

GAFFERS LOG

September 2006



The Official Newsletter of the Old Gaffers Association

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Cover picture: *Running the Nile by Don Anderson NI OGA*. Don won first prize in the Best General Sailing Photograph section of the photo competition with this photo.



Reveine plus barge by Sue Lewis ECOGA.
Winner Best Gaff Rigged Photograph section of this year's photographic competition.

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The following abbreviations are sometimes used in the newsletter to denote OGA areas:

NE	- North East	CWL	- Cornwall	SCO	- Scotland
EC	- East Coast	BC	- Bristol Channel	FR	- France
MNK	- Medway & North Kent	NW	- North West	GER	- Germany
CP	- Cinque Ports	CNW	- Conwy & North Wales	WA	- W. Australia
SOL	- Solent	DB	- Dublin Bay	DEV	- Devon
NL	- Netherlands	TR	- Trailer Section		
NI	- Northern Ireland	W&N	- Waveney and Norfolk		

Firstly may I apologise to all members for there not being a June edition of the Gaffers Log. As you will all know by now I had an accident whilst at our other home in Normandy in early May which prevented me from returning to the UK. I would have liked to be able to begin my Editorial with a headline such as 'Editor injured whilst fighting a force eight gale off Portland Bill' but in truth it was an accident caused in a thoughtless moment with a motor mower, resulting in a broken foot (a Rooney as it is known to all football fans) and a severed artery.

It was not the first time an edition of the Gaffers Log has been missed, nor I guess will it be the last, but the OGA has, I think, over recent years reached a new level of professionalism which made it all the harder for me to accept that I could not produce a June edition. By the way I have heard all the 'foot' jokes by now!

Finally I have three other *very important* matters to mention. The first is that with immediate effect no further subscription payments will be accepted by standing order. If you pay by standing order then this will affect you. For full details see page 9 Notice Board.

Secondly there are new email addresses for myself and for the Hon Treasurer which are as follows. The old address no longer works so if you use it don't expect a reply.

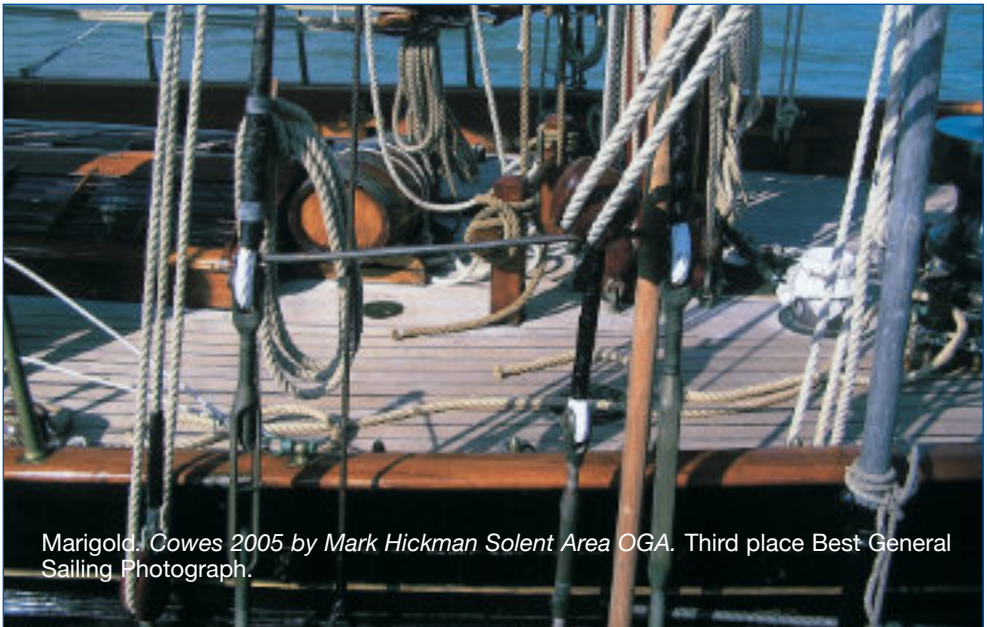
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Copy date for the next edition (December) is 1 November.

Phil Slade

Gaffers Log Editor



Marigold. Cowes 2005 by Mark Hickman Solent Area OGA. Third place Best General Sailing Photograph.

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Junior	£5	£5
Euro	34 Euros	34 Euros

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IMPORTANT MESSAGE TO OGA FRIENDS AND MEMBERS WHO ARE STANDING ORDER PAYERS - A SUBSTANTIAL CHANGE - WITH EFFECT FROM 2ND JANUARY 2007

The Membership Secretary, Peter Lyons, and I have experienced many problems with subscription payments by Standing Order, which have resulted in many memberships lapsing through under-payment.

Out of the 150 Standing Orders received for 2006, only 17 were for exactly the correct amount according to their membership status; single, family or junior.

I wrote to the other 133 to explain how their payments were incorrect; underpayments, duplicate payments, lapsed members etc. Sorry, no, two of them we could not even trace, but still I wrote to their banks asking them to inform their clients of their non-membership status due to under-payment. This was a time-consuming exercise.

Payment by Direct Debit is by far the easiest method of payment, with payment by cheque a close second.

At the April meeting of the General Management Committee this subject was discussed in some detail and it was decided to withdraw the facility of payment of membership subscriptions by Standing Order. So, could those 17 worthies please change from Standing Order to Direct Debit or cheque payment for their 2007 subscription payments due 2nd January 2007. Thank you.

For all those incorrect payments, ***from January 2007, any Standing Order received will be taken as a donation to the Old Gaffers Association – it will not be accepted as a membership subscription payment.*** Please cancel your Standing Orders with immediate effect and change to Direct Debit or cheque payment for your 2007 membership subscription payments due 2nd January 2007.

I hope you will all understand the reasoning behind this decision. Peter and I, like the rest of the General Management Committee, are volunteers, members ourselves, who wish to enjoy the comradeship of our membership and enjoy our sailing whenever weather and time constraints permit.

Lynn Slade - Hon. Treasurer



Close study of the March Gaffers Log reveals two references to putting our Archive on the web. The General Management Committee believes that this will be of interest to our membership, and will benefit us all by continuing to raise the profile of our Association.

We will definitely NOT be making any link to personal data describing the boats ownership available in the public domain on the web. Whilst considering these issues the GMC has realised that the question on the Boat register form offering a veto was so open to misinterpretation to be in effect meaningless, so we have edited the form to read:

'To help the OGA comply with the Data Protection Act, please make sure that you agree with these conditions before sending this form back. The above data will be held on computer and provided in print to members of the OGA. No data about you and your connection with the boat will be published outside the OGA'.

We would be happy to receive comments and suggestions on this topic.

Nick Miller – OGA Boat Register

Rallies and Races

In the next couple of months OGA sailing activities start winding down for the year, perhaps time to reflect on how our events in UK and Abroad worked out. Thank you for all those areas who have sent me copies of their newsletters, they have been most interesting, and give a good idea what is going on. I do get the impression there has been a decline in entries on some events, especially where there is competition from other organisations. On the other hand some of the smaller rallies have surprised their organisers with the level of interest. There is also a lot more going on for open boats than there was a few years ago. There has been a lot of initiative shown in creating events, which are different from the basic round the cans type of race. They have a social or local interest factor which add to the enjoyment of an event. It's a pity we can't get this out into the public domain more often to show what a good job is being done by the OGA, to encourage more to buy or restore gaffers and join us.

Please could all areas let me have a report of their sailing activities and results. I would like to pull all this information together and produce an OGA Sailing Report on the season as a document, from which OGA organisers of sailing activity can benefit. And if I can put it on the website, it will also be there for others to see what goes on in the gaffers, and another good reason for joining.

Cruising

While I have been sailing in Holland, I have seen two Presidents (one National, one Solent) on passage to and from the Baltic. It's time to write up those accounts for the Log Competition!

Log accounts should be sent to me by the end of November, the idea being for them to be scrutinised by the judges in time for awards at the January AGM.

Just to remind you, the categories are as follows:

- A)** Full Log, with illustrated account, charts and deck log.
- B)** Cruising account of 1000 words max suitable for publication in the Gaffers Log.
- C)** Young Persons (under 18) account or log – no rules.

You don't have to have done a Presidential Tour of the Baltic, It can be a week on the East Coast or a long weekend in the Solent. It's the quality that counts. In category A particularly we need to see the route marked on a chart or chartlet, the deck log with the usual technical information and comments, and the account is the story part, illustrated with photographs or sketches. If you have prepared the account on computer file, we would like to put it on the website, if it is fine with you.

Remember, whether your account is a prize- winner or not, it becomes part of the boat's history, and that is very important for her.

Meetings

I hope to hold two or three meetings in the winter, but apart from those, there is the post, there is the internet, and there is the phone! I look forward to hearing from you.

Jon Wainwright

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Latest goings on from the OGA Secretarial desk.

The OGA continues to grow both in the UK and overseas. I am pleased to say that since visiting and taking part in the Belgian Boat Show launch of the 'Ostende at Anchor event', during which the French OGA ceremonially took responsibility for promoting the OGA in Belgium, that merger is beginning to work well.

One area where OGA representation could be increased is Canada and the USA. That huge area is without representation. Something to develop in the longer term perhaps, but if anyone would like to start the ball rolling I would be pleased to hear from them.

The OGA participates regularly in Heritage enquiries that continue with the Department for Culture Media and Sport Committee. We responded to the Maritime Heritage and Historic Ships element, and are currently taking part in the latest aspect entitled 'Caring for our Collections'. This is Museum and Archive related and remember we hold an archive on gaff rig amassed over the last 40+ years.

Separately, but related, we are in contact with the German Classic Yacht Club who are asking us to join an advisory board of a planned EU 'Content plus project eAHoy' (electronic Archive for the History of Yachting). At the moment I understand that the National Maritime Museums of the Netherlands, Sweden, Norway, Finland, France, Germany and the Yachting Museum of Denmark are interested in the project. This would on the face of it go some way to addressing our desires of making our Archive more readily available to a wider public than at present, but will likely entail much work in putting it on that electronic database.

More at home Jan and I went to a very successful meeting of Devon Members at the Royal Devon Yacht Club in May, where a small committee to carry on the good work of Devon Area Secretary Dave Kellar was formed. This following Dave's illness because of which he has been unable to continue his secretarial responsibilities. A very productive and enjoyable meeting and thanks to all who took part.

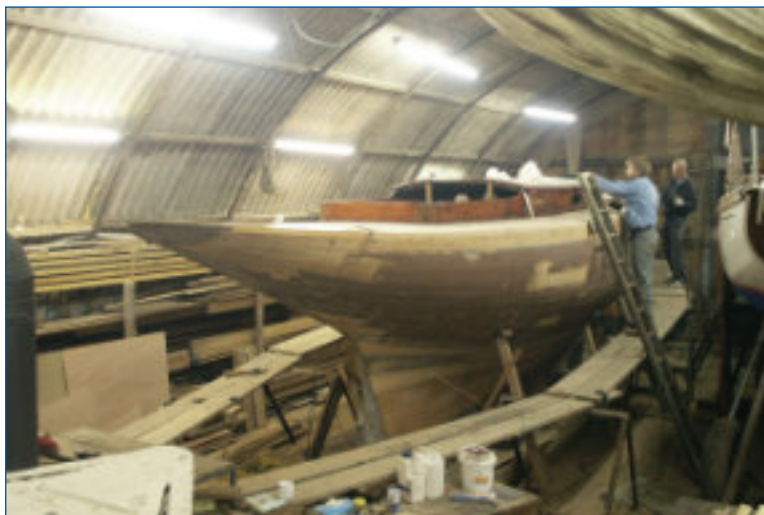
Cape Horn Trophy and the David Cade Memorial Trophy

Tom Cunliffe and Richard Woodman have agreed to continue judging the entries for these trophies. If you have an entry send it either to Tom or Richard direct or to me and I will pass it on. The main point is get those entries in! If you have any doubts about who qualifies call me and I will explain.

Robert Holden
Hon Secretary

RESTORING *CHARM* BY RUSSELL READ

In writing this piece it occurs to me that others too may be tired of the typical restoration write-up, lovingly detailing each and every component replaced and that an interesting alternative might be a more human angle on the trials and tribulations of the owner/restorer, and perhaps a list of pitfalls for the unwary. In other words a resounding



Work under way in Maldon, 2003

into the project a huge amount of money (which we didn't possess of course) far in excess of the vessel's potential value; continue living where we were, far from the sea; and finally sign up as a sort of superannuated apprentice to a professional boat builder who would sensibly regard that apprentice's role as being to make tea, sweep up, and only eventually, grudgingly, allow the most boring and menial tasks to be carried out on the boat itself.

Yes, this was to be a retirement project. A way of achieving a painless transition from a busy and stressful working life to a busy, stressful retirement. In this respect at least it couldn't have been better.

'Charm', already known to me for many years, was rediscovered in a far corner of an Essex boatyard, looking forlorn and very wet. She was built in 1922, a 33ft counter-stern gaff yawl, and a slightly stretched version (by one-eighth) of the Albert Strange 'Venture' which was his last design (he died in 1917). Potentially very pretty. My wife, misunderstanding my sales pitch, commented that if I were at last to acquire charm she would indeed be delighted; so I quickly took advantage and handed over the modest purchase price.

Trundled home to our back garden in rural Bucks the boat proceeded to sit for a year waiting for my actual retirement. During that year I tackled a few tasks like cleaning up the name boards (very urgent that, anything to show that the job was underway) and chipping away ineffectively at many layers of (probably lead-based) paint, including the antifouling which a previous hopeful had somewhat prematurely applied.

Don't Do It! So here goes.

Considered rationally – i.e. my wife's view - it looked like a bad idea right from the start Find a dilapidated wooden boat which when restored would be unsuitable for us, a retired couple out of the archetypal mould; he enthusiastic, she wary and happier in the garden; pour

Then, in the first 18 months of real retirement, came the big push forward. Charm was moved to the boat builders' shed, on an Essex farm near Maldon, and then for me began a commuting existence, inevitably via the M25, and averaging three days on and four off - time for partial recovery - and whilst 'on' living in an old caravan parked on the farm. An extract from my diary at the time describes something of life through the first winter: "When the farmer first showed us to our pitch he referred to the wonderful sense of solitude we could expect in this remote part of Essex. He spoke truly. Tucked up inside the caravan on this freezing winters evening, with something shrieking outside (could be owls; could be demented locals) there is solitude to spare."

A few other memories of the project at this time, during which morale could be quite difficult to sustain: the frequent sense at the end of a very long day that we were further away from a restored boat than we had been that morning: feeling that 90% of the tasks I was assigned (when eventually deemed capable enough) like making in-situ scarf joints for instance, would have been easier had I not been left-handed, let alone cack-handed: and thinking when endlessly loading the pot-bellied stove, our only source of heat during the winter, with scrap wood - often discarded planking - that 'Burning your Boats' was indeed a relevant phrase.

But at the same time there were compensations. Discovering that wooden boat construction is fascinating: a mix of often very crude technology (the lash-ups we used for steaming timber for instance) coupled with incredible skill, such as shaping a plank to fit precisely into a complex three-dimensional space



Strange Addition to our Flower Beds

between two others. Slowly even I acquired a few basic skills by watching the others at work.

At the end of this period both I and the original funds were exhausted, so a structurally-complete but far from finished hull returned to our back garden. Worse still, this was at about the time, nearly three years in, when the boat should have been out there and sailing, if things had gone according to plan.

Another year passed. Slow, slow progress, without any helpful voice at my elbow to say 'you're doing it all wrong'. Amazingly however, in a village 100 miles from the coast, there was now another sea-going boat, a home-completion Hunter 31, right next door. So a fair amount of two-way moral and practical support ensued; better-still, this invaluable

neighbour possessed a serious workshop equipped with a band saw, planer-thicknesser for a task involving him, initially at least, in GRP construction ! Furthermore the race was on: who would be afloat first. [he was, dammit.]



Eventually - the house re-mortgaged, holidays away a thing of the past -- the final push, back down to Maldon for caulking, then painting, painting and more painting, and finally being dumped without much ceremony into a mud-berth to 'take up' (after perhaps 20 years out of the water).

We took a triumphant maiden voyage, sans rig but under engine (a new Betamarine) and almost leak-free, down the Blackwater.

Then last summer, and after five long years, everything else came together, and surprisingly quickly; rigging, spars, and sails, the latter a beautifully made suit in Clipper canvas. Not that even then she was really finished of course. But there was nothing for it but to go out for a proper sail, and hope for a few admiring comments. Inevitably no-one said very much: the East Coast is a bit blasé about pretty boats. But for me; at last it all seemed to have been worthwhile.



And finally, just because I like it

Russell Read

WAITANGI WEAVES SOME BLACK MAGIC BY VIV HEAD

AFFILIATION BETWEEN CLASSIC YACHT ASSOCIATION OF NEW ZEALAND AND THE OGA

Just fifteen hours after touching down at Auckland International Airport, I was aboard 'Waitangi', a 57 foot gaff cutter built in Auckland by Robert Logan in 1894. She was designed and built by a syndicate specifically for participation in cup racing. Restored in 1994 to near original condition above and below deck, she is a joy to behold and to sail.

And with the exception of having an engine, there are few concessions to the demands of modern sailing with little instrumentation and not a single winch on board. She needs a crew of twelve to work the foredeck, operate the running back stays amidships and deal with the twin leeward and windward main sheets. Raising the 1200 square foot main and the 250 square foot tops'l requires a lot of muscle power and no shortage of grunt. 'Waitangi' is owned by a trust along with three other classic vessels and is skippered by Tony Blake, Chairman of The Classic Yacht Association of New Zealand (CYANZ).



The majestic 1894 Logan built 57 foot gaff cutter 'Waitangi' The Classic Yacht Lindauer Regatta took place in Auckland over the 17th to the 19th February 2006 and an invitation had been extended to any OGA members able to take part. All three days shared a common theme of consistent light, sometimes non-existent, winds and some very warm sunshine. Each day saw a different course in and around the islands and channels of the Hauraki Gulf. Fifty yachts from five different divisions or classes made for a spectacular sight against the backdrop of the Auckland high rise skyline including the iconic Sky Tower. The divisions ranged from the Class A gaff rigged boats over 38 feet of which four took part in this Regatta, to the pre 1975 modern classics and Bermudan rigs were prominent amongst the fleet. Independently of the yachts, the classic launches held their own Log Rally on the Saturday- classic launches are welcomed within the Association. Information on CYANZ can be found at www.classicyacht.org.net



It was day two of the regatta and things began slowly when we remained in sight of the start line for half the morning. Sometimes close, if not exactly exciting racing, the anchor was made ready to drop if needed to prevent precious yards being lost if the tide should push us backwards. Tiny Little Blue penguins basking in the sunshine floated lazily passed us, sometimes lying on their backs, busily scratching their belly.

A breeze eventually arrived and picked up to 12 or 14 knots as our course took us around the back of Rangitoto and Motupapu islands. Joined by an umbilical neck, these islands could not be more different. Motupapu is an ancient weathered landscape while Rangitoto is a volcanic conical peak covered in fresh green bush; it was thrown up a mere 800 years ago. It is one of dozens of extinct volcanoes surrounding the Gulf. We rounded the Haystack, which seen from astern against the naked sky defined precisely why it was so named, and eased goose-winged gently through the channel between Motupapu and



The 55 foot gaff cutter 'Ariki' also from the Logan yard, in 1904, a true champion of her day.

Motuihe Islands. Soon we collected a good breeze on a beam reach, and 'Waitangi' duly picked up her skirts and fled to the finishing line, leaving a scattering of smaller yachts in her wake. A fantastic day's sail over a twenty-five mile course threaded through some enviable cruising grounds.

The third and final day of the Regatta also began breathlessly when the start was

delayed for the lack of any wind at all. A shorter course than yesterday was just as well when the want of a good sailing wind persisted throughout the day so that the course distance had to be cut in order to make any kind of finish at all. The Hauraki Gulf is ringed by a series of weather reporting stations and they were all telling much the same story- 'Average 3 knots, gusting to 5 knots!' Tacking for maximum advantage in will o' the wisp zephyrs, 'Tawera', a graceful sixty foot Bermudan sloop who had cleaned up on the first two days, ran gently but stubbornly aground on a falling tide. She needed the help of 'Akarana', herself a beautifully restored Auckland Harbour pilot boat of fifty year old vintage, to get off. On the last long leg to the new finishing line, 'Waitangi' and the Bermudan sloop 'Prize' skippered by CYANZ Vice-Chairman, Chad Thomas, joined in their own private tussle to the line with 'Waitangi' just taking the honours with a final short tack.

With racing over, it was indeed a pleasure to take 'Waitangi's' helm for the run back towards

Auckland in predictably the best sailing breeze of the day. Tony and 'Waitangi's crew had made Betty and I very welcome and were a great bunch of people to sail with. Also amongst the fleet was 'Ranger' a 60 foot Tercel Sloop that was shipped to the Solent especially for the 150th America's Cup Anniversary weekend in 2001. She creamed the opposition to take line honours in the Round The Island Race. A couple of 'Waitangi's crew today had been aboard her then and in turn I have had the privilege of seeing her graceful lines sailing on opposite sides of the world.

There is evidence of New Zealand's participation in the America's Cup everywhere in Auckland. The Classic Yacht Regatta is based at the old America's Cup Team 'Alinghi' base in Viaduct Harbour, next door to the current New Zealand team who are in quietly confident mood for the next four-yearly maritime epic in Valencia in Spain in 2007. There is a movement underway to rename Viaduct Harbour, Blake Harbour in memory of the great New Zealand sailor Peter Blake who was responsible for much of it's redevelopment into a sailing harbour and who was tragically murdered in South America in 2001.

With so many boats and classes, the prize giving that evening was a major event and included an enviable array of spot prizes- there cannot have been a crew there that didn't leave with something. But before the presentations began there were of course thanks to the sponsors for their support in making the event possible. And I was delighted to accept the presentation of a CYANZ burgee from Tony and to be able to return the compliment with one on behalf of the OGA. We agreed that it would be an excellent development



Handing over the 'gin glass' to Tony Blake on the left

for an affiliation to be established between the two Associations, not only to foster international sailing relationships but also to encourage the opportunity for respective members to join in sailing events on the other side of the world, particularly since our sailing seasons are at different times of the year.

The evening also presented the opportunity to natter with people sharing our common interest. Some OGA members may remember Peter Brooks, an East Coast OGA member for many years who successfully competed in 'Natica' a 35 foot West Solent One Design he shipped out to New Zealand a couple of years ago. Peter is currently building a fifty foot Bristol Channel Pilot Cutter which will be shipped to the UK on completion. You can catch up with what Peter is doing at www.classicsail.net

It was nothing less than a privilege to have the opportunity to participate in such a great event on the far side of the world and to enjoy some of the renowned Kiwi hospitality. Thanks to Tony, the crew of 'Waitangi' and all the people who helped to make this such a fantastic two days.

GAFFERS ON THE WEB BY JOHN ROBINSON

Ten years have elapsed since the publication in France of a remarkable celebration in pictures of traditional boats all around the world, all painted by Louis George-Batier, who used his steel ketch *Pierre-Louis* as his studio in the course of wandering the oceans with his wife Carmen and children from 1973 until 1993. Voiles-Gallimard published his book, richly illustrated in colour, in France in 1996 (ISBN 2070602826) under the title *Bateaux Traditionnels du Monde*. It won the Prix de l'Academie de Marine in 1997, and was reviewed in the third EMH Newsletter in June 2000.

From the hundreds of water-colour paintings he completed during that epic circumnavigation, 'Loulou' has compiled a comprehensive archive of his paintings of traditional working craft, several of which have already disappeared since he recorded them. Each image has been carefully scanned at high resolution and can be enjoyed on a lively web-site created by Loulou's Association Mer Culture. In addition, the website www.louisgeorgebatier.com explains the procedure to be followed by any organisation that can offer to exhibit the collection of pictures (they are not individually for sale). His delight in painting all sorts of ships and boats (remarkable for someone who was already 20 years old when he first saw the sea) has not diminished since he sold *Pierre-Louis* and settled ashore; his website shows another 22 pictures painted in France the USA and the UK in recent years. In 2003, French 'Old Gaffers' honoured him with the title of Commodore.

Another versatile and sophisticated French website for traditional sailors (albeit without the evocative sounds of breaking surf that introduce Loulou's site) is to be found at www.ateliers-enfer.com/sitespatrimoine/sitespatrim.asp The principal topic of this site is forthcoming maritime festival and gatherings in Brittany, but under the heading Sites du Patrimoine, it offers links to the other websites which provide such an important link for France's widely-scattered traditional boat community. If you plan to visit France, or even if you live there already, be sure to look at this site regularly. It provides an excellent notice-board for what is happening in the traditional boat world, and a host of links to sailmakers, lighthouses, modelmakers, regional federations and other activities that combine to make up the rich mosaic of maritime culture in France.

John Robinson.



Working yacht off Portishead by John Laband BC OGA. Second prize winner Best Gaff Rigged Photograph in this years photographic competition.

LUCY VISITS THE EAST COAST BY MARTIN POUND

Firstly thanks to all concerned on the East Coast, in particular the President and Secretary, for the hospitality and all the special efforts that were made on behalf of OGA yachts High Barbaree and Lucy visiting from the Solent Area. The East Coast is a wonderful cruising area and I wonder now why it took so long before I made the effort to visit. The people are kindness itself, the scenery is beautiful, the waterways exciting to navigate, and the pubs fun. Every waterway has somewhere to anchor, and always seems to have two rivers conveniently attached and at different angles so there is always a sheltered anchorage.

I would like to thank the person who so kindly ran down the banks of the Crouch trying to get my attention to say that a free berth had been arranged up river; sadly I was looking the other way. It would have saved me from the interesting experience of a full ebb and a strong contrary sea breeze leading down to the Spitway!

I was amazed by how many Thames Barges are still plying these waters. I think I counted 16. Seeing them sailing is the most wonderful sight. I witnessed some marvellous seamanship and my congratulations to all those skippers. We had a great lunchtime 'lock-in' at the Manningtree Yacht Club (Constable country); thank you Steve and John. I have to admit to anchoring Lucy at Orford and catching a lift with those wiley 'grand parents' Tim and Liz Dodwell up to Snape. They were to continue on through the Netherlands and up the Baltic to winter the boat in Marienhamm in Finland; a great adventure and good example of adventure to us all.

We were blessed with offshore winds for most of the time which allowed easy access to the Rivers Ore and Deben. Southwold Regatta was a memorable weekend with great weather



'Lucy'

and entertainment. The local brewery was extremely generous in its prizes and I am not quite sure what race it was that Lucy won, but 35 pints of Adnams best bitter was dutifully carried onboard and shipped across the North Sea for dispensing at the Hellevoetsluis Regatta (probably wangled by Jon so that he would not run dry of his best tipple!!).

High Barbaree heads for St Petersburg this summer, and Lucy is hoping to circumnavigate the UK; after all, Three Brothers and Dame Ellen have done it! Starting late May from the Solent, clockwise via the Caledonian Canal. If anyone else is bored and would like to vaguely or otherwise join in, then why not rendezvous at the Northern Ireland sea festival at Bangor 16-18 June.

Thank you again East Coast; it was a great example of how to host a visiting Gaffer. Memorable days.

ROYAL HOSPITAL SCHOOL RALLY 24 JUNE 2006

BY MICHAEL ROBERTSON

Prior to the event it was agreed that Melvin Fox's trawler, 'Margaret J', would act as committee boat, although it was news to Melvin that he was also 'Officer of the Day'

I met up with Melvin on Friday evening and between us we transported most of the BBQ supplies across from Holbrook Creek to Wrabness and loaded them aboard 'Margaret J'.



On Saturday morning around 10 gaff rigged boats anchored in Holbrook Bay and crews rowed ashore in to the creek to be welcomed by the local Harwich Harbour Master's Assistant, Mr Peter Page.



We all (about 40 people) then walked up the Royal Hospital School where we were greeted at the Chapel by the school's IT Director, Andy Woollard. (Andy is also Vice Chairman of Holbrook Boat Owners' Association)

After a brief tour of the school in groups, in the company of one or two students, we all met up in the dining hall to partake in a superb breakfast of tea, coffee, fruit juices, ham, cheese, crusty bread and fresh fruit.

A couple of facts that were pointed out may be worthy of note. The construction of the Royal Hospital School, back in the 1920s, was the first £1,000,000 civil contract ever awarded in the U.K., and the Chapel organ is one of two that are deemed to be the largest organs in religious buildings. The other is currently undergoing restoration, which effectively means that this honour currently sits with the RHS.

In due course we returned to the creek where Peter Page, had kept an eye on all our dinghies and equipment. We didn't forget Peter's breakfast and brought him some 'goodies' in a 'take away' bag. (as an aside, Peter had never had a packed lunch 'on the shore', but for the record, for the first time in his life, he packed his own lunch on Sunday and did the same thing all over again).



The participants now had their numbers increased by the addition of 4 boats from the Holbrook Boat Owners' Association.

After a brief rest it was time to think about some racing. Around 8 boats set off from the start line at 15.00 hrs to race out to Pye End buoy and back.

The open boats (two smack's boats) and the four RHS Shrimpers (all flying their OGA pennants) set off on the same course around the 'cans' at 15.30 hrs.

The Open boats and Shrimpers finished after about 1 hour and 30 minutes with only one Shrimper managing to beat the smacks boats that were enthusiastically sailed by Melvin Fox and Mike and Sue Feather.



The OGA open boat's race was won by Melvin Fox. A glass 'Royal Hospital School Event' tankard was passed to RHS so that head master could present it to the winning Shrimper crew at assembly on Monday morning.

After 3 hours close racing the first two cruisers, 'Fanny of Cowes' and 'Crow', came into sight each trying to steal the others wind. Even within 100 metres of the committee boat they were still in (very) close proximity.

'Fanny of Cowes' eventually took line honours from 'Crow' by just 8 seconds. This margin may have been even closer but for the fact that the race committee had re-located the finish line from 'Margaret J' to 'Leticia' having been bribed by the offer of tea and chocolate cake from Mike and Sue Feather.

All of the cruisers (along with other boats that had simply sailed the course just for the hell of it) were 'home' within the next 40 minutes or so, including yet another 'neck and neck' battle between 'William' and 'Bonify'.

On 'corrected time', the cruiser race was eventually won by 'Fanny of Cowes' with 'Transcur' second and 'Crow' third.



Two of the Holbrook boats 'cruised' to either Shotley, or Harwich, where their crew numbers were augmented by further crew (family) members, although at least one Holbrook boat, 'Freya III', sailed the entire race course.

By now it was time to get ashore and start the BBQ. Many people helped with cooking and preparation for which many thanks. All too soon, the evening was coming to a close and it was time for the Holbrook boats, including 'Amber', to set sail back to the creek, while there was sufficient water to pick up moorings.



By the end of the day, I believe, we had around 28 or 29 boats participating at some point during the day. Even 'Bona' called by during the late afternoon and Ian Smith and Jane came ashore and said hello.

Michael Robertson EC OGA

OWNING UP TO PAST ERRORS BY JOHN TRAVIS

Back in the early '60s, having given up smoking for almost a year and having accumulated a small fund as a result, I scanned all the advertisements with a view to buying a small boat. In those days people who aspired to become a boat owner were all dreamers. *"I think that still holds true. We still spend winters evenings in front of the fire listening to the wind and rain outside planning the next summer's idyllic cruise in hot sunshine and calm seas. Fools that we are it is never really like that!"*

In those days the place to look to fulfill our dreams was The Exchange and Mart, and I found a 16 foot plywood NOMAD cabin cruiser designed by Barry Bucknall advertised in Essex.

At the week-end I arranged to drive up to view it in my little Morris Minor. It was owned by an Essex turkey farmer and had been stored in the farmer's field, open to the elements and had been used as a roost by some of his turkeys. It looked as though it had possibilities, and like all dreamers we are blind to what we see and only imagine the adventures that may lay ahead. After some haggling we agreed a price and with much excitement hitched it onto my homemade tow bar and set off to drive back home to Surrey.

No M25 in those days so we had to drive through London. By the time we got to the Mile End Road, the call of nature was overwhelming. Feeling relieved I got back to the car to find a large policeman waiting for me. "Is this your car sir?" And lots more formal questions, like, "How much does the boat and trailer weigh?" "The reason that I have stopped you sir is that I own a Morris 1000 and would like to know if it would tow a little caravan?"

After much work removing turkey feathers and droppings and painting the outside I eventually launched it into the Thames at River Lane, Petersham. It leaked so badly that I had to set the alarm clock to wake me every three hours during the night to remain afloat. However to fulfill some of my dreams, I took this little boat up the Thames to Windsor in one direction and down as far as Tower Bridge in the other.

During the Winter I managed to stop most of the leaks and with one of my young brothers, one spring day launched at Itchenor and headed for the Isle of Wight, with the aid of an AA book for navigation. (In those days the AA book had a panel with tidal differences around the coast of the UK and tide tables for London Bridge). I thought that we had arrived in Bembridge only to be told when we got in that it was actually Fishbourne, (well the dots are not very near the place names in the AA book.)

The following day we set out to return to Chichester, but as we got out from the lee of the Island we were rolling heavily and both kneeling in the cockpit to keep our weight low. As we approached Chichester Bar buoy (black port hand floating) I spotted what appeared to be a yellow life jacket floating low in the water. With great apprehension we rounded up wondering what we would do if there was a body hanging beneath it, particularly if it had been in the water for any length of time. Prodding it with a boat hook we were relieved to discover that it was a yellow quilted bed spread. As we surfed our way in along the entrance channel, on the verge of being out of control the home-made wheel steering failed sending the little boat round in a circle before we managed to regain control. We picked up one of Hayling Island sailing club's moorings and after a couple of shots of rum

(my brother had the sense to bring a bottle with him) we collapsed into a sleep of total exhaustion.

There were many other horrifying trips with this little boat if I can ever pluck up enough courage to retell them

My real interest was in sailing and later I owned an early Wooden Enterprise sailing dinghy. This I used to sail on my own on the south coast and the Solent with two 56lb weights lashed down one at each end of the centre-board case to aid stability there were many adventures with this before it was replaced by a locally built (Parham's) folkboat. In 1963 new this cost £1000 sans engine With this I managed to frighten myself but further from home, Normandy, Brittany, Channel Islands, and Isles of Scilly and so the story goes on!

John Travis – Solent Area OGA



Quick it's stopped raining' by Rick Wylie NIOGA.

Second prize Best General Sailing Photograph OGA photo competition 2006.

Website by Peter Farrer

I am continuing to receive positive feedback about the OGA website. If you look up your area on the main website, however, you might find it contains little or no information. Could all area secretaries please send me an area profile plus a few photos for inclusion on the site?

The forum board is beginning to be used more, and some interesting discussions taking place. This is available to all members, but all topics can be read by anyone, so, to participate, you need to register. This is to allow me to control the content should anyone post undesirables.

The forum is the place to buy & sell, and seek information. It's yours to use, so please do.

If you have a still valid advert on the old site, please transfer it to the forum, or ask me to do it. There is a link to the old site from the new one. For technical reasons, the old site cannot be changed

Also available on the forum site is a calendar of events, which I will try to keep updated. Again you can add your own events once you are registered.

If you want anything adding to the general site, please contact me.

Peter Farrer – Conwy & N Wales Area and Webmaster

Trophies Trophies Trophies

We need your input so that the OGA trophies can be awarded. Please put forward your nominations, in writing, to me so that these can be passed on to our judges for their final decision. May we please receive nominations, together with your reasons, by the 31st October 2006 in order to give our judges sufficient time to finalise a nominee.

I appreciate we have not given you a great deal of time to submit your nominations for either of these trophies but I am sure you all must know someone whom you believe would be eligible to receive such gallant trophies.

Closing Date: 31st October

Cape Horn Trophy

We currently have the "Cape Horn" Trophy which for the past couple of years has not been awarded. This trophy needs to be awarded each year and we are therefore looking to you the members to put forward nominations, stating your reasons why your nominee deserves the award, so that they can be judged and the trophy once again awarded each year.

The criteria for this award are:

For outstanding seamanship performed by an individual in a single occurrence e.g. a rescue

or

A most interesting log.

Alan Hidden Trophy

As mentioned in the March log Alan Hidden very kindly left the Association monies in his will and it has been decided that we create a trophy in his memory. This we have done and the criterion is:

"For the best outstanding performance by a young person (under 25 years of age)"

We need you to nominate a young person to whom you feel this trophy should be awarded. Please send your nominations together with a brief description, to me before the 31st October. They will then be passed to the judges for their final decision.

David Cade Memorial Trophy

This trophy has been donated to the Association by Alison Cade (David's wife) and is awarded annually to a member who has made the most outstanding contribution to the Association during the year. The recipient of the trophy is decided by members of the General Management Committee (GMC)

All trophies will be awarded at the Annual General Meeting held at the Cruising Association in London in January. Please ensure that all trophies are returned to Sue Farrer at least one month prior to the AGM.

A photograph and details of the trophies is also on the OGA website.

Sue Farrer
Trophy Secretary

Telephone: 01270-874174 or email susanfarrer@o2.co.uk

- 1-3 September CNW 10th Anniversary small boat gathering Glenridding Ullswater. Contact Sue Farrer on 01270 874174 or email susanfarrer@02.co.uk
- 2-3 September Solent Area OGA Annual Race and rally. Contact Geoff Skinner on 023 8040 3155
- 3 September Commodores Cup Rally Dublin Bay OGA. Contact Mick Bentham on 00 353 1 8476279
- 9 September Dublin Bay OGA Pier House Cup and Rally. Contact Mick Bentham on 00 353 1 8476279
- 16 September Neyland Brunel Festival. WWMHS event. Contact David James on 01646 683764.



23 September	The Holmes Race from Portishead. OGA members welcome. Contact John Maxwell on email JMMAXWELL@aol.com
23 September	Maldon Town Regatta and OGA Anniversary Rally. Contact Jon Wainwright on 01206 393537 for details.
23/24 September	Yarmouth Rally and Centenary Race and Pursuit Race. Contact Geoff Skinner on 023 8040 3155 for details.
28 October Sara	End of Season Rally MNK OGA and meal at Harty Ferry. Contact Harding on 01227 752333
11 November	ECOGA End of Season Rally and party at Brightlingsea. Contact Jon Wainwright on 01206 393537 for details.



2007

10 January	OGA AGM at the Cruising Association Limehouse. Contact Hon Sec Robert Holden for details on 01843 582997.
30 June / 7 July	Classic Channel Regatta. Email Bruce Thorogood for details bruce@bindwell.plus.com

Beale Park 2006 - Gaffers doing what Gaffers do best
by Claudia Myatt BC OGA.

Dear Phil

Leigh-on-Sea Sailing Club – “Club Classics”

The Leigh-on-Sea Sailing Club, based on the Essex coast of the Thames Estuary, has introduced a “Club Classics Class”. Within the club there are a good number of classic wooden craft, built and maintained in a traditional style. These include the gaff cutters "Almita", "Lady Beatrice" and "Rose of Paglesham" and the Barge Yacht "Nancy Grey". As well as cruisers the class also involves classic dinghies, Leigh being home of the “Tideway Dinghy”, and there are a number of these sailing within the club. The owners of these boats freely share advice and when on the water often sail in company. Based on this the owners

have welcomed the formation of “Club Classics”. Classic boats remain within their respective Cruiser or Dinghy classes but are also invited to take part in “Club Classic” events throughout the season. Formation of the class has generated a good deal of local interest and we hope that it will encourage other members to consider taking on a traditional boat, as well as encouraging other traditional boat enthusiasts within the area come and join us.

If you own a traditionally built wooden boat or a GRP replica and would like to be involved with the Leigh-on-Sea Sailing Club “Club Classics” please contact me at

classics@leighsailingclub.org or visit our website www.leighsailingclub.org for more information about us and our boats.

Mark Emmerson

Dear Sir

Many thanks for another super edition of Gaffers Log, as interesting as ever.

I found particular interest in the article by Mr Jacob, ‘Rigging Rumours’, but must take issue with his statement, ‘deadeyes should be rove through with the lanyard bow to stern.....’ Not wishing to disagree with the professionals but my barge master and mentor for over 30 years, the late Fred Cooper taught that lanyards were rove starting ‘top left – in and out’. The reason? If not the port side lanyards were rove left handed – not good with standard 3 strand hemp as it puts the turn in!

I know Fred was an Essex man and I’m pretty sure that Paul Jacobs of T S Rigging and Topsail Charters had the same teacher.

Ray Rush

Ray then wrote again as follows:



Dear Sir

Following my recent letter with regard to the reeving of 'deadeyes and lanyards' (Rigging Rumours – Sean Jacob GL March 2006) I can add a little more.

While researching for an entirely different subject I needed to consult 'The Ashley Book of Knots' and I quote in full the reference to lanyards and deadeyes:-

'Lanyards are rove in the same direction that rope is coiled (right handed). The standing end is knotted at the inboard side of the left hole of the upper deadeye. On square rigged vessels lanyard stuff for all lower rigging is four strand tarred hemp, in diameter one half the diameter of the shroud or stay that it leads to. Topmast lanyards are three strand stuff.'

'On some smart naval craft the knots were at the forward hole of the deadeye on both sides of the ship, left-laid rigging being used on the port side. If cable-laid rigging was used, all the knots were on the right side of the deadeye'.

I'll stick with my 'top left!

Ray Rush

Editor's comment: Well done Ray – Any response Mark?

Dear Phil

I thought you would be interested in a letter I received recently. Perhaps it is something that the Associations members should know about. It is after all a maritime heritage issue.

Quote:

Dear Mr McRae

The Clipper 'City of Adelaide'

For the second time the Trustees of the Scottish Maritime Museum at Irvine, Scotland, have made an application for the hull of the City of Adelaide to be demolished. Having researched her history during more than a decade as an independent volunteer in support of the Museum it has fallen to my lot to drum up objections to the proposal. In addition to my correspondents who have family or other personal connections with the ship, I am writing to fellow members of the Society for Nautical Research with addresses in Scotland, the North East of England, where she was built, and Australia. I very much hope that you will join us in our objections to the potential loss of a unique survivor in our shared heritage.

The ship-rigged City of Adelaide was built in 1863-4 at Sunderland by the notable William Pile and providence has left her as the oldest surviving composite ship in the world. Her importance has been recognized by her being A-listed under Scottish planning law, the highest category, and her inclusion amongst the UK's Core Collection of Historic Ships, where she is one of only four merchant sailing vessels. In Australian heritage she is of unique importance as the only survivor of the regular traders so important in the development of Australian trade, and as carriers of emigrants and passengers of all kinds.

No deadline for objections has yet been fixed, but it could be quite soon, and it is important that the Planning Committee of North Ayrshire Council, who are the first level of adjudication, become aware

of the extent of the opposition quickly.

If anyone should wish to write to support the saving of this historic vessel they should write to:

Mr Tom Parish, Development Control, Application number 06/00488/LBC; North Ayrshire Council, Cunninghame House, Irvine, KA12 8EE.

Yours sincerely

Alan Platt

Unquote:

Editors comment:

Having spoken to Alan in preparation of this issue of the Log (14/08/06) it would appear that no decision has been taken as yet, as to the fate of the City of Adelaide. Further information can be obtained from Alan whose email address is Alan.Platt@btinternet.com

I have also taken the liberty of passing Alan's letter to Hannah Cunliffe who is the OGA representative on Heritage Afloat to see if she can be of assistance.

Dear Phil,

Just wanted to extend thanks to Mike Stevens for organising an excellent weekend at Beale Park Thames Boat Show: and to gratefully recommend Chris Jeckells, MD Jeckells Sailmakers, for running an impromptu Master Class on sails and rigging!

Lune Fox usually spends her time mast-up at Glenridding so the unaccustomed odyssey South of the Thames (just), and the complexities of 12ft 6in of cutter rig defeated her tyro owner by the deadline to go-look -active on the little lake at Beale Park!!

Enter Chris Jeckells with a frenzy of practical suggestions which will ensure simplicity and enjoyment this season and ever more! The other four OGA boats there also got the Chris Jeckells treatment. A half inch tweak here got rid of the dreaded mainsail pucker there. This man is worth listening to!

So yet another reason to go to Beale Park with Mike next year; when I confidently expect to be promoted from 'Static Exhibit'!

Richard Spencer

Dear Phil

On a recent day trip to Dublin we met up with Mick Bentham, Dublin Bay Area Secretary, whom I have to say looked after us all extremely well. The weather was awful, raining, windy and the visibility was poor. However, Mick met Pete and I, Maxine and two friends and took us sight-seeing (well what we could see!). He took us all out for lunch and then met with a number of his friends and OGA members (including "Polkeo" ! an in joke) in Malahide for a pleasant few hours in a local hostelry!, and finally Mick treated us three girls to a gift from Dublin.

I would thoroughly recommend anyone visiting Dublin to get in touch with the Dublin Bay OGA whose hospitality cannot be flawed. Thanks Mick

Sue Farrer

Area Secretary - Conwy and North Wales

Dear Sirs

My late father, Mr Cecil Evans of Merchant Weavers House, High Street, Dedham, Essex, who died on 7th December 2005, was a great Old Gaffer fan after sailing Jubilee for many years up and down the East Coast.

However, I am still receiving the Gaffers Log and although its a great read feel he ought to be taken off your mailing list.

My father loved reading it though and thank you for the many years of fun we all as a family used to have racing at Maldon and on the Blackwater.

Sue Evans-Avlonitis

Editors comment:

Sue had advised the Hon Treasurer of her father's death earlier this year but after his direct debit payment for this year's subs had gone through. Sue subsequently emailed Lynn as follows;

Dear Lynn

No please do keep the excess as a donation as I am sure my father would have wanted that. If you do have a special section to mention his passing as one of your oldest members and you do things like that it would be lovely to see the issue. One of Dad's fondest photographs was of his beloved boat Jubilee at a race off Maldon, or was it Burnham in the 70's. The race was the highlight of his year.

Will Langton who used to help crew Jubilee with my brother Simon when they were teenagers is now working in Harwich for the Pilot Boats and he spotted Jubilee sailing up the river Stour only last summer.

Ah well, times pass

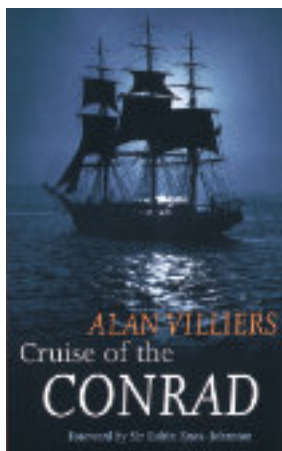
Sue Evans-Avlonitis

Editors comment:

A copy of this Log will go to Sue, and if I could find a way of sending one to Cecil I would. I hope the photo is his favourite.



'Jubilee racing in the 70's'



Cruise of the Conrad by Alan Villiers

Published by Seafarer Books (telephone 01394 420789)

Price £12.95 (paperback) 416 pages illustrated.

ISBN number 0 9547062 8 5

The journal of the voyage around the world undertaken in the full rigged ship **Joseph Conrad** by Alan Villiers in the years 1934-1936. A reprint of the original book, published in 1937, of this classic voyage including a forward by Robin Knox-Johnston and a short biography of the author and illustrated with some of his own photographs. A timeless classic which stills makes for very good reading.

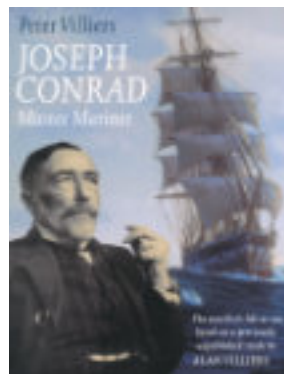
Joseph Conrad by Peter Villiers

Published by Seafarer Books (01394 420789)

Price £14.95 (paperback) 140 pages illustrated

ISBN number 0 9547062 9 3

This is the story of the voyages of Joseph Conrad, Master Mariner, in the latter half of the nineteenth century, who became Joseph Conrad Master Novelist. Written largely by Alan Villiers (see above) but completed by his son Peter Villiers, this is a must for anyone interested in books of the sea. In addition there are 12 paintings of Conrad's ships in colour by maritime artist Mark Myers, who himself sailed with Alan Villiers in tall ships.



A fascinating pair of books, which together would make a fine gift.



The Barefoot Navigator by Jack Lagan

Published by Adlard Coles Nautical (telephone 01256 302692)

Price £14.99 (paperback) 160 pages illustrated

ISBN number 0 7136 7429 6

Sub titled Navigating with the skills of the ancients this is a most refreshing book about navigation. Forget for a moment GPS and electrical gismos and stand on deck using just your own senses. Part one covers the navigational achievements of the ancients and moves on through understanding and using the wind, swell, sun to help estimate position and hold a course. Parts three and four cover DIY devices to calculate lat/long, obtain bearings and make a good landfall. The last part explains techniques for use in heavy weather and survival situations.

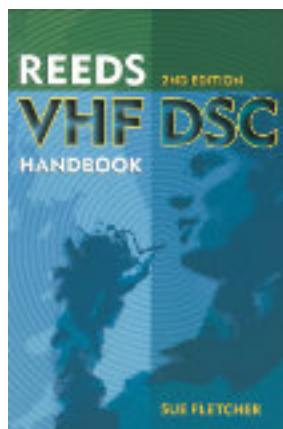
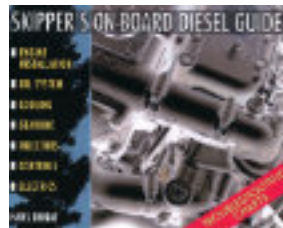
Skipper's On-board Diesel Guide by Hans Donat

Published by Adlard Coles Nautical (telephone 01256 302699)

Price £9.99 spiral bound 26 pages with colour illustrations throughout

ISBN number 0 7136 7618 3

Presented in a splash proof spiral bound format this book is a very useful guide to have as your on board reference book on diesel engines. Covering lubrication systems, cooling systems, gearbox, injectors, controls and much more.



Reeds VHF-DSC Handbook by Sue Fletcher

Published by Adlard Coles Nautical (telephone 01256 302688)

Price £12.99 paperback 160 pages colour throughout

ISBN number 0 7136 7573 X

This is the second edition of this clear and easy to understand reference work on VHF and DSC. A comprehensive but straight forward guide which with many rescue authorities around the world relying more and more on DSC for initial contact really is a must have on board.

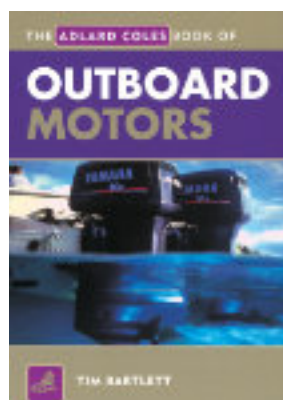
The Adlard Coles Book of Outboard Motors by Tim Bartlett

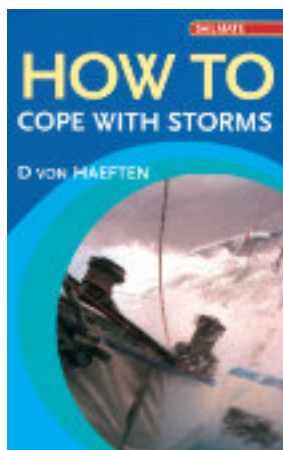
Published by Adlard Coles Nautical (telephone 01256 302699)

Price £12.99 paperback 86 pages illustrated

ISBN number 0 7136 7575 6

First published as the RYA Book of Outboard Motors this book continues to be one of the clearest on the subject. Written for owners rather than mechanics it gives clear and concise advice on all aspects of keeping your outboard free from problems through to solving them when they do arise.





Three books from Adlard Coles Nautical (telephone 01256 302692) in the Sailmate series of 'How to....' priced £10.99 each in paperback

How to Cope with Storms

by D von Haeften

ISBN number 0 7136 7582 9 170 pages b/w line drawings

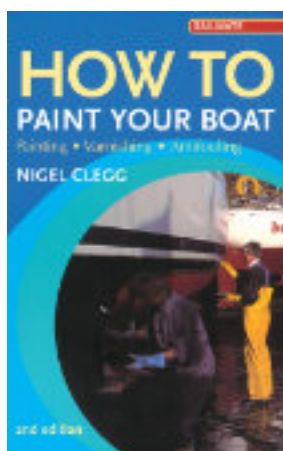
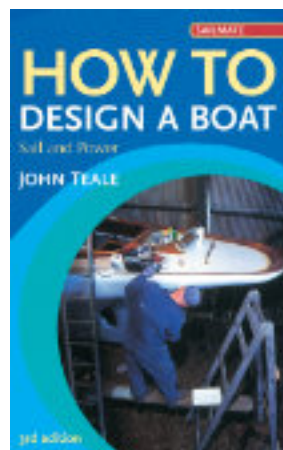
A very informative guide to heavy weather techniques. Covering all aspects from how bad weather develops to coping with it, and emergencies on board as a result. A very useful read.

How to Design a Boat – Power and Sail

3rd edition by John Teale

ISBN number 0 7136 7572 1 160 pages b/w line drawings

The third edition of this straight forward guide to designing your own craft. A best seller since first coming out explaining procedures and using working drawings to give a clear explanation.



How to Paint Your Boat – Painting, Varnishing and Antifouling

2nd edition by Nigel Clegg

ISBN number 0 7136 7571 3 144 pages 40 b/w line drawings

Having worked in the paint industry for over twenty years the author gives a clear and full explanation of surface prep, application, different types of paints and varnishes, fault correction and much more. A comprehensive guide to all aspects of maintaining your vessel.

East Coast

OGA activity on the East Coast has maintained its usual high level, although there is a concern at declining entry levels for its premier event, the East Coast Old Gaffers Race, held again this year at Brightlingsea. With no external financial support this year it actually lost money for the first time, despite good organisation and successful sailing activity. As one of the two races in 1963, which kick started the OGA into life, this lack of support from the Blackwater and Colne areas is rather sad. However the area organisation is determined to maintain standards, even if it means an element of cross subsidy from other more successful events.



Presidents Race fleet Elfreda, My Quest, Kelpie 2, Quiet Days and Bona

Fanny of Cowes, the legendary Itchen Ferry which used to dominate the big fleets of the 60's, finally managed to put her name on the East Coast Old Gaffers Trophy again, despite some exciting new entries into the fleet. The most remarkable of these is Robert Berk's Crow, a black hulled 37 ft yawl with high tech gaff rig on unstayed carbon fibre masts (with rotating mizzen), just what you'd expect from the man who gave us Dirty Girty. She is now nicknamed "Stealth", appearing to avoid detection between the start of any race and arrival at the finish.

The event was supplemented with a lovely cruise and social to Wivenhoe and an inspiring OGA evening charter of the first class smack Pioneer.

Any worries about entry levels were soon dispelled by the excellent turn out at the "Trafalgar" Rally at Holbrook and Wrabness, the OGA being treated to a tour and a meal at the Royal Hospital School, recently affiliated to the OGA. This was followed by a race with Fanny just beating Stealth on the line and a super barbecue on the beach. Some 28 boats, including the RHS Shrimpers, took part in the Rally.

"Swallows and Amazons" at Walton Backwaters was again a huge success with 41 open boat entries. Whilst the rest of UK sweltered in balmy breezes, we of course had the usual blast from the NE, causing a shortened course, but a good time was had afloat and ashore, lots of participation by youngsters as well.

Most satisfying event this season so far has been the August Classics Cruise, which incorporates the best of East Coast Classics and the August Cruise from the 40th OGA Anniversary Rally. Entry levels were well up for this rally which toured Orwell, Stour, Walton Backwaters and Deben areas. We started at Ipswich Wet Dock, where we registered and



Brian Hammett, presenting skipper of 'Fanny'
Nigel Waller with the Victor Ludorum trophy (Again!)

received our "Speedy Stitchers" from Classic Marine. The ensuing regatta was huge fun, enjoyed by all age levels and canines, and really put atmosphere in the event, despite wet and windy weather for most part. Apart from the Passage Race from Woodbridge Haven to Levington (actually beset by calms!), the racing for the Two Rivers, Pennyhole Bay and Presidents Races was to a very good standard by competitors. We finished with an OGA set dinner and Prize-giving at Haven Ports Yacht Club. There were lots of trophies to be handed out, subs from Watercraft and Classic Boat Magazine and Books from Seafarer Books. Slightly expectedly Fanny retained the Victor Ludorum, but was closely followed by My Quest and the smack Transcur. In the Classic Berms, the Finesse Quiet Days took top points, followed by Maid of Tessa.

On the Cruising front, Avola's trip to Riga was probably the longest. Maryll has been cruising Dutch Waters, attending the OGA.nl's event at Enkhuizen, which was blown out through bad weather and the VKSJ event at Vollandam which was not. The Solent Area Pres was spotted in Westerman at Hoorn, returning from a tour of the other side of the Baltic, whilst smacks Transcur and Quiz have also been touring Dutch waters.

The last event is the area rally, party (and AGM) at Brightlingsea on November 11th.

(Reports and other details of events and activities see eastcoastclasssics.co.uk.)

Jon Wainwright
Area Secretary

Medway and North Kent

Since the last Gaffers Log we have had the MNK A.G.M. in May, our annual race in June and are now looking forward to our end of season rally and meal at the Ferry Inn, Harty in The Swale on October 28th (please contact the sec...me... if you are thinking of coming so that we can give the pub reasonable warning of numbers for food, many thanks).

Our A.G.M. was uncharacteristically poorly attended this year with a total of 9 people, 4 of whom were committee members anyway. This was a shame because after the business side of the evening was over, we were treated to a fantastic talk by one of our local R.N.L.I. members Guy Addington who regaled us with some amazing stories of recovering people and boats from places pretty close to home. The evening was very interesting, informative, educational and at times hilarious, we certainly all came away a lot better



Emanuel - racing at the annual MNK race 2006

informed about what the R.N.L.I. has to deal with on a daily basis along our coastline and sometimes inland too in times of extreme flooding etc. Hadn't really thought about that part of their job until we were told about a pretty amazing journey of an R.N.L.I. boat on a trailer trying to get to the flood zone after the Medway burst its banks in the upper reaches somewhere in Maidstone a few years ago. Flat tyres on the trailer, horrendous traffic to get through and some pretty unhelpful people on the roads to boot were just some of the things they had to deal with in a matter of hours. Of course there were also some

incredible rescues in seemingly impossible conditions as well as some pretty sad ones. Everyone at the yacht club who came to the talk (including a few passing sailers who were stopping over in Queenborough enroute elsewhere) really enjoyed the evening and I would like to extend our thanks once again to Guy and all the other men and women who basically put their own lives on the line for us lot day in and day out.

Our annual race in June went well this year and was pretty well attended with some new faces as well as the usual crowd. The weather was good although there was a fair amount of wind so it was a fairly swift affair. The fleet stayed quite close together this year and there were several races within the race going on which made for a good day, no one was left stranded at the back for hours beating away on their own which is obviously a bit of a soul destroying exercise.

There were a couple of things that cropped up on the day, one is that some of the entries were very late and although they came with filled in handicap forms, by then its too late to put the figures through the computer programme (we don't have one on board!!) and that makes the placings rather difficult to work out for us. The other thing is a bit of a problem really, our prizegiving this year was rather a poor show because for some reason almost nobody returned their cups, which means we only had 3 to present when we normally have a table full. Can I take this opportunity to respectfully ask those that have previous years trophyies/cups to return them to me by post as soon as possible to Woodsend farm, South Street, nr Faversham, Kent. ME139NS. Many thanks and hope to see some of you at Harty Ferry in October.

Sara Harding MNK Area Sec

Devon

The news of Dave Keller's illness came as a severe blow to all of us: he has been such an efficient and stimulating Secretary, and his energy and enthusiasm had been so infectious to us, that it was hard to imagine how we could manage without him. However, a special meeting in the spring ensured that manage we shall, albeit in a slightly unconventional way. Mike Lucas continues as President, but we have not been able to find a candidate for Secretary, so John Scott is acting as link-man to produce bulletins from time to time, Simon Stretton will distribute them, and other members have volunteered to organized social functions such as a Laying-up Supper. Jackie Fisher does not want to continue as Treasurer, but will do the essential work until a new Treasurer can be found.

The Start Bay Race was held on July 15th: it was not helped by coming at the end of several days of strong easterly wind, which prevented some members from getting up from the Plymouth area – on the other hand we were delighted to have John Wilson in Capraea, which had called into Dartmouth on her way down channel and found we had a race on. On the day the wind was still easterly but falling, and we had to contend with a strong spring ebb tide which made it hard for some boats to make the weather mark. However, it was a glorious afternoon, and seven gaffers enjoyed the sailing; Marie Louise finished first overall and in Class III, and Class II was won by Capraea. At the prizegiving afterwards we had Dave Keller as our Guest of Honour, accompanied by his wife Margery, and we presented him for life with our Oysterman Trophy in gratitude for all he did for the branch.

The Plymouth Classic was once again an excellent event. This time it was centred on Plymouth's historic Sutton Harbour, where the 70-odd classic boats showed themselves off splendidly: the Saturday was a dismal day of drizzle such as only Plymouth can produce, but on Sunday we had perfect sailing weather, and the fleet, racing inside and outside the Sound, made a perfect picture, Thalia in particular looking magnificent under a cloud of canvas.

Dittisham Regatta again attracted seven gaffers for two races; the first was in a very light wind, which spread the fleet out very widely as the smaller boats stemmed the ebb tide, but in the second the wind piped up to a good light breeze, and we had a good race. Once again Marie Louise was winner on the line and on handicap, with Julitta second, in both races.

As this report is going to press, we're looking forward to having a good entry of gaffers in Dartmouth Royal Regatta.

We're looking forward to a Laying-up Supper on Thursday, 23 November, at the Steam Packet, Totnes. We'll be circulating details of this to Devon Gaffers members shortly, but if you want more now, please contact Mike Forwood on michaelforwood@homeatlonglast.fsnet.co.uk.

John Scott is to be found on jgmscotttrelake@aol.com, telephone 0183 867754.

John Scott
Acting Area Secretary

The Trailer Section

This is a compilation of the May and September articles because poor Phil ran over his foot (We will never let him forget!)

Since I wrote the Spring article, full of the usual start of season things like check the bearings etc, a few rallies have taken place. I am pleased to say that already we have more small boat rallies than one person can attend. If you are a small boater you should encourage your Area to put on an event or two, but remember, its no good badgering an already harassed Committee and expect them to do more, YOU should take the first steps, if you want advice , call me on 01792 297445.

What we are not seeing at rallies is young persons, these are the generation that will carry the OGA into the future. With house prices as they are, the likelihood of young couples being able to afford a cruiser are low, this is where the Trailer Section can step in, many of our boats are low cost, not only to buy, but to maintain and we should make every effort to welcome newcomers.

Please, if at all possible, bring children or grandchildren. Even if there is no room in your boat, crewing positions will probably be available.

Thinking of getting a new trailer boat? Before you do so, give some thought to what it will weigh once on its trailer. Apparently some people have blithely ordered new craft, only to find that either their driving licence, or the weight of the boat and trailer were over the limits. Please check carefully before committing yourself. Camper vans in particular have surprisingly low limits for the maximum trailer weight. What you need to do is check the VIN plate. There will be 4 figures on it, the maximum permitted weights for the front and rear axle, the Gross Vehicle Weight (GVW) which is the maximum for the vehicle together with its payload, and the Gross Train Weight (GTW) which is the maximum that the vehicle and its trailer may weigh. Subtract the GVW from the GTW and that is the limit for the boat and trailer.



Viv Head showing off his cooking at an OGA barbecue.



*Photo: Dave and Annie Rogers
This is supposed to be a race.*



Ullswater: Photo Dave and Annie Rogers





Silver beach. Photo Dave and Annie Rogers



A sort of race!! Photo Dave and Annie Rogers

OGA to Morbihan 2007



Following the success of the Seafairhaven at Milford Haven this year, a number of members of the Clywedog S.C. are considering attending the twinned event at Morbihan, France (14 to 20 May 2007)

By sheer good fortune, a Clywedog S.C. member was born at Morbihan and might be available to "Captain" a convoy there next year.

I know that a few OGA members have already been to Morbihan, but I envisage an "open" convoy under OGA auspices to meet at a suitable port (Portsmouth?), possibly with a block booking and make our way over to France. Obviously, individual entries will have to be made with the French organisers.

Before I advertise this in the sailing magazines, I would like to give precedence to OGA and Clywedog members, so I need to know by 1.11.06 if you would like to consider it, even if you cannot make a firm commitment.

Please call me on 01792 297445 and we can have a chat about it.

Mike Stevens
Area Secretary

Conwy and North Wales Area

There has been a lot of activity in the Irish Sea this summer, with events at Bangor, Peel, Liverpool, Conwy and Dublin Bay and of course Milford Haven.

Along with several other OGA members, Pete and I attended the marvellous event at Sea Fairhaven. A very strenuous week for us sailing Nymph but well worth it. The event was very well organised by all concerned. See report in the September issue of Classic Boat.

For those who did not attend keep your eyes open for news of the 2008 event but before that the Morbihan in 2007.

The weather in the later part of the season was fairly blustery, with many boats stranded in the Isle of Man for several days following the Peel event. Unfortunately, Irngard (John & Wendy Duncan's old boat) ran aground at Walney Island and was a total loss. The crew were saved.

At the Conwy River Festival Tankard Races, the Nobby Cachalot took first place in the gaffers section. The Nobby, Gaffers and Classics races had to be postponed following a

week of fresh NW winds, and were run on the 19th August – still in fresh winds. The tides required a longer than usual race, including Puffin Island in the course, and there were several retirements. The winning Nobby was Laura, with Nanette winning the small Nobby class. Nanette is owned by new member Pete Kennerley, and was helmed by his girlfriend Alison, ably assisted by Robin & Joanna. This is Pete's first season with Nanette. The winning Gaffer was once again Shearwater whilst Moonflower, Fred and Angela Winstanley's Hillyard was the first Bermudan Classic.

Due to circumstances beyond our control the Small Boat Gathering at Derwentwater has had to be moved to Glenridding on Ullswater and is (or was) a week earlier than advertised. A report on that event will be in the next log.

The area's Annual General Meeting will be on Saturday, 21st October 2006 at the Holyhead Sailing Club at 6pm followed by a meal in the sailing club restaurant. An activity for the Sunday is being arranged. Notification will be sent to all our members shortly. Should anyone wish to attend the meal please contact me in order to book a place. A surprise guest speaker is being arranged and we are also hopeful that our friends from Northern Ireland will be joining us. I don't think we can match the NIOGA dinner but we shall have a damn good try!

The area wish Phil all the very best in his recovery following his unfortunate accident in France – I think the moral of the story is to get someone in to do the gardening eh Phil!

Hope you manage to get some sailing on Wendy May before the end of the season.

Sue Farrer
Area Secretary

Solent Area

A total of 8 small boats, ranging from 12 to 20 feet, turned out to accompany the 20 big boats for Solent Area Beaulieu rally. It was the first of several events planned in the Solent this year to encourage small boats to join in and have some fun.

Saturday saw the small boats race upstream from Bucklers Hard to the delightful Beaulieu village on the tide, with enough time (for most) to take a leisurely picnic before racing commenced again for the second, downstream leg. Prizes were given for boats under 16 feet and boats 16 to 20 feet. Tosh, a Cornish Cormorant, took the small boat prize, with Hermit, a Crabber17 sailed by Tony Hockley winning in the larger class.

Racing was as much about avoiding the mud, as it was about sail trim, with some quite spectacular groundings. Everyone thought Hermit was going to walk away with the prizes when they got the asymmetric out for the down wind run from Beaulieu. In response Doreen C (Winkelbrig) set topsail and square sail. But alas the winding river got the better of them both and seemed to head the fleet at each twist and turn. The wind got up towards the finish which ended in a stiff beat past the larger boats, which were rafted up on the piles at Bucklers Hard and had a fine view as the fleet romped home.

Our thanks got to Ron and Beth Hanson, who have not only organised the Beaulieu rally for the last 3 years, but acted as committee boat for the race and waited out at the line in their dinghy for the stragglers at the lunchtime stopover, while the rest of us enjoyed time ashore.

Around The Areas

All the gaffers got together on Saturday for a BBQ and shanty singing, special thanks to John Travis, John Lesh, Liz Dodwell, Mike Brackstone and Terry Munt who led the singing.

Memorable small boats at the rally were “Inisheen” a very pretty David Moss Catboat in immaculate condition sailed by Simon Sullivan. “Catpaws” a handsome Selway Fisher designed Suffolk Beach Punt built and sailed by Frank and Andrew Carson.

Special prize was given to Sea Jay a “Whisper Boats” 20 footer sailed by Chris and Jo Allender and making her maiden voyage at Beaulieu, Sea Jay promises to be very fast indeed, so watch out the under 23 feet class in the annual race if Sea Jay turns up. The other special prize went to Terry Smith who put those of us who came via the M27, to shame by sailing his Memory, sailed single handed from Langston Harbour.

A good time was had by all and we look forward to seeing more small boats at forthcoming events during the season.

Geoff Skinner
Area Secretary

Northern Ireland

Bangor Traditional Sail 2006



Morna Dickies Ketch, 1920, sailed by Stephen Clarkson, and Eliza Jane, YW Peoples Boat, 1959, sailed by Don McLean

Bangor Trad Sail took place over the weekend of June 23rd to 25th. For the first time it was part of the Sea Bangor Festival that was run shoreside by North Down Borough Council. NDBC had organised two large vessels to attend the Festival, The Matthew and Jeannie Johnston, these vessels looked exceptional on the harbour wall. NI OGA did the usual in bringing about 30 boats to Bangor ranging from as far afield as Ardrossan in the North to Howth in the south. We berthed in the harbour with the two large vessels and augmented the overall look of the occasion. On Friday evening the gaffers went live on BBC Northern Ireland as part of the local evening new programme. All those who participated had the usual fun associated with BTS. There was a barbeque on the Friday evening organised by the Bangor branch of the RNLI and we had our music from the Gaffers Boat Band and Over the Hill on

Saturday evening with the associated craic.

We had a race on Saturday that was well attended. There was a good breeze all afternoon and all participants enjoyed the sailing. Results are below. Sunday was also a good sailing day and most boats went to sea to sail in the bay. We had Our Deputy Mayor, Diana Peacocke down to the Marquee to present the prizes on Sunday evening. She was impressed by the attendance and the cut glass given as prizes. All those who could make it enjoyed Bangor Trad Sail. I would like to thank North Down Borough Council, Quay's Marinas, Coyle's Restaurant and Bar and BJ Marine for their support for NI OGA enabling us to run BTS.



Boats moored at Bangor Traditional Sail

Peter Lyons
President NI OGA

Peel Isle of Man Traditional Boat Weekend

The Traditional Boat Weekend in Peel Isle of Man has not been held since 2002, because of the engineering work being done to Peel Harbour since then. This year Peel Town Commissioners asked Peel Sailing and Cruising Club to hold the event for the eleventh time. A team led by the Commodore, Harry Owens, assisted by Mark Kermode, Andrew Berry, Andrew Hall and Mac McDiarmid, Mike Clark and John McAuley. Nicola Dixon also helped with the posters and tea shirts.

Members of NI OGA decided earlier in the year that we would make our presence felt in Peel as in years before, so we registered with Mark Kermode and in due course set out for Peel. Honora, Peter Lyons, Golden Nomad Alan and Irene Aston and Marlou, Dennis Magill left Bangor Co. Down at 0400 on the Wednesday morning. We had a quiet crossing to Peel arriving there at high water, about 1300. We called Mike the Harbour Master who told us to proceed up the river and he would swing the bridge to let us access the inner harbour. We sailed into the river and were at once greeted by many old friends who had arrived before us. We berthed as directed and settled down for the rest of the week. Nicola Dixon had picked Alison up from the Airport and ferried her to Honora, I thank Nicola for that. Wednesday was spent meeting old friends and Gaffers as well as catching up with the changes in Peel since we were last there, and there are many.

Saturday dawned blustery with a very wet forecast so the organisers postponed the planned sailing in the bay until Sunday. This gave the sailors the option of getting a few refreshments in the local hostelrys or visiting each other's boats, which they did all afternoon. There were sandwiches available in the Sailing Club before the prize giving at 2000. Honora and Golden Nomad were awarded the Nobby Winch for Exceptional Music in the Clubhouse on Friday evening. The Cup was awarded to HMS Pickle for being the most isolated boat, having moored at the end of the breakwater rather than in the harbour. The Nobby Leg is awarded to the person who has committed the biggest cock up over the weekend, this has gone in the past to various persons from the Galway Hooker brigade, in their absence the Nobby Leg was awarded to the Peel Sailing and Cruising Club for not having a Skippers briefing on Saturday morning. The evening continued with a queenies extravaganza coming down from upstairs later in the evening. These small scallops were beautiful and thanks to one of the members for supplying and cooking them. We faded to bed later.

Sunday dawned bright with a bit less wind and after a hastily convened Skippers Briefing about 20 boats went out to sail in the bay. There were some beautiful sights, perhaps the best being Scott Metcalf's tops'I schooner in full sail moving at speed. Scott sat behind the wheel, perhaps the happiest man in the world that day. White Heather, Margaret, Golden Nomad, Maid of Skye, Marianna, and Rohan Bahn were some of the boats that I could name that were sailing that day, all looked extremely well. More fun in the Sailing Club that evening with Gaffers Boat Band in full flow. This was the official end of the Peel Weekend but for a lot of participants it lasted until Friday, the weather being completely uncooperative until then. The Sailing Club opened each night to give us somewhere to go. I reserve a special thanks to Mike the Harbourmaster who looked after everyone very well.

Our thanks to the Members of Peel Sailing and Cruising Club who provided food and drink, especially those unsung heroes who manned the bar in the Club all weekend. To those who gave out the free milk, bread, cheese and kippers each morning to each participating boat. This event was a resounding success for the Sailing Club and those who attended and we look forward to next year with anticipation.

Peter Lyons
Area Secretary



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Non members please contact the Editor.**

Space has become available for additional commercial advertisements. Please contact the Editor for details.

"MAUDE" Tamarisk 29' Gaff Cutter,

Cygnus Marine 1981

Volvo 3000 series 17 hp. Full British Registry,
Roomy 5 berth layout with full cooker with oven and grill,
" Hot Pot" bulkhead mounted solid fuel stove, Lying at Emsworth
Chichester harbour
Price £ 28,000 John Travis 01243 378394



21' Carvel pre-war Launch.

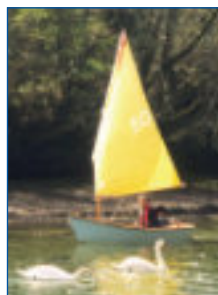
Mahogany on oak, Lister 12HP diesel, Vetus exhaust system.
Road trailer. A sturdy workmanlike launch in very sound condition.
Kelly Jo can be used as is, or could form the basis for an
interesting project in the future. Lying West Gloucestershire, but
we might be able to deliver her.
£995 ono. Tel: (01453) 872617



Wootton Bridge Industries 'Cowes Punt' LOA 10ft

Designed by Peter Webb of Wootton Bridge Industries for Classic Boat magazine (see CB Jun '95 no. 84). 'Rosetta' was built in 1999, one of the last, with Surveyor's report. Marine Plywood construction with oak gunwales and mahogany and teak trim, West epoxied throughout. Spars in Columbian Pine, bronze and stainless fittings, standing lugsail in terylene by Caws Sailmakers, Cowes, I.O.W. Also setting a small headsail with a bowsprit. A very versatile day boat, superb under sail, oar or power, a 'small gaffer' easily transported to events on her galvanised combination trailer, or used as a tender. In excellent condition, and ready to use.

£1,350 ono. Located Monmouth, S. Wales, delivery possible. Telephone Jonah Jay (01600) 712090, or 07851 792157



'Annelis' Blue Water Gaff Ketch

Designed by Percy Dalton. Built 1987. One owners from new.
LOA 50ft LOD 40ft Beam 12ft.3ins Draught 6ft. Full inventory for
blue water cruising. 46hp Thornycroft diesel engine. 6 berths in
three cabins.

Price £39,950 Lying Spain. Contact Alan Londesborough on 01752 862655 (UK) or 00 34 606 124824 (Spain)



"Constance" - Falmouth Workboat

Designed by Percy Dalton, built in steel by present owner in 1996. 25' LOD, beam 9', draft 4', displacement 5 tons. Very pretty boat with huge amount of space below, self-draining cockpit, wide side decks and secure foredeck, suitable for long distance passages / budget blue water cruising. Mainsail, staysail and roller-furling jib, with masthead fittings for topsail if desired. Varnished pine mast, with spruce bowsprit and gaff, Colombian pine boom; charcoal cabin heater. 3 berths (two fore and aft ones in main cabin that also convert into a double, and quarterberth; marine toilet, washbasin and hanging locker in forepeak. 35lb CQR anchor with approx 60m of 5/16 galvanised chain (Danforth kedge also available), windlass, various warps, fenders, sheets etc. Yanmar 2GM20 18hp diesel driving conventional 3 bladed prop, 15 gallons fuel tank capacity; 2 x 100 Ah batteries charged by engine; Suzuki 2.2hp outboard.

Price - £24,950; lying South Devon Contact Kelvin Bracken 01884 250079
(e: kelvin.bracken@tiscali.co.uk)



Marihona – 34' Norwegian built gaff cutter. £39500

Designed by Atkin and built in Risør in 1957 of pitch pine on oak, then shipped to Bermuda where she was fitted out at the Naval Dockyards. 34'x10'x5' long keel double ended hull in the Colin Archer style, laid pine deck, solid Douglas fir mast (keel stepped), boom, gaff and bowsprit. 1x19 s/s rigging (1994) with bronze bottlescrews, twin forestays and booming out poles, Hempoline running rigging (2000), main and staysail James Lawrence Clipper Canvas (1997). Volvo MD3B 36hp (1972) with 18" prop, removed, shot blasted and repainted 2004 and fuel system overhauled 2003. Rewired 1994. Huson 60 VHF, Garmin GPS 128, Autohelm TriData and ST2000 Autopilot. 4 berths, Heads with Baby Blake, 30 gals water in new tanks, Sister ship to Vixen, (Classic Boat Oct 2004). Lying Ashore Ridge Wharf, Wareham

Email bibras@hotmail.co.uk for full details or telephone 0044 (0)1929 422407.



14 Foot Gaff Yawl Trailer Sailer (Kittiwake)

Built 2003, GRP Hull fitted out in iroko, mahogany and douglas fir with traditional bronze and brass fittings, a beautiful little craft with a superb sailing performance. Excellent sea keeping characteristics, a real joy to sail. Complete with road/launch trailer.

£7000 (cost new £10500) Would be very interested in a part exchange for something larger but similar (for example NQ19) Please call 01273 517291 OR brian.skinner2@btinternet.com



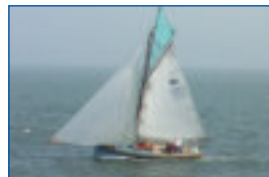
10 foot Cornish Cove glass fibre lug sail dinghy

Complete with spars, lug sail, oars, cover, trailer and trolley. Dinghy is in good condition and offers in the region of £2200 will be seriously considered. Can be seen ashore in West Kent. Contact: Don or Pauline Garman 01892 870296 or email dj.garman@virgin.net

Lucy - flush decked 23ft Falmouth Workboat

Built by Martin Heard in 1985 and sailed extensively by present owner for last 16 years. 2 watertight bulkheads, 40% teak decking, toilet, 2 berths with 2 more available under canvas, fitted for 230 volts, Raymarine Bi-Data, great selection of sails including 325sqft assymetric, rigging almost new, spars in great shape, legs, winter & cockpit covers, 9hp Yanmar, diesel heater for extra £300, ready to sail away!

£9,700 ono Contact: 02392 601996 or e-mail: martinpound@tiscali.co.uk



Falmouth Quay Punt 'Teal'

Pitch pine on oak, gaff yawl rig, built in 1913 by W.E. Thomas of Falmouth for the writer Percy Woodcock. Major refit 2 years ago, and has since spent two seasons cruising in the northern Baltic. She has been kept very simple - she has no engine at present, and there is little in the way of electronic equipment. 3 berths (4 at a pinch), Blakes cooker, Baby Blake toilet, full suite of sails, fishermans and CQR anchors.

Please see <http://www.midsummerenergy.co.uk/teal/teal.html> for more details, or contact Andy Rankin on 07974 709710 / andyrankin@cantab.net . £9500 or nearest offer.



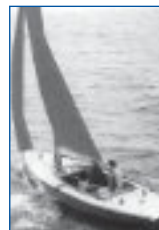
12 foot Traditional Clinker Dinghy

Built by Wootton Bridge Industries, Isle of Wight in 1995. Mahogany on oak with copper fastenings. Gunter rigged with sails by Caws. Steel centreplate. Includes road trailer, cover, oars, flotation bags, outboard bracket and anchor. A very pretty boat that has been well maintained and little used. A copy of a magazine review of this boat is available. Price £2,200. Contact Roger Daniels 020 8491 1343 or email rogerdaniels@ntlworld.com.



Emerald

Bermudan rigged daysailer. 21ft x 6ft x 3ft. Carvel construction pine on steamed oak frames. C.I.ballast keel. Hollow mast of silver spruce. Tabernacle mounted. Sail area 206 sq.ft. S/S standing rigging. Good inventory. Built 1934 probably by Berthon at Lymington. Designed by Westmacott. May well be a survivor of the failed inter war Solent classes. Ashore Portmellon Cornwall. Price £2,000 ono. Contact Martin White on 01726 843537.



Itchen Ferry type Gaff Cutter by Berthons Lymington. Built 1926.

LOA 34ft LOD 24ft. Beam 9ft. Draught 4ft.3ins. Pitch pine on oak frames. Deck and cabin top in ply with glued teak laid swept planking. Cockpit and hatches in teak. Completely rebuilt in the 1990's with only the best materials used. New engine (Vetus 10.5hp diesel). New mast gaff and bowsprit. New rudder and fittings and much more. 9 sails all in good condition. Running rigging replaced as necessary. Usual inventory of warps fenders poles . Price £11,000 Contact Mr S C Mooney on 01243 572068.



Oyster Catcher

Conrad Natzio designed 15ft 3ins wooden day boat. Tan lugsail and lamb chop mizzen. Blue paint with varnished interior. Road/launching trailer. All in good condition. Ashore Essex.

Price £2,000 ono Contact Malcolm Ward on 01376 326746 or email malcolmdoreen@tesco.net

Venture – 36ft Morecambe Bay Prawner

LOD 36ft plus 12ft bowsprit Nobby Beam 10ft Draught 5ft 3ins. Builder unknown but believed circa 1890-1910. One owner for the last 20+ years. Excellent survey 2004. All sails are fairly new. Engine 1.5 BMC diesel driving hydraulic gearbox. Very well equipped including inflatable with outboard engine. Very comfortable fast and sea kindly boat . The current owner has carried out an ongoing program of improvement.

Price £29,950.00 Contact Richard Coles on 01983 730928 or mobile 07801099839 or email rjcoles@aol.com



Peggotty - gaff-rigged cruiser

Built by N. Nisbet, Newcastle on Tyne, in 1930. 27' overall length (excluding bowsprit), with 8'5" beam and drawing 3' 8" draft. Double diagonal hull with fixed central keel. Keel and frame in oak, hull planking in pitch pine (larch) on oak frames, cabin in pine, teak and oak. 4-berth, arranged in raised main cabin and forward cabin, with heater, toilet and oven (currently ashore), 2-cylinder air-cooled Lister diesel engine, reconditioned in 1998. Rigged as a cutter, with gaff mainsail, roller jib plus four further jib sails. Mizzen mast and sail fitted 2005 (not in photo). Mainsail cover and cockpit cover. Sail area: approx 460 sq ft. Nasa Log and echo-sounder. Extensive refit in 2000 including all decks renewed, deck beams, carlins, deck shelves and knees extensively replaced and cabin roof re-covered. An opportunity to own a very special boat with character and in good condition. One owner since 1987. Lying East Coast. Price: £11,000. Contact Martin McEnery 0776 450 2 619



IWUNDA

Good home urgently needed for Jack Coote's old boat Iwunda. At the present time, due to several aborted sales, she is out of the water but still a fairly easy renovation job but does need a lot of work to get her sailing again. Unfortunately due to an accident this is not an option for her present owner. With the costs of storage and the obvious problems of an old wooden boat drying out things have reached a climax and if she doesn't find a new owner very soon she will become a total loss, leaving no option but the breakers yard.

Hence no reasonable offer will be refused.

Contact Ray Clark on 01245 469472 or 07717512755.

Mast and tabernacle

17 feet long plus wooden hollow spinnaker pole 14 feet. Both looking for a good home. Contact Roy Sadler on 01243 378388.

Spars / possible masts for sale.

7.60 metres x 200 mm (25ft x 7.75 ins) New 2001 (ex sailing trawler boom). 4.15 metres x 100 mm (14ft x 3.75 ins). Used as mizzen gaff. Complete with all fittings. 4.9 metres x 130 mm (16ft x 5ins) ex mizzen boom. Complete with all fittings. Also ships wheel oak with steel boss 44 ins diameter.

Offers invited. Contact Neil Attenborough on 01483 538066.

Spars for small gaffer, free to collector.

Pine boom 13ft long square section (2.75 in.max) with cleats etc Pine gaff 11 ft round section. Hemlock Mast top suitable for short bowsprit 7ft

Adrian Sharpe 01242 603375 adriand.sharpe@virgin.net

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Prout 'Puffin' dinghy/ies – the 7.5 foot one with a plywood stitch and glue hull and canvas topsides. Hull wood or GRP and/or sail plus any other bits and pieces for the grandchildren's fleet. Must be cheap as I have 4!!! (grand children that is)

Contact Graham Wadeson on 01394 383082 or email graham@wadesong.wanadoo.co.uk

Small smack, smack yacht or cutter.

Now that I have time to indulge my hobbies I am seeking a suitable Gaffer before I am too old to enjoy it. Preferably a small smack, smack yacht or cutter around 30 feet of pleasing proportions and with gear that one could manage. Some work not objected to.

Contact Malcolm Ginns on 01702 582550

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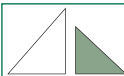
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	15"	£ 16.50	£ 17.00
	18"	£ 19.00	£ 19.50
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Polo Shirts	S,M,L,XL,XXL	£ 15.00	£ 16.00
Smocks	M,L,XL	£ 20.00	£ 21.00
Brass Boat Plaques with OGA boat number		£ 15.00	£ 16.50
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OGA Ski Hats		£ 6.00	£ 7.00

Heritage Afloat Hats are also available.

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Danske Yol

East Coast OGA Race 2006



Kelpie 2

Polly Garter, a mark one Cornish Crabber 24 under sail while on passage from Fowey to Falmouth. At the helm is my wife Helen while Steve Lowe (the owner BCOGA) is below making the tea!

Richard Stoneman

