

GAFFERS LOG

December 2006



The Official Newsletter of the Old Gaffers Association

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Dennis Macgill, Commodore NIOGA, at the helm of 'Marlou' at sunrise, outward bound for the Peel 2006 Regatta. Photo Carol Laird NIOGA.



Harvester bashing along the North Norfolk coast.



Harvester is a North Norfolk Whelker built by Emery of Sheringham in 1951 and restored by David Hewitt of Blakeney in 2001. She's 26' (34' with bowsprit) and as you can see she's an open boat with a cuddy in the bows. Her furthest trip to date is Holland and back 160 miles door to door-not bad for an open boat, although we did fit a radar as a precaution! Photos Graeme Peart who is also her owner. (Ed: Thanks for the photos Graeme)

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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
MCP	- Medway Cinque Ports	NW	- North West	GER	- Germany
CNW	- Conwy & North Wales	WA	- W. Australia	DEV	- Devon
SOL	- Solent	DB	- Dublin Bay		
NL	- Netherlands	TR	- Trailer Section		
NI	- Northern Ireland	W&N	- Waveney and Norfolk		

Well another season over and time for winter work to be done but also a time for thoughts for the 2007 season, looking at charts and tide tables. As usual I am trying to build up as comprehensive a list as possible of all OGA events to be printed in the March edition, as well as those of other clubs and associations whose aims and objectives marry in with our own. So if you are an OGA Area Secretary or an event organiser send in those dates! More publicity means more members taking part and gives a chance for those from other areas considering a summer cruise your way to join in the fun.

Thanks to everyone who sent in photos and articles in the past year, they are always very much appreciated. Also don't forget the photographic competition details of which will appear in the March issue, the prizes are worth winning and I will do my best to see that as many of the photos as possible appear in future issues of the Gaffers Log.

Finally a reminder that the AGM will be held on Saturday 13 January at the Cruising Association headquarters in Limehouse London. All members are welcome to attend. It is your opportunity to put questions to the GMC in person, at the Member's General Discussion Forum which follows after close of business, but no having a go at the Editor who I think is wonderful!!!

May I wish all members and their families a happy Christmas, a peaceful New Year and fair winds.

Phil Slade, Gaffers Log Editor

Copy date for the next edition is 1 February.



Leigh Creek - Leigh on Sea, part of Southend - overlooking the hard standing where the mud is only 3" deep as opposed to 3 feet deep elsewhere! People go there to scrub off and paint. The gaff sloop in the centre is my old gaff sloop Lady Beatrice (always known as Lady B). She is 22', designed and built just before the war by Laurie Harbottel who designed Finesse yachts the similar size clinker yachts, often gaff rigged. Over to the left, with leeboards, is Nancy Grey, a barge yacht built by Shuttlewoods at Paglesham at about the same time. At one time our daughter was going out with the son of Nancy's then owner, and caused a bit of a stir by putting in his school 'What I did' book: 'We spent most of Easter scraping Nancy's bottom' !!!!

'Graham Wadeson'

CNW, 4821, Pathfinder. Mr Colin, Cumming, 49 Robin Hood Lane, Helsby, Cheshire, WA6 9NF

DEV, 4830, Shel. Mr P, Critchell, White Horse Farm, Osmington, Weymouth, Dorset. DT3 6EY

DEV, 4833, Mr Geoffrey, Coop, 32 Vicarage Road, Chelston, Torquay, Devon. TQ2 6HX

EC, 4824, Dr Clive, Beckwith, Chinal, 3A Lindy Close, Kinoulton, Notts, . NG12 3RD

EC, 4832, Mr Keith, Watson, 8 Hall Road, Wouldham, Kent, . ME1 3XN

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MNK, 4829, Mr Simon, Layton, 45 Willow Farm Way, Broomfield, Herne Bay, Kent. CT6 7PF

NED, 4810, Bestevaer. Mr Chris, Corbier, Groeneweg 2, 8012 AN, Zwolle, Nederland.

NED, 4811, de Kleine Jager. Mr Pieter, Dijkstra, Provincialeweg 16, 9988 NX Usquert, Usquert, Nederland.

NED, 4812, Grace. Mr Erik, Frenks, Ritthemsestraat 70, 4388 JS, Oost-Souburg, Nederland.

NED, 4813, T25. Mr Koert, van Haaren, Zuiderspui 5, 1601 GH, Enkhuizen, Nederland.

NED, 4814, Liv. Mr Harm, Kahmann, Broekweg 220, 5502 BE, Veldhoven, Nederland.

NED, 4815, Mossel. Mr Ard, de Lange, Otweg 108, 2771 VZ, Boskoop, Nederland.

NED, 4827, Graete Griene. M Felix, Arons, Cliostraat 6 1hg, 1077 KG Amsterdam, Nederland.

NI, 4817, Draig-y-Mor. Mr John, Curtis, Easter Weens Farm, Bonchester Bridge, Hawick, TD9 8JQ

NI, 4818, Jolie Fille. Mrs Anne, Robb, 242 Kilkeel Road, Annalong, Co. Down, BT34 4TW

NI, 4819, Aquila. Mr Brian, Janet, Smith, 33 The Beeches, Killinchy, Co. Down, BT23 6WA

NI, 4828, Mantis. Mr Tony, Patterson, 37 Drumfad Road, Millisle, Co. Down, BT22 2JQ

SCO, 4831, Ruach. Mr Kenneth, Elizabeth, Findlay, 2 Greta Meek Avenue, Milton of Campsie, Glasgow, G66 8BF

SOL, 4820, Susanna. Mr Robert, Clinton, 5 Somerton Avenue, Bitterne, Southampton, SO18 5BZ

SOL, 4822, .Mr Keith, Allso, 19 Wyatts Lane, Northwood, Cowes, Isle of Wight. PO31 8QB

SOL, 4823, Rondo VIII. Mr Roland, Stansfield M.A., 16 Verdon Avenue, Hamble, Southampton, SO31 4MX

SOL, 4825, Ripple. Mr Ian, Gilbert, 24 Ash Road, Shepperton, Middlesex, . TW17 0DN

SOL, 4826, Pearl. Mr Don, Ramsay, Bourne House, Main Road, Nutbourne, Chichester. PO18 8RN

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A final reminder to all members previously paying by standing order, who have not yet changed their method of payment, that no subscriptions will be accepted by this method with immediate effect. All such payments will be treated as donations to the Association and membership will cease.



Good news for the Scottish Area OGA. Gordon Garman who lives on the beautiful Isle of Bute has agreed to take over from Norman Mikkelsen as Area Sec for Scotland. So a big welcome goes to Gordon and a huge vote of thanks to Norman for his past efforts on behalf of the Association. If you are a Scottish member or keep your boat there or will simply be cruising there next year, please contact Gordon to give him your support.



Solent Area changes. Geoff Skinner is standing down as Area Secretary in February after many years of stirring work on behalf of the Association and Jessica Warren will be taking over. Previously Area Treasurer, and a very good one too, she will be replaced by Marion Shirley in that role. So well done Geoff and many thanks and welcome to Jessica and Marion.



Had trouble with poorly marked fishing gear this season? The Ed did late last season and swimming off Lands End to cut away a trailing line which eventually led to a crab pot (sadly empty) was not to be recommended. Contact the RYA via their website who are carrying out an ongoing survey into this increasing problem.



Mike Stevens, Area Secretary OGA Trailer Section reports that a wedding ring lost at Clywedog some two years back has been found and returned to its owner. He wants to trace the finder, an OGA member, who was or is a jeweller which is the only thing known about him. The owner had been camping at Clywedog with his wife when he lost the ring. So if you are that Gaffer please contact Mike.



More changes, this time from Northern Ireland OGA. I have just heard that Stevie Clarkson took over as President of NIOGA from Peter Lyons at their AGM in November. As some of you may know Stevie sails a wonderful gaff ketch by the name of *Morna* which he rescued several years ago in Scotland and is involved in a long term plan to refurbish her, although she already looks great.

Peter has worked long and hard on behalf of NIOGA as President and Area Secretary, which he did with the help of his beautiful wife Alison. In a role reversal Alison now stands down and Peter becomes the Area Secretary. Complicatednot really but as is often the case in the OGA it has been a partnership that has done a lot for gaffers in general. Well done the both of you and many thanks for all your hard work.

In addition Peter is the Membership Secretary of the OGA which is a demanding role in its own right and gets tougher each year with our constantly changing and expanding membership, a role in which he continues.

Website feed back by Pete Farrer

I am continuing to receive positive feedback about the OGA website.

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 look up your area page on the main website, you might find it contains little or no information. Please badger your area secretary to send me an area profile plus a few photos for inclusion on the site.

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

Peter Farrer
Conwy & N Wales Area and Webmaster



Good News for the Areas! At the meeting on 18th November, the GMC decided to increase the amount of Area Newsletter Support from 25p to 30p per copy. This can be claimed by Areas from myself up to four times per year and is based on the number of Newsletters sent - whatever the method of distribution - to local members and secondary members. A copy should also be sent to Phil, Gaffers Log Editor, for his information.

Lynn Slade – Hon Treasurer



Trophies – Trophies – Trophies

Although we have passed the deadline for submission of nominations for the trophies I will still accept late comers. Please let me have your nominations as soon as possible for the Cape Horn and the new Alan Hidden trophies which will be awarded at the AGM on Saturday 13 January 2007. To remind everyone, the Cape Horn trophy is awarded 'For outstanding seamanship performed by an individual in a single occurrence'. The Alan Hidden trophy is awarded 'For the best outstanding performance by a young person (under 25 years of age)'.

Sue Farrer
Trophy Secretary

7 Dec	Solent Area OGA Old Gaffers drinking Night at the Folly Inn on the River 01983 299326.
10 December	BC OGA Christmas Bash. Contact Viv Head on 029 2062 5985.
4 January	2nd Solent Area meet at the Folly Inn. See above.
13 January	OGA AGM at the Cruising Association Limehouse London. Contact Hor 01843 582997
26 January	NIOGA Quiz with Newtownards SC and Ballyholme YC. Contact Peter L
1 February	Solent Area OGA Winter meet at the Folly Inn on the River Medina. Cor
16 February	Poems and Pints. NIOGA. Contact Peter Lyons on 028 9145 3099.
17 February	Solent Area OGA Annual General Meeting. Contact Jessica Warren on 0
1 March	Solent Area OGA Winter Meet at the Folly Inn on the River Medina. Cor
10 March	East Coast Area Dinner at the Royal Burnham Yacht Club. Contact Jon
16 March	NIOGA St Patricks Night Party. NIOGA. Contact peter Lyons on 028 91
5 April	Final Solent Area OGA Winter Meet at the Folly Inn on the River Medina 01983 299326.
7-8 April	ECOGA Easter Rally. Details to be announced.
5-7 May	ECOGA May Day Rally Foulness. Contact Jon Wainwright on 01206 39
10-20 May	Trailer section OGA visit to Semaine du Golfe, Morbihan, France. Conta
19-20 May	Solent Area OGA Beaulieu Rally. Contact Jessica Warren on 01962 712
26-27 May	NIOGA Opening Weekend. Contact Peter Lyons on 028 9145 3099.
26-29 May	Lechlade. Traditional Boating on the Thames, including canoes and cor OGA involvement, only suitable for smaller boats as it is mostly rowing Stevens OGA Trailer Section on 01792 297445.
31 May / 3 June	Yogaff 2007. Contact Jessica Warren on 01962 712529.
2 June	Ilfracombe Yacht Club invites all gaffers to the third Round Lundy Island 01271 879488 for details.
8-10 June	Beale Park Traditional Boat Show.
16 June	East Coast (ECOGA) Old Gaffers Race. Contact Jon Wainwright on 012
16-17 June	Trailer section OGA Ullswater small boat rally. Contact Mike Stevens on
30 June/ 7 July	Classic Channel Regatta. Email Bruce Thorogood for details on bruce@
13-15 July	Maritime Festival of Boulogne sue Mer with involvement of the French C and craftsmen to join this international heritage meeting. Contact Marco 0033 3 20 52 46 98.
14-15 July	ECOGA Swallows and Amazons, Walton backwaters. Contact Jon Wain
21 July	ECOGA Wivenhoe Regatta. Contact Jon Wainwright on 01205 393537.
22-29 July	ECOGA North Sea Race and Zeeland / DCYR Hellevoetsluis Rallies. Co 393537.
4 August	ECOGA Swale Match. Contact Jon Wainwright on 01206 393537.
10-12 August	8th International meeting at St Malo organised by the OGA (Federation Contact Marcel Charpentier on 00 33 3 20 52 46 98.
11-12 August	Trailer Section OGA small boat rally at Clywedog near Llanidioes, mid V 01792 297445.
18-19 August	Royal Solent Yacht Club Regatta and Gaffer Race. Contact Jessica Wa
18-27 August	ECOGA Classics. Contact Jon Wainwright on 01206 393537.
24-26 August	NIOGA Ardglass Rally. Contact Peter Lyons on 028 9145 3099.
31 August – 2 September	Gaffers at Holyhead. CNW OGA. Contact Sue Farrer on 01270 874174.
1 September	Solent Area OGA Bursledon Regatta. Contact Jessica Warren on 01962
Mid September	Ullswater small boat rally. Trailer section OGA. Contact Mike Stevens on
29 September	ECOGA Maldon Town Regatta and OGA Anniversary Rally. Contact Jon

r Medina. Contact Ron Hanson on

n Sec Robert Holden for details on

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@bindwell.plus.com

OGA invite traditional craft, artists
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contact Jon Wainwright on 01206

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Vales. Contact Mike Stevens on

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Wainwright on 01206 393537.

**Annual General Meeting to be held at 18.30 hrs on
Saturday the 13th January 2007 at the Cruising
Association Headquarters in Limehouse London.**

Agenda

1. Presidents Welcome and Introduction.
2. Apologies for absence.
3. Approval of the minutes of the last AGM, January 2006
4. Matters arising.
5. Hon. Treasurer's Report - Presentation of Accounts
6. Hon Secretary's Report.
7. Election of Officers -
Hon Secretary
Newsletter Editor
Boat Register Editor
Membership Secretary
8. Announcement of Awards by the President:
The David Cade Memorial Trophy.
The Cape Horn Trophy for Seamanship.
Alan Hidden Trophy.
Close of Business.
9. Members General Discussion Forum.

Note:

In accordance with the Rules of the Association the following positions are due for election:-

Honorary Secretary
Membership Secretary
Newsletter Editor
Boat Register Editor

Members offering themselves for these positions, or members wishing to propose someone, are asked to do so in writing to the Hon Secretary to be received by Friday 5 January 2007.

The current officers are willing to stand for a further term of three years, if no other candidates are forthcoming.

**Robert Holden,
Hon Secretary OGA,**

Endeavour – A ‘little’ ship but a mighty sailer by Finlay Marshall

The cockle bawley, *Endeavour* is a real survivor! She's been sunk twice, been to war, rescued flood victims, survived a hurricane and can still touch over 10 knots under full sail!

Now newly restored, the 1924 designed *Endeavour* was first launched at Leigh on Sea in Essex 80 years ago. Back then she was a radical departure from the traditional craft, being the first to be fitted with an engine as well as her gaff rig.

Built by the Cole and Wiggins yard in Leigh she was fitted with a Lister diesel motor to enable her to reach the cockling grounds without waiting for favourable winds or tacking around the Estuary.

On launch day the new vessel slid down the ways into Leigh creek and sank like a stone! The yard had forgotten to seal the stern gland. Re-floated and re-launched she joined the cockle fleet and went to work without further mishaps. During World War 2 *Endeavour* helped supplement rations and kept fishing as the crew had reserved occupations and were not required to fight.

By May 1940 the German army had outflanked the allied armies in France and the British Expeditionary Force was driven back towards the beaches at Dunkirk. The War Office, backed by Winston Churchill, developed Operation Dynamo as a means of evacuating as many troops as possible.

On May 30 1940, *Endeavour* received a short order from Thames Naval Control Office requisitioning the boat: “for employment on Admiralty Service.”

With five other Leigh boats: *Renown*, *Resolute*, *Letitia*, *Reliance* and *Defender*, *Endeavour* was placed under Navy orders and sent to Southend Pier where naval ratings were due to take over. The fishermen refused to give up their boats, but agreed to sail for Sheerness under Admiralty orders. At that stage the skippers had no idea what they were about to do.

They joined the fleet of little ships assembled there from the Thames and east coast of England which sailed to Dunkirk to rescue the troops. After rescuing many men from the outer harbour, *Endeavour* was ordered home on June 6. By that time her engine was out of action and she was under tow back to Sheerness. Astern *Renown*, also suffering from engine failure and part of the tow. As the boats yawed across the Channel, *Renown* struck a mine and blew up killing all aboard.

At Sheerness *Endeavour* was tied up but a few hours later a corvette rammed her, crushing ribs and seriously damaging the boat. The Admiralty paid for her repairs and she returned to Leigh and the fishing grounds. In 1948 she was sold to Joe Deal who had crewed aboard her for many years and he used her in the highly profitable white weed harvesting before returning to shrimping.

In 1953 massive floods hit the Thames Estuary and the east coast. Canvey Island was underwater with hundreds trapped in their homes. *Endeavour* and other cockle boats helped with rescue families by ferrying them to safety.

By the 1970s *Endeavour* had been fitted with a wheel-house and wheel steering and her sails had been long discarded. She was sold out of Leigh and spent her final years fishing from Queenborough, Kent before being laid up further up the Medway.

The 1987 hurricane almost ended the old boat's life when she sank yet again only to be saved as the Navy tried out the then new idea of flotation bags.

It was not until 2001 that the idea of rescuing and restoring a “little ship” was mooted. *Resolute* was known to be lying near Chatham but inspections deemed her too far gone to save. *Endeavour* lay nearby in a better state and she was bought through the Association of Dunkirk Little Ships for £1. Shortly after the *Endeavour* Trust was set up to bring her home to be restored and used for educational purposes and to serve as a reminder of the historic cockling industry of Leigh on Sea.

On the 41st anniversary of her Dunkirk epic the boat arrived by low-loader back in Leigh. Volunteers began removing rotten timbers and the wheelhouse and it became clear a major project was under way beyond the skills of Trust members so she was moved by lorry to a barn at Great Totham, near Maldon, where shipbuilder Brian Kennell and Shaun White took on the task of rebuilding her to original specification. As many original timbers as possible have been incorporated and *Endeavour* has 25% of them within the hull. Trust members who helped out learned to plug screw holes and caulking along with painting the hull inside and out.

Her centre board, removed long ago to increase hold space was replaced. Original timbers were also replaced or doubled with oak from local woods.

In April 2005 she was re-christened at Leigh and began brief trials before her return to Dunkirk to celebrate the 65th anniversary of Operation Dynamo.

She sailed for Ramsgate on May 24 2005 with the north-westerly wind gusting force 6-7 and rising. Skipper Paul Gilson, an experienced trawler owner by trade, was not happy with the weather but there were 200 people watching, including television crews, so she slipped down Leigh creek under engine to Bell Wharf to collect the wreaths to be laid off Dunkirk and to show her off to the people who raised the money to save her.

At 1pm *Endeavour* cast off from Bell Wharf and headed for the sea.

“Hoist them,” said the captain, “and we’ll give them a show!”

Six hours later the boat entered Ramsgate Harbour. With main and two headsails set she had exceeded ten knots! The five man passage crew were soaked but elated after one of the most

thrilling sails of their lives. Other, bigger, “little ships” were amazed that we had attempted the trip but, with a bone in her teeth *Endeavour* showed what a 1920s boat could do.

Endeavour is 36ft long, with a beam of 11ft 6ins and a draft of 3ft 6ins. She displaces 11.78 tons and is powered by a Lister Petter 40hp engine. She is of carvel construction using pitch pine and oak.

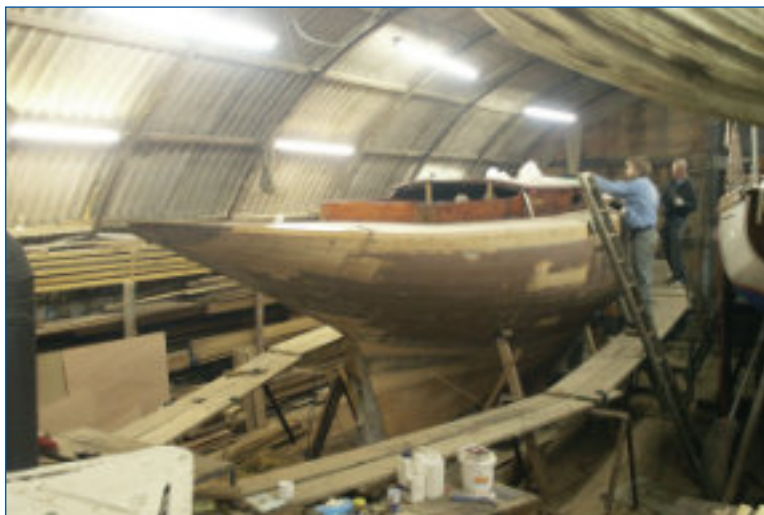
Finlay Marshall on behalf of the Endeavour Trust



Endeavour a mighty sailer

Hunter's Fleet by *Richard Johnstone-Bryden*

It all began when one man, Percy Hunter, shared his vision in 1931 with his two sons, Cyril and Stanley. All three pooled their skills and with grim determination to succeed they built the boats and evolved the boatyard named Hunter's Yard.



Work under way in Maldon, 2003

Against the odds Hunter's Fleet has survived to become a symbol of the golden era of sailing holidays on the Broads at the turn of the 20th century. The Fleet was founded by Percy Hunter with his sons Cyril and Stanley between 1931 and 1949. They built the boatyard at Ludham, 13 sailing yachts and 2 half deckers.

After World War 2 motor cruisers progressively replaced sailing yachts in the Broads hire fleets. The Hunter's boats escaped this fate when Norfolk County Council purchased them for sail training in 1968. The BBC used the yard and 'Lullaby' for their production of Arthur Ransome's stories 'Coot Club' and 'Big Six' making the fleet famous, but its future was jeopardised in 1995 when the Council announced its sale. Shocked by this news, the people of Norfolk and beyond supported, through countless individual donations, boosted by a National Lottery grant, the creation of the Norfolk Heritage Fleet Trust to save the Hunter's Fleet.

Today the 13 wooden yachts and 6 half deckers are the only fleet of traditional Broads sailing craft available for hire without engines. They offer hirers the chance to leave the pressures of modern life behind for a week or two and 'get back to basics' to enjoy good sailing and the wonders of the Norfolk Broads just as the first Broadland holiday makers did in the 19th century.

Lynda Sharples
Administrator Hunter's Yard

Richard has written a book about the history of this fascinating fleet which is reviewed in Bunkside Bookshelf and well worth a read. Ed.



Ian Grapes at the helm of *Hustler 2*

© Richard Johnstone-Bryden

A simple system for winterising your marine diesel engine *by Graham Whittington*

Winterising your marine diesel is best done in conjunction with an engine service. We are helped here on the south coast by the warmer winters and longer sailing season - a positive effect of climate change.

The below applies to both enclosed fresh water and raw water cooling systems on vessels along the south coast. Both servicing and winterising of sail boats and power boats can be done with the vessel in or out of the water. In many marinas and yacht clubs you are now not allowed to run engines while the vessel is blocked off.

Basic service

The cheapest and most important component in any engine is the oil. The oil cools and lubricates the bearings and moving parts and holds in suspension the bi-products of combustion which cause corrosion. This is why it is preferable to change the oil and filters at the end of the season. The normal service interval for pleasure craft is 50 - 100 hours or once a year.

Oil changes used to be done hot but now when changing the oil the engine should be cold so that the oil has not circulated around the engine and is all still in the sump. It is easier to work on a cold engine. Use a vacuum suction pump to suck the oil out through the dipstick hole and dispose of it responsibly. Refill with the recommended oil. It is important not to overfill.

This is the time to change both the pre-filter and the engine fuel filters. Turn the fuel off at the tank. Use a large freezer bag around and under the filters - this prevents the diesel fuel dripping into the bilge. A disposable nappy in the engine bilge is a cheap way of collecting spillage. Remove and replace the filters.

Turn the fuel tap back on and



bleed the air out of the system before the engine is started. Because modern fuels have a high water content it is no longer enough to completely fill the tanks to prevent condensation. A chemical fuel stabilizer should be added to the diesel. Top-up the fresh water header tank with anti-freeze before the engine is run if it is an enclosed fresh water system. The engine is then ready to be run and winterised.

Winterising

The first step is to flush the raw water cooling system with fresh water. Turn off the engine inlet seacock. Remove the inlet hose at the Jabsco raw water pump. Replace it with a length of hose long enough to reach a bucket in the cockpit. The bucket is used as a reservoir for fresh water which is usually supplied from a hose on the jetty. This hose needs to deliver a constant supply of fresh water to the bucket. The overflow will drain through the cockpit drains. Do not connect the hose from the water supply hose from the jetty directly to the raw water pump as the pressure will flood the engine and could result in serious damage. Make sure both hoses stay in the bucket. For vessels with outdrives you can use flush muffs on the end of the fresh water supply hose – position the muffs over the water pickups on the drives.

Start the engine. Check for fuel and oil leaks. Run the engine at fast idle until hot. This allows the new oil to circulate around the system and protect the bearings and internal components. The fresh water from the bucket will have flushed out as much of the salt deposits as possible. Turn off the jetty hose. Fill the bucket 50/50 with anti-freeze/water and allow this to pass through the cooling system until the bucket is empty. Turn the engine off. The anti-freeze will prevent the freezing of any water left in the cooling system and will act as an inhibitor against rust and corrosion. Reconnect the water intake hose to the Jabsco pump. Do not turn on the seacock.

Next check or replace the raw water pump impellor. Change any anodes which are fitted in the cooling system. Grease the threads and do not overtighten. Tension drive belts on the alternator, water pump and ancillary systems, if fitted. Spray the engine with preservative oil with particular attention to the pulleys, which tend to rust. Remove any water in the bilges and leave dry. Stuff an oily rag up the exhaust to keep out moist air.

Batteries

Battery tops and terminals should be clean and dry and the terminals vaselined. Batteries should be left with the electrolyte topped up and fully charged and switched off at the master switch or disconnected. If the batteries do not retain their charge until the spring they should be replaced as they are probably on their way out.

This completes the winterising. Using this simple system will protect the engine through the winter. The craft can be re-commissioned at any time just by starting the engine normally.

Graham Whittington
Solent Area OGA

Estonia recovers her maritime heritage by Fay and Graham Cattell

The authors are Joint Secretaries of the Cruising Association's Baltic Section. Since 1998 they have kept their yacht *Tam o'Shanter* in Sweden and sailed the Baltic Sea each summer. They are greatly interested in Estonia, Latvia and Lithuania and are the authors of a number of publications including the cruising and harbour guide "Harbours of the Baltic States". In late spring 2006 they accepted an invitation to take part in a study tour in Estonia organised by the Estonian Historic Ship Society and Estonian Nature Tours.



Most of the ships which comprise Estonia's maritime heritage, their plans, the method of building and even the way of sailing them were lost during the Soviet era. The old sailing ships were destroyed and so were their plans. Sad though this may be, it has to be seen in the context that this era saw the demise of sail as a means of propulsion for working vessels as the use of engines enabled greater efficiency. Ironically all the replica vessels (which does not include the canoes) no longer rely only on sail power - all are fitted with modern engines.

Estonia had a number of very special types of wooden sailing vessels which were unique to their particular areas. In recent years enthusiastic and dedicated individuals have got together to form the Estonian Historic Ship Society. Under this umbrella and with the support of EU grants, six individual projects are concerned with the survival and promotion of different types of old vessels. Examples of both the schooner and the motor sailor had survived overseas and could be restored; the dug out canoe was still being made and used but neither the Peipsi barge nor the two smaller sailing vessels, the *Jaala* and the *Kale* ship, had survived. To build replicas of these three vessels a great deal of research has been involved in seeking out old records and photographs. For the Peipsi Barge much effort has been put into finding the methods to produce the right results and old style tools have also been replicated. The EU has put in a deal of money but it is the enthusiasm and dedication of teams of young (and old) Estonians which has made reality out of dreams.

At Soru, a small ferry port on the south of the island of Hiiumaa, a maritime heritage centre is taking shape. Soru lies in the Emmaste local authority area which is dedicated to create such a centre. The motor sailor *Ernst Jaakson (Alar)* has been taken ashore at the port of Soru and the schooner *Iris* will use this as her home port. Already a large new workshop has been built and work is starting on restoration of vessels.

Many stories and folk legends surround the building of ships. In Northern Estonia there was a belief that a really fast ship was one whose keel was carved from a tree stolen from another man's forest. Larger boats each had their own guardian spirit, a ship sprite or *kotermann*, which entered the ship during building and, if well cared for, protected the owner and crew against bad luck and storms.

The Peipsi Barge ("Lodi")

At Tartu the Emajoe River Barge Society, using old photographs, has built a replica of the



oldest of the historic sailing vessels. The Peipsi Barge or Lodi was a working vessel from the 14th century until the time of WW2. The style of the covered barge is unique being almost round - usually 12-25m long and almost as wide (ratio 2:1.3). Occasionally vessels up to 35m long were constructed. Most were built by shipwrights of Lake Peipsi, the biggest centre being the village of Podlipka. Building stopped in 1918. The last remaining vessels were towed by steam powered barges during the time of the first Estonian republic (1918-1940). The normal number of crew was 3; small in comparison with the cargo carrying capacity (16-200 tons depending on size of vessel). The vessel had a single mast with one large square sail. Coming slowly along the river steerage was a problem so anchors and chains were trailed out to help the process. The replica vessel, with its engine, turns easily and obediently but drifting with the current requires a great deal of clever work with the tiller. When there was no wind, women from local farms pulled the barges from the tow path, going to the end of their territory then handing over to the neighbour's servants.

Cargoes were carried between Estonia and Russia mostly by lake and through rivers, routes which were preferred because of piracy on the open sea. Cargoes of salt, beer, wines and spices were carried to Russia returning with furs, honey and waxes. More basic local cargoes included firewood and hay. The old Hanseatic city of Tartu thrived on this trade. The 19th century was the heyday of the Peipsi barge when something like 500 sailed on the lake and 200 could be seen in Tartu at any one time.

Although old photographs of these vessels were still in existence, the methods of building had been lost and had to be rediscovered involving a great deal of trial and error. The clinker planked hull is constructed of stout timbers mainly pine, cut and bent to shape, slatted with strips of wood and reinforced with iron clamps. Metal clamps and nails were forged on site and even many of the tools had to be specially made. The first replica barge was built in 2005 and is 12m long, 7.5m beam, 0.7m draught with a 15m mast and 100m sq. sail. Work was carried out in a huge timber framed workshop covered with translucent sheeting which had been constructed beside the river with its own slipway down which the completed barge was launched. The building of a second barge has already commenced, the keel of a larger vessel having recently been laid.



Visitors can take a cruise along the river and in the quiet of the evening watch beaver swim and listen to the birds in the trees. 30 people can be accommodated on such a cruise. Longer cruises will take visitors to Lake Peipsi and the villages of the Old Believers.

Fay and Graham Cattell

Ed: There will more from Fay and Graham about the historic vessels of Estonia in the March 2007 edition.

Dear Editor

I have recently bought 'Witch', a 36 foot auxiliary gaff cutter built by Charles Sibbick & Co in Cowes in 1902. I plan to restore Witch over the next few years, and wondered if any members can help with her history.

For the last 30 years Witch has been under the same ownership in Yarmouth on the Isle of Wight, but although I have a lot of information from Lloyds Register of Yachts about who owned her, I have no photographs or plans of how she was when new. I imagine that finding plans will be impossible, but do any members have photographs of Witch?



Most of her life has been spent on the East coast in Essex and Kent, a complete list of past owners and yacht clubs is on www.witch1902.co.uk, but a photograph before 1938, when she was converted to Bermudan rig, would be most helpful, particularly if it shows the cockpit, doghouse and rig. If anyone knows of any plans for Witch or similar Sibbick yachts I would obviously be very keen to see them. Witch was built in 1902 for Mr T G Wills Sandford, and I believe that she went to Ireland for at least the first few years, based at Dun Laoghaire where Mr Wills Sandford was a member of the Royal St George and Royal Alfred Yacht Clubs. Perhaps some members in the Dublin area can suggest something.



I enclose some photographs showing Witch as she is now, complete with 1970's coachroof. The interior has now been completely stripped so that I can get to the floors, some or all of which need replacing, and the frames, of which several on the starboard side are broken and also need replacing. The pitch pine planking seems to be largely sound, she is at least floating! Many of the deck beams have been cut over the years, and will also need to be renewed, but that, and the yellow pine deck preserved

under fibreglass, will be phase two or three.

I am also interested in finding out what other Sibbick yachts exist. Of the 300 or so boats built, there seem to very few still around. I currently know of 'Thalassa', 'Riva', 'Ripple' (listed in the OGA handbook), 'Winifred' (in Germany) and 'Bona Fide'. Other Sibbick yachts that have certainly been in the UK in the last 20 years or so are 'Saunterer' a 16 ton yawl, 'Wilful' a 30 foot cutter from 1899, 'Armored' a 52 foot ketch and possibly 'Searcher'. Does anyone know where these boats are now? I hope some Old Gaffers out there can help.

Martin Nott

martin@witch1902.co.uk
07831 328212

Dear Phil

'Restoring Charm' by Russell Read was really good. "Don't do it" was the most sensible advice, but too late for a lot of us.

The same mix of crises and sheer hard work must be true of many other projects, and it made me think what a lonely road it can be until afloat. There doesn't seem to be many opportunities to become involved in mainline OGA activities before then, which are all about sailing.

My idea was to visit events around this area. However, this winter the Solent area has started to have monthly pub socials. A good chance to meet other gaffers and get to know them before actually going sailing, and a good way of reviving spirits when lack of time and money make launch seem a long way away.

I don't know what other areas do, but meetings like this must be a good way to reach the lonely restorer, (and a way of recruiting race officers, on shore help at events, or finding crews). Would it be worth having a 'social' what's on list in Gaffers Log to publicise similar opportunities?

David Mitchell
Solent Area OGA

Ed: Thanks for the letter David. A lot of good advice for the 'lonely' restorer and I would suggest a place to gather advice and practical help on any problems. I totally agree about the worth of these 'social' meets, especially in wintertime, and do list them on the OGA Events page when Area Secretaries give me the dates. As for a separate list.....it's worth a thought if there are enough of them. Any other views out there?

Dear Lynn (sent to the Hon Treasurer)

Thank you for your delightful card of gaffers becalmed. Beautiful to the eye of the beholder, but very frustrating if one is on board! The Gaffers Log goes from strength to strength in colour and news, thank you so much for sending it to me. I'm settling in well here and have a fine view of boats in and out of the harbour (Teignmouth, Devon) and I keep an eye out for the Pilot Boat. With best wishes and many thanks.

Betty Lindsey Wood

Ed: Betty is an elder gaffer and one of our oldest members. Now safely ashore but obviously still keeping a watch over our comings and goings. The card which Lynn sent to her was the work of another OGA member, Claudia Myatt, a marine artist, and lately a writer with several books to her name already and who is fast becoming famous in her own right.

Dear Phil

Solent Old Gaffers 2006 Race and Rally

In addition to the usual fun and excitement that occurs at this annual event was an unsung initiative instigated by Tom Cunliffe. Believing that the OGA should introduce a new generation to the romance of gaffer sailing and seamanship skills, which are often neglected or allowed to slip in more modern yacht sailing, he invited one of the Hamble Sea Scout lads on to **Westernman** for the days race. Luke Akhurst 17 joined Tom for a never to be forgotten day. As part of the winning crew he went home with his own trophy to remember the experience.

In addition to this, Hamble Sea Scouts managed to get '**Stonechat**', their elderly 30 foot, eleven ton gaff ketch around the course, never a light winds flyer she picked up her skirts in the blustery conditions and reached just under 8 knots at times. Despite a broken main boom held together by sail ties she gave great sport.

Helmed from start to finish by Chris Ackhurst 14, crewed by Alex Cunningham 13 and skippered by leader Terry Hawkes they were awarded the prize for most improved performance. Again both boys went home clutching half pint commemorative pots.

Now if that's not the way to get the younger generation to join in the fun and appreciate the past, I can't think what will.

Hamble Sea Scouts would like to thank Tom Cunliffe and the Old Gaffers Association for their support and encouragement.

Andy Cunningham
Solent Area OGA

Ed: Well done Tom, Andy and Terry and all concerned with this initiative. I think we all agree that we must find ways of bringing younger blood into the sailing of our gaffers if they are to survive. Any comments and views would be appreciated and will be reproduced in the March issue.



Photo: Terry Hawkes, Chris Akhurst and Alex Cunningham

Dear Phil

Congratulations on your beautifully produced Gaffers Log. I am very grateful for your inclusion of my letter concerning the possible fate of the City of Adelaide in the September issue. It's a shot in the arm to have your support, and if it results in some follow-ups that will be great too.

Alan Platt

Ed: Keep us in touch with the news of City of Adelaide Alan.

Dear Lynn (letter to the Hon Treasurer)

Thank you for your letter of 14 September. You may indeed take my Standing Order payment this year as a donation since I feel the OGA is doing splendid work. But I have for a long time been hesitating whether to resign my membership because I have not had one opportunity of participating in any activity or meeting up with any member since my joining the OGA. Most of your arrangements take place in the Solent and the South Coast where I once had a berth. But now there are few times when I can participate in, on any of the still fewer occasions that OGA events occur on the East Coast.

I feel very sad about relinquishing my membership with you. But being a member of the Cruising Association and RYA is quite sufficient and I therefore give my notice to resign.

Brian Deane

Ed: I am sorry to hear this Brian, especially as I would take issue with you about the lack of OGA events on the East Coast which is one of our most active Areas. Maybe Jon Wainwright (Area Sec ECOGA) would like to comment or call you direct, and indeed Brian Hammett our National President and long term member and Officer of the CA.

Dear Lynn (another letter to the Hon Treasurer! Nobody writes to me any more!!!)

Thank you for your letter of 14 September concerning Standing Orders. Because of increasing age, our old gaffer '**The Lady of Lynn**' was given to our son and now sails out of Nanaimo, Vancouver Island, Canada. For that reason, I would like to resign from the OGA whilst wishing it well in the future. If you happen to know of a similar organisation in Canada I would be grateful if you would let me know so that I can inform my son.

Elaine Huntsman

Ed: Sorry to lose you Elaine but we fully understand the circumstances. Like a lot of the craft we sail none of us are getting any younger. But your son can still be a member of the OGA even though he lives in Canada. We have one or two members there already. As to an OGA Area in Canada, I know that Brian Hammett our National President has thoughts in that direction. Brian, can I ask you to be in touch with Elaine?

The Harbour Masters Shed by John Travis

(As told to me in my youth by a man who had already seen three score years and ten)

This happened many years ago when locals, born and raised in a particular place, felt they had certain 'rights' and 'foreign interlopers' from the next village along, or heaven forbid from the other side of the harbour were just seen as, at best, outsiders and at worst interfering busybodies.

Well there were a small group of singularly lonely types who preferred their own company or that of the marsh and mud to that of any other human, even their own kind. On dank, misty mornings in autumn and in the frozen twilight of winter you would find them moving stealthily through the shallows all over the harbour. Not uttering a word, nor making a sound. With measured paces they dragged their low flat craft behind them until at last, they had enough water to get aboard and lie down on their bellies and scull silently to a vantage point from where they could get a clear picture of the quarry against a clear skyline. Yes, the people of whom I speak are punt gunners. That peculiar breed of men who would rather lie cramped in a cold and damp punt for four hours at a time than sit in nice warm pub with a pint of favourite ale. I shall not query the logic of their chosen pastime for I too enjoy a tasty duck now and again, and some of the things I do for relaxation might seem to others, odd. No, the point of describing their interest in the harbour and its ways is more to set the scene for what was to happen next.

It came to pass many years ago that the well known and liked Harbour Master at Emsworth retired and was replaced by someone from 'far away'. He was a nice enough chap but he never had a chance. The locals couldn't talk to him for he did not understand their ways. How could he charge them for a mooring they themselves laid down? What right did he have to charge landing fees? And his minor changes on the quay, to them, were an affront to their way of living. His little hut, a modern blemish on their familiar territory.

The final straw in this seemingly trivial misunderstanding between sensible adults came when this outrageous man suggested that they should limit their culling of Teal, Mallard and Widgeon to specific parts of the harbour that he would outline. Now with hindsight we can see that this was a perfectly reasonable request with nothing but the future preservation of the species and also the punt-gunners hobby in mind, but the wildfowlers didn't see it that way. With uncharacteristic candour they held a meeting and with a speed and resolve that only comes in moments of extreme desperation they came to a decision. They would make their views felt. No marches through town streets for these boys. No campaign of posters or lobbying of authority. These were men of the wild, used only to the natural law of survival of the fittest. Action would be on the night of the next new moon. The tide would be high, not the height that a full moon would bring, but it would have to do, they couldn't risk being seen by the light of the moon in all its glory.

As the late afternoon wore on three shadowy figures slipped down three muddy tracks into three different parts of the harbour and stealthily prepared to stalk this particular night's prey. As the evening wore on, the low flat outline of three gun punts slowly converged on Emsworth quay. Timing was of the essence, it had to be at the top of the

tide so the shot could be taken, for these machines are cumbersome and do not have a lot of adjustment. Then at 23.30 hours out of the dark night with a merest hint of mist curling over the rising tide, a punt over to port. Moving imperceptibly with skilful back and forth strokes of a single skull over the stern, and then another to starboard. The three had arrived with precision timing that would have done credit to the cockleshell heroes of just a few years ago. These were the days when men were up before the dawn striving to earn a living in a brave new world. The scene was set for their terrible revenge.

With no visible movement apart from the inaudible lapping of the turning tide, the enormous charged cartridges were placed in breeches and gates closed. Final lateral adjustment of the deadly punts and wind-worn leathery hands grasped the firing lines. Without any discernible signal the night was split by the thunderous roar of three two inch barrels spewing smoke and flame simultaneously. Three punts shot astern with the force of the recoil, split seconds later to be assisted by the frantic paddling of three retreating assassins. What had they assassinated? The Harbour Master's hut of course. His pride and joy. The symbol of his omnipresence. Little remained save a heap of splintered timber and the shattered roof at a crazy angle.

There was hell to pay in the morning, but no one seemed to know who had done it. Where had they come from? Who were they? Nobody actually asked, why? I suspect they didn't want the answer.

The funny thing is that from then on, an unspoken truce seemed to exist between the wildfowlers and the harbour Master. They restricted their shooting to designated places and he mostly left them to the Cormorants and the ebb tide.

John Travis
Solent Area OGA

Stop Press

At last Saturday's meeting (18 November) of the GMC it was decided to merge Medway and North Kent Area with Cinque Ports. This followed discussions between Alison Cade, Area Secretary of Cinque Ports, and Robert Holden, Area President of Medway and North Kent and of course Hon Secretary of the OGA. Alison has felt for some time that with so few members of its own, Cinque Ports was unable to put on OGA events of sufficient size and interest to attract new members, and would have difficulty in even holding an annual Old Gaffers Race which each Area is obliged by the rules of the Association to hold, if at all possible. Accordingly it was decided to merge the two Areas under the banner of Medway Cinque Ports with Alison standing down as Area Secretary. Sara Harding will continue as Area Secretary for the new Area and Robert will be President. Our thanks go to Alison for all her help and support in the past in keeping Cinque Ports on course.



'Wilma, 1934 Danish Kotter sailing off Peel at the Peel Festival in July with owner Scott Metcalfe a motor fishing vessel. He has completely renovated her since then, which was an enormous project. As a sailing fishing vessel she is 47 feet on deck, 65 feet overall, with a beam of 14 feet. She was originally built to go fishing in.

Scott owns and runs Waterfront Marine in Port Penryn, Wales where Wilma is kept. His speciality



at the wheel. Scott purchased Wilma in 1996 from the Solway Firth where she had been fishing as
ect, and has re-rigged her based on a Welsh topsail sailing schooner. Built in 1934 in Vejle,
6 inches and draws 6 feet 6 inches. The relatively shallow draught reflecting the type of waters

is building and repairing traditional wooden yachts and can be contacted on 01248 352513.

Northern Ireland

Ardglass Traditional Sail, held in Ardglass, Co. Down, during the August Bank Holiday weekend was a great success despite the weather. It was a wonderful event, so relaxed it was horizontal. Boats arrived from Wednesday onwards with a full Marina on Saturday afternoon. We gained 4 new members at Ardglass, one from across the pond in Whitehaven, the others who are also members of Down Cruising Club. On Friday evening the barbeque was rained off, but the quiz was held in Mannies. It was won by Nigel from Wales, with his wife and Peter and Pat Kennedy who answered all the hard questions set by Alison Lyons. On Saturday we took it easy at the Marina. Dennis Magill launched his Mirror Dinghy and went for a sail around the Ardglass Harbour. T-Time found us barbequing, preparing for the homemade entertainment in the Marquee to come.

The Gaffers Boat Band led the way in this entertainment, but was by no means the best turn. We had songs, we had monologs, we had a song sung in Manx Gaelic and poems from Wales. There was an explosion of talent from the assembled gaffers and friends that was "chust sublime".

Alan and Irene Aston, the organisers would like to thank all of those Gaffers who made the effort to stand in front of the assembled Gaffers to make the night such a success. It was good fun. If you were not there are you feeling sorry that you missed it.

On Sunday morning we had a construction competition, this time it was to build a kite out of scrap materials. There were 2 prizes, one for the highest altitude attained and one for the longest time flown. These magnificent kites had to be seen to be appreciated. Peter Kennedy won the highest altitude; it almost brought down the marquee, and Stephen Clarke got the prize for the longest distance, he ran the furthest. We gave a prize for perseverance to the White Heather crew; he got his kite flying after 10 attempts.

Prizes were given out in the usual manner, Alan deciding who deserved them. All participating boats got a fabulous knife with Marlin Spike, just think if you had been there you would have had one.

Thanks to Alan and Irene Aston, Alison Lyons for the quiz and a lot more and mostly to all of the Gaffers who attended the event, you know who you are. It was good to see such a good turnout for this end of year event, with special thanks to Mike Clark and Joe Pennington who travelled to Ardglass from The Isle of Man to support us.

NI OGA AGM: 15 of our NI Gaffers attended the 19th AGM of the NI OGA at Royal North of Ireland YC on 27th October past. There was nothing contentious on the Agenda so the meeting went smoothly. Peter Lyons stood down as Area President after 9 years and Stephen Clarkson was elected as the new NI OGA Area President. Peter Lyons took over from Alison Lyons as Hon Sec and with the exception of Alison the old committee was re-elected. Two new members of committee elected are Attracta Neeson, making a return to the committee, and John Cleary joining for the first time. Dennis Magill made a presentation of a bouquet of flowers to Alison for all her work over the previous 6 years. Alison was given warm round of applause during the presentation.

Peter Bates was elected as our Honorary Auditor.

Dennis Magill was elected to the esteemed post of Commodore of NI OGA, no better man. The meeting finished at 2120 so we congregated in the bar for some pleasant craic.

Obituary

I am sorry to have to report that one of our long time members, Michael Hicks of Greenhill House in Co. Fermanagh passed away recently. Michael joined the OGA in 1991. He built and sailed a Drascombe lugger for a number of years before building Ceol Mara, a small schooner built to an American design. Michael sailed his little schooner on Lough Erne, he trailed it to Brest 96 and all over Northern Ireland to participate in Gaffers events.

Michael sailed as crew on Madcap for a time and he always came aboard with a leg of lamb from the farm. He used to tell us that there were a lot of three legged sheep in Fermanagh. Michael came to Fermanagh from the East Coast of England where he used to sail on Thames Barges. He was an expert seaman and a respected member of NI OGA. He will be missed.

Our sympathies to Jenny and Danielle.

President

After my 9th year as Area President I am standing down. I would like to say that I have enjoyed every moment of these 9 years. There have been some very enjoyable occasions. I have made some fantastic friends, both here in NI and in our neighbours in the south of Ireland as well as across the water in England, the Isle of Man and Scotland. Without my involvement with the OGA my life would have been much less varied. I enjoy the OGA; the people in it make it what it is. I thank all of the NI Gaffers for their support over the years.

We will have a new AP for 2007; Stephen Clarkson has been elected to the post. There is no better man. Stephen has been in the gaffers since 1992. He has proved his commitment to the OGA over these years by leaving the ranks of the Bermudan fleet with Teemara, a YW Peoples Boat and moving to Vilia, then a gaff yawl. Stephen worked over Vilia and returned her to her original gaff cutter rig. He campaigned Vilia all over Scotland, becoming almost a mascot for the Classic Malts Cruises.

A few years ago, whilst in my role of OGA Webmaster I was contacted by John Pinkerton of Tarbert. He told me he had a boat for sale, Morna. As soon as I saw it I rang Stevie, he had asked me to watch for a largish Gaff Ketch. Stephen visited Tarbert, with Alan Aston for support, to view the boat. Despite Alan's advice not to touch it with a barge pole, the boat was in an extremely poor state, Stephen bought Morna, the rest is history. Morna is a credit to Stephen and those persons he has had over the years to help him. The 5 year plan is moving to a 10 year plan, but Morna is now a beautiful sight sailing in and around Belfast Lough. This is the man we have elected as our leader for the next three years.

I would like to ask all of you support Stephen as well as you have supported me over the years. I have no intention of dropping out of the gaffers; I will still be around, see you at one of our events.

Peter Lyons
Area Secretary



'Peter Lyons with the new President of NIOGA Stephen Clarkson and the new Commodore Dennis Magill'

Bristol Channel Area

The resurgence of the Bristol Channel Area has continued apace this year. We began with a well attended Area AGM at the Portishead Cruising Club in March, which, together with an interesting and amusing illustrated talk on *Emanuel* and some of her exploits by Robert Holden, also turned into an enjoyable social occasion.

On the sailing scene, there was a mixed bag of events of which some were very well supported and others less so. Some nine new members have joined BCA during the year, bringing membership to an ever healthier sixty plus, as well as a sprinkling of secondary members.

The season began with the **Round Lundy Race**, superbly organised by Ilfracombe YC on the 28th May, although even they couldn't manage a favourable wind. Lundy lies due west of Ilfracombe and the day of the event proved not to be an exception to the prevailing westerlies. Some fifty boats set out from Ilfracombe for the second event of its kind in recent times with only about twenty yachts managing to round the island. The remainder could be forgiven for retiring or failing to finish. This is proving to be a popular event although Neil Johnstone in *Tir An Og* out of Watermouth was the sole OGA representative. Even so, he enjoyed the race and the social evening that followed immensely, even though *Tir An Og* was one of those unable to complete the course.

The second running of the **OGA at the BAY** event took place in early June and was blessed with a good turn out even if the sailing conditions were not ideal. Eleven boats, varying considerably in size (from the 66 foot ketch 'Josephine' to a 12 foot dinghy) took part in the event and some of the larger boats enjoyed a good 'thrash' around the islands of Flat Holm and Steep Holm during Saturday afternoon. This was topped off by a very convivial evening in the clubhouse of Cardiff Bay YC. On Sunday morning, there was a final sail out by yachts bound for home ports up and down channel, and – as is the way with a waterway with a strong tide, they were rapidly dispersed. During the excellent weekend, there was opportunity to inspect and sail each other's craft, and to relish in the diversity of sailing our gaff-rigged yachts in the Bristol Channel.

So much so, it seemed a good idea to hold another similar **OGA at the BAY** event in October. But by then of course, the summer had come and gone and the wind put in a vigorous and untimely appearance. Nevertheless four boats arrived from across the Severn to join up with five local boats, though in the event, some of these didn't leave their moorings because of the strong wind. But that's sailing I guess- either too little wind or too much or else it's on the nose! Everything has its compensations though and another splendid evening meal was spent in the excellent surroundings of Cardiff Bay Yacht Club. If anything the wind increased on Sunday and with the likelihood of it getting worse, the visiting boats lost no time in putting to sea for the return passage. All got home safely although not necessarily enjoying the most comfortable of return passages.

In the meantime, several other events took place during the summer. A potential OGA event was organised at **Instow** but, perhaps because there are few OGA members in the local YC, it was barely attended. Portishead Cruising Club once again organised the popular **Holms Race**, with the start and finish line at Portishead, and rounding Flat Holm and Steep Holm before making the return passage. There were fifty-one entrants for this race and forty-three

finishers. However there were only three OGA entrants in the recently introduced class for gaff-rigged vessels and the worst of it was, the gaffers' prize went to *Nora Bee* who is not an OGA boat! (Though perhaps she should be- especially if she is going to keep on winning!)

There was also of course, the inaugural Seafair Haven event held in the beautiful cruising grounds of Milford Haven in June, which attracted gaffers and classics from near and far. A number of OGA boats took part including several from the BC Area. The event was acclaimed a considerable success and is expected to take place again in 2008.



This photo of a lovely old gaffer was taken in Cawsands Bay off Plymouth in October. She has also been previously spotted up the River Tamar. Here, she is practically crossing the Devon and Cornwall border (which runs straight through the adjacent village of Kingsands on shore). If anyone from Devon or Cornwall areas can help to identify her, I'd be pleased to know. (viv.head@talk21.com)

All in all it has been a thoroughly interesting and varied season with plenty of opportunities for good sailing and good company.

Viv Head
Area Secretary

Dublin Bay

With our Annual General Meeting coming up soon I hope to have more news of what Dublin bay got up to in 2006 and our intentions for 2007.

What I can tell you is that we had good craic and good sailing at the Hooker Festival in Kinvarra Co Galway. The photos tell it all. Good sailing good craic and good company!



The birds nest belongs to Mr and Mrs Blackbird which nested in the cabin of another Hooker by the name of 'The Naomh Cronan' where they raised five chicks. A discussion took place when they took up residence and it was agreed that they would be left undisturbed as long as they left the beer alone! No nesting in 2007 though as the boat is having a lot more done on her.

Mick Bentham
Area President

Scotland

It is only a few short weeks since I took over from Norman Mikkelsen as Area Secretary, and although I have still to contact each of the Scottish region members personally I am glad to say that numbers have grown by a count of at least two since the change over.

It is assumed that most if not all Scottish boats will be out of the water by now, so efforts have concentrated on next year. A possibility is a gathering at perhaps Campbeltown, where it is hoped that some of the Irish Old Gaffers at least might make the effort to help swell numbers. OG's from any other area will of course be most welcome as well. A further possibility is a visit to the Isle of Bute where the Isle of Bute Sailing Club has also indicated that a warm welcome awaits.

Any comments from Scottish members or those from further afield (or should that be awash?) would be most helpful. At the moment sponsorship for either venue has still to be explored, but even if not forthcoming, gaffers have always been able to find the means of enjoying themselves.

Please feel free to contact me: Phone no 01700 505617, or email: gordongarman@aol.com

In the meantime a Merry Christmas and a Guid New Year to all.

Gordon B. Garman
Area Secretary

Conwy & North Wales Area

Well, Derwentwater at Ullswater took place as planned: to say that it rained incessantly would be an exaggeration—at times it stopped for 5 minutes or more.

Having been forced to change the venue and the weekend, the weather decided to be objectionable as well. This was the 10th anniversary of the event, and for 8 of those years the weather has been excellent—so perhaps we haven't done too badly.



The Friday night barbeque and cabaret was cancelled and everyone retired to the Travellers Rest, where Barry Healas had managed to reserve a room for us. The evening was enhanced by the arrival of Leafy & Co, who provided the entertainment. We walked back to the campsite under a brilliant star crowded sky, with dreams of lazy sailing on Saturday.

On Saturday morning 15 boats launched in torrential rain and no wind. Half an hour later, 13 boats crossed the start line in torrential rain and a moderate breeze. As the boats ran up the lake to the downwind mark (Norfolk Island), the rain stayed the same, but the wind freshened to a F6 (some said F 10!!). The beat back down the lake sorted the men from the boys, and 7 boats finished. Interestingly, no gaffers capsized, but ALL the nearby tupperware boats did.

Racing was cancelled for the rest of the day

Forty-nine people enjoyed the evening meal at the Glenridding Hotel, where the prizes were handed out.

As the Sunday weather proved to be equally bad, all official sailing was cancelled, and a chocolate tasting competition was held instead.



Around The Areas

This event is our last in the Lake District. Next year, over the same weekend, we hope to run a new event in Holyhead – watch this space!!

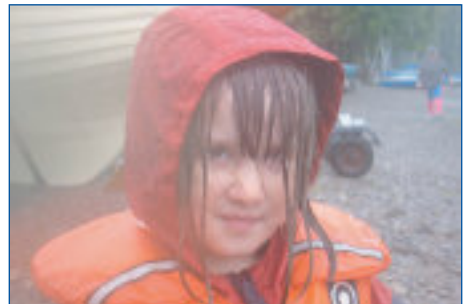


The area's annual dinner and AGM was held on 21st October at Holyhead Sailing Club. There were no contentious issues at the AGM; the major topics of discussion were the proposed event at Holyhead, and the quest for a new newsletter editor. The latter position was taken up by Ken Sykes and Howard Morgan.

Forty-eight people enjoyed a fabulous meal in the club's restaurant, and afterwards a talk by John Cave and Richard Burnell from the Holyhead Maritime museum. The evening was completed by an informal session by the Gaffers Boat Band, aka "The Irish". Many thanks to Peter & Alison, Carol, and Alan & Irene.

Sunday morning found the survivors in the Maritime Museum, where Angus McLeod had arranged a private tour. Highly recommended!!

Towards the end of September Pete, Maxine and I ventured over to Northern Ireland once again when we had a most enjoyable few days touring around Coleraine, Gianta Causeway, Bushmills etc with our NIOGA friends. We had a fantastic few days even joining in when the Gaffers Boat Band played in a local pub. Maxine and I on percussion and Pete playing the concertina. Out thanks have to be extended to Alan, Irene, Peter, Alison and Carol for so warmly looking after us during our stay with them. We are now looking forward to attending the NIOGA dinner at the end of November which incidentally we have been to for the past few years – obviously we are gluttons for punishment!



Sue Farrer
Area Secretary

East Coast

Since the last notes, we have had the Maldon Town Regatta and OGA Anniversary Rally (23 September), plus the End of Season Rally and AGM at Brightlingsea. Also we have been represented at the Joint event for Kotters, VKSJ and Netherlands OGA in Enkhuizen, Maryll taking time off from her overseas patrol to attend.

Maldon was quite well attended, the race starting from West Mersea this year, finishing at Osea prior to the Grand Parade of Sail to a crowded Maldon Hythe Quay. The weather was fine, although the winds were on the light side. After the boats had rafted up, the

crews adjourned to Taylors Yard to consume the OGA barrels of beer, before going back to the Quay for the Prize- Giving. It was then on to the Maldon Little Ship Club for an excellent meal and a toast to the OGA, which was actually formed at Maldon Little Ship Club on 23 September 1963. This was also Peter Maynard's last event as chairman of MTR, and we thank him for all his work over the years.

Also in September was the Joint Event at Enkhuizen, mentioned earlier. The whole of one side of the town harbour was reserved for a fleet of 80 vessels. There was a race, from an anchor start on the IJsselmeer, but unfortunately the wind died before anyone could complete the course. Back at port crews ate at two locations (because there were so many of them) before adjourning to the Dromadaris.

The AGM, for the first time, was held at Brightlingsea, Colne Yacht Club. Despite the weather, some managed to attend by boat, although the secretarial yacht on passage from the north was forced to put into Walton, as she had run out of coal. The meeting went well, and the new EC Laptop was demonstrated, with a slide show of gaffer pictures and an illustration of the new database. There was some discussion on the East Coast Old Gaffers Race, which in contrast with other events has been hit by falling entries. The Secretary spoke of a report from a member who said the first Old Gaffers Race was not from Osea in 1963, but was actually from Heybridge to Bradwell in 1956. Matika, Pembeth, Thelma, Fairy, Bona, Kate, Polly, Lizzie Annie and Roomshall were amongst those said to have taken part. It was a start from anchor, and prizegiving and social was in the Green Man.

The Treasurer's report was accepted, showing a reasonable state of affairs, although it had been noted that turnover was down due to the absence of sponsorship monies from Brigaff and Southwold this year.

I believe the East Coast are the only area to run a points series for sailing events, this year the Tom Felgate Memorial Trophy First Prize going to Fanny of Cowes, runner-up Bonify and third Crow. In the Classic Bermudans Random won, followed by Maid of Tesa and Rhumba. Some 60 vessels had taken part in the series during 2006.

On the cruising side, the Francis B Cooke Trophy was won by Graham Jenkins.

The 2007 Programme of Events was discussed, with emphasis on the East Coast Old Gaffers Race, which is on 16 June. Also discussed was the possibility of local cruise in company for Dutch and Solent vessels entering the North Sea Classic Passage Race in July, and a rally at Southwold. The OGA were also invited to the Dallimore Rally at Burnham.

The meeting ended with an excellent carvery at the Colne Yacht Club.

Unfortunately I was not able to attend the Classic Ships Show at Enkhuizen, one of the largest of its type in Europe, as it clashed with the AGM, but I understand the French OGA and Dutch OGA were there.

Jon Wainwright
Area Secretary Solent Area OGA

Solent Area OGA

This is my first venture into writing for the Gaffers Log, or anything really, as I am taking over from Geoff Skinner on 17th February as Area Secretary. I have been sailing as crew with my 'Captain' Michael since 1990 when we first launched Scheherazade, a much loved Memory built outside our back gate during the previous 10 years. Up until 2000 we enjoyed pootling about the Solent but realised that if we had slightly more comfortable accommodation we could stretch our canvas a bit further, so we reluctantly sold Scheherazade and bought Roma. We now have ventured a bit further west and indeed south this year to France, and intend next year to go west to Exmouth for Roma's centenary birthday celebrations (weather permitting).

Because of the very adverse weather our Annual Race and Rally turned out to be a memorable occasion, with many of the smaller boat members declining to race, but the larger boats had a really great race from a start off Wootton around the cans towards Gosport where we ended up in the Royal Clarence Marina for the prize giving and fun evening with BBQ and music. It was generally declared a great weekend, in spite of wind and rain, and many of our members joined us for the evening event.

We have organised a very interesting evening in December at the Southampton Maritime Museum to coincide with an exhibition of a local family and their connection with the Itchen Ferry

The New Year's program arranged so far is as shown below with other events which will slot in between during the season. Unfortunately, as we were very late in getting our 'copy' to the Editor for the Gaffers Log there was no room to add these dates to the main list on page 10, but we will 'get him next time!'.

Solent Area Programme

17 February 2007	Solent Area Annual General meeting
19 - 20. May 2007	Beaulieu Rally Weekend
31 May - 3 June 2007	Yarmouth Old Gaffers Festival
16 - 17 June 2007	Three Creeks Race Weekend
18 - 19 August 2007	Royal Solent Yacht Club Regatta (including Gaffer Race)
1 September 2007	Bursledon Regatta
8 September 2007	Solent Area Race and Rally
TBA - Poole Rally, Chichester Rally and the Centenary Chase	

Jessica Warren
Area Secretary (In the wings!)

Trailer Section



Clywedog, mid September

It hardly seems any time since the season was starting and already here we are packing up for winter. The Trailer Section has had a good year with rallies being held at various places around the country. The Conwy and North Wales Derwentwater rally was switched to Ullswater at the last minute, but unfortunately met with heavy rain. Further South, in Wales, faces were glum at Clywedog, Which being a reservoir was being drained to meet the demands of the shortage of water elsewhere.

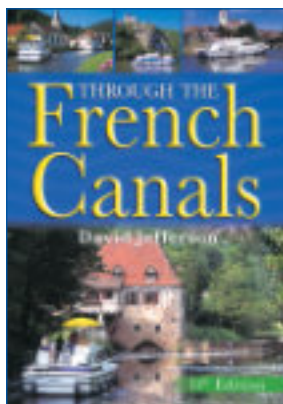
During the season, Marlene and I together with Ken and Gladys Anderson, Pete and Sue Farrer, Paul Lohr, Colin Freeman and Richard Spencer, ran the OGA tent at the Beale Park Boat Show. We had a great time and one of our visitors was Antonio Lourenco, all the way from Lisbon, the only (as yet) Portuguese member of the OGA. He had come to look for a small traditional boat because the cruiser/racer that he presently owns, no longer suits his needs. There are a few Cornish Crabbers in his club and he prefers the kind of relaxed, let it all hang out, type of sailing that he sees them enjoying rather than the frenetic, race mad ethos of the Bermudan fleet. Sounds familiar!

If you have a small boat, could you please give some thought to bringing it to the show next year? It will be held at Beale Park near Pangbourne on the 8-10 June 2007. We need two or three for static display purposes, but also others to sail on the lake as an attraction for visitors. It is an enjoyable week end, you will meet old friends and make new, and entry and camping is free! If you would like to come , please call me on 01792 297445

Mike Stevens
Area Secretary



Clywedog in May



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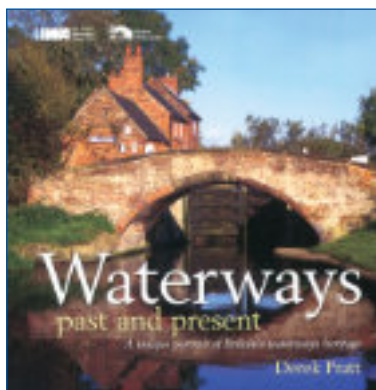
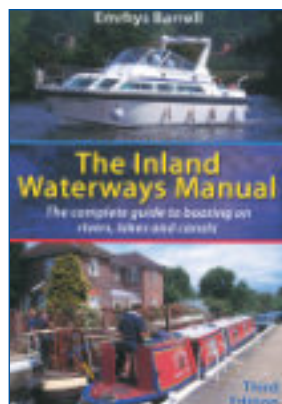
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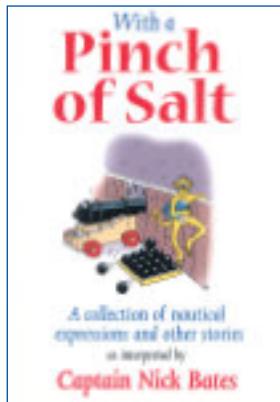
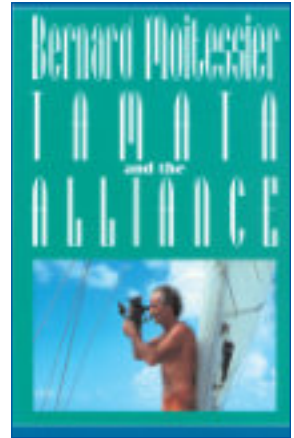
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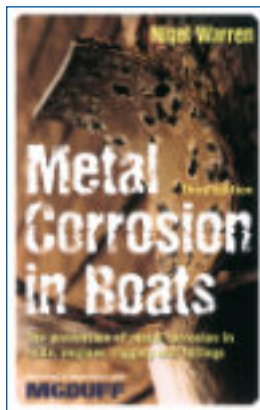
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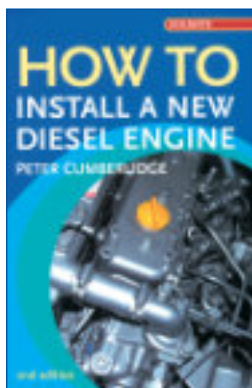
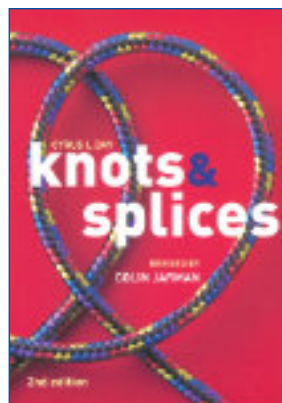
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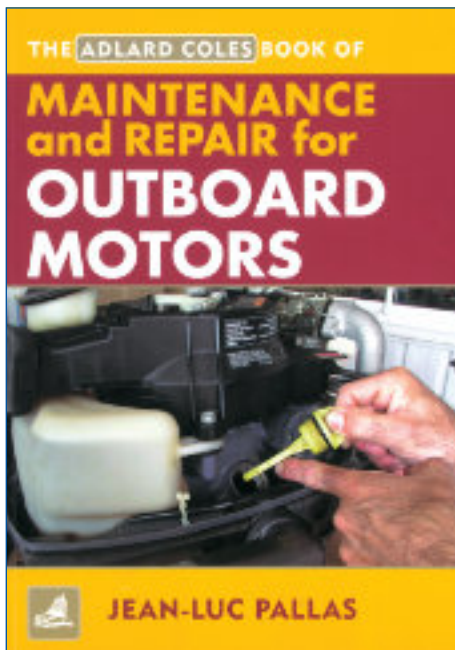
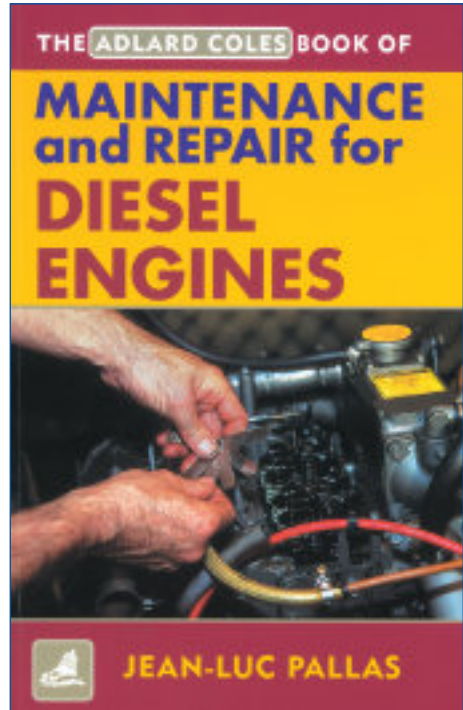
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Photo Richard Johnstone-Bryden

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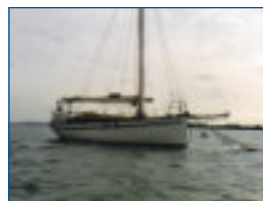
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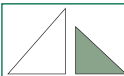
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		UK	Overseas
Burgees	15"	£ 13.00	£ 13.50
	18"	£ 15.50	£ 16.00
	24"	£ 18.00	£ 18.50
	30"	£ 20.00	£ 21.00
Membership Flags	12"	£ 15.00	£ 15.50
	15"	£ 16.50	£ 17.00
	18"	£ 19.00	£ 19.50
Ties (new design – single pitchfork motif)		£ 7.50	£ 8.00
Brooches		£ 4.00	£ 4.50
Sweatshirts	S,M,L,XL,XXL	£ 15.00	£ 16.00
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
OGA Duffel Bags		£ 12.50	£ 15.00
OGA Cool Bags		£ 12.50	£ 15.00
OGA Ski Hats		£ 6.00	£ 7.00

Heritage Afloat Hats are also available.

Smocks, Sweatshirts and Polo Shirts are only available in Navy.
Embroidered name on sweatshirt or polo shirt £ 2.00.

Please note, that to keep the costs of personalised sweatshirts and polo shirts down, the supplier has asked us to place minimum orders for 10 items. That may sometimes mean a delay of up to 8 weeks, but you will be advised of the situation when you place the order.

Prices include postage and packing – surface mail for overseas. Please send orders, with cheque or postal order, payable to Old Gaffers Association (overseas members can pay by credit card or by draft on a London bank) to: Moray MacPhail, Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk IP12 1BD.
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Alison Lyons, Pete Farrer, Alan Aston, Irene Aston, Sue Farrer, Maxine Lomas and Angus McLeod

NIOGA visits CNW



Peter Lyons (Area Sec NIOGA) presenting Scott Metcalf (President CNW) with the picture of Wilma. See centre spread.

Peter Lyons with 'Honora' departing for Peel 2006 at sunrise.
Photo Carol Laird. NIOGA OGA

