viaduct over the River Kent, the bay would have been a hive of maritime activity on the approaches to Kendal's port at Milnthorpe.

Well stocked with lumber on the fells of Silverdale, the village attracted a family of house builders from Cartmel, who saw the commercial potential around boat building. They were the Crossfields.

The Crossfield family, would in time develop two boat yards in Arnside - one of which, though now dilapidated, still exists by Boat Walk; as well as offshoots in Conwy and Hoylake. Although they weren't the only yards building prawners around Morecambe Bay, they both drove design and dominated the market for over a hundred years.

Today, these little boats are to be found all over the world. One fine example regularly cruises and take part in many Concours d'élégances in the Mediterranean, while another (Ziska above) has recently raced from Seattle to Alaska. Many are still alive as yachts in home waters and fostered by the Nobby Owners Association. There has even been a return, arguably renaissance, of prawners around Morecambe Bay.

Nobbies – Pretty little things (cont'd)



Nobbies and Prawners beached off Fleetwood in their heyday as working vessels.

Beyond fishing, these boats found wider employment, and a fine example of the type, used in a number of roles is *Hearts of Oak*.

She was launched in 1912, as a pilot boat to help guide iron ore ships into Ulverston. While it seems remarkable today, ships of up to 300 tons used to come into Canal Foot to deliver to the local iron works.

Built not in Arnside, nor by the Crossfield, but in Ulverston by John Lester's yard, she was destined to fill a number of roles, as well as dropping off the pilots.

She also found employment as a pleasure boat for day trippers, a popular route being from Fleetwood and Morecambe to Grange-over-Sands; and, in World War Two, as an air-sea rescue boat.

She also did her time fishing.

Passing through various hands as the years went by - latterly for recreational sailing and racing – she would, in 2004 be brought back to Morecambe Bay by The Hearts of Oak Trust.

A restoration largely financed by the National Heritage was carried out to enable her to continue sailing the waters of her birth. Since 2007 *Hearts of Oak* has enjoyed a varied career, including appearance on several BBC programmes.

Today, over summer weekends, she mostly plies the Barrow Channel from her home at Roa Island; makes an annual trip to Liverpool for the maritime festival and, more recently, successfully made the trip up to Arnside for the village's Classic Boat Regatta.



Severn being restored 2024.

Arnside too, still retains its link, with prawners, through its highly regarded sailing club, and now owns the *Severn*. This vessel has a very different pedigree to *Hearts of Oak*; built by Crossfields along nobby lines (also in 1912) but specifically as a racing yacht.

One of ten River Class boats, she was regularly raced on the Mersey. While her lines are slightly different from Hearts of Oak, the lineage that dates back to the working boats is still very apparent and is testament to them, as this class were very competitively raced.

Severn was purchased in 2018 by Arnside Sailing Club to ensure that the historic link between prawners and nobbies, Crossfields and the village is maintained. She is currently undergoing a thorough restoration – again partly funded by the National Lottery - and it's expected she will once again plying the waters of Morecambe Bay in the near future. Another prawner that is unlikely to go to sea again, *Sir William Priestley*, illustrates very well the sea keeping capabilities and adaptability of the type.

Such were the dangers of the waters and sands of Morecambe Bay, the Royal National Lifeboat Institution declined to provide lifeboats within the bay. So, the local fishing community looked to its own resources, skills and most importantly local knowledge and provided their own lifeboat service.

The Sir William Priestley was built as an auxiliary, not to shrimp but to rescue fishers and others in peril from the bay's treacherous waters. Launched in 1934, she remained in commission until 1987. Today, she is in the care of Lancaster Maritime Museum awaiting restoration.

Nobbies – Pretty Little Things, is adapted from an article that first appeared in the Cumbria and Lake District Magazine in October 2022 and is published in Gaffer's Log with the kind permission of Dalesman Publishing.



Hearts of Oak.

2024 Photographic Competition

Yes folks, 'tis time to dig out that old Brownie box camera or great grandad's glass plate negative monster and get clicking.

Second thought, it's much easier with a mobile phone, point-and-click compact or fancy SLR.

OK, you've taken a bunch of nice pix; so don't shy away from that crucial next stage ... entering the OGA's contest.

The competition has already been launched. Entry is online and easily found on the OGA website.

CATEGORIES AND RULES

Sailing Gaffers

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

Life at Sea

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

Prizes

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

Rules

Photographs must have been taken between January 1 and December 31 2024, by the entrant.

1. Entries are limited to two photographs per category for each entrant.
2. All entries must be in High Resolution format (original/actual size of image as taken on your camera/device); and be uploaded direct to the OGA website.
3. Submission of an entry gives the OGA permission to use the image in print and online.



Ice cream cruelty as Gaffers sweat their way up Neptune's Staircase - Caledonian Canal.



Fair for tomorrow. Looking over at Mull from the anchorage at Puilladobhrain, Scotland. Photo by Alison Cable.

4. Photographs must include a title – a brief, imaginative heading to convey mood or atmosphere. This forms part of the entry and may influence the judging. The title (max. 20 characters) should be supported by a caption – concise, factual data giving name of boat, location and other relevant details (max. 60 characters).

Simple really. And you've got plenty of time.

Now, at the top of the opposite page is a 2024 photo submission that didn't win and yet caught my eye coz its quirky and nearly there, IMO.

Its title is: 'Hot work for the crew of *Titch* – Neptune's Staircase on the Caledonian Canal'. You bet it was, I know the Staircase well.

Jay Cresswell – ed, Gaffer's Log

NOTICE OF 2025 AGM

The next OGA AGM will be held on Saturday January 11 in Gloucester.

Why Gloucester? The AGM committee decided that Dundee was too far to go for the majority of members, so the Scottish Area is now in the slightly odd position of planning an AGM a long way from home.

Not to worry, we are being ably supported by both the South West and the Bristol Channel Areas.

We will not be hotel based this time (although there are plenty of hotels to stay in within walking distance of the venue). Llanthony Secunda Priory is an historic setting, next to the Gloucester docks, with a museum, cathedral, and waterside to explore.

We have engaged an award-winning caterer to provide dinner. There will be music too; we just don't know what it will be yet!

We look forward to welcoming everyone to a different type of venue, and hope you agree that it will be well worth the trip.

Prepared by Alison Cable - Scottish Area Secretary

AREA REPORTS

BRISTOL CHANNEL

Like last summer, it seems to have been a slow start this time too. Yet again, the weather seems to have been against us.

Thursday afternoon sails have been plagued by unsuitable conditions; that and the fact that one hardy Drascombe Long-boat helm has set the bar too high for most. Well done Roger F! Similarly, our Bristol Channel Cruising plans have suffered: The first cruise of the year, planned for May 15 had to be rescheduled until the following day, due to forecast winds gusting 23mph from the SE, which, with the tide was going to make for a very uncomfortable day out.

Regrettably, the rescheduling decimated the fleet to just two participants.

The second cruise, June 21, was also hit on the head, again due to high gust forecasts. Instead, the fleet of three boats enjoyed an excellent sail in the more sheltered waters of Cardiff Bay. "What a Difference a Bay Makes"! I learned how to and practiced heaving to; what a wonderful manoeuvre – coffee without spillage. Thank you to my crew Dennis W for the instruction.

Meanwhile one of our more intrepid members and her partner set out from Cardiff, heading for Suffolk on the East Coast. *Elizabeth Ann* – a Yarmouth 23 - is currently in Fareham. Well done Koren and Rob, - our BC Area loss will be the EC's gain! (Read Koren's article in this Log!)

Another of the pack has trailed his *Bay Raider* from Cardiff to the Norfolk Broads for a week's sailing.

This was meant to be a fleet of three, but yet again, poor weather resulted in the trip being deferred, leading to a culling of availability.

Well done David B, who then travelled along with *Nona Me* to Ullswater for a small boat event.



OGA BC President Susanne Newbold presenting Gaffers Cup to Charlie Harris (Skipper of Chloe) under the watchful eye of Viv Head BC Commodore. Photo by Glynis Parsons.

The active fleet in Cardiff Bay does seem to have declined, and we are keen to try and encourage new participation, but it's a struggle.

BC Area OGA Annual Gaffers Race June 20

The Annual Gaffers OGA Race on June 20 and hosted by Cardiff Bay Yacht Club attracted a field of just six boats; five Cardiff residents and one very welcome visitor, Rob G.

A glorious sunny day was unfortunately accompanied by a most peculiar wind, which resulted in a different leg for the beat for every lap! The wind was totally unpredictable ranging from a few big gusts to nothing, as the sea breeze fought the land breeze.

Congratulations to *Chloe* (Southwester) who took race honours, followed by *Lapwing* (Viver Jewel) and *Hetty Pegler* (Crabber 24)

Andrew Kelland - BC Area Secretary

DUBLIN BAY

Spring Outing 2024

This season kicked off with our Spring Muster to Kinsale. Our local members, Seán Walsh, Daryl Hughes organised the bulk of the activities with the help of Eugene Tubridy who provided us with lots of local knowledge.

Kinsale proved to be a real winner, as it brought the opportunity to go sailing on the restored 56ft. gaff-rigged ketch *Ilen* built in 1926 for the Falkland Islands.



The famous Connor O'Brien-designed, former Falklands inter-island trading ketch *Ilen* heads out with a motley crew of gaffers on board.

Thanks to the skipper Aodh Ó Duinn and James Lyons of sailing into wellness, who now run the vessel, 32 dedicated DBOGA members, from all over Ireland were privileged to sail on her over the weekend.

For those not sailing there was a selection of activities ashore including historical walking tours visiting the Old Head of Kinsale and Charles fort, with occasional watering stops on the way.

With fine food, excellent accommodation and music it was a weekend to remember.

Regatta 2024

Our Dublin Bay Regatta was held the last weekend in May with fantastic weather. The results from the main event are as follows:

Big gaff-rigged boats: -1st *Móna*

Small Gaff-rigged - 1st. *Wren* (Graham Files); - 2nd. *Enterprise* (John Ferguson)

The award of Commodore was gifted to Paul Keogh (*Moonshine*) for his fantastic help in the organising of the regatta.

Our thanks to the Commodore of the Poolbeg Yacht & Boat Club, James Daly and his team for hosting the event, Dublin Port for their sponsorship and John Alvey, our race officer and his stalwart team for their expertise and patience on the day.

Kerry to Russia Challenge

DBOGA member, Paddy Barry and his musician friend Breannán Ó Beaglaoich, are currently competing in the 'Mongol Rally' in a 1.3 litre Suzuki Jimny.

AREA REPORTS

Paddy has been a sailing adventurer for decades. In 2013 he sailing his Galway hooker *St. Patrick* across the Atlantic to Boston for the re-enactment of the famous Antarctic Shackleton Trail; and completing the Northwest passage in his boat *Ar Seacheán*, are just some of his incredible adventures.

He is now trying adventure the landlubber way.

Driving from Kerry in Ireland to Ulaanbaatar in Mongolia, he is hoping to arrive there late August. We will keep you posted in the next issue of the Gaffers Log on how it all panned out.

"Bon Voyage" – "Go néirigh an bóthar libh"

Peter Tobin - Rúnaí / Secretary

Cumann Seanghaifeirí Cuan Átha Cliath

EAST COAST

Our new committee, elected at the AGM in November, has been working hard on all aspects of running a lively OGA East Coast area.

In the SE Area's Spring report we hopefully left all of you wondering about how things would go at the delayed TEAMAC Gaffling 4.1 championships scheduled for the bank holiday weekend May 25 - 27 on the River Deben.

Well, it happened and it was a success too. A quick backgrounder first. The East Coast Area had teamed up with Woodbridge & Waldringfield Boatyards on the Deben to host a joint rally with three main purposes: to celebrate 100 years of the Deben Cherubs being built at Woodbridge Boatyard (formerly Eversons); to host the postponed Teamac OGA Gaffling 4.1 championship, and to run a series of races for four classes of traditional boats.

As the fleet gathered on pontoons or buoys, on the beach or on trailers ashore for the weekend it was clearly representative of what the OGA really stands for.

AREA REPORTS

EAST COAST (cont'd)



Peter Duck, Sula and Cachalette arriving to join the Deben Rally. Claudia Myatt and Steve Yates are guests in the cockpit of Peter Duck. Photo by: Beverley Yates.

There was a truly eclectic mix of traditional boats in all shapes, sizes, rigs, propulsion and construction materials. All told, over the weekend of 'messaging about in boats', 70 or more members, family and friends gathered ashore or on the water with 44 boats between them. You can find a full report with photos and video on the Eastcoaster website: www.eastcoastgaffers.org.uk/deben-rally-1/ Postponed from 2023 due to inclement weather, the Teamac Gaffling 4.1 Championships were held on the final day of the Deben Rally.

The morning dawned with strong winds forecast and the race involved sailing downriver against tide and wind from Waldringfield to The Rocks, just above Ramsholt on the Deben. A few boats had to depart early, leaving the river to catch the tide south. The rest of the OGA fleet and three Gafflings sailed downriver to gather at The Rocks.

The sandy beach (this is Suffolk, so no actual rocks) provided an excellent grandstand view of the race for competing skippers and crews along with all the spectators.

A figure of eight course was set and the final took place after three heats. First and second prizes, sponsored by Teamac Paints were awarded as the tide encroached on an ever-

diminishing beach. Find full results and video online: www.eastcoastgaffers.org.uk/gaffling-championships-2024/

The annual 'Swallows and Amazons' event organised by the East Coast OGA began in 1989 when East Coast stalwarts, the late Jon Wainwright and Brian Hammett, started the Shotley Classic Boat Festival.

Twenty five years on and its still going strong and the 25th Anniversary year event held over three days, 7 - 9 June 2024, attracted participants from as far afield at North Yorkshire and the Solent.

There were also several 'Younger Gaffers' in attendance (the youngest being just 18. Their exploits are reported on pages 6-10, plus there is coverage on the Eastcoaster website: www.eastcoastgaffers.org.uk/swallows-amazons-2024/

Sadly, the weather drastically reduced the number of participants in two East Coast events usually supported by East Coast Gaffers. Only three gaffers were on the start line for the Suffolk Yacht Harbour Classic Regatta, Levington, June 15 -16, with only two racing at the Pin Mill Smack and Bawley Match the same weekend.

Both events should have provided a real spectacle of classic sail in Harwich Harbour and out into Pennyhole Bay.

Let's hope that by the time you're reading this issue of Gaffers Log the summer has actually arrived allowing us to get out on the water in sunshine and without so many reefs.

Visit our regularly update Area pages on the Association website: www.oga.org.uk/areas/east_coast/east_coast_online.html

There are links to all our active online channels: Eastcoaster Newsletter online, EC WhatsApp chats, Eastcoaster PDF archive, Facebook groups and YouTube channel.

East Coast OGA news, articles of interest to East Coast Gaffers and a monthly 'featured boat' are published on the Eastcoaster website: www.eastcoastgaffers.org.uk

AREA REPORTS

By the time you're reading this, East Coast Gaffers will have ventured to the north of our patch for the Southwold Harbour Rally, June 28 - 30; should have held our Annual Race on July 27 at Stone Sailing Club on the River Blackwater; and, many are hoping to head across the North Sea at the Dutch OGA 20th Anniversary Celebrations, August 3 -17.

Join us for the East Coast Summer Cruise: August 27- September 1. Please book via the OGA website.

Finally, my thanks go to everyone who has contributed material for 'Eastcoaster' and I look forward to hearing from you in future with many more stories to share.

Beverley Yates, Eastcoaster Editor - eastcoaster@oga.org.uk

NORTH WALES

In May, NWa OGA sponsored two young sailors - Sior Boyesen and Tyler Boston-Williams - through Tall Ships (Wales) to sail on the restored West Country trading ketch Bessie Ellen from Milford Haven up to Troon. This was an OGA Youth Fund grant.

This is their account of the voyage.

"Traditional tall ship sailing has always been something we've both been fascinated and interested in. Having both grown up in Llangrannog (home to our heroine Cranogwen who's endlessly inspired us, especially in terms of sailing and travelling) we both felt a deep connection to our Welsh ancestors and the sea," said Sior, speaking for both lads.

"Having been presented with the opportunity to sail the Bessie Ellen by Paula and Tall Ships Wales, Tyler and I both jumped at the opportunity.

"Along with The OGA (Old Gaffers Association) and Rhiannon Elias (our kind and generous benefactor), we were sponsored and able to board the ship and embark on our maiden voyage.



Two young sailors - Sior Boyesen and Tyler Boston-Williams sail on the restored West Country trading ketch Bessie Ellen.

"As we sailed from Pembroke Dock, across the Irish Sea and up to Troon we often found ourselves in a sheer state of shock of the adventure we were on.

"We couldn't quite believe we were sailing on a traditional tall ship, like our heroes from the movies and our fellow Llangrannog ancestors, that we were under the incredible guidance of Captain Nikki and her crew and that we were finally doing the one thing that we'd always dreamed of.

"We say a huge thank you to Paula, Tall Ships Wales Trust, Michael and The Old Gaffers Association, Rhiannon Elias and of course Venturesail, Captain Nikki and the crew of Bessie Ellen."

In other news, our esteemed president, Scott Metcalfe, successfully completed the purchase of Port Dinorwic Marina from the administrators of the bankrupt Marine Group.

Sadly, the previous owners had allowed the marina to deteriorate and there is much repair and maintenance that Scott and the new team will need to do to restore the old slate dock and, hopefully, the dry dock.

Vilma has already taken up residence in the dock, conveniently close to the excellent bistro 'The Swellies' which many readers may know.

Michael Leahy - North Wales Secretary

AREA REPORTS

NORTH WEST

The North West Area is hugely varied and, besides extensive shallow waters like Morecambe Bay, it embraces the Lake District and Isle of Man.

It's maritime heritage is massive and even in the Lakes, tourist magnet Windermere was once at the forefront of leisure craft design with rich Victorians competing to have the best yacht and steamboat.

It's a busy OGA space too with a lively calendar of events. They include:

Lytham Rally Aug 23 - 25

This is a new event based on the Ribble Estuary. It is suitable both for trailer able boats and seagoing vessels. Lytham grew up as a select seaside resort from the 18th century onwards. Character Boats, makers of whammels, post and pilot boats were based in the resort.

The event is hosted by Ribble Cruising Association. The entry fee event is £45 for the weekend, which includes launching, berthing, sailing, camping and catering. For more info key: ann.ingham.owl@gmail.com

Ullswater Rally Aug 31 - Sep 1

A repeat of the OGA 60 rally. We will be based at Ullswater Yacht Club with its excellent facilities including on-site camping. As a result of holding the event there last year we now have several members at the club.

We plan a programme of day cruises stopping on a beach for lunch for a picnic or visiting a nearby cafe. We hope to sail up to Glenridding at the head on the lake on one day; a full day's sail through increasing mountainous scenery. There will be a programme of evening socials.

Entry fee per day £30. On-site camping is available at extra cost. Book through Ullswater Yacht Club on: <https://ullswateryachtclub.org/> booking then click on visiting club.

South Windermere Old Gaffer Regatta Sept 14

Based at South Windermere Sailing Club, the event is likely to include a race or cruise up the lake towards Ferry Nab and barbecue afterwards.

It is part of South Windermere's Barts Bash Weekend. The Club have an active fleet of gaff rig boats. For more info contact Jeremy Lambert on: jezlambert@live.co.uk

First-half events

By the time you get this edition of the Log, our event at Windermere Jetty Museum on Sat 3 - Sun Aug 4, combining heritage with sailing on the lake will probably have passed.

Early in the year the museum hosted a wooden boat building event and a Swallows and Amazons weekend.

Same applies to the Isle of Man's Peel Sea Fest (July 26 - 28), which attracts boats from Ireland, North Wales, Southern Scotland and the Northwest.

At Barrow-in-Furness, Aug 9 - 11, there's a Festival of the Seas including tall ships, historic vessels, entertainment, talks, sculptures and sea shanty groups. All being well you'll all have your new Logs by then.

The Classic Boat Regatta at Arnside was marked by strong winds, with one day having to be cancelled due to the weather. Crossfields built Morecambe Bay prawners and yachts in the village from the 1840s to 1940s.

The North West AGM in the early Spring featured a talk by Adrian Denye, who owned Character Boats from 1998 to 2013.

His grandfather owned Star Yachts in Birkenhead, which was in its day the biggest model yacht company in the world. Adrian was a sandyacht champion, designing his own boats from the age of 13.

Seabird Class

The Seabird Class celebrates its 125th anniversary this year. The boat is the country's



Spray. Photo by the Morecambe Bay Prawn Trust

oldest one design class that still racing. There are fleets at Wallasey Yacht Club on the Mersey, Abersoch and Trearddur Bay in Anglesey. The boat was originally designed on the back of a cigarette packet.

There are four days of Seabird racing at Wallasey Yacht Club on Sep 12 - 15. We hope to a combined event with them in the Autumn

Morecambe Bay Prawn Trust

Several North West members are involved with the new Morecambe Bay Prawn Trust. The charity has brought *Spray*, built in Arnside in 1896. The charity has a small membership fee with members paying extra each time they go out on her.

Setting up the boat as a charity enables people who do not have the money, time or knowledge to own their own boat to sail (and help maintain) a gaff-rig boat.

The trust's approach is designed to ensure the long-term future of *Spray* and attracts 25% gift aid on donations.

Spray has been moved up to Glasson Dock, south of Lancaster from Liverpool. Glasson gives good access to Morecambe Bay and the Irish Sea.

The boat has been repainted and repairs carried out to planking at the bow. We are lucky to have Matthew Foot, a young boat builder, advising us on maintaining the boat. To

AREA REPORTS

find out more about the and get involved with the boat <https://morecambebayprawnerttrust.org>

Other Heritage boat projects

The restoration of Arnside Sailing Club's Severn by David Moss Boatbuilders continues (see page 49).

It is hoped to have the boat back in the water next year. A video has been made of her restoration to date, which provides a useful resource for anyone contemplating their own restoration. <https://arnsidesailingclub.co.uk/severn/>

The NOA Classic Boat Association are restoring the Pride of Liverpool, one of the hulls made from a mould taken from the *Sir William Priestley*, the Morecambe Lifeboat build by Crossfields in 1934.

New North West committee

Area president, Kevin Goulding, stood down in March, after 14 years in the post. I am sure everybody who has met Kevin will appreciate the work he has done for the OGA in the North West over the years. Our new president is Jeremy Lambert. Nicholas Costen is treasurer and myself, secretary. Other committee members are Ann Ingham and Robin Ashcroft.

Alasdair Simpson – NW Area Secretary

SCOTLAND

The weather up here has been even more changeable than usual. But we've had lots of lovely minutes and a few lovely hours.

Lugger Fest was a really great event and is covered in detail elsewhere in this issue. The enthusiasm for the rig is high - the Portsoy festival also attracted a good turn-out - and provides food for thought for the OGA in Scotland.

We were in Ullapool with two boats, *Tiki*, our Padstow Lugger provided a nice complement to *Barnabus*, the big lugger also from Cornwall.

AREA REPORTS

SCOTLAND (cont'd)

Worm had a holiday from being *Robinetta's* tender and was probably the smallest lugger present, and generated significant interest as a static exhibit, fully rigged when the weather permitted.

We were able to distribute a good number of recent Gaffers Logs and put boat cards in the visiting boats, so we hope we'll get some interest in the Association.

Early June saw a welcome gaggle of Cape Cutter 19s touring the Clyde sea lochs (see report on pages 12 - 15). We need to be more aware of the plans of owners clubs so we can make them welcome.

Our landside visit to the Crinan Boatyard was a really enjoyable event but not many members managed to get there. It was great to see the progress being made on restoring the Maurice Griffiths double-ender *Rawanah*. Many thanks to Jon Reid for making us welcome at the yard and for the home baking at his new place in Lochgilphead.

While we didn't have an official presence at the Scottish Traditional Boat Festival in Portsoy this year, Log editor Jay dropped in for an hour or so to catch up with various long-time fishing vessel buddies.

Turn-out this time was appreciably better than last year, which was dogged by strong NE winds.

Restored fishing luggers were as usual to the fore: the big fifies *Reaper* and *Swan* (the latter is 'Shetland smack' rigged – aka a gaff ketch); intermediate fifie *Isabella Fortuna*; plus the smaller fifies *Marean*, *White Wing* and *Black Gold*.

An intriguing visitor was the smart Dutch tjalk yacht *Drie Gerbroders* and a tiny wee gaffer (name not discovered). The classic grp Bermudan sloop *Raasay* attended again. She is a member of the famous Rival class and hides her 52 years very well.



The restored fifies *Isabella Fortuna* (ahead) and *Marean* (astern). Photo by Jay Cresswell.

Finally, After last year's successful event in Oban as part of OGA 60 we would love to do something similar with local boats but its proving difficult to find a date or boats that might attend.

Alison and Julian Cable – Area Secretary and President

SOLENT

Following some interesting visits and activities during the early part of the year mid-May saw seven yachts from the Solent take part in the Cowes Spring Classics; *Charm*, *Ivy Green*, *Eilun*, *Runaway*, *Step Back in Time*, *Satellite* and the winner, *Wave*, from Guernsey.

Racing was somewhat blighted by light winds and adverse tides but all entrants had an enjoyable social gathering including dinner at the 'Commodore's House' in Cowes.

The Solent Gaffers started in earnest with our main event, the annual Yarmouth Regatta. This time it was a little later than usual - June 13 -16 - and coincided with the annual Round the Island race.

The weekend was characterised by some very heavy rain and very strong winds causing many of the RTI boats to retire before they even reached the Needles. That said, Dan Shaw braved the conditions in *Nomad*, an Ed Burnett gaff cutter based at Poole, and completed the race as did our social secretary and younger gaffer secretary, Georgina Tall on the Bermudan-rigged *Flying Fortune*.

AREA REPORTS

SOUTH WEST

Summer is well under way as I write this, but with rather more wind than usual. Fortunately and despite the impacts of what has been a long winter, there's plenty of activity afloat for South West gaffers to enjoy.

Our Fitting out Lunch at Brixham YC was well attended, despite being located at the opposite end of our area. The excellent food in a congenial setting was followed by an illustrated talk by Barbara Runnalls (*Moon River*) and David & Julie Patuck (*Susan J*) about their experiences sailing around Britain in the OGA 60 RBC.

Brixham Heritage Regatta

Staged during the May bank holiday, it was a great success. (see Pages 36 – 42)

With the return of *Provident*, now aged 100, from her new home in Scotland, along with *Pilgrim* but alas no *Leader* which had to put in to Newlyn for repairs en-route.

It is great to know that there are still four seaworthy Brixham trawlers, with *Vigilance* undergoing an extensive rebuild at Will Stirling's yard in Plymouth. These magnificent vessels, introduce many to the wonders of traditional sail.

After a wet night on arrival, the weather cleared, ensuring a good spectacle on the Sunday. A brisk offshore breeze assured a lively sail in company, with traditionally rigged boats of all sizes, including luggers, junk rig, some classic Bermudans and a good smattering of South West gaffers.

Falmouth Classics

This now major annual event brought together many South West gaffers and familiar non gaff-rigged classics a day early to escape the very wet and windy arrival day.

June's unusually variable weather cleared sufficiently for pasties and pints on the pontoon. Pip's pasties of Penryn were excellent and a worthy replacement following the demise of Choak's on The Moor.



Gaffers at the Yarmouth Rally. Photo by Georgina Tall.

All racing for the weekend had to be cancelled and replaced by some fun and games organised by the Royal Solent YC at very short notice together with a 'build your own gaffer' model racing in the harbour. Prize giving took place at the Yarmouth SC followed by music and dancing. Irrespective of the weather the weekend was, as usual, great fun.

The weekend of July 19 – 21 was scheduled to see us assemble at the popular harbour of Bembridge for a relaxing rally with a number of social activities. This will be followed by yet another gathering over the weekend of August 16 – 18, this time on the Beaulieu River, often cited as the loveliest river on the South Coast.

We will meet at Gin's Farm with excursions nearby to attractions such as Bucklers Hard and the village of Beaulieu with its famous motor museum.

We hope to be able to support the Dutch OGA's 20th anniversary in August. Our president, Sue and David Pennison, will be trailering *Satellite* to the event while *Molly* and *Puffin Bach* intended to make the passage later in July.

The last sailing event in the diary will be our Annual Race & Rally at Lymington on the weekend of September 7 - 8 with dinner at the Royal Lymington YC. I'll report on these events in the Autumn Log.

Grant Morris -Solent Secretary

AREA REPORTS

SOUTH WEST (cont'd)

Some gaffers from the Tamar were absent due to delayed and unexpected fitting out issues. Meanwhile, we welcomed the Heard 35 *Alice*, which had recently been sailed back by her new owners Phil and Liz (& Poppy!) from Antigua before being thoroughly refitted by Phil as seen on our South West Gaffers What'sApp.

Another Heard, the 28 footer *Maggie B*, now in the capable hands of Colin Appleby, almost made the Parade of Sail.

Racing was exciting, for those, brave (or stupid) enough to go out. The second race was cancelled after multiple capsize and the Falmouth working boat *Victory* sinking, with several classes also cancelled from the third race. *Victory* was later recovered.

SW Gaffers were well represented and *Zoe*, which was designed and built by Julian Wolfram, was first in her class. While *Mary Ritchie*, (Don and Pauline Garman) were first in both races in class K. Meanwhile, *Susan J*, with additional crew David Bewick, achieved second and third places in challenging conditions.

On to Helford

Many continued on to, and others joined in the Helford Rally where the 14 boats were joined by Mike Beckett, OGA President.

On the Monday, the traditional fine, sunny and almost warm weather prevailed for the BBQ, the ninth since the event's inception 10 years ago.

Tides meant Pedn Billy beach was accessible on foot and sea at low water. Fire and puddings were provided by Don and Pauline Garman, respectively and salads by Tim Price. The evening light was magical as we wended our way back to the boats.

On Tuesday, aboard *Aeolus* with Steve Lorraine, Tim Price organised one of the best races we have experienced, with offshore wind and flat water.

Little Tern crossed the finish line first, hotly pursued by *Susan J* helmed by Mike Beckett, with *Mary Ritchie* soon after, taking first place on handicap with *Susan J* second. The smaller boats were reduced in number by *Aberrare*, being unable to float on the tide in time and Gelvencock retiring. *Proteus*, built by Paul Waterman and sailed with Bryn his grandson, won.

Helford River SC laid on an excellent dinner, preceded by prizes given by the commodore of the HRSC and a few encouraging words from the two presidents present!

Rounding off

Looking ahead to the Plymouth Rally and Annual Race, this will be based on the Mayflower marina in Plymouth. The a slipway for small boats and rafting up alongside, with access to facilities, will be at heavily subsidised rate.

Following the weekend gathering on July 26, it is anticipated that many will continue to Fowey Classics for July 30 to August 2. Also, the Dittisham Rally for smaller boats will take place on the weekend of August 16 -18.

Meantime, other non OGA events will be happening, including at Dartmouth Regatta and in Mousehole. Some will be going to Brest and Douarnenez.

The South West Gaffers WhatsApp group, continues to flourish, particularly at events and visitors to our Area can join by contacting swsec@oga.org.uk.

In other news, our social media editor, Mark, has recently retired from the SW committee, after much hard work on the area's website pages and the almanac.

So it may be a while yet before we can ensure these pages are completely up to date. Email registration forms and the WhatsApp group are unaffected.

David Patuck – SW Area Secretary

Rebirth of St Malo gaffer's gathering in planning for June '25

If you haven't already found out via the local grog-shop, Solent and/or Yarmouth mingles this summer, then you get to read the news here. Old Gaffers – Vieux Gréments de France is keen to invite OGA boats to the revived OGA St Malo gathering.

Dates for the three-day event are June 6th-7th. Put them in your diary now.

Ben Collins, formerly the French OGA liaison officer for the association, is closely involved in building momentum for St Malo. He has already dashed off the preliminary poster on this page and is very keen to drum up interest this side of the Channel.

"The event would follow on from next year's Yarmouth Rally which is planned for the first weekend in June 2025," he says.

"That arrangement would give UK boats a week to sail to St Malo- from the Solent, a trip that, with good weather, is usually two or three days.

"Ten years ago we had 18 UK gaffers sail over to St Malo from various parts of UK via "Yarmouth IOW and via the Channel Islands, some proceeding as a fleet so, a lot of fun. We were joined by Dutch boats too which added to the spice."

In a note to our president Mike Beckett and secretary Colin Stroud, Ben also hopes the association is able to support the event through both the Solent OGA and the national OGA.

Ben: *"A good turn out from the UK OGA could restore a positive long term relationship with 'Les vieux Gréments'."*

For those among you are wary about the impact of Brexit on visiting European neighbours across La Manche Ben has positive news.

"It now seems getting through post Brexit customs is being simplified and much is managed by local marina offices rather than 'ports of entry' officialdom so that should help to encourager les autres!"

"But I feel we need to bang the drum early so sailors can start thinking about the next summer."

The St Malo revival goes further; it could very well herald the rebirth of the OGA in France following its demise a number of years ago.



OGA Merchandise

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

OGA flags are also available from Riviera Embroidery.

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

Polo Shirt (Product code: H400)

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

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

Price £23.80 includes delivery to UK mainland.



Fleece (Product code: 870M)

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

Price £35.00 includes delivery to UK mainland.



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

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

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



OGA Merchandise

Cap (Product code: RC050)

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

Price £13.50 includes delivery to UK mainland.



Flags & Burgees

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



Bronze Plaque

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



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

Discover New Gaffers in
WATER CRAFT

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

www.watercraft-magazine.com

Stormalong

You will see *Stormalong* listed in the 'Boats for Sale' pages of the Log, waiting for a new owner to take her on. She was of course made famous by the late Peter Cumberlidge's books and articles



Stormalong needs a new home.

Stormalong was designed by W.H.F Kelly (Bill) who had no previous experience of yacht design, but after years of sailing had firm ideas of what would make his ideal boat.

She was built to his design by Gostelow, the well-known Boston firm of smack and yacht builders in 1936. Bill kept her for almost 20 years until one day in a gale off the Kent coast he was thrown across the cockpit and broke a couple of ribs (his, not the boats) and decided it was time for a quieter life.

An even more remarkable sailor was his wife Betty. Before her marriage, as a teenager she cruised single-handed in her own boat. Her father, also a yachtsman, stipulated that she should stay within the boundaries of the Thames Estuary, by which he meant no further than Southend and the Nore Sand.

Betty however considered that the Estuary went out as far as a line from Orfordness to the North Foreland. All was well until one day in bad weather she got into difficulties and was towed in by the Harwich lifeboat. She was horrified to find a newspaper reporter on the quayside waiting to see what the lifeboat was bringing in.

Singlehanded young lady sailors were sufficiently rare and newsworthy in the 1930s that her father would almost certainly get to hear about it. Fortunately she eventually managed to persuade the journalist not to file his report.

Stormalong was bought by Peter in partnership with his father in 1972.

A lovely boat, let's hope *Stormalong* finds the new owner she deserves.

MEMBERS' BOATS FOR SALE:

https://oga.org.uk/boat_register/boats_for_sale/index.html

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

Albion, Price: £1000.00 ONO

The *Albion* is a 37 foot Oyster smack, built by Harris and converted to a yacht in the 1930s She is a project for someone keen. The boat has been out of the water for the last 40 years, with a fair portion of replacement planking (larch on an oak frame), larch planking on deck and counter stern undertaken. More recently the coach roof has been replaced. She comes with a full set of sails, a 20 HP Bukh engine (working condition unknown), original winches and other items shown in the photograph. **Contact Graham via: boatregister@oga.org.uk**



Auk, Price: £4,450

Early Bill Baily built GRP Lune Whammel. June 2024 new lug mainsail & original furling jib. Lug sloop rig. Douglas fir 16 feet mast,. New lug spar & new boom. short bow sprit. Long shallow keel draft 18-20 inches aft. Complete repaint June 2024. Marine ply foredeck with wash boards. New standing & running rigging June 2024. French break back as new braked trailer which cost £3000 in October 2022. Mariner 3.5hp 2022 as new Outboard. Would sell boat only for £2750. With trailer & outboard £4450



Contact Dave Hart Tel:01556-660007 or 07399552192 email:dhart503@btinternet.com

Baggywrinkle, Price: £1,250

13 ft glue ply clinker, all West epoxy. Built in buoyancy, fittings by Classic Marine. Jeckels lugsail. Comes with Oars, trailer, Cover, and if wanted a torqueedo electric outboard, but battery is dead.

Contact: mcbride_joan@yahoo.co.uk or 0151 648 1640



Bluebottle , Price: ££4,000

11 ft. Scow, glue ply clinker, Robins best quality mahogany ply. West epoxy and varnished throughout. Built in buoyancy. Blue lugsail by Jeckels and white main and Jib by Sanders which have hardly been used. Fittings by Classic Marine. Oars, Combi trailer, and cover. Immaculate condition, all as new.

Contact: mcbride_joan@yahoo.co.uk or 0151 648 1640



Clachnacudney, Price: £3,300

Gaffling prototype, built 2018. Easy to tow behind a small car and yet large enough for family sailing. Single chine hull form with a classic appearance and a sweeping sheer and raked transom. Construction is a variation of stitch-and-tape, using CNC-cut plywood components. Lowered deck in the same style as the Mirror Dinghy, which is useful for lessening the risk of lines going overboard and providing more sprawling space for children. The versatile design allows for sailing, rowing, sculling or outboard motor. Comes with 2 jibs and mainsail by McNamara sails. Jib Furler and quality fittings throughout. Combination Launch/road trailer and cover included.

Contact: ajkiddle@mac.com or 07860891193



Fifi, Price: £5,000 flexible

Open GRP gaff sloop with fin keel. she is super fast for her size (16' on the waterline) and so much fun to sail. She has been based at Hollowshore for a number of years and is very basic, just sails and spars, no engine. Lying Hollowshore **Contact: Fredtester62@gmail.com**

Genesta II, Price: £9,000

One of three Panda 711s, built 1985. Balsa core sandwich construction. Designed by: Nick Wyatt and Peter Whipp as a cruiser and built by Freedom Yachts. Re-built by Mick Kneale as an open dayboat. LOA 26' Watertight raised floor, 9mm Robins Elite ply, glassed over. She is a gaff sloop rig with alloy spars and the fixed keel has a 315 kg bulb drawing 2.15m. Sails: Mainsail, Genoa, jib, staysail, 2 x asymmetric spinnakers plus a superb Parasail. Boat is a fully rigged dayboat with all lines, compass, anchor, fenders, sail covers etc. 6hp Tohatsu outboard (2 tanks), Novasail NS360+ instrument, Banks winter boat cover and cradle. Lying Port St Mary. **Contact: michaelkneale@manx.net**



Isadora, Price: £3,950

A 1992 Clovelly Picarooner built by Gaffer's and Luggers in GRP. *Isadora* comes with 2 sets of refurbished sails, (1 tan, 1 white) and a Mariner 3.3 outboard engine in excellent, low use, condition. All running and standing rigging. *Isadora* is most of the way through a full refurbishment, but still has some work remaining. The steep keel band needs repairing or replacing. The bronze and steel fittings need refitting as do the forward and centre seat planks. Outer and inner hull have been stripped of spurious paints, applies and etched and two pack epoxy applied, 4 coat interior in fisherman green, hull 4 coats heavy black epoxy and polished. **Contact :07581428621**



Kamala, Price: £10,000

Built in Denmark 1986 of Scandinavian Larch on heavy Oak framing. Colin Archer Pilot boat style. High quality build with Lead ballast. 21ft-6ins on deck, 7 ft bowsprit; 3 ft draft with generous beam of 8ft-6ins giving a wonderfully clear and easy to work fore'deck with space below for 2 berths. Her lower freeboard amidships is really convenient but thanks to her raised bow she keeps remarkably dry. Has the feel of a larger boat. Mariner outboard, 4 wheel road trailer, anchors, overall covers, flares, tender and outboard and lots more "stuff"! Retirement sale inviting offers. Lying Hamble.

Contact: martinbandey@aol.com 07768 074796



Kelpie 2, Price: £7,750

Canoe yacht built to a design by J Pain Clark and launched in 1902. The only extant example of a plate and bulb keel Victorian yacht.. Red pine on oak ribs, pitch pine and oak centerline with a steel plate keel and lead ballast. Her current owner has done a rolling restoration over his ownership and hull and rig are in fine fettle. Accommodation is limited to two berths and a small galley with a 2 burner spirit stove. *Kelpie* is a very rewarding boat to sail and surprisingly forgiving for a boat so well canvassed. Weatherly and light with roller reefing on both sails, *Kelpie* is easily sailed single handed. Lying Pin Mill, Suffolk.

Contact: Rik Graham. rikgraham@aol.com



Lulu, Price: £4,000

Gunter rigged Bass Boat 16. Hull no 370. An excellent boat that is easily handled solo. Can be used as a day sailor, for taking the family up a canal or coastal, and is set up for fishing. An excellent all-rounder. Very easy to tow, with a displacement of about 300kg. For a detailed report on the boat, PM me. Built-in buoyancy, Dry forward and stern lockers Outboard Sails, Oars, winter cover. Laminated rudder and reinforced tiller. Many extras. Ready to hitch up, drive away, launch and sail. **Contact email: julian.g@eyleyfamily1.eclipse.co.uk**



Megan, Price: £15,000 or part exchange on a 16' Oysterman

Bought as a "shell" from Portsmouth in 1985. The Testers Boatyard, Hollowshore, Kent, sold her on as a restoration project to present owner in 1986. Originally a twin masted Lugger, built circa 1895, re-rigged to carry a Smack's Yacht Gaff Cutter Rig, have an engine installed, new rig, spars and sails, a deck and a simple coach roof over an open accommodation cabin. Restoration/ refit completed 2013. She has been found to be a good and fast sailing vessel having won and been placed in local sailing events.

Contact: info@mjlewisboatsales.com



Minstrel, Price: £95,000

Commissioned and built for an Atlantic circuit which turned into an extended honeymoon. Being a strong sea boat was the first consideration. Strip planked on laminated ring frames Copper coated with topsides in 2 part Awlcraft. Interior in teak and iroko. 2 large saloon berths plus a pilot berth and large quarter berth. Double cabin forward of heads. Beta 37.5hp driving feathering 3 bladed Variprop. 50 gallons diesel in 2 stainless tanks. 70 gallons water in 2 stainless tanks. Raymarine instruments inc autopilot plus Garmin chartplotter. Heavy and light weather sails. Ash cheeked blocks by Colin Frake. Collars mast drawn by Ed Burnett. 3 circuits of GB. Full spec on application. **Contact: eric@stonham.co.uk**



Moonshadow, Price: £25,000

37ft Gaff Ketch, Beam 12ft, draught 5ft. 12 Tons with internal lead Ballast. Traditionally built as a yacht in 1986. GRP Hull with Wooden Spars and Doghouse, Coach Roof and Decks Epoxy Sheathed. 2 Berths in Forward Cabin, 2 Single Berths in Aft Cabin and optional 2/3 Berths in Saloon. Spacious Cockpit. At present lying in Greece and has been cruised in the Mediterranean for a number of years. 40 HP Yanmar Engine fitted in 2009 and new Gearbox fitted in 2023. Would consider part exchange with a smaller boat or would be interested in a half or quarter part share.

Contact baggywrinkle37@yahoo.co.uk



Oran na Mara, Price: £15,000

Gaff Rig Sea Scamp. Full refit, in spring 2022 starting with a new inboard Sole 17hp Mini Compact engine, with all new water cooled stern tube and pumps, she has all new internal electronics as well as an all new raised coach house, that has been professionally constructed in hard wood, this has gives it plenty of extra head room in the cabin. Professionally buffed and polished. A truly great opportunity to own a one of a kind boat, all ready to for her next adventure. A reluctant sale for health reasons. Lying Penzance, Cornwall.

Contact: neil.burman@btinternet.com



Sea Daisy, Price: £10,000

Tamarisk 24 built in 1981. Currently stored under cover. She has her original interior, V berth in the fore cabin, double berth in main cabin plus a quarter berth. Galley with 2 ring gas cooker with grill and sink. Separate heads with sea toilet. Engine Bukh DV10. Sails; Main sail, brown by Westaway. 2 x Stay sail, one requires a minor stitching repair. 2 x jib. Top sail and Storm jib.

Contact: Pete Sharp. pete17alison@gmail.com



Selene, Price: £11,000 ONO

1995 Kittiwake 14 Gaff Yawl. A real head turner. Professionally refitted in 2022. GRP simulated clinker hull. 2021 Coppercoat antifoul. Mahogany interior. Iroko planked foredeck. Bronze cleats and fairleads. Wykeham Martin furling gear. Tufnol blocks, Bronze rowlocks with 8ft oars. New running rigging, 2022. Stainless standing rigging. Galvanised centre plate in mahogany centre box. New 2023 custom, overall winter boat cover. Recently serviced R.M Trailers break-back roller road trailer.

Contact Herbie on 07808222433



Shoal Waters, Price: £5,750

Rare opportunity to purchase a famous wooden gaff cutter as the owner is retiring. 16'6" Fairy Falcon hull built in 1963. New sails. Yard trailer. Spare original sails. Ghoster sail. Topsail. Canvas sail cover. Cockpit cover. Boat cover. Cockpit tent. Anchor, 90' chain. Binnacle Compass. Nav lights. Etc.

contact: tonyfs@hotmail.com



Skian, Price: £7,000

Memory 19 rigged with a standing lug. Sails: Mainsail, roller jib, asymmetric spinnaker Banks cover, substantial launching trolley and/or separate braked road trailer. Trained to La Semaine du Golfe twice with no problem at all. 6hp Tohatsu outboard on stainless custom bracket. Novasail NS100 instrument, pvc cushions. Could deliver around UK at cost. Boat is the subject of an article in the Gaffers Log, issue 97, July 2018. Photo albums of Skian and its rebuild on Facebook page.

Contact:- michaelkneale@manx.net



Skylark, Price: £6,500 ovno

G.R.P. Winkle Brig. With her distinct livery she is a beautiful boat complete with all rig, mast, broom, gaff and tan sails. All the equipment is in very good condition with main spares all in spruce. Interior is 2/4 berth. It has fully cushioned units and is very comfortable. Comes with a 4 hp outboard motor. The yacht sits and travels on a bespoke galvanised two wheeled braked trailer also in fine condition and included in the sale. Included in the sale is "The Winkle Brig Book" by Martin Cartwright. Winter stored under cover near Carsington Water in Derbyshire. Can be seen at the club from March 2024. **Contact:- michaelkneale@manx.net**



Sprite, Price: £6,750

17-ft classic gaff sloop built 1920 - 30s. Wooden hull, larch on oak. Full restoration in 2002 -06. Mast and spars renewed then, also sails (James Lawrence). Long keel (filled with lead). Sails cleaned 2022. Running rigging renewed 2023. Cabin with grab rails. Can sleep 2, no creature comforts. Good inventory for day sailing, e.g.CQR and kedge anchors, warps, fenders. No electronics. Tohatsu 5 HP 2-stroke outboard. Insurance survey 5 April 2022 by AC Yacht & Boat Surveyors condition "reasonable". Trailer OK for yard work, not for highway. View by arrangement on drying (mud) berth at Brough, East Riding (berth belonging to Humber Yawl Club).

Contact: nicholas.arthurd.hall@gmail.com; 0044 7900 650077



Stormalong, Price: £1,000

Designed by William Kelly *Stormalong* is built of pitch pine on oak, Bill Kelly made the mast himself in his front garden from a pine tree he had selected. In 1972 Peter Cumberlandidge and his father, Jack, found Stormalong in a rather sorry state on a mud-berth on the River Dart and bought her. Peter died in 2019 and his beloved boat now needs new, active and capable owners. She has cruised the Baltic, the Netherlands and the north coast of Spain as well as the French waterways from the Channel to the Med, coming back through the Canal du Midi and across Biscay, and her inventory includes all necessary items for such cruises. Lying France. **Contact: jane@petercumberlandidge.co.uk**



Tarka, Price: £12,000

Lying St Peter Port, Guernsey. Heavy GRP hull with encapsulated ballast. Ply deck with timber overlay. Coachroof and self draining cockpit in mahogany. Mast, bowsprit, boom and gaff are pine. Cabin has 5ft .6 headroom, Cooker recess (no cooker installed), sink, coolbox. Stainless water tank (70lts) with hand pump to sink. Forepeak contains a Lavac toilet and storage. Yammar 1GM10 driving a 2 blade prop giving 5 knots. Fuel locker holds 45lts. 2 batteries. Two self-tailing bronze winches. Sails by James Lawrence, all in fair condition, foresails on Wykeham Martin furlers. 5mm s/s standing rigging and runners, new 2023. Cockpit seacocks replaced, stern gland packing renewed, 12v wiring renewed, mains electric installed, wooden mast tabernacle replaced. All spars and most exterior woodwork burned off and replaced with Sikens wood protection. New cockpit cover. **Contact: Steve Morris email: Carol.morris0810@gmail.com**



Windy, Price: £3,500

Delightful simulated lapstrake 12' GRP dinghy with steel centre plate and gunter rig. Tan sails complete the traditional look. Built by Salterns UK in 2000. Timber gunnels, spars, and seats. Traditional tan sails, main & jib. Bronze hardware. Steel centre plate c 70lbs /32Kg Cover. Fenders. Sail storage bag. Tow anywhere, launch and sail. Combi road and launch trailer included. Optional Torqeedo 903 electric outboard@ £1,000 extra **Contact: neil@coxon.co.uk**



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pole 8'

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bands, bronze prop and lots of shackles and small fittings. Not
shown is a mahogany saloon table and a rare Walkers Cherub
III ships trailing log. For those cold nights we have a wood (or
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Publication of Jim Lawrence's new book
is planned for Summer 2024.
He passed away aged 90 in January this year.
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