

GAFFERS LOG

March 2007



The Official Newsletter of the Old Gaffers Association

OFFICERS OF THE ASSOCIATION

	Area Code		Tel. No.	OGA E-mail Address
PRESIDENT	EC	BRIAN HAMMETT	01473 231066	president@oldgaffersassociation.org
SECRETARY	MCP	ROBERT HOLDEN	01843 582997	secretary@oldgaffersassociation.org
TREASURER	BC	LYNN SLADE	01749 330046	hontreasurer@oldgaffersassociation.org
NEWSLETTER EDITOR	BC	PHIL SLADE	01749 330046	log@oldgaffersassociation.org
MEMBERSHIP SECRETARY	NI	PETER LYONS	02891 453099	membership@oldgaffersassociation.org
BOAT REGISTER	NW	NICK MILLER	01229 474737	boatregister@oldgaffersassociation.org
WEBMASTER	CNW	PETE FARRER	01270 874174	webmaster@oldgaffersassociation.org
MINUTE SECRETARY	MCP	JAN HOLDEN	01843 582997	secretary@oldgaffersassociation.org
SOCIAL & TROPHY SEC.	CNW	SUE FARRER	01270 874174	cnwsec@oldgaffersassociation.org
SAILING COMMITTEE CHAIR	EC	JON WAINWRIGHT	01206 393537/396066ecsec@oldgaffersassociation.org	
AREA REPRESENTATIVE	SOL	MIKE SHAW	0208 672 8082	
AREA REPRESENTATIVE	EC	RICHARD GILES	01206 308420	

Area Secretaries and Representatives

BRISTOL CHANNEL	BC	VIV HEAD	02920 625985	bcsec@oldgaffersassociation.org
CONWY & NORTH WALES	CNW	SUE FARRER	01270 874174	cnwsec@oldgaffersassociation.org
CORNWALL	CWL	CHRIS LEOPOLD	01726 73631	
DEVON (ACTING)	DEV	JOHN SCOTT	01803 867754	
DUBLIN BAY	DB	SEAN WALSH	00353 18154219	dbsec@oldgaffersassociation.org
EAST COAST	EC	JON WAINWRIGHT	01206 393537/396066ecsec@oldgaffersassociation.org	
FRANCE	FR	PIERRE JAFFE	0033 6 07 67 02 71	
MEDWAY CINQUE PORTS	MCP	SARA HARDING	01227 752333	mcpsec@oldgaffersassociation.org
NETHERLANDS	NL	JOACHIM V. HOUWENINGE	0031 6 54 34 05 75	nedsec@oldgaffersassociation.org
NORTHERN IRELAND	NI	PETER LYONS	02891 453099	nisec@oldgaffersassociation.org
NORTH EAST	NE	"Volunteer needed - please contact the OGA Secretary, Robert Holden"		
NORTH WEST	NW	TOM MIDDLE BROOK	0161 652 9744	nwsec@oldgaffersassociation.org
SCOTLAND	SCO	GORDON GARMAN	01700 505617	scotsec@oldgaffersassociation.org
SOLENT	SOL	JESSICA WARREN	01962 712529	solsec@oldgaffersassociation.org
TRAILER SECTION	TR	MIKE STEVENS	01792 297445	trailersec@oldgaffersassociation.org
WAVENEY & NORFOLK	W&N	MIKE ROBERTSON	01473 327115	
WESTERN AUSTRALIA	WA	PAULINE DILLEY		

Membership Subscription Rates

	<u>Payment by Cheque or Direct Credit</u>	<u>Payment by Direct Debit</u>
Single	£20.00	£18.00
Family	£23.00	£21.00
Junior	£5.00	£5.00
Euro	€34.00	N/A

(NB. Payment by Standing Order is no longer accepted.)



Officers of the Association	2
Area abbreviations and membership subscription rates	2
Welcome Aboard	4
Editorial	5
President address to the Annual General Meeting of the OGA	6
Minutes of the Annual General Meeting	7
Annual Accounts given by Lynn Slade Hon Treasurer	10
Trophy Report by Sue Farrer Trophy Secretary	12
Notice Board	14
Sailing Sub Committee report by Jon Wainwright	15
Sunk Engine – OGA Practical by Graham Whittington	16
Where is Mr Hidden Hiding? by Al Hidden	17
Oyster dredging for beginners by John Cann	20
Estonia recovers her maritime heritage	
part 2 by Fay and Graham Cattell	22
Sad news from the East Coast	
by Jon Wainwright and Colin Edmond	24
OGA and other Traditional Boat Events 2007	26
Letters	29
Around the Areas	32
Bunkside Bookshelf	42
Advertisements	44



Front cover: Former Pilot Bawley Moonflower (now in Friesland) leaving Enkhuizen after the Joint Rally of the OGA, Kotter Club and VKSJ. Photo Jon Wainwright.

BC, 4838, Myrtle, Mr John Vickers, 47 London Road, Cheltenham, Gloucestershire, GL52 6HE
BC, 4840, Henrietta, 2060, Mr Martin Crowdy, Mount Cottage, Dowlish Wake, Ilminster, Somerset, TA19 0NR
CNW, 4837, An Stearnan, 2794, Mr Peter Wakefield, Ty Medric, Llanddona, Nr Beaumaris, Isle of Anglesey, LL58 8TU
CNW, 4839, Princess Elen, Mr John Jones, Hafan, 9 Pentre Clandd, Meifod, Powys, SY22 6DX
CWL, 4834, Ivy May, 451, Mr Alan MacRae, Chypraze, Lafrowda Close, St Just, TR19 7HZ
DEV, 4836, Cleone, 1618, Mr Andrew McDonald, 12 Featherbed Lane, Exmouth, EX8 3NE
DEV, 4854, Barnacle, Mr Simon Whitehead, 4 Colleton Crescent, Exeter, Devon, EX2 4DG
EC, 4835, Drumler, 7059, Mr David Dow, 2 Rosery Cottages, Lower Street, Great Bealings, Woodbridge, IP13 6NL
EC, 4841 Mr Nick Floyer, 17 Stile Hall Gardens, Chiswick, London, W4 3BS
EC, 4842, Hussar, Mr Kenneth Crudgington, 1D Coverly Close, Brentwood, Essex, CM13 3DB
EC, 4844 Mr Gary Newton, Kinloch House, 29 Victoria Esplanade, West Mersea, Essex, CO5 8BH
EC, 4846, Snark, Mr Mike Albany Village, 55 East Street, Tollesbury, Essex, CM9 8QE
EC, 4848, Ayesha, Anne Mordey, Honeysuckle, Larksfield Road, Sutton, Ipswich, IP9 2RZ
EC, 4849, Cariad, Mr Paul Taylor, 5 Park Terrace, Burrows Road, Melton, Woodbridge, IP12 1GP
EC, 4850, Egret, Mr Ian Young, The Valley House, Lower Street, Stratford St. Mary, Colchester, CO7 6JR
EC, 4857, Elfreda, Mr Michael McCarthy, 10 Berkeley Drive, Billericay, Essex, CM12 0YP
MCP, 4856, Moonshine, Mr Paul Joanne Langridge, St Hilary, Sutton Drove, Seaford, East Sussex, BN25 3NH
NED, 4827, Graete Griene, Mr Felix - Arons, Cliostroaat 6 1hg, 1077 KG, Amsterdam, Nederland,
NED, 4858, Joanne, Mr Leon Marg Kamphuys van der Meij, Parklaan 44, 4702 XE, Roosendaal, -,
NED, 4859, Rose des Vents, Mr Frans - Moerbeek, Matrozenhof 34, 1018 ZR, Amsterdam, Nederland,
NED, 4860, Noreen, Mr Andre - Leeuwendal, Voorstraat 25, 3401 DB, IJsselstein, Nederland,
NED, 4861, Firecrest, Mr Jochem Jeroen van Roon, Gerard Doustraat 134 3hg, 1073 WX, Amsterdam, Nederland,
NED, 4862, Lemmke, Mr Rik - van Dijk, Kalverstraat 4, 8061 HE, Hasselt, Nederland,
NED, 4863, Flambart, Mr Ludo Elsbeth Herinckx, Herenweg 276 R-9, 3645 DX, Vinkeveen, Nederland,
NED, 4864, Mette Marie, Mr Peter - Slikkenveen, IJsselmondselaan 222, 3064 AT, Rotterdam, Nederland,
NED, 4865, YE 47, Mr Olaf - van Oosterom, Buitenbassinweg 200, 3063 TB, Rotterdam, Nederland,
NED, 4866, Aage, Mr Laurens - Nijzink, Dorpsstraat Holysloot 33, 1028 BC, Amsterdam, Nederland,
NED, 4867, Golant Gaffer, Mr Teun - Post, Landweg 13, 4458 BD, s-Heer Arendskerke, Nederland,
NED, 4868, Kittiwake, Mr Matthijs Saskia Kloek, Pythagorasstraat 69 1hg, 1098 EX, Amsterdam, Nederland,
NI, 4855, Water Colour, Mr Peter Maxwell, 60 Old Court, Strangford, Co. Down, BT30 7NG
NI, 4858, Sheelin, Mr Keith Wood, 61 Eaton Hill, Leeds, LS16 6SE
SCO, 4843, Elfin, Mr Denys Mitchell, 2 Saltmarket Cottage, Fairnington, Kelso, Roxboroughshire, TD5 8NT
SOL, 4845, Gryffindor, 2795, Mr Ian Manocha, Grove House, 208 Grey's Road, Henly on Thames, Oxon, RG9 1QX
SOL, 4847, Amitie, Mr Ian Doherty, South Lodge, Church Lane, Lymington, Hampshire, SO41 3RA
SOL, 4851, Barbara Agnes, Mr Bill Munt, Little Acre, Church Lane, East Boldre, Hants, SO42 7WS
SOL, 4852, Elanor, Mr Adam Allan, 118 Place Road, Cowes, Isle of Wight, PO31 7AE
SOL, 4853, Cullin, Mr Michael Curtis, 42 Clayhill Close, Waltham Chase, Southampton, SO32 2TU

First and foremost, a Happy New Year to all members, old and new, good sailing in 2007 and may the wind always blow in the direction you wish. With daffodils already in bud in our garden in Somerset and our Hon Sec reporting snow storms across Ramsgate Harbour, it certainly is an interesting start to the year from a meteorological point of view.

We can report a very good turnout at the Annual General Meeting in January, the minutes of which are recorded later in the Log, together with the Association Accounts. The AGM was preceded by the Association Meeting which is attended by Area Presidents, Area Secretaries and Elder Gaffers, as well as the Association Officers, reflecting a broad cross section of opinion from all the members of the OGA. The agenda is based around reports from the various Association Officers and Area Secretaries, which are circulated before the meeting so that all may read them several days in advance, thus allowing members to think through any questions they may wish to pose, and it also cuts down any unnecessary delay and leaves as much time as possible for open discussion on other, perhaps more pressing, topics of interest.

One of the matters to arise from this year's meeting was the proposed formation of a new OGA Area in Southern Ireland, with Brendan Lennox at the helm. Brendan, who sails 'Ann Again', has retired to the South of Ireland and intends to base the new area around Cork. He would no doubt welcome all the help he can get. Robert Holden reported that work continues in getting the first American OGA Area off the ground, assisted by Ginny Jones, who lives and works in Martha's Vineyard, Massachusetts. Also, Gordon Garman, the new Area Secretary for Scotland, who only took over a short time ago, gave an optimistic report for the future of 'Gaffering' in Scotland, including news of an event in the planning for Campbeltown in June and a cruise in company down to Brest during 2008.

The AGM which followed finished in good time to allow an enjoyable evening of food, drink, music and song, or, as our Irish members would say, good craic!

Finally a word of thanks to our President, Brian Hammett, for the brisk and business-like manner with which he conducts our meetings..... but some might say that his 'attire' is a little extravagant!



Brian Hammett presiding – only this time at the Belfast City Hall – on a purely social occasion with some NIOGA members and friends from other OGA Areas.

Phil Slade
Editor Gaffers Log

Copy deadline for the next issue (June) is 15 May, but production and distribution may be delayed slightly due to the Editor's sailing programme, so apologies in advance.

PRESIDENT'S REPORT OGA AGM 2007

I am pleased to report that 2006 was a successful year for our Association. Membership has remained almost static even after removing a number of members who paid by standing order and with whom we have lost contact. This is a good result when most other sailing organisations are reporting falls in their membership levels. I would like to thank all members for their support this year and particularly GMC members, area secretaries and all officers of the Association for their unstinting work on behalf of you our members.

During this year the GMC have started a number of new initiatives with regard to Membership recruitment and the establishment of an Association Database to ease the administrative load on our hard working volunteers and later to incorporate and modernise our Boat Archive, historical data, and records. I hope that all interested parties will work together to achieve the required results.



The port of Kristianopel Southern Sweden where gaffers go free.

(Oops! sorry Brian was I supposed to keep this secret!)

For my own part, having been elected President at this meeting last year I promptly decided to go sailing and leave you all to it. A good plan! However I have paid dearly for it by suffering death by a thousand emails! But I have survived. I fact I met the movers and shakers of our Dutch area in Amsterdam and had a good natter over a Bokma or two before pushing onto the Baltic where in Southern Sweden I found an excellent harbour who's Harbour Master is a fan of the Gaff Rig. He told me when I went to pay, "Old Gaffers don't pay in this harbour!" I can be bribed later to reveal the harbour's location. We attended a rally in Riga, Latvia in company with Solent area members Tim and Liz Dodwell before returning via the Baltic States, Poland Germany etc to Ipswich in time for the East Coast section's August Classics Cruise

Lorna and I attended the Northern Ireland Area Dinner somewhere in Ireland we are still trying to remember what happened and have only just recovered. I think that I can see a few familiar faces that I vaguely remember here tonight!

I thank you for sending me your news letters please continue to let me know your activities. This year I hope to attend a lot more area functions around the country and abroad.

Finally I wish you all a great season fair winds and calm seas.

Brian Hammett

Minutes of the Annual General Meeting 2007

Held at the Cruising Association, Saturday 13 January 2007 at 6.30pm

1. **Present:** The President (Brian Hammett) and 56 officers, members and associates of the OGA.
2. **Apologies:** Alison Cade, Tom Cunliffe, John Denner, David Godsal, Simon Harding, Pierre Jaffé, Brenda & George Jago, Mike Lucas, Scott Metcalf, Mike Robertson, Mike Shaw, Fred, Angela & Jason Winstanley, Chris & Heidi Woodcock.
3. **President's Welcome and Report**
4. **Approval of Minutes of Annual General Meeting January 2006**
Proposed: Peter Lyons, Seconded: Rob Williamson, Agreed unanimously.
5. **Hon. Treasurer's Report**

Lynn Slade presented the Annual Accounts to the Meeting. She pointed out that, from April 2006, Membership Associations were no longer exempt from Corporation Tax and that 19% would be levied on the interest-bearing accounts. However, the new gain on the investments is now more beneficial than in the past and the £25,000 in the Standard Life Accounts provides the OGA with some financial backbone, necessary in these uncertain times, because the OGA does not hold any property.

Lynn recorded her thanks to John Baddeley, the Hon. Examiner, for showing tremendous patience when checking her spreadsheets and for producing the trial balance for the year-end accounts. It was John who recalled that Gordon Brown had moved the goal posts with regard to Corporation Tax on Membership Associations – something that proved quite difficult to substantiate, but once the correct document had been traced, he was proved right!

Members' attention was drawn to page 3 of the Accounts – the sums accounted for and audited by Areas, which form a part of the Association's total assets. All the Association's funds are accumulated from membership subscriptions and fund raising, and as such belong to the members. Lynn sees her Treasurer's role as "guardian" of these funds for the members. She feels some Areas try to be too independent and welcomes requests from all of the Areas for additional funding from Central funds for a given reason. All requests will be put forward to the GMC for approval. (She added that, whilst she has been Treasurer, the GMC have never said "No").

The meeting discussed the Accounts and Lynn's report and were pleased to note that funds for Area Newsletter support had increased and also that the GMC had agreed not to increase subs this year. There being no further comments from the Meeting, the motion to adopt the accounts for year ended 30 September 2006 was proposed by Denise Rawlinson and seconded by Pete Farrer and was carried unanimously.

Brian said a big 'thank you' to Lynn for running the Association's financial affairs.

6. **Hon Secretary's Report**

Following a mention in Gaffers Log regarding the possibility of expanding the OGA into North America a volunteer, Ginny Jones from Martha's Vineyard, has come forward to 'start the ball rolling'. (Robert would like to make an Hon. Sec. official visit to Martha's Vineyard, but feels that this is one time the GMC might say 'No!') Viv Head, however, did manage to visit the Classic Yacht Regatta in New Zealand at his own expense and brought back one of their burgees. The meeting agreed with Robert's suggestion that this should be presented to the Cruising Association for their Barge display in the bar.

7a. Election of Officers

The four officers had all indicated their willingness to serve for a further term if elected.

Hon. Secretary – Robert Holden

Proposed by Peter Lyons, seconded by Mike Stevens, agreed unanimously.

Newsletter Editor – Phil Slade

Proposed by Alan Aston, seconded by Sue Farrer, agreed unanimously.

Boat Register Editor – Nick Miller

Proposed by Phil Slade, seconded by Viv Head, agreed unanimously.

Membership Secretary – Peter Lyons

Proposed by Rob Williamson, seconded by Denise Rawlinson, agreed unanimously

7b Regalia

Moray McPhail has informed the GMC of his intention to stand down from managing the sale of OGA regalia. This was discussed briefly and it was generally agreed that the GMC needs someone to replace Moray as soon as possible. Lynn said it could be possible for members to order and pay on line which might make it easier to find someone to volunteer to keep the stock and process orders. Several suggestions were made and names put forward. Robert will follow up the suggestions and report to the GMC as a matter of urgency. It was agreed that letter should be sent to Moray, thanking him for running the OGA regalia service for so many years.

8a President – Announcement of Awards

Before presenting the awards, Brian thanked Sue Farrer for taking on the role as Trophy Secretary. Following Sue's suggestion all Trophies will be engraved in advance of presentation, and all Trophy recipients will receive a permanent keepsake of their award.

David Cade Memorial Trophy (awarded by the GMC)

To be awarded for the most outstanding contribution to the Association made during the year.

Presented - enthusiastically – to Jon Wainwright. Most unusually this was accompanied by a loud rendition of Happy Birthday!

Cape Horn Trophy – Nominations – judged by Tom Cunliffe & Richard Woodman

Awarded for an unusual one-off piece of seamanship undertaken in the normal course of 'Gaffering'.

Awarded to Ian MacGillivray of the Solent Area. Ian was unable to attend the AGM and the trophy was accepted (after the meeting) on Ian's behalf by Charlotte Goddard.

Alan Hidden Trophy – Nominations – judged by Brenda & George Jago

Awarded for the best outstanding performance by a young person under 25 years.

Brian read out a letter from Al Hidden (Alan's son) expressing the family's pleasure that Alan's interest in supporting and encouraging young people can continue with this award in his

memory. Awarded to Alex Kennedy of Northern Ireland. Peter Kennedy accepted the award on his grandson's behalf.

A full report, and photos, of the Annual Presentation of Awards will be published in the March Gaffers Log.

8b New Trophy – The Janty Cup – this has been donated by George and Brenda Jago and is to be awarded to:

“The best contribution to the Gaffers Log by a person under the age of 18 years”.

For the first 3 years, George and Brenda would like to give £30 of Book Tokens to the winner, to try to encourage youngsters to write about their experiences. All contributions to be sent to Phil Slade. Articles will be judged by Sue Farrer and Mike Shaw and the best entry will be published in the December Gaffers Log and the Cup awarded at the AGM the following year. It is hoped that this trophy will be awarded at the AGM in January 2008.

8c Cruising Log Competitions – judged by the Sailing Committee

The Association Committee has agreed to the Sailing Committee's proposal that two new Trophies be purchased and awarded to the best entry in the following categories:-

Cruising Log	- to include submission of deck log, charts etc.
Narrative Log	- account of approx 1,000 words – suitable for publication in the Gaffers Log.

Entries to be sent to Jon Wainwright for consideration by the Sailing Committee.

8d “Skipper and Crew” Double Cup

Sue told the meeting of this cup (which had been provided by David Cade and George Jago.) It was agreed that the criteria for this award would be discussed at the next GMC meeting. *[Name confirmed - after the AGM - as the Grumpy 11]*

8e Elder Gaffer

Rob Williamson proposed that Mike Peyton be made an Elder Gaffer. Mike is someone who has done more than almost anyone else to promote the OGA through his cartoons and writing in the Yachting press. This proposal was agreed by the meeting. Rob will liaise with George Jago and arrange for Mike to be presented with his Elder Gaffer Flag.

9. Members General Discussion Forum

- a Details of various events were given and members encouraged to attend
- b Calendar - Alan Aston showed a compact desk calendar and offered the service to Areas who could then have their own boats on a calendar.
- c Cork – a new Area of the OGA is being formed - an event will be held in July

Vote of Thanks

Having herself served on committees, Pat Dawson said she appreciated all the work that goes into running the OGA and proposed a Vote of Thanks be given to the GMC This was endorsed by the meeting. Brian thanked her on behalf of the GMC.

10 The meeting closed at 7.35pm

OLD GAFFERS ASSOCIATION

INCOME & EXPENDITURE ACCOUNT: 1 OCT 2005 - 30 SEP 2006

	2006		2005	
	£	£	£	£
INCOME				
Subscriptions & Donations		24,460		23,304
Insurance Commission		20		234
Bank Interest				
Standard Life	1,116		0	
Barclays BRT	306		1,140	
		1,422		1,140
Regalia Surplus		538		347
		<u>26,440</u>		<u>25,025</u>
EXPENDITURE				
OGA Publications (Log)				
Printing (excl. Sep Log)	10,600		11,822	
Postage & Stationery (incl. Sep Log)	3,157		3,753	
	<u>13,757</u>		<u>15,575</u>	
Less Advertising Revenue	2,264		2,785	
		11,493		12,790
OGA Yearbook				
Printing	1,535		1,415	
Postage	<u>893</u>		<u>697</u>	
		2,428		2,112
Area Funding		3,679		3,400
Travel & Subsistence incl. Room Hire		4,007		3,482
Stationery, Postage & Telephone		2,287		1,095
Printing		0		578
Website & Computer Equipment		903		891
Insurance		805		805
Donation RYA/HA		140		250
Subscriptions		0		159
Photo Competition Prizes		250		250
Bank Charges		343		363
Sundry Expenses		250		81
		<u>26,585</u>		<u>26,256</u>
Deficit for the Year before Tax		-145		-1,231
Corporation Tax		-138		0
Deficit for the Year after Corporation Tax		<u>-283</u>		<u>-1,231</u>

OLD GAFFERS ASSOCIATION

BALANCE SHEET AS AT 30 SEPTEMBER 2006

	£	2006 £	2005 £
<u>CURRENT ASSETS</u>			
Business Rate Tracker Account (Barclays)		11972	12666
Bonds (Standard Life)		26116	25000
Bank Current Accounts: (Barclays)	335		2172
(NatWest)	4642		333
Euros 177.91 @ £ = 1.5 Euros (Euro)	119		98
		5096	2603
Petty Cash		0	0
		43184	40269
Regalia Stocks		1624	1920
Debtors		1381	234
		46189	42423
<u>CURRENT LIABILITIES</u>			
Creditors		4161	250
Corporation Tax		138	0
NET CURRENT ASSETS		41890	42173
<u>GENERAL FUND</u>			
Balance from previous year		42173	43404
Deficit (surplus) for the year		-283	-1231
		41890	42173

ADDITIONAL ASSETS - HELD BY OGA AREAS AS AT 30 SEPTEMBER 2006

These balances have been reported to the Hon. Treasurer by the Area Treasurers and do not form part of the annual accounts or audit for this financial year. Not all Areas hold OGA funds. In most Areas the balances have been submitted to Area AGMs and ratified by the local Area Members. Despite the Rules of the Association, this is not the case with all balances shown below. These balances form part of the Association's general assets

	£
Bristol Channel	434.82
Conway & North Wales	1,178.84
Cornwall	335.90
Devon	899.91
Dublin Bay	341.31
East Coast	4,803.00
Medway & North Kent	299.92
Northern Ireland	2,622.10
Scotland	100.00
Solent	5,550.16
Trailer Section	203.51
	16,769.47

The Netherlands Area is not included this year because the Area has developed into its own legal entity, based in the Netherlands, and the members hold their own assets.

TROPHY REPORT *by Sue Farrer, Trophy Secretary*

I am very pleased to say that all the National Trophies we hold were presented at the AGM. The trophies are kept by the recipients for a year and then given back to the Association. However all recipients received a memento to keep.

Cape Horn Trophy

In Tom Cunliffe's words this should be awarded for an unusual one-off piece of seamanship undertaken in the normal course of "gaffering".



We had three nominations for this award which were judged by Tom Cunliffe and Richard Woodman. The winner was proposed by Pol Bergius and seconded by Jessica Warren, and went to Ian MacGillivray for a passage made in a boat not unlike the old Itchen fishing punt with only one crew member, a lady with little sailing experience. The passage was from Portsmouth Harbour to the River Itchen sailing without an engine in winds of 32 to 35 knots. Once reaching the River Itchen Ian had to drop his mast in order to shoot the bridges before working the vessel into his drying berth on the top of the tide. Ian lives and works on the River Itchen and as Dan Hatcher, 'Dutch' Diaper and the rest of the great seamen of the old-time river would have said 'good lad. All in a day's work, mind'.

Unfortunately Ian was unable to attend the AGM and Charlotte Goddard, who sails with Ian, kindly offered to accept the award on his behalf. She commented that Ian may be the only person who had actually sailed around Cape Horn to receive this award.

David Cade Memorial Trophy



This trophy is in the gift of the GMC for the person who in their opinion has made the most outstanding contribution to the Association during the year. For 2006 this has been awarded to Jon Wainwright for all the work he has put into not only his own area, as Area Secretary, but also in his capacity as Chairman of the Sailing Committee.

Alan Hidden Trophy

Purchased by money left by Alan to the Association in his Will, this award is for an "outstanding performance by a young person under the age of 25 years, and was given to Alex Kennedy of Northern Ireland. The nomination was proposed by Peter Lyons and seconded by Alan Aston.

Peter Lyons read out the proposal saying that Alex has been a junior member of the Gaffers since 2001 and sails everywhere with his Grandpa Peter Kennedy, and over the years has become a very proficient sailor, being a recipient of the 'NIOGA Youngest Helmsperson' award on at least 4 occasions.



It is quite apt that the award goes to someone in Northern Ireland as it was Alan Hidden himself who set up the Northern Ireland branch of the Association (NIOGA). Alex was unable to attend the AGM so his Grandpa very kindly accepted the trophy on his behalf.

Following this presentation Brian Hammett read out a letter from Alan's son Al, and his widow Jane, expressing their apologies that they were unable to be at the AGM and make the inaugural presentation of the Alan Hidden trophy.

The Janty Cup

The Association was very pleased to accept a cup presented by George and Brenda Jago to be called the "Janty Cup" which is to be presented to a person under the age of 18 who has contributed the best article to Gaffers Log during the year. In addition, George and Brenda will give book tokens to the value of £30 to the winner of this cup for the first three years of its being presented.

George and Brenda want to encourage youngsters to write about their sailing experiences in whatever way they feel portrays their views on this activity. The article can be about any subject; an exciting sailing experience or a seamanship event which they have enjoyed whilst involved with gaff rigged sailing vessels.

I am calling all parents to encourage their children to enter; so sit down and help them write something for the log. The Janty Cup is well worth receiving so please help your children. It will be awarded for the first time at the 2008 AGM for the current year.

Sailing Committee

It was agreed at the Association Committee Meeting to obtain two further trophies to be awarded at the AGM in 2008. The categories for these are as follows:

Category 1. For the submission of a full sailing log entry, to include deck log, chartlets and illustrations.

Category 2. For the submission of a narrative sailing account suitable in length (say 1,000 words) which could be published in the Gaffers Log.

The submissions for these two awards are to be sent to Jon Wainwright, East Coast Area Secretary and Chairman of the Sailing Committee by the end of November.

Sue Farrer

Inserts Inserts Inserts

If you are like me you get fed up with buying a magazine that is full of bits of paper offering you everything from car insurance, to holidays for the over fifties, which is why when you find an insert in Gaffers Log it is relevant for what we do! We sail Gaffers, we read about gaffers, we even dream gaffers sometimes. In this issue you will find three inserts:

One from the Hon Treasurer who has organised a sale of OGA regalia. After ten years or more of running our regalia Moray Macphail has stood down. Moray has done a first class job for the Association at no profit to him or his company, Classic Marine and he will be sorely missed. However we all understand that times move on so a huge vote of thanks to Moray for his sterling work on behalf of the OGA and best wishes for the future. We are in the process of organising a new system of regalia sales which we will advise you of in the near future but first the Hon Treasurer felt that it would be an opportune moment to have a sale of OGA regalia and move some stock off the shelves. Prices are set to rise in the future so it is a good opportunity to buy what you need now. **So stock up!!!**

The second insert comes from Claudia Myatt, marine illustrator and author and long time member of the OGA. Once on the East Coast and now in Pembrokeshire, she runs Starfish Books and her insert gives a taste of what they do. Most importantly Claudia gives a percentage of her profit from sales to OGA members back to the Association so she is well worth supporting. You will find her latest book Go Cruising reviewed in Bunkside Bookshelf – a young crew's guide to sailing – which is highly recommended for children of all ages up to about 85!

Finally you will find an insert from Patricia Eve of Seafarer Books advertising her latest offering 'Yankee Jack Sails Again' which is also reviewed in Bunkside Bookshelf. Patricia also supports the OGA, but in a slightly different way by paying us a set amount to put an insert into the Log so again is well worth supporting. For those of you who do not already know, Seafarer Books publish a wide range of books about the sea, some of them written by authors who are also OGA members so look them up!



Subs payments

Following on from the changes to how you can pay for your membership subscriptions, when payment by standing order was dropped, you can now pay on line. Wow!!! How's that for being bang up to date! Not what you would normally expect from a bunch of 'old gaffers' but it's true. If you go on to the website you can pay on line, in sterling if you are UK based, in Euros if in Europe or Eire and even, I believe, in US Dollars. Phew, it takes the wind right out of your jib that one!

Incidentally, a timely reminder that if you did nothing about cancelling your standing order and switching to either direct debit or to payment by cheque/cash you have been deleted from the membership list and your standing order payment treated as a donation. So if you final few who have done nothing want to stay on board you need to act now.

One of the benefits of re-constituting the Sailing Sub-Committee (SSC) is that it brings back the focus of the OGA on to sailing - after all that was one big reason why the OGA was started back in 1963!

Sailing activities tend to be the prerogative of the Area OGA's, local areas have local needs. And many areas have shown some excellent initiatives. But there still needs to be a common OGA thread running through area operations, such as standards on how races and rallies should be run. That's set down in an OGA Procedure Pack held by area secretaries. The SSC will be looking at possible "Sailing" additions and amendments in the coming months- if there's anything you think the OGA ought to be incorporating in terms of good practice in its events generally, do get back to me.

I have been quite pleased how the OGA General Management Committee (GMC) has supported the SSC. In this respect there are several OGA trophies on offer which are sailing related, covering "Daring-do", Cruising and Young People. (See our Trophy Monitor's piece elsewhere). As not many non-committee members come to the London AGM to hear about these awards, it is really up to area organisations to promote them as much as their own competitions. It is a bit of fun to bring the sailing side of the wider OGA together. "Hypocrite" some of you may say, this guy only does East Coast! But while most of you were recovering from a surfeit of AGM Guinness, I was on a foreign gaffer crossing the Waddenzee in those January storms writing a citation for the Cape Horn Trophy for my Dutch OGA Skipper. (It was one way of sheltering in the cabin while he got wet). So come on, the Dutch are away to an early lead, let's hear from the other countries and areas, let's have those Citations (Cunliffe will help you with the wording), let's have those Logs, let's have those Cruising Accounts, wakey-wakey the younger gaffers, you have two trophies of your own as well as ours to compete for!

Now to other business. The SSC will meet two or three times during the year. Standard agenda items are race organisation, rules and handicapping, technical/ archive and cruising. Normally it is Solent/ East Coast, because they are the largest most active areas. But members from other areas have a standing invitation to attend and contribute to the agenda and debate. And if you can't get along, there's the telephone, email and snail mail.

At the Main Committee Meeting the SSC Report listed 19 recommendations. A number of these were for the specific attention of GMC and Area Organisations. But in terms of general interest we want every area to run a proper Annual "Old Gaffers Race" (under Rule 8) if at all possible, even if it is embedded in another organisation's event. In readiness for the Boat Register going on line, we want every member with a boat to check Nick Millar has the latest information, plus a photograph (copy to area secretary as well)- although you can't get expelled from the OGA for not doing this (yet!) it is morally obligatory you do so! Because of possible responsibility implications, we have decided to re-name honorary local representatives "Port Contacts".

On the sailing side we would like to see greater area liaison, particularly at individual member level. If you are sailing in another area's patch, do touch base with them. It's good manners, it's cement which binds the OGA, and you will, I am sure be made very welcome. There are of course some events where members from different areas will gather anyway- Yogaff, of course, but this year we also have Hellevoetsluis (Shipmate Classic Yacht Regatta), where we have a special OGA day for the "Continental" Old Gaffers Race on 28th July. If you are making your way there via the East Coast, there is an informal "Visitors' Cruise 17-20 July, followed by the North Sea Classic Passage Race on 21 July.

Happy Sailing in 2007!

Jon Wainwright – SSC Chairman
ecsec@oldgaffersassociation.org

Sunk Engine? by *Graham Whittington*

If your engine, either petrol, diesel or inboard or outboard, has gone underwater it must be given first aid if it is to survive. Your insurance company will expect first aid to have been carried out to minimise the loss. If this is not done any insurance claim will probably fail.

First aid should be carried out as soon as the boat or engine is lifted out of the water otherwise the engine will be a write-off after a very few hours exposed to air. If in doubt, leave the engine underwater as this prevents exposure to air and slows corrosion. Auxilliary outboards, which are often dropped over side, should be up-ended in a test tank or a dustbin full of fresh water until they can be attended to.

If the engine has sunk while running it is still worth saving but it will have received mechanical damage as water will have been sucked into the cylinders. The engine will need to be removed from the boat and completely stripped down at some point. If the engine has sunk with the batteries connected there will be damage to the electrical system which will require replacement connections, some rewiring and a new battery. Automatic bilge pumps should always be connected directly to the battery through a line fuse so that battery switches can be off when the boat is not in use but the bilge pump will still operate.

The first aid procedure is relatively simple. You will need diesel, contact spray (WD40), rubber gloves, vacuum pump, very basic tools and a digital camera.

Always wear rubber gloves when carrying out first aid to prevent infection from the contents of holding tanks and bilges and contact with oils which are carcinogenic.

It is advisable to take digital pictures of the engine and of major components before you remove each item. This will help when the engine is reassembled and may also help with any insurance claim.

Suck out oil and water from the oil pan (sump) and gearbox using the vacuum pump.

Remove the starter motor, alternator (label or photograph the wiring) and relays or fuse holders. Wash thoroughly in fresh water and leave submerged. The same treatment should be given to carburettors from petrol engines. The starter and alternator should suffer relatively little damage if treated this way. The alternator has sealed bearings. The starter motor will survive with a strip, clean and solenoid replacement and then a thorough drying on a radiator or in an airing cupboard.

Removal of the starter motor gives access to the bell housing and flywheel. Water usually manages to find its way into the bell housing and needs to be removed before the engine is re-commissioned either with the vacuum pump or by unbolting the flange and opening a gap to allow the water to drain out. On engines with an external flywheel (outboards, BUKHs and older Volvos) water can still be trapped between the engine and gearbox. The water in this area should be removed in the same way before the engine is put back into commission to prevent future problems.

Turn off the fuel at the tank. Remember that the fuel in the tank is now contaminated. Water will have got in through the breather. Remove the injectors and spark plugs and store. Seal injectors inside plastic bags or rubber gloves to keep clean. Tape up the ends of all pipes going to the injectors.

Fill the engine, gearbox and cylinders to the very top with diesel, plug all holes with rags, wash down the outside of the engine and engine bay with a water soluble cleaning agent (Jizer) and fresh water, pump out and leave to dry. Spray the engine with WD40 or similar.

The engine can now be safely left full of diesel until re-commissioning can take place.

Graham Whittington

Solent Area OGA

Where is Mr Hidden hiding? by Al Hidden

In August 2006, a year after my father's death, my wife and I joined the tall ship Astrid Finne to celebrate one man's contribution to Swedish sailing.

What could make a grown man cry aboard a 69-year-old Norwegian schooner motoring slowly north through the tranquil waters west of Gothenburg? The barely perceptible breeze off the Skagerrak? The knowledge that our trip would soon be over? Or maybe the words of people who, having known my father, spoke of him with such reverence? It was late August 2006 as my wife Jan and I, accompanied by our family friend Eva Martinson, her ex-husband Lennart Martinson ('Martinson'), Lennart Magnusson ('Magnusson'), his wife Tullan and our captain for the evening, Magnus Olindersson, took *Astrid Finne* out of Öckerö to honour one of my late-father's most heartfelt requests.



MBV's Magnus Olindersson and Tullan Kalström (MBV president), Al and Jan Hidden.

Taking *Astrid Finne*'s helm, I felt the strange sensation of knowing that my father must have held that same wooden wheel before me. Keeping a watchful eye on the nearby marine traffic, I reflected on teenage years in Ulster when I was a reluctant bit-part player in my father's consuming affair with sailing. Occasionally, I'd join him at sea, but though I knew he loved sailing, I simply didn't appreciate the full extent of his passion. Back then, I was more interested in other things. And then it was time to leave Ulster and move to England.

Tall Ships' Races

For 25 years, I pursued my career, married badly and divorced well before eventually coming back to my life's passion for writing and finding the true love of my life. Now, I watched as Jan stood on *Astrid Finne*'s bow with Tullan, the lady president of Öckerö's Mot Bättre Vetande Skolskepp (MBV) – the sail-training organisation for Swedish teenagers that owns *Astrid Finne* and the larger *Hawila*.

Dad sailed often on both vessels. I heard stories at a distance, occasional tales of the Tall Ships' Races, Öckerö and passages across the North Sea. And that was, I realised as we approached Skarvik's *Gästhamn*, about all I knew. Proud though I was of Dad's achievements, we rarely talked about his sailing adventures. Thinking back, however, I vaguely recall mention of a Northern Ireland Swedish Association where Dad and his friends learned Swedish and watched old Ingmar Bergman movies under Sweden's blue and gold flag.

With Swedish teenagers aboard *Astrid Finne* and *Hawila*

Our own flag fluttered among the rigging as we berthed near the restaurant where supper awaited us. I relinquished the helm to Magnus, a quiet, calmly confident, young man whose rosy cheeks and schoolboy looks belie the capability of someone who found his feet with MBV before working on the car ferries between Sweden and Denmark.

Alan's love affair with Öckerö's tall ships started back in the 1980s when *Astrid Finne*, under Lennart Martinson's command, was the sole Swedish participant when the Tall Ships Race visited Belfast. My father, Martinson explained, took it upon himself that the Swedish Association would welcome *Astrid Finne*. When the Swedish crew arrived in Belfast Lough, it was Alan who stepped aboard as Northern Ireland's ambassador.

Unique gestures of kindness

My head was full around then, but not with any great understanding of Dad's adventures with his Swedish friends. Now, I know more about things I never found time to properly understand then – how Alan embarked on a unique campaign of generous contribution, international and inter-generational kindness.

As well as Alan's seminal decision to befriend MBV, I believe it was a serendipitous coming-together of two complementary minds that led to the subsequent working relationship with Lennart Martinson. My father, a multi-talented educator who loved ships, the sea and languages and had always related well to teenagers, had a lot in common with Martinson – an equally respected teacher of teachers who, combining academic excellence with great practicality, has spent decades taking young people to sea.

'The Swedish boys and girls liked Alan very much'

As Martinson recalled trips made together, he described the alignment, between his pedagogical philosophies and Alan's ability to explain concepts in English, which worked so well with the teenagers. 'What I liked about Alan,' he explained, 'was the way he'd explain even the simplest of activities and gently correct the Swedish boys and girls while expanding their vocabulary.'

As I listened, I saw another side of my father. 'Alan was very good with the children,' Martinson continued, 'he understood sailing and communicated well. The Swedish boys and girls liked Alan very much...'

I remembered how my interests never really aligned with my father's attempts to initiate me into the practical craftsman's ways. And how, though we never quite found that alignment, we got closer in the years before Alan's death.

A legacy to MBV

As the sun dipped over Öckerö Kommun, we tied *Astrid Finne* alongside Skarvik's quay to thumping rock music from a nearby speedboat. Dad would have hated that: it was the very opposite of everything about maritime life that so appealed to my father.

Leaving *Astrid Finne*, we walked to Björkö's newly opened 'Seaside' restaurant. First had been the voyage; now supper and the presentation during which Jan and I would give MBV the legacy that, along with gifts to East Down Yacht Club, The Old Gaffers Association and the RNLI, Alan had left to his Swedish friends.

Over a delicious catfish supper, we celebrated Alan's trips with MBV and dragged more anecdotes from the rope-lockers of time: how Dad was banned from speaking Swedish on board *Astrid Finne* and *Hawila* so he'd concentrate on teaching English; how *Astrid Finne* and *Hawila* resounded with calls of 'Where is Mr Hidden hiding?' whenever his help was needed. And as the sea outside the restaurant turned to molten pewter and the dinner plates were cleared away we learned how, visiting Scotland, Alan impressed the Swedes with his knowledge of tides – a strange phenomenon barely experienced on Öckerö – and briefed the teenage crew to recruit local people as dinner guests for *Astrid Finne*. The plan obviously worked because a stream of local personalities – including a plumber, a policeman, a



Astrid Finne at Björkö, Sweden on 29 August 2006.

bagpiper and a vicar, all dressed in working attire – came aboard to enjoy fine Swedish cuisine and talk about Scottish life. It was so typical of my father: the wit and the intelligent injection of fun into education – another demonstration of why his presence is not only remembered but also revered on Öckerö.

A book for *Hawila*

As well as Dad's legacy, we'd decided to give one of his treasured nautical books to *Hawila*'s library. Wanting something practical, we'd chosen *The Ashley Book of Knots*. Now, I dragged the heavy book, suitably inscribed with the family's thanks for years of sailing pleasure and friendship, from my rucksack, stood up and said my piece.

How ironic, I realised as I spoke, that in a few hours it would be the first anniversary of Alan's death. When I'd finished we drank a toast to Alan, called my mother in Devon and, led by Lennart Magnusson, sang 'For he was a jolly good fellow' as the seagulls mew'd their way to roost on Björkö's rocky shore.

Later, as we cast off, Martinson raised the Red Ensign in tribute to Alan. Then, motoring out of harbour under a majestic skyscape, with Egrets flying north along the sound, I thought of the skies Dad must have seen on his many voyages with MBV's young Swedes...

'I have never met your father but I would have liked to'

As we headed south, Jan and I chatted with bearded Lennart Magnusson – another educator of teenagers who, like Martinson, is also a master mariner with huge experience on tall ships.

'It's a very unusual and special thing that you have done,' he said, and I'm sure I saw a tear in the corner of those twinkling eyes, 'I have never met your father but I would have liked to,' he continued, before outlining how too many people are too preoccupied with themselves to make the generous gestures that characterised Alan.



Alan Hidden (centre) in his element: aboard *Hawila*, mid North Sea, in 1994.

'And you,' he added, 'indicating Jan and I, 'to want to come here and do this, tonight. It means a lot to us, to MBV – and to the people of Öckerö.' And he was right, for what came so instinctively to us reflects the generosity of spirit that differentiates people like Alan – the quality that led Dad to his Swedish Society, onto the decks of *Astrid Finne* and *Hawila* and into the hearts of his friends in Sweden and elsewhere.

Where is Mr Hidden hiding now?

And that, I realised as we tied up on Öckerö an hour later, is where he'll stay – a man who contributed generously, sought perfection in all he did and loved the sea and ships and the people who sail them. As, having at last performed the coda to his involvement with Mot Bättre Vetande, we stepped carefully from the little schooner's deck, I looked up through the rigging into the night sky and wondered where Mr Hidden was hiding now.

This article has been abridged from an original piece on the author's freelance copywriting website at www.alhidden.com

OYSTER DREDGING FOR BEGINNERS by John Cann

'Vivid' has had a long and varied career that started with her construction on the sea wall at Gravesend C1860. It is not known who built her, but local Bawley men tell me that she would have been launched by the simple expedient of pushing her over the seawall into the river Thames on a high spring tide. 'Vivid' is a 'Bawley' rigged gaff cutter having a tall boomless mainsail which can be brailed up like a stage curtain when moored up. (Or if I get in a panic!) She is of clinker construction, with the top two planks laid carvel fashion, to avoid snagging the gear. Employed mainly in the shrimping trade, 'Vivid' worked to meet the ever growing demands of the Victorian trippers who came downriver to Gravesend for their days' out and a shrimp tea.



Manoeuvring at close quarters

In some small way out taking part in a recent 'Oyster Match' attempts to continue that tradition, with me trying to supply sustenance for the hungry masses. Alas, if they depended on me, they would be sorely disappointed. So a few pointers on how, or perhaps 'how not' to do it!

Have in your ownership, or sign on with, a traditional working boat prepared for a days 'hard labour'.

Borrow a dredge and look bewildered. Someone will take pity on you and demonstrate how to use it (You hope!).

Proceed out to the oyster grounds with all sail set and line up outside the marker buoys. Examine what everyone else is doing and 'crib' mercilessly.

In the absence of any wind, drift about aimlessly and get unwisely tangled up with other larger craft.

Exchange details for later insurance claim.



Close encounters of the insurance kind. 'Vivid' closes on the Whitstable smack 'Emerline'

Prepare a large bucket of seawater for the catch. Lob out dredge to windward, remembering to tie end to boat.

Attempt to match speed of boat to speed of dredge over the grounds. (How the devil do you do that!)

When boredom reaches unbearable threshold, haul harvest of the sea on deck.

Sort oysters from assorted rubbish and tip back into sea (the whole contents of the dredge in our case).

Charge around deck trying to catch the crabs that escaped the rubbish sort.

Continue in this manner until end of run, then sail back up wind and start the whole business again. This meaningless activity continues all day until time is signaled. This signal consists of the match master hoisting his old clothes out on a long oar dangled over the stern of his boat.

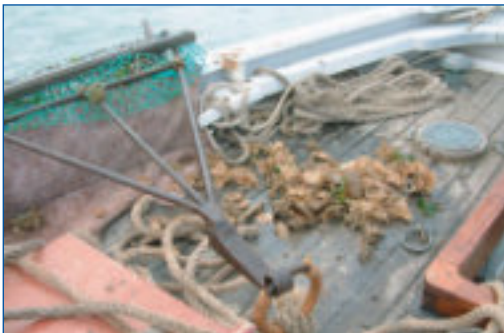
Examine bucket. What only six oysters! All that effort for six oysters!! Discount the idea of becoming a full time dredgerman.



Have we caught some oysters?

Load crew and oyster bucket into inflatable dinghy and head for shore and official count.

Notice port buoyancy tube is going soggy. Order crew to sit on other side and put finger over hole.



3 crabs and some empty shells for all that effort!

Humiliating official count by representative of the oyster company who disputes my calculations.

Head for restaurant and note that the winner caught eighty oysters. They must have cheated. Crestfallen, seek solace in suitable libations of alcohol.

Return to 'Vivid' in almost totally deflated dinghy – a bit like our pride really!!!

John Cann

Estonia recovers her maritime heritage part 2 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.

The Schooner Iris

The oldest and largest sailing ship in Estonia is the two-masted gaff schooner *Iris*. In early summer she is based in Pirita Harbour, east of Tallinn, then moves to Parnu from midsummer to the middle of August. *Iris* is 30m long, 6.4m beam with 2.5m draught and 122 tons displacement and can carry 36 passengers. Although she is "the genuine article" *Iris* was not built in Estonia. Ships of this design, Estonian in shape and construction, were built in Finland and on the Latvian border as well as in Estonia. *Iris* was built in Finland in 1945 and worked as a cargo ship carrying timber. During the 1970s her cargo was flowers. In the 1980s she was sold in Turku and converted to a passenger vessel. Now she has been brought to Estonia where all modern artefacts have been removed. She belongs to a non-profit making organisation mainly concerned with teaching young people about sailing. However she has to earn money to pay for her upkeep and this is done by chartering, mainly to corporate groups who wish to book either for a single day or longer cruises lasting 4-5 days. *Iris* cruises the Estonian islands and further afield to Latvia,



Finland and Sweden. Accommodation is provided below deck with passengers sleeping in hammocks. For children there are "Pippi Longstocking" trips. A great deal of paperwork is involved in obtaining a passenger licence for such a vessel, one requirement being a certificate that there are no rats or mice aboard. This is dealt with quite simply by having a ship's cat for whom the vet provides a certificate stating that the animal is capable of catching rodents! *Iris* has an Estonian skipper and a Dutch crew of 3.

The Kale Ship



destroyed.

The Kale ship is unique in its design and was used only on Lake Vortsjarv - it is not found anywhere else. The name comes from the "kale" which is a large-meshed trawling net. These vessels were used as trawlers between 1930 and 1970. and 60-70 years ago there were about 80 boats in use on the lake, every fisherman having his own boat. After the fishing stopped in the 1970s an attempt was made to use the ships for sailing competitions but this idea was not pursued. Eventually all the ships were

When it was decided to attempt the current building project it was found that one man, Vaino Leiaru, now 72, who had been building these ships when they were in use, was still alive and willing to become involved in the project. Vaino started working as a shipwright when he was 22 and had last worked on such a boat in 1968. He remembered how the

boats had been constructed and even had some of the old plans. There are now 3 generations of Leiaru family involved - Vaino plus his son and grandson.



The replica ship, named *Paula*, was finished in 2005. She is 12m long with a 15m mast. To suit the shallow waters of the lake her draught is shallow with a lifting centreboard giving a 1.2m draught when lowered. She was built with EU money under a PHARE programme and is used for training purposes and pleasure cruises on the lake. *Paula* was built at the small lakeside fishing village of Valma, home to Vaino, but is now kept on the opposite side of the lake at the Vortsjarv Centre for Limnology and is managed by the Lake Vortsjarv Foundation.

Jaala



Of the vessels described, this is the one most likely to be known outside Estonia because it is the boat of the seal hunters of Ruhnu, described in some detail by Arthur Ransome in "Racundra's First Cruise". It is thus not truly an Estonian boat as the men of Ruhnu were Swedish. Swedes inhabited the western islands and coastal regions of Estonia for many centuries mostly living in harmony with the local population but keeping to their own Swedish traditions, customs and language. When they felt themselves at a

disadvantage vis a vis the Estonian population they sailed their Jaalas to Sweden there to obtain a letter of privilege from the Swedish king. None of the original boats had survived and a replica could only be built using old photographs and descriptions. The replica is named *Vikan* and is kept in Haapsalu where she belongs to the Aibolands Museum (the museum about the Estonian Swedes). She is constructed of planks fixed around the hull skeleton using the steam-bending technique. She has two masts, the tallest in the centre of the ship sloping backwards and a slightly shorter and straight mast forward which holds the foresail and spritsail thus giving the ship a distinctive silhouette. The average length of a Jaala was 10m with a 3m beam. They were designed to allow a generous open space for stowage of the catch but with a covered forepeak where sails and all necessities were stowed and the crew slept. This is a shallow draught boat which has no centreboard. *Vikan* was finished in 2003 and her first voyage commemorated her history. She was sailed to Sweden there to deliver a letter to the King of Sweden.

Elsewhere in Scandinavia -

The restoration of historic ships and the use of traditional building methods to build ships of the old style is kept alive in most maritime countries and many examples can be found in Scandinavia. At Karlskrona in Sweden the skills of the old shipwrights are being passed on to new generations in the workshops at the old Naval base. Finland has some originals and many replicas of the traditional wooden sailing vessels. Ships such as *Albanus* from Mariehamn, *Wapen* from Pietasaari are familiar sights at Tall Ships and Sail Training events. *Helena* is part of the Finnish Sail Training Association and has made transatlantic crossings. *Olga* is based in Uusikaupunki. At Lappo, one of the Aland Islands, a museum of island life has been put together and contains many examples of the wooden sailing and rowing boats used by fishermen and islanders as part of their everyday lives.

Fay and Graham Cattell

Death of an East Coast Legend

It is with great regret I have to report that Gayle Heard passed away on Friday 1st December 2006.



Gayle Heard's beloved 'Laura'

His passing away is more than just the death of a single person, it is the passing away of an era of the zenith of sailing as a profession. His grandfather was skipper of the America's Cup Challenger Endeavour and his father was skipper of the Astra. In the days of the J Class, East Coast fishing villages such as Tollesbury used to provide the skippers and crews to the big yachts of the aristocracy. They fished in the winter, but sailed the big yachts in the summer.

Gayle continued this tradition of professionalism into the present day yachting scene. Apprenticed originally at Gowen's, he later set up his own sailmaking business in Tollesbury, employing some thirty staff in the crafting of high performance sails for top racing boats. He later turned the emphasis of his business to more "traditional" sailmaking, but "traditional" to Gayle still meant no compromise on performance cutting, and the good workmanship could be taken for granted.

His first foray into sailing Old Gaffers was in Jade, a restored Seaview Mermaid. Sailmaking aside, he was an incredible helm and tactician, knowing exactly when to tack, knowing exactly how to trim the sails and knowing exactly how to steer a boat to best speed, whether it was his own boat or a boat he had never sailed before. After he had notched up many victories in Jade, both in Old Gaffers Races or modern competition, he acquired Laura, a 37ft Morecambe Bay Prawner, which had been left to rot on Tollesbury saltings. But Gayle recognised her pedigree and spent some years restoring her to her original glory, and back to gaff rig too.

Laura in Gayle's hands was exceptional. The best racing smacks could match her on a reach or a run, but she would leave them for dead going to windward. Was it the sails, was it the hull, was it the man? Probably a combination of all three, working together. So devastating was her performance, she was effectively banned from smack racing. Once she was entered for the Mersey Nobby Race, but even then she outclassed totally her own class. No longer allowed to race in many events, she went north again, bought by descendants of her original builders, Crossfield of Arneside.

Gayle was a man whose quiet but friendly manner belied a genius of hidden depth. Strong as the most hair-shirted, technically skilled as the most time-served, he had that special sensitive understanding of form, balance and aesthetics which makes a true artist.

A service of "Celebration" of this exceptional man's life was held at Tollesbury Parish Church, followed by a wake at the Kings Head. Amongst the many attending were past and present OGA Presidents, Rob Williamson, George Jago and Brian Hammett. The Tollesbury Sailing Club Commodore and the East Coast Secretary spoke at the service.

Gayle leaves his wife Jean, three daughters and a son.

Jon Wainwright

Ian Edmond – Founder member of the OGA – actor, navigator, teacher and sailor

Known affectionately as the Admiral on the Blackwater Estuary in Essex, Ian Edmond has died at the age of 85. Although firmly fixed in people's minds locally with the sea and sailing, his earlier interests involved drama and athletics. His mother Gladys Rawe was an accomplished singer and as a youngster Ian learnt to sing, recite poetry and act. When he left King Edward VI's Grammar School, Chelmsford (KEGS) in 1938 he gained a scholarship to RADA and a contract with HM Tennants the theatrical impresario of the day. War intervened and like so many others he joined up and later became a flight lieutenant in the RAF. He joined Ferry Command as a navigator; and he was engaged in flying unarmed American built Lancasters across the Atlantic via Newfoundland, Iceland and into Prestwick. When this service started there had only been 40 successful crossings of the Atlantic by air.

After the war he married Peggy and took up teaching at Maldon Secondary School, earning the nickname "Eggo". He joined the Kelvedon players run by Kate Collingwood, where he kept his love of Shakespeare alive. He also produced many plays through the school drama class.

During his school days he had been an accomplished athlete. When Maldon Rugby Club was formed he used this skill as a winger for several seasons before taking up refereeing.

Sailing emerged as his great love firstly in "Torment" a 14-foot naval tender rigged by John Kemp to look like a Smack. In "Torment" he started to teach youngsters sailing and was a founder member of the Essex Schools Sailing Association and later the National Schools Sailing Association. He was a founder member of the Old Gaffers Association and served as the Area Secretary for a number of years. He also helped run the Maldon Town Regatta during the fifties and sixties with Sam Poulton and was Chairman of the Blackwater Sailing Barge Match.

In 1960 he moved from Maldon Secondary School to Sandon School and later at the age of 55 he secured the job of running the Deptford Sailing Centre, which included evening classes on the Cutty Sark, before retiring in 1984.

This move to the south of the Thames bought many new challenges and meant that his sailing was based more in Kent but, as ever, he joined in all events particularly the Swale Barge Match where he served on the committee eventually becoming their Sailing Master for a number of years. Ian's career of committee work ended with terms on the Maldon Riverside Association and a three-year stint on the RYA council becoming an Honorary Life Member. After this he really did retire and spent his time sailing Sea Pig all over the East Coast attending many events.

He leaves three children and three grandsons and two great grand children.

Colin Edmond

Month	Area	Event	Contact	Tel or E-Mail:
Mar				
1	SOL	Winter Meet at the Folly Inn on the River Medina	Ron Hanson	01983 299326
1	DEV	Talk on Traditional Sailing Craft in Devon - John Scott	(Elspeth Macfarlane	01548 857559
		Royal Dart Yacht Club	(Meloney Webber	01548 844441
3	EC	Area Dinner at the Royal Burnham Yacht Club	Denise Rawlinson	01621 783969
9	EC	"Sailmaking Evening at James Lawrence, Brightlingsea"	Mike Robertson	01473 327115
11	BC	Cardiff Bay Boat Jumble		029 2053 1130
16	NI	St Patrick's Night Party	Peter Lyons	028 9145 3099
16	BC	"Shanty Singing at Lord Nelson, Milfordhaven"	Richard James	01646 696371
23	DEV	"Fitting-Out Supper - Tutley Corn Mill, Avonwick"	(Elspeth Macfarlane	01548 857559
			(Meloney Webber	01548 844441
24	MCP	"Nosh & Natter, Anchor Pub, Abbey St, Faversham"	Sara Harding	01227 752333
Apr				
1	BC	Gloucester Docks Boat Jumble		01425 318200
5	SOL	Winter Meet at the Folly Inn on the River Medina	Ron Hanson	01983 299326
5-15	BC	"Easter Cruise - Portishead, Cardiff, Watchet, Ilfracombe"	John Maxwell	jfmmaxwell@aol.com
6-8	EC	Easter Rally - Pin Mill	Jon Wainwright	01206 393537
7-9	NW	Glasson Maritime Weekend - entertainments & activities	David Wright	01524 582393
13	NI	Talk on Gaff Rig by Don Anderson - Newtownards SC	Peter Lyons	028 9145 3099
15	NI	Irish Boat Jumble - Carrickfergus Sailing Club	John Dillon	07721 888789
29	SOL	Beaulieu Boat Jumble		01590 612888
May				
5-7	EC	May Day Rally - Foulness Island	Denise Rawlinson	01621 783969
5-7	BC	Welsh Boat Show		www.welshboatshow.co.uk
10-20	TR	"Semaine du Golfe, Morbihan, Brittany, France"	Mike Stevens	01792 297445
19	EC	"Trafalgar Rally with RHS Holbrook, Wrabness"	Mike Robertson	01473 327115
19-20	SOL/TR	Beaulieu River Rally	(Ron Hanson (after 1 Apr)	07780 616747
			(Max Taylor	07736 017414
25-27	NI	Opening Weekend - Bangor Marina	Gary Lyons	0044 7828 722934
26-29	TR	Lechlade - Traditional Boating on the Thames	Mike Stevens	01792 297445
26-29	EC	"Crouch Rally, North Fambridge"	Denise Rawlinson	01621 783969
28	DEV	Brixham Heritage Trawler Race incl. Gaffer classes	John Scott	01803 867754
31-3 Jun	SOL	Yarmouth Old Gaffers Festival	Pat Dawson	01983 760655
Jun				
2	IYC	Around Lundy Trafalgar Tribute Cup	Dave Turk	01271 879488
		(Ilfracombe Yacht Club)		www.ilfracombeyc.org.uk
2-3	BC	Tall Ship Visit to Milford	Richard James	01646 696371
8-10	TR	Beale Park Traditional Boat Show	Mike Stevens	01792 297445
8-10	EC	Southwold Smack & Classic Boat Rally	Jon Wainwright	01206 393537
8-11	BC	"New Ross River Festival, S. Ireland"	Richard James	01646 696371
9-10	BC	"OGA at the Bay, Cardiff - large & small boats welcome"	Viv Head	02920 625985
10	TR	"4th N. Classic Boat Rally, Fairhaven Lake, Lytham"	Chris Barker	01253 813007
15-18	EC	Traditional East Coast Old Gaffers Race	Jon Wainwright	01206 393537
16-17	TR	"Ullswater OGA Small Boat Rally, Glenridding "	Mike Stevens	01792 297445
6-17	SOL	3 Creeks Rally	Geoff Skinner	023 8040 3155

Jun - Continued

16-17	SCO	Cambeltown	Gordon Garman	01700 505617
17	DB	"Traditional Boat Race Poolbeg Yacht Club, Dublin"	Mick Bentham	00 353 1847 6279
22-24	NI	Carrick Classic Regatta	Gary Lyons	0044 7828 722934
23	DEV	"Start Bay Race, off Dartmouth & Supper"	John Scott	01803 867754
23-1 July	BC	Fish Week (Milford - Fishguard)	Richard James	01646 696371
30	MCP	Rally & Annual Race	Sara Harding	01227 752333
30-7 July		Classic Channel Regatta	Bruce Thorogood	bruce@bindwell.plus.com

Jul

6-8	SOL	Poole Rally	(Mark Woodhouse	07971 161003
			(Dan Shaw	07985 278668
13-15	FR	Maritime Festival - Boulogne-sur-Mer	Marcel Charpentier	0033 3 20 52 46 98
14-15	EC	Swallows and Amazons - Walton Backwaters	Julia Raper	01284 706034
17-20	EC	Visitors Cruise - informal cruise - pre North Sea Classic	Jon Wainwright	01206 393537
18	CORK	Glandore Classic Regatta	Niki Long	Eire 087 2391096
20-22		"Peel Weekend, Isle of Man"	Mark Kermode	macdharmuid@manx.net
21	EC	Wivenhoe Regatta	Jon Wainwright	01206 393537
21-22	SOL	Marchwood Rally	John Lowrie	0208 6735832
21-29	EC/NED	North Sea Race & Zeeland/DCYR Hellevoetsluis Rallies	Jon Wainwright	01206 393537
28	EC/NED	Continental Old Gaffers Race, Harringvliet & prize-giving	Jon Wainwright	01206 393537
27-31	DEV	"Plymouth Classics, Sutton Harbour"	John Scott	01803 867754
28	BC	Aberaeron Bicentenary	Richard James	01646 696371

Aug

3-5	FR	8th Festival du Chant de Marin	paimpol.fcm@wanadoo.fr	0033 2 96 55 12 77
4	EC	Swale Match	Jon Wainwright	01206 393537
4	DEV	Dittisham Regatta (provisional date)	John Scott	01803 867754
5-10	BC	"Instow Open Week, N Devon YC incl Gaffers race"	Mike Evans	01237 423220
10-11	BC	"Pembroke River Rally, Milfordhaven to Castle Pool"	David James	01646 683764
10-12	FR	Tour Solidor à St Malo - Fédération des Vieux Gréements	Jean Le Faucheur	0033 6 74 89 48 38
11	BC	Appledore Regatta - all Gaffers welcome	Mike Evans	01237 423220
11-12	TR	"Clywedog nr Llanidloes, mid-Wales"	Mike Stevens	01792 297445
11-18	SOL	Yarmouth Carnival Week	Chris Waddington	01983 761942
18-20	DB	Crinniu na mBad - Hooker Festival - Kinvarra	Michael Brogan	Eire 087 25210922
18-27	EC	August Classics Cruise	Pete Thomas	01473 832808
24-26	NI	Ardglass Traditional Weekend	Peter Lyons	028 9145 3099
30-2 Sep	DEV	Dartmouth Royal Regatta	John Scott	01803 867754
31-2 Sep	CNW	Gaffers at Holyhead (Trailer Section also welcome)	Sue Farrer	01270 874174

Sep

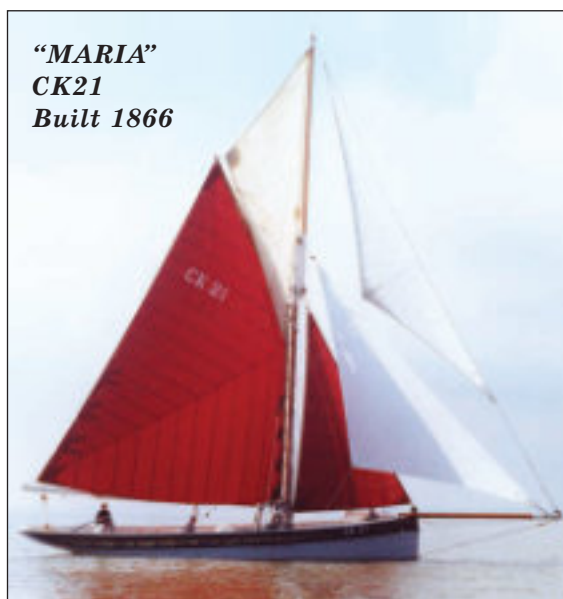
1	SOL	Bursledon Regatta	Brian Crawley	023 8040 2820
7-9	SOL	Annual Race and Rally	Jessica Warren	01962 712529
8	BC	"Holms Race, portishead Cruising Club"	John Maxwell	jfmmaxwell@aol.com
15-16	TR	"Ullswater Small Boat Rally, Glenridding"	Mike Stevens	01792 297445
22	SOL	Yarmouth Rally/RSYC Centenary Chase	Jessica Warren	01962 712529
TBA	MCP	Rally at Harty Ferry	Sara Harding	01227 752333
TBA	SOL	Chichester Harbour Rally	Vanessa Bird	01243 378439
29	EC	Maldon Town Regatta & OGA Anniversary Rally	Rob Williamson	01206 211318
29-30	BC	"OGA at the Bay, Cardiff - large & small boats welcome"	Viv Head	02920 625985

JAMES LAWRENCE SAILMAKERS

Vast gaff and lug rig experience

Enthusiastic advice and service

Sailmaking ~ Design Work ~ Rigging
Cover-making ~ Repairs & Servicing



***"MARIA"**
CK21
Built 1866*

22-28 Tower Street
Brightlingsea
Essex CO7 0AL
England

Tel: 01206 302863

Fax: 01206 305858

e-mail: jameslawrence@sailloft.fsnet.co.uk

Dear Phil

I always enjoy reading the 'Gaffers Log' and the colour photos really set it off. Keep up the good work. I was intrigued by the suggestion that the East Coast Old Gaffers Race started in 1956, as it actually started in 1963. Perhaps this should be cleared up in the interest of historical accuracy. I have no doubt that some form of informal race down to Bradwell did take place in 1956, but it is unlikely that the *Bona* took part because she would still have been a motor fishing boat at that time. The *Matika* is mentioned and I wonder if this could have been the smack *Marita*. In 1956 the Maldon Smack Race was revived however, and was won by the *Polly* that had just been sold out of fishing. I think a Heybridge to Bradwell Race may have been a spin off from the revived Smack Races, but it was not the start of the East Coast OGR.

The East Coast OGR was another informal race that came out of discussions between boat owners in Dan Webb and Feeseys' yard, Maldon. The driving-forces were Roy Clarkeson (*Fly*) and John Scarlett with John Bray (*Nell*) in the background. At that time all the Essex smacks were worn out old work-boats and Roy Clarkson had infuriated the other smack owners by buying new larger racing sails, which was considered to be nothing less than cheating. Roy's idea was for a gaff boat race and he was not at all keen on other smacks taking part.

The name Old Gaffers was borrowed from a similar race that had been going on in the Solent for a few years. I gather the three organizers on the Solent were a bit surprised when John Scarlett turned up full of enthusiasm for a lot of regulations. Roy Clarkson wanted to be in charge of handicapping, but John Scarlett wouldn't let him and the two fell out big time. Roy's name sort of vanished from the OGA records, while John Scarlett went on to push forward the whole idea of a National Association for gaff rigged boats.

At the time the East Coast OGR started I was a young man sailing the 28ft ex-ship's lifeboat *Sea Fever* and there was no event that I could take part in so I was really keen for this new idea to succeed. The job I was given was to go around and get gaff boat owners to join in the first race. Many boat owners thought it was a good idea, and indeed it was, but Des Sleightholme's 'Old Harry' was not really a fictional character. Every anchorage had mud splattered gaff boat owners who sailed the seven seas standing in a pub bar. Several of these crusty old mariners told me that gaff boats would soon be gone and that I should not waste my time on such a silly idea as a handicap race just for gaff boats. The rest, as they say, is history!

Incidentally forty-five years on the East Coast smack owners are still arguing over quite what sails and modern equipment should be used. Nothing changes, but at least the OGA gave a reason to keep gaff boats sailing.

Robert Simper
Elder Gaffer

Dear Phil

I have only just now opened my e-mail following my return from the Association Meeting and AGM, and catching up on my Home (duties) front.

I felt that it was a great AGM, and as an Area Sec newcomer, I was really pleased at the sensitive way our OGA Officer organisation listens, allows members to air their views, and then very very, patiently and fairly, handles the issues.

It all reminded me vividly why I was so attracted to the OGA, the basic goodness and welcoming character of the Officers and members is always evident, along with the overwhelming passion for 'Gaffering' and although we may have upsets from time to time. the respect for 'people and seafaring', an ethos which the OGA epitomises, will always carry us through sticky moments.

Sean Walsh

Area Secretary Dublin Bay

Dear Phil

Emerald – The way forward?

I knew she was there, sunk in the river. When I began sailing out of Pill in the Bristol Avon, she sailed with us, then one day when out on a Club "jolly" her mast went overboard. Her owner took her up river to be near his home in Bath, with the intention of giving her a good overhaul. But it was never done and the old boat lay neglected, robbed of her gear and fittings. Finally, tied alongside the river bank a large branch fell on her stern and forced her under water. Ten years passed and I took my own boat up river for a refit. Using a borrowed dinghy I poked around with the oar I could feel her hull, still there.

There was talk of clearing the river and building a Marina. She would be pulled out and destroyed. It was a shame, she was such a pretty shape. Everyone said the owner would never part with her. He was ex R.N.R. a Lieutenant Commander and looked the part. He had seen hot work in the "Med" during the war and in 1950 bought her at Maldon and sailed single-handed up the east coast to Falkirk. There, fixing an outboard onto her stern (she has never had an engine) traversed the Forth and Clyde Canal to Glasgow. There she stayed whilst he took his degree in Naval Architecture, then he and a companion sailed down the west coast to Bristol, and by his account they had a lively time of it.

I contacted the owner and he was grateful to know that someone remembered her and title passed to me for a few pounds. That summer the river was low, making my task easy. The bow was partially up on the river bank and I cleared several hundred-weight of debris from her and built a plywood coffer dam around the sunken part of the hull. The owner had told me that a sponge had been left in a locker and it had started dry rot. It was worse than I had hoped, I tacked thin ply over the affected frames and filled the space with neat cement, and it sealed the leak. Other leaks were stuffed with old rags and putty. It was a great feeling that after fifteen minutes of hard baling she lifted and stayed afloat. Good friends from the Cruising Club towed us down to Pill where she was put upon a grid where only the highest tides would reach her. Her condition was worse than I had hoped and I considered scrapping her, but could not bear to. Her re-birth was spread over six

years.

Being in the open, bad winters caused delays, the death of my father and settling his affairs, then moving house and the proximity of the Club bar all contributed to the delay. I am no boat-builder, just a common carpenter. In a way it was my good fortune to be promoted sideways to run the firms stores and yard, because I had first pick of anything useful that came in from building sites. Teak floorboards from a hospital, old mahogany from offices, Canadian Maple from an old skittles alley. The deck beams were laminated from matchboard partitions from one of the Georgian houses in Bath, not a knot to be seen. The only new timber used was Brazilian Mahogany for the coamings and covering boards. The deck of 9 mm marine plywood pre-fitted then coated in epoxy resin before gluing in place, then covered in glass-fibre scrim also epoxied over. The mast of Silver Spruce in four lengths, hollowed and glued with epoxy resin.

There was a Methodist Chapel whose lease had ended and there was no money to buy it out. I was offered as much of the interior timber as I wanted and bought as much as I could afford at a very cheap price. Several of the seats were used to repair the rotted planking and a new bilge stringer. The oak stem was rotted to the waterline so I replaced it with a piece of oak backed up with an apron to stiffen the scarf. When I raised the hull there were several pieces of 25mm marine ply lying in the bottom, waterlogged and black. These were dried out slowly and two pieces glued together made the new breast hook. The transom was broken and a poor thing of elm. It must have been a-twist when fitted. The new one is of re-claimed mahogany backed up with an oak frame. A new rudder was made to replace a rather suspect original.

The Bristol Channel is a tricky place for an open boat, and beating up channel with a four knot tide proves just how wet it can be, so I came to Cornwall. All this happened almost twenty years ago. She is from the pen of Westmacott and thus related to the X-class and the Sunbeams and built in 1934. I fancy that she was one of the failed classes that existed between the wars. Now, I am too old to sail and Emerald needs a new owner. But it seems that no one wants a seventy year old boat in need of T.L.C. If she does not find a new owner soon she will have to be scrapped.

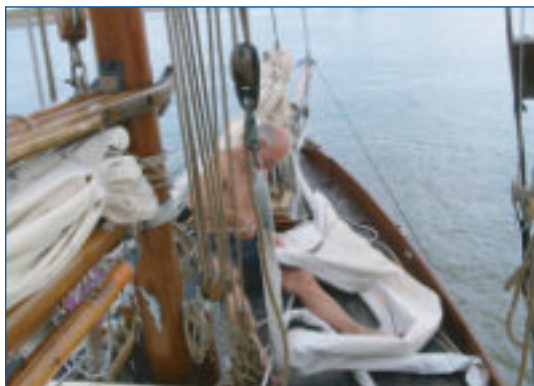
The price? Negotiable.(See page 44)

Martin White

Email martin@trelispen.vispa.com

Medway Cinque Ports

'MNK' (Medway and North Kent) as we were known has merged with 'CP' (Cinque Ports) and now become 'MCP' - which stands for Medway *(and)* Cinque Ports. This merger was proposed during the past year and was ratified at The Association Committee Meeting in January this year. So the two areas are now one under the title of MCP- for 'Medway Cinque Ports'.



The merger of the two areas came about because it was felt that the Cinque Ports area, with its long coastline and only 8 members, was becoming less easy to run as a separate area. Our merged coastline now offers a good excuse for members of the former MNK area of having some events the other side of South Foreland – and of course to encourage the more intrepid former Cinque Ports members to come our MNK side of that 'Foreland'.

Running repairs aboard Emanuel whilst at anchor

As an area the past year has been quite good, that is the former Medway and North Kent part. Our events we have been quite well attended for which given how spread out some of us have been has been quite good for us.

The main change in the year was to have just one Pub Meet on the spring equinox instead of lots of poorly attended ones. In recent winters we have tried to have several pub meets in different parts of the area with varying degrees of success. However we felt a change was needed and as it happened it turned out to be a great success, with a fantastic meal at the 'Anchor' pub in Faversham - and with a long table full of people as well as a few new faces which was great. Even our Area President, Robert Holden (Kent Gaffing's Editor and Association Hon Sec) managed to attend for a while on returning from attending a function in the OGA's Devon Area, at Dartmouth, earlier that afternoon.

Our Race and Rally day in June was again well attended for us with a few vessels who hadn't previously attended. The End of Season rally in September at the Harty Ferry pub on the Isle of Sheppey had all the regulars along with some new faces attending. Now we are going to do it all again in 2007.

Finally, some important news for all MCP members.

At the forthcoming Annual General Meeting to be held at the Anchor public house in Faversham on Saturday 24 March, I will be standing down as Area Secretary and Robert Holden will be standing down as President. Volunteers for both of these posts are urgently needed.

Sara Harding Area Secretary

Scotland

It was very good to meet you at the AGM, and I probably won't surprise you when I say how delighted I was to find so many friendly people, and all with an interest in boats as well!

After a slow beginning, and an attendance at the Association's AGM, I am now pleased to report that plans are taking shape for a Traditional Sail Regatta at Campbeltown. Unfortunately the date has not been finalised, but I will be writing to all Scottish members as soon as it is. Looking even further ahead, it is hoped to put together a "Sail in Company" cruise from the Clyde to Brest to coincide with Brest '08 which runs from 11th to 17th July 2008. In addition to helping Scottish boats to make the trip (about 550 miles) it is hoped that a few of our friends from Ireland and the West side of England might join us as we pass. No fixed itinerary is planned at this stage, but likely stopping points would include Belfast Lough, Dublin/Arklow, and the Scillies. If anyone would like to express an interest, I will be very happy to try and co-ordinate specific wishes from this area as well as any others past which the fleet might sail.

Good gaffering to all.

Gordon B. Garman
Area Secretary

East Coast

With 2007 a "Hellevoetsluis" Year, the area would be busy in any event. However, we are also re-introducing our most northern event at Southwold and a pre-season social programme. On the East Coast we have to duck and dive with competing events, availability of event locations and tides to create a calendar, but I think we have done it this year- just add sunshine and fair breezes!

One of our main tasks this year is to bring the original "East Coast Old Gaffers Race" back in to the mainstream of events. This event, first held "officially" in 1963, was the catalyst to the formation of the OGA with the Solent Area, who had been running an annual gaffers race since 1958, so it is a landmark event. Not only should members support it, but also they should encourage anyone with a gaff rigged boat to join in, to find out which is the fastest gaff rigger on the East Coast! The Race is on 16 June.

After the Annual Dinner at the Royal Burnham (now on 3 March, not 10th as previously published), I have worked out we have 42 days of sailing events planned by the EC Area (that does include 7 days of playing Dutch at Hellevoetsluis, where we have limited involvement)! Some of the events are just simple rallies, such as Easter on the Orwell, or Mayday at Foulness Island. Others do include racing, but are also social/cruising rallies at which people, who don't want to race, are very welcome to attend and join in with the parties, meals, drinks etc.

The last week in July is Hellevoetsluis, the "Shipmate" Classic Yacht Regatta, in which many members of OGA (East Coast, MNK, Solent, Netherlands etc) traditionally take part. For overseas OGA/VKSJ members coming over for the Harwich- Roompot North Sea "Feeder" Race (21 July) we are putting on a short "Visitors Cruise" the week before hand. The Dutch & East Coast OGA's will be organising the actual passage across, not planned to be a macho offshore race, more a timed cruise in company!

We will be running an annual points series for OGA members, normally for 6 or 7 selected

racers, trophies from the Tom Felgate Memorial Fund. Parallel with this will be the VKSJ European Challenge Cup. This is put up by the VKSJ, the Dutch Classic Yacht organisation, but is open to OGA boats of suitable type to take part in. Rules have varied a bit over the years, but basically competitors have to do the North Sea Classic Passage Race, plus selected races (such as at Hellevoetsluis). English Gaffers have a good record in this competition, Deva, Maryll and last time in 2005 Kestrel having won the Challenge Cup since it was inaugurated. There are also cups for second and third. It's a great way of bringing gaffers and classic bermudans of different nationalities together, and I believe it is the only competition of its kind.

Whether you cruise or race in the OGA, we will be running again an East Coast Log competition for the Francis B Cooke and Avola Cruising Cup Trophies. The rules will be the same as the Main OGA competition, so entries can go forward to join this.



*Essex Smack Transcur racing on the River Stour.
Photo Mike Robertson*

So whether you race, cruise, or are just a friend of the gaffers and want a good time, I hope the programme will suit you all. And if you are a member of the OGA outside the East Coast and are passing through by boat or other means, do touch base with us, love to see you.

Happy Sailing in 2007!

Jon Wainwright
Area Secretary

Devon

We held a Laying-up Supper in November, which was very much enjoyed, though not by very many of us, and it's set some of us thinking about 2007. At present most of the branch's activity is centred on the Dart, but we have members on the Tamar, the Plym, the Yealm, the Teign, the Exe and the Salcombe estuary whom we seldom see, and wish we could see more often. We'd be very keen to hear suggestions from them about making a programme which would attract them – or indeed attract us from the Dart to join them. Do get in touch with me at jgmscottrelake@aol.com, or with our Commodore Mike Lucas on mike@mikelucasyachting.co.uk, and make your points.

Our programme for 2007 looks like this:

Saturday 28 May, The Brixham Heritage Trawler Race, which also includes classes for gaffers and gives us a rare chance of racing in company with the splendid Brixham Trawlers and the other classic working craft which come for the festival.

Saturday 23 June, our own Start Bay Race held off Dartmouth, with a start at 1400. The prize-giving will be at the RDYC at 1800, giving us plenty of time for socializing, followed by supper.

Friday-Monday, 27-31 July, Plymouth Classics, based on Sutton Harbour. This is one of the friendliest classic rallies, and the Sound is a wonderful piece of water; the organizers plan some shore-side entertainment this year, and better facilities – with hopes for a rather drier Saturday than in 2006!

Saturday 4 August, Dittisham Regatta. This date is provisional, and we will confirm or modify it in our next Bulletin.

Thursday – Sunday, 30 August – 2 September, Dartmouth Royal Regatta. There are classes for Gaffers, who with the Shrimpers enjoy a comparatively low entrance fee: racing is in the Range, at the entrance to the Dart.

Good sailing in 2007.

John Scott

Acting Area Secretary



John Scott's 'Julitta' going well

Dublin Bay

In February we have two terrific events which you simply cannot miss.

The 'Poems and Pints' event run by Peter Lyons for NIOGA is a must and the talk by the splendid Tim Magenniss in Poolbeg Y&BC.

I am really excited at the prospect of sailing to the NIOGA Carrickfergus Regatta. The 'craic' is really mighty up there, and I hope that we can get together, and sail in company with a number of DBOGA boats. If interested please talk to me before/after the Tim Magenniss night or telephone me on 086-1946936.

Similarly, I plan to sail to Holyhead on August 24 for the CNW Gaffers rally, and would be delighted to sail in company with any other DBOGA boats. Contact me as above if you want to join in.

We have an opportunity this year to participate in the NIOGA and CNW Traditional Boat events, and we should certainly do that, if at all possible. In return it's probable that they will return the favour with a visit to our Event in June. The 'craic' is mighty at all these events and they are well worth the effort to attend. I strongly encourage you to join us.

Sean Walsh
Area Secretary

The Trailer Section

Its Winter, gales are howling, rain is falling, and thoughts of sailing are far away. No doubt, those of you with boats on a mooring are wondering just how the old girl is doing, those of us in the Trailer Section at least, only have to hope that the boat cover is doing its job.

However, there are some hardy souls about, I hear of at least one East Coaster who has taken the North Sea at its worst in these winter months and last week I was watching some windsurfers, all toggged up in watertight clothing, enjoying the high winds and waves off Gower. Each to their own I say. But then I suppose that to outsiders, we in the OGA seem to be an odd lot. We are a mixed church, some of us like old boats and will go to enormous lengths to preserve them, others care not a hoot about old, don't even care if its made of plastic, just so long as it looks traditional.



Dave and Annie Rogers Easter bonnet?

At a recent get together in the home of Perry and Claudia Crickmere, held in Pembrokeshire to try to attract new members, we discussed this point. Few members seem to be really keen on racing (after all, if they were, they wouldn't have a gaffer, would they?), and while most like the idea of some sort of race, most see it as a convenient way to get all the boats together at the same time and heading in the same direction. Just why



Mike Stevens getting ready

well, and while it has draw backs with regard to speed and pointing ability, it still gets there.

I remember being very taken by Tim Severin's remark when the leather curragh "Brendan" that he sailed across the Atlantic finally reached shore. He said words to the effect that "Brendan" had travelled safely, albeit slowly, at a Mediaeval speed, survived a crushing in the ice that would have sunk a more modern yacht and had been repairable at sea by the simple expedient of sewing on a piece of leather.

In one sense, we are not alone, archers could easily achieve greater accuracy and rate of fire with a modern rifle, yet they prefer the challenge of a simple, bent bow and feathered arrow. There are many other sports where people like to feel that it is either them against the elements, or as in sailing working with the elements, rather than being the recipient of an easy high tech life.

Which in a roundabout way, brings me back to the small, trailerable gaffer. Easily rigged and launched, no great shakes at getting there as fast as possible, but able to explore creeks and backwaters, watch wildlife and generally, hugely enjoy the natural world. Just like the Mesolithic people did.

Mike Stevens
Area Secretary

Bristol Channel

Sunday Lunch on the John Sebastian Lightship

In early December 2006, the Bristol Channel Area held a pre Christmas buffet lunch aboard the *John Sebastian* Lightship moored in the Bathurst Basin in the heart of Bristol. It was a first attempt in recent times to have a social get-together for BC Area members and the location was chosen, not only for it's interesting background but also because it's strategic location. It's about as near as we can get to a central point in our strung out area and it was

are we content to bumble along with a collection of obsolete technology when we could easily be state of the art and far quicker about it?

If you have been watching the recent Ray Mears programmes on TV where he explores how our Mesolithic Ancestors lived, you will have seen him making fire with various simple, natural products and I think that it is this ability for self sustaining technology that appeals to us. The simpler rig of older times works very



Dave and Annie Rogers I'm sure we are pointing higher than them anyway

pleasing to see that we had members there from Swansea on one side of the channel round to Watchet on the other, and a good few places in between.

The *John Sebastian* is owned by the Cabot Cruising Club who were our hosts for the day and is also the headquarters of the Bristol Channel Sailing Association, an organisation representing the interests of sailing clubs and marinas in the channel. The Cabot Cruising Club has been in existence for more than seventy years and has owned the *John Sebastian* for half a century. Before the arrival of the lightship, the club used to meet at the nearby Nova Scotia public house. But since the vessel now also has a well stocked bar, it seems a fair swap. Lorraine Whitlow who is the Commodore of the club entertained us with an interesting talk on the ship's history.



The Cabot Cruising Club's John Sebastian in Bathurst Basin Bristol Docks.
Photo Viv Head

The JS is the oldest wooden hulled lightship still afloat in the world. With a length of 103 feet and a beam of 24 feet, she was built in 1885 and commissioned a year later. She served on station at a number of different places in the North Sea and English Channel and is said to have broken her moorings several times. In 1922 she was battered by some terrible gales at Swarte Bank station and in the Master's own words she *"shipped a terrific green 'un, filled herself to the rail, flooded the engine room, carried away skylights, ladders and everything else on deck, and strained her back, so that when moved to Cross Sand Station off the Norfolk Coast soon after (where she was for a very long time) had to be pumped out night and morning"*

At the outbreak of war in 1939 she arrived at the English and Welsh Grounds station at the mouth of the Severn Estuary where she remained until 1942 when she was taken to Milford Haven for a refit. Afterwards, she lay at Holyhead on standby until returning to the English and Welsh grounds from 1947 until 1953. It was her final posting and later that year she was sold out of Trinity House service. She quickly passed through the hands of two breakers when anything in the least portable was torn off, burnt off and generally scurried off and a lame attempt was made to burn her on a beach. But then in 1955 she became a shining light for the Cabot Cruising Club who bought her for the grand sum of £275 and named her the *John Sebastian*. At a builder's tonnage of 274 tons she seemed a bargain at almost exactly a pound a ton. But by then she was almost derelict and volunteers from the club had their hands full with a massive renovation job. For the first year she was towed up to Bristol and moored at Welsh Back though even then was at the mercy of thieves and waterborne tinkers. But in 1956 she was towed to the Bathurst Basin where she has remained ever since. In some very difficult working conditions, often in the freezing cold, it was not until the 3rd March 1959 that the JS, having defied all attempts to turn her into firewood, was sufficiently fit enough to be formally opened as the CCC clubhouse, a role she performs admirably to this day. It is a sign of the times though, that her berth in Bathurst Basin is inevitably under scrutiny by potential developers. It is to be hoped that the club successfully manages to repel boarders!

Viv Head
Area Secretary

Northern Ireland

NI OGA Annual Dinner RNIYC

We had 70 gaffers at our Annual Dinner this year. Once again it was a rip roaring success. Our President, Brian Hammett and Lorna came over to be at the head table. Pete, Sue and Maxine along with Phil and Lynn were also over from across the water to enjoy the evening. We also had Barry O'Loughlin up from Dublin for the first time.



All aboard for the Belfast City Hall trip! Distinguished guests plus famous members of NIOGA at Belfast City Hall last November.

Lorna Hammett presented our trophies to all the race winners. Our outgoing Hon Secretary Alison Lyons won the Alan Hidden trophy, given to the NI Gaffer who has done most for our area during the past year. Alison certainly deserved it for the hours she spent at the computer. We took the visiting Gaffers for a tour of Belfast on the Saturday. We visited the City Hall where we had our President robed as befits his station. What tour of Belfast is complete without a visit to the National Trust best jewel in the whole of the UK, the Crown Bar? We eventually sent them home when Alan Aston dropped them off at the airport on the Monday morning. A great weekend thanks to everyone.

We had our annual Craft Fair at the Heritage Centre in Bangor Castle. We had lots of Exhibits of paintings, Model making, Needlework, Silverware, Card making and Woodturning on display for the public to see during the first week in January. As usual we have to thank Don McLean and Eilish Shevlin for all the hard work in setting this up. Thanks also to all of the other NI Gaffers who gave of their time to show the work of the OGA off to the public. I am pleased to report that our annual visit to the CA for the AGM was as successful as ever. Not only did we have a good party with the Dublin Bay members and a lot of old friends from England, Scotland and Wales, the NI OGA actually came home with a National Prize. Young Alex Kennedy, grandson of Pat and Peter Kennedy was awarded the first presentation of the Alan Hidden Perpetual Trophy, for the best young gaffer in the OGA. Not only are we proud of Alex for winning the trophy, but also that NI OGA who was founded by the efforts of Alan Hidden in 1989 are the first recipients of the trophy. Here is the text that won Alex the Alan Hidden Trophy.

"Alex Kennedy has been a junior member of the gaffers since 2001, recipient of the Youngest Helmsperson award in the NI OGA an at least 4 occasions. He sails everywhere with his Grandpa, Peter Kennedy and over the years he has become a very proficient sailor. Peter relies on Alex now when he goes cruising to trim the sails, steer the boat and keep watch. I think Alex is 14 years old now and over the years since he started going out with his Grandpa he has learned to sail both gaffers and Bermudan rigged boats with equal skill. I think Alex would be a very deserving recipient of this Alan Hidden Trophy. There was no one better than Alan at encouraging young people to sail."

On another note, I think that the 2007 AGM was the best OGA AGM I have been to yet. Congratulations to Brian Hammett on conducting such an excellent evening.

The Blocked Trophy, 26th January 2007 Annual Quiz Newtownards SC

'The Blocked Trophy' may well be up there on a par with say 'The Americas Cup' or possibly the 'Claret Jug', but it is safe to say that in terms of kudos the annual quiz between the NIOGA and Newtownards Sailing Club is way out there in a class of its own. Many sleepless nights were had by team NIOGA, swotting up, re-reading the classics, and generally honing the rapier sharp minds owned by all NIOGA members in preparation for this mighty clash of wit and knowledge..." Erm, not really...

However, it is safe to say a wonderful night of craic and questions was had by all assembled at NSC's brand new clubhouse on the shores of the beautiful Strangford Lough. The NIOGA was slightly down in numbers, and were outnumbered 3:1 by the enthusiastic NSC crowd. However we are a hardy bunch here in the NIOGA, not to be outdone by simple weight of numbers. 'Quality not quantity' were to be the watchwords of the evening, and I am delighted to announce that at long last after several years in the wilderness THE BLOCKED TROPHY IS IN OGA HANDS!!!!

Thanks are due to Michael Park, and Lawrence Baalham of NSC for arranging a great night out, in terms of the quality of the questions, and the availability of the libations. Thanks to all those at NSC who turned out on a cold evening to keep this easy going, but nonetheless awesomely competitive match alive, and I would like to say- "better luck next time!" From a personal point of view I wish to thank Dr Bill Miller, Dr Carol Laird, Bea Thompson, and our esteemed Commode Dennis Magill, in assisting myself in our fantastic whitewash of the NSC membership, clearly, easily and decisively winning by one whole point! **Gary Lyons**

Peter Lyons
Area secretary

Solent

We are planning a very full Old Gaffer sailing year for 2007 and our programme is included in this log. Details of the events will be published nearer the dates but weather permitting all should provide excellent opportunities to rally together and or even race in the Solent Area should you be so inclined and we are hoping that this year will provide new horizons for many of us. The Solent provides a varied and challenging environment for all sailors and although we use the same harbours and marinas each year, our events always seem different and new. Fun and relaxation is a combination that we aim to achieve.

The Solent Gaffers had a special invitation from one of our Committee members, Ian MacGillivray to join in his Firework evening in November, staged on the banks of the River Itchen where an enormous amount of pyrotechnics lit the Southampton sky throughout the evening, which proved to be a very successful impromptu event. This tied in nicely with our December event at the Maritime Museum, although not well attended, provided a really interesting insight into the Itchen Ferry origins and its connection in Southampton.. The Speaker, Mary South from the Southampton Museums Service, told us a great deal about the hard life our predecessors lived in the area and how they used their boats on the River Itchen.

By the time you are reading this we shall also have held our AGM at Warsash Sailing Club and I shall be totally under the Sectarialship mantle, and looking forward to preparing the

events for our members so that we all have a good 2007 sailing season. I now realise that Geoff has very quietly put in a tremendous amount of hard work to make our Area so successful, and we all trust that from now on he will be able to enjoy sailing with us without any organising details getting in the way.

Jessica Warren
Area Secretary

Conwy & North Wales



*'Holyhead Harbour - photo courtesy
www.caergybi.com'*

Early in January we had a meeting with relevant parties in Holyhead regarding our new event in the town in September. The outcome has been very favourable, with support promised from the Town Council, Stena Line, the Maritime Museum, the Sailing Club and the Marina. The event is set to be big, so put the dates down in your diary: 31st August – 2nd September. Events will be organised for large and small boats, with shore-side activities for non-sailors.

On the social side, Scott has suggested a day trip on Vilma, into the wilds of the Menai Straits. So if you fancy a day on a 50ft Topsail Schooner (centre spread in Decembers Log), contact me.

Sue Farrer
Area Secretary

North West

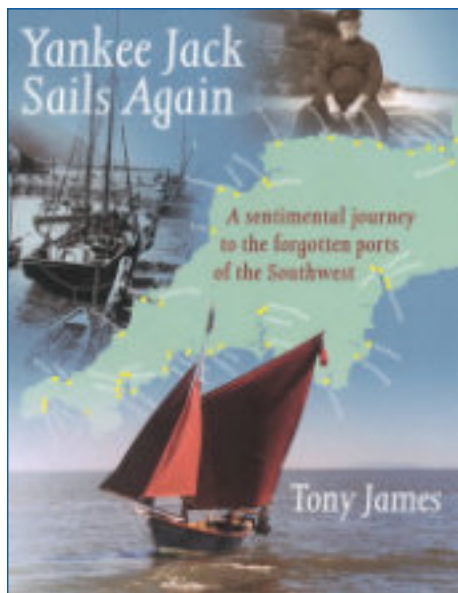
Our first event of the year will be a trip to Beaulieu on Saturday 28 April, and whilst the trip is primarily to enable members to go to the Beaulieu Boat Jumble, there will be a social aspect attaching to it. Any member wishing to go should contact me as soon as possible.

The annual race on the Mersey will be held on Sunday 17 June. Please contact me for further information. As this is our principal race for 2007 we hope that it will be well attended and as a result should be enjoyable.

As always we are invited by Conwy and North Wales Area to attend their main event on Sunday 19 August. As in previous years, there will be a race organised from Liverpool to Conwy at the beginning of August to make the trip more pleasurable. Let me know if you wish to join in.

Finally, there will be two low water races of New Brighton, the dates to be confirmed, but they are likely to be some time in June. NW members will be advised as soon as I have more definite news.

Tom Middlebrook
Area Secretary



Yankee Jack Sails Again by Tony James

Published by Seafarer Books
Telephone 01394 420789
Email info@seafarerbooks.com

Price £14.95 (paperback) 203 pages illustrated
ISBN number 0 9550243 2 3

A sentimental journey to the forgotten ports of the Southwest of England by the author sailing in his self built replica of a Bristol Channel 'Flatner'. Although paperback this is a large book (10x8 inches) In full colour and is a fascinating mix of history of the ports visited, and the man after whom the flatner was named 'Yankee Jack' – a Victorian seaman.

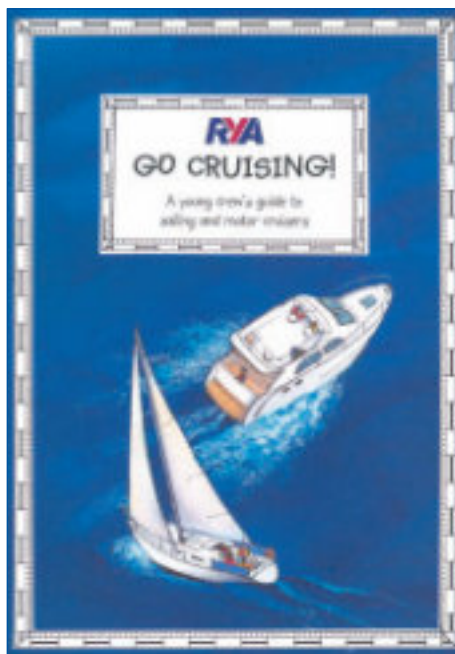
Well worth buying and well worth a place on board especially If you are cruising this area.

Go Cruising by Claudia Myatt

Published by the Royal Yachting Association
Telephone 02380 604132
Email publications@rya.org.uk

Price £8.99 (paperback 97 pages 8x12 inches
approx fully illustrated in colour)
ISBN number 1 905 10433 2 (RYA order code
G42)

Written and illustrated throughout by our own Claudia Myatt (see insert) this is a fantastic book for all children who go sailing. Informative, amusing, well illustrated (lots of gaffers!!!) this book is set to aid children for years to come in understanding why Dad is waffling on about tidal currents, getting into a tizzy about the weather, foaming at the mouth at the motor cruiser that just failed to give way to him and lots more. It really is worth having on board. A great present idea as well for any would be young sailor.



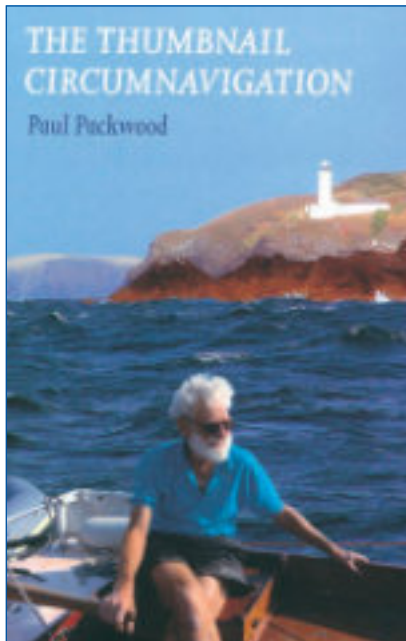
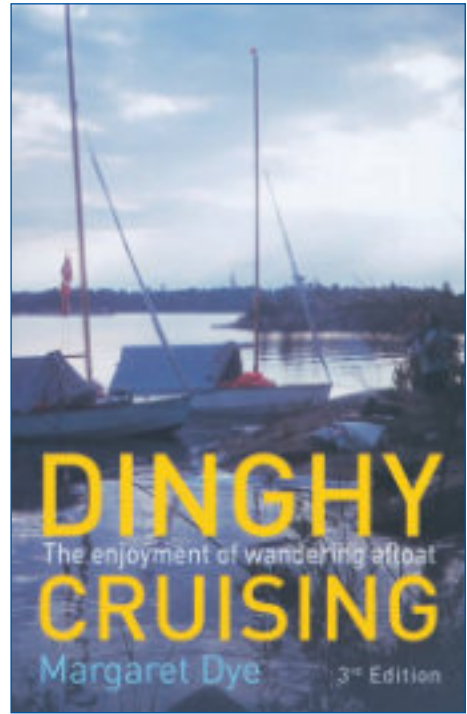
Dinghy Cruising by Margaret Dye

The enjoyment of wandering afloat 3rd edition

Published by Adlard Coles Nautical
Telephone Nicola Mann on 020 7758 0284
Email nmann@acblack.com

Price £14.99 (paperback 218 pages illustrated)
ISBN number 0 7136 7934 4

The third edition of this wonderfully interesting book on small boat cruising. A very practical guide to all aspects of owning a dinghy and getting the maximum enjoyment out of it. Fantastic stuff for anyone who owns a dinghy or small boat or is thinking of buying one.



The Thumbnail Circumnavigation by Paul Packwood

Published by Seafarer Books
Telephone 01394 420789
Email info@seafarerbooks.com

Price £8.95 (paperback 136 pages illustrated)

The story of a tremendous voyage by Paul Packwood in his 18 foot Sea Trekker 'Plover' from the River Orwell round the South coast of England, up the Bristol Channel, through the Kennet and Avon Canal and the Thames and eventually back to the Orwell. A great read whether you own a small or large craft or no craft at all.

Rowspar - Itchen Ferry type

LOD 25 ft x 9ft x 4ft

Rebuilt in 1991 to a standard that is only dreamed of reading Classic Boat. Stiff and fast with no internal ballast and a three ton lead keel. New bronze floors, new spars, new deck and cabin trunk, no doubled frames (all replaced where necessary) new engine and new cabin furniture. You can buy cheaper but not better. Phone for full details. Personal reason for sale.

Price £25,000

Contact Spence or Lyn on 01243 572068



"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 £ 26,000

Contact John Travis 01243 378394

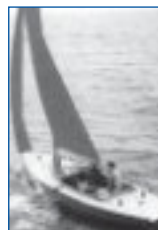


Emerald

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. See page 30 this edition GL

Price £1,000 ono.

Contact Martin White on 01726 843537.



Windchime – Allan Bright Pocket Cruiser

LOD 17ft. 2 berth gaff rigged sailing cruiser. C/w cooker, toilet, navigation equipment and good road trailer (made to measure). 5hp Honda four stroke petrol engine. Lying South Devon.

Price £6,500.00.

Contact Roger Rudman on 01902 372992 or Mobile 07812 122523. Email roger.rudman@virgin.net



RNSA Gaff Rigged Dinghy

Circa 1950's. 14 foot Royal Navy Sailing Association sailing dinghy. Very good order. Varnished topsides, seats and spars. Painted bilge and antifouled below water line. Road trailer. Two sets cotton sails (fore and main). Galvanised centre board. Rudder plus spare galvanised drop plate. Oars. On trailer under canvas cover Birdham West Sussex.

Price £3,000 ono

Contact Richard Meynell on 01243 512327 Email meynell@birdham512.freemove.co.uk



Aunty Ann

Tamarisk 29 Gaff Cutter built in 1981 but not launched until 1989. GRP hull and deck finished off with hardwood. New Yanmar 30F in 2003. New S/S rigging in 2005. 4/5/6 berths in 2 cabins with good headroom. Well equipped galley.

Price £27,500

Contact Clive Thompson on 01548 844262 or 07724 305713

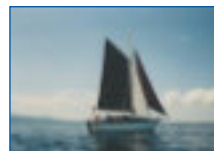


Felinheli

Saga 31 Colin Archer type (double ender) LOA 37ft LWL 25ft Beam 9ft 6ins Draught 4ft 11ins Built 1993 Epoxy West system protected 2001. Displacement 7 tons 6 berths Volvo 18hp 2002. GRP/timber construction lying North Wales. Comprehensive inventory.

Price £37,000 ono

Telephone 01492 572037 or 07950 169098



My Lady

Cornish Crabber Mark 1

Beautiful example based on the River Deben at Felixstowe Ferry.

Comprehensive inventory and maintained to a very high standard. Full details available on request. New Beta 10 diesel fitted last year. West epoxy system to hull.

Price £19,500

Telephone 01394 285839



Small Hopes – Tamarisk 24 Gaff Cutter

Built Cygnus Marine 1984 GRP Yanmar 15HP diesel.

Very pretty day boat with small forward cabin.

Many extras, tan sails including topsail. New

Raymarine auto pilot and sounder. New forward spray hood.

Lying Solent.

Price £7,000.00. Contact Bob Miller on 01590 643600 or mobile 079290 62577



12 Foot Clinker Launch

'Trout' Class launch built by The County Passenger Launch

Company, Yarmouth, I.O.W. in 1951. Original 1.5hp Stuart Turner

inboard, with reverse gear. Mahogany on oak, varnished inside and

out. Completely restored, in excellent condition throughout. Canvas

cover and road trailer with winch. 'Trust' is a very stable and handy

launch, used by us as a tender and for pottering; she is truly delightful. It took three years

to find her. She is now is reluctantly for sale, we no-longer have enough time to use her

regularly. Lying near Monmouth, South Wales border. Delivery possible.

Price £3,750 ono.

Contact: 01600 712090 or 07851792157 for photos or viewing.



Sails for sale

Sails. Best quality and all as new.

Jib topsail. White terylene. Brass piston hanks.
Luff 54ft 3ins Leach 34ft 9ins Foot 24ft 3ins Area 309.74 sq.ft
Value £1,000

Tow foresail. Tan terylene. Brass piston hanks.
Luff 21ft 8ins Leach 25ft Foot 19ft Area 197 sq.ft
Value £650

Spinnaker. Traditional with definitive Luff
Luff 60ft Leach 53ft 10ins Foot 25ft 10ins Area 697 sq.ft
Value £1,250

All for £1,400 or will split.
Contact Jim Lawrence on 01206 302863

The Editor places advertisements in the Log in good faith. Neither he, nor the OGA, shall be held liable for their content and accuracy.

Private advertisements are free to OGA members.
Non members please contact the Editor.

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

SURVEYS & CONSULTANCY ON TRADITIONAL CRAFT



CHRIS TEMPLE

M.A.(Cantab), I.Eng.
Associater Member R.I.N.A.
Member Y.B.D.S.A.

NAVAL ARCHITECT
& SURVEYOR

8 ALMA PLACE, SOUTH STREET
YARMOUTH, I.W. PO41 0QQ
TEL. (01983) 760947

Fabian Bush

boatbuilder in wood

restoration
repairs
design
construction



The Old Taft's Store, 49 High Street
Roxburgh, Colchester, CO3 7BT
Tel: 01206 728577
fabianbush@btinternet.com
Website: fabianbush.com



MARINE SURVEYS

Graham Whittington
Southern Marine

Marine surveys & consultancy
on all types of craft.

Diesel & Outboard Sales and Service

Tel: 07886 634173 Office: 01273 728203
Email: graham.whittington@hotmail.co.uk

*Essex
Smack Yacht*



Length 29'6" up to 6 berths
Prices from £ 55000.00 incl VAT

INTERNATIONAL MARINE DESIGNS

ABERGROES, ABERTAFOL, ABERDYFI, GWYNEDD, LL35 0RE
Tel/Fax 01654 767572 e-mail: sales@marine-designs.com.
WWW - marine-designs.com

Antifoul Removal

NO MORE WEEKENDS LOST
SCRAPING OFF LAYERS OF
ANTIFOUL

- GRP cleaned within hours leaving no damage to the underlaying gel coat
- Wooden hulls & topsides cleaned - leaving no contamination
- Steel surfaces cleaned back to bare metal
- Patented System using low pressure guarantees a finish second to none
- Totally environmentally friendly - no chemicals used
- Any size of vessel catered for

© Farrow System Ltd 2006

Licensed Operator of
THE FarrowSYSTEM®
PATENTED METHOD FOR REMOVAL OF SURFACE COATINGS



Richard Watley

01233 712005 or 07759 703511

joeric.church@tiscali.co.uk

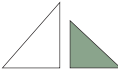
www.farrowssystem.com



MYLOR BOAT HIRE
MYLOR YACHT HARBOUR • FALMOUTH • CORNWALL
EXPLORE THE FALN ACATTER



16' TRADITIONAL DAYBOATS FOR HIRE
ALSO DONNAUL, MOTORBOATS
& POCKET CRUISERS
FOR BOOKINGS & ENQUIRIES CALL 01326 377745
www.mylorboathire.co.uk



M.J. LEWIS & SON
(Boat Sales) LTD

c/o DOWNS ROAD BOATYARD, MALDON, ESSEX. CM9 5HG
TEL/FAX: 01621 840982 Line 2: 01621 859373
MOBILE: 07885 859373
E-Mail: mjlbs@tiscali.co.uk

*Specialists in the
brokerage of
Classic & Traditional Yachts
and Working Boats*

Discounted commission rates offered to OGA members

"Vessels Wanted", Clients waiting.
New Dinghies & Launches for Sale
Visit our website at:
www.heritage-marine.com



TS RIGGING LTD

Cooks Yard, Hythe Quay, Maldon, Essex CM9 5HN
Tel: 01621 874861 Fax: 01621 840567
Web: www.tsrigging.co.uk Email: info@tsrigging.co.uk

Standing Rigging • Running Rigging • Guardwires
Hand Splicing • Serving • Mast Hoops • Wooden Blocks
Deadeyes • Bullseyes
and much, much more!!

SPECIALISTS IN CLASSIC YACHT RIGGING



MADE IN FAVERSHAM BY COLIN FRAKE

Leathered mast hoops and off saddles, mud eye bolts, thimble plates, clew pulleys, stanchions, garboard irons, davids, upper and lower deadeyes, wooden blocks with either polished or bronze frames and sheaves, serving iron and "The Faversham" solid hand knife for smaller boats. Also shackles, swivel travellers, ... and much more.

SEND FOR OUR CATALOGUE
01795 531 493
Standard Quay, Faversham, Kent ME13 7BS
colin_frake@lineone.net



TIM GILMORE t/a

DOLPHIN QUAY BOATYARD

QUEEN STREET • EMSWORTH • HANTS • PO10 7BU

Tel/Fax: 01243 373234



- ➔ FULL SHIPWRIGHT SERVICE AT COMPETITIVE RATES
- ➔ REPAIRS, RESTORATION & MAINTENANCE OF WOODEN CRAFT
- ➔ STOCKIST OF TRADITIONAL BOATBUILDING MATERIALS INCLUDING TIMBER, PLYWOOD, BALCOTAN, WEST EPOXY, VARNISH, PAINT & MARINE FASTENINGS

NORTH SEA SAILS

Proprietor: Steven Hall



Ibex Sail Loft

Woodrolfe Road

Tollesbury, Essex

CM9 8QP, England

Tel. 01621 869367

*Makers of quality sails,
riggers, chandlers, ropes, wires and fitted covers*



Formerly 'West Wick Marina' now the
Yacht Haven Group's latest marina on the east coast.
Sit on the River Crouch in the beautiful
Essex countryside.

A natural marina in peaceful & tranquil surroundings
with berths & swinging moorings available.

- ▲ Deep water swinging moorings available at reduced rates for 2006/7 to include free ferry service - contact us for more information.
- ▲ Fully serviced deep water pontoon berths.
- ▲ Ask about our Visitor Berthing offer.
- ▲ Extensive hard standing available for long & short term storage.
- ▲ New 25 ton slipway hoist.
- ▲ Mobile crane
- ▲ Pressure washing

Fambridge Yacht Haven,
Church Road, West Wick, North Fambridge, Essex

Telephone: 01621 740370

www.yachthavens.com

email.fambridge@yachthavens.com

GJØCO



‘VARNOL’

Vintage Norwegian Pain Killer

VARNOL

Norwegian varnishing oil.

Inexpensive, easy to use. Takes the agony out of the brightwork.

VARNOL provides a hardwearing gloss *and* oiled-wood finish from the *same can*.

Penetrating, feeding and stabilising old and new timber, **VARNOL** is quickly and easily maintained on spars, hatches, decks, garden furniture, floors, doors...

A beautiful, unstained and long-lasting natural finish.

For stockists lists and full information signal the importers:

The Black Dog Stores, Dean Cross, Woodcutts, Dorset SP5 5RT.

Telephone 01725 552641 Fax 01725 552642

Discounts are available to OGA members.

www.sailjosefine.com



- ◆ Group Charters
- ◆ Sail Training
- ◆ Corporate Management Team Building
- ◆ Red Letter Days
- ◆ Receptions
- ◆ Film Productions

Based on Somerset Coast

For enquiries and bookings call: 07971376172

David W Hopkins

Marine Surveyor Ltd



Shipwright — Marine Surveyor — Consultant

FULL

Member

of The YDSA

— Advice without obligation — extensive experience in surveying all types of wooden boats —

- ◆ Pre-Purchase Surveys
- ◆ Condition Reports
- ◆ Structural Reports
- ◆ Insurance Surveys
- ◆ Damage Reports
- ◆ Repair Specifications

Tel: 023 8045 3256 Fax: 023 8045 3800

Mobile: 07836 242075

Email: oga@davidwhopkins.co.uk

Unit 14, Harbour Yacht Services

Port Hamble, Hamble

SOUTHAMPTON

SO31 4NN

www.davidwhopkins.co.uk



Pete Greenfield invites you to enter the wooden boat you have built in

WATER CRAFT'S AMATEUR BOATBUILDING AWARDS 2007

So, it's our 6th competition for backyard boatbuilders at the Beale Park show. Entries have ranged from canoes to catboats, skiffs to steam launches, expedition boats to pocket cruisers and most methods of wooden boatbuilding have been represented: plywood, strip plank, cold moulding, dinker... I'm not so sure about carvel. I am sure we've had examples of every hull type and designs from most of the British and American designers who produce plans for amateurs - plus more than a few boats designed by their builders. Entries have been brought to the show from every corner of the UK, from Germany, from the Netherlands... Yet despite all the changes over the years and the sheer variety of the entries, every time I've tried to pep up the competition's original rules, somebody has sulked. So now, they're as immutable as if carved on your transom.

- Boats entered may be of any size or type but must be predominantly wood or plywood. The hull must have been built by one or more genuine amateurs - not boatbuilding students - from scratch, not from a kit but we do not require that the fittings should be home-made too!

- Prospective entrants must send a brief description of the boat with one or more colour photographs to reach us no later than 1 May 2007 at:

Water Craft Amateur Boatbuilding Awards, Bridge Shop,
Gweek, Helston TR12 6UD, UK or by email to:

ed@watercraft-magazine.com

- From the above entries, we will invite up to 10 entrants to bring their boats at their own risk to the Beale Park Thames Boat Show on Thursday 7 June and collect them again at the end of the Show on Sunday 10 June.

- Invited entrants become Honorary Exhibitors for the duration of the Show and by prior arrangement, may also use all the Show's Exhibitor Camping facilities. Competition entrants must not try to sell their boats at the Show.

- Water Craft's Amateur Boatbuilding Awards have two sponsors: the Axminster Tool Centre and Marineware Ltd, distributors of the Epifanes range of yacht paints and varnishes. Each invited ABA entrant at the Show will win vouchers for £25 of products from each of our sponsors. However, for Third, Second and First Prize winners, chosen by a panel of professional wooden boatbuilders from the WBTA, the prizes, also from each of our sponsors, will be £50, £75 and £100 respectively. The editor's decision is final - though not necessarily popular.

It's as simple as that. If you have any queries about the ABA, please email our 'ed' address above or call us on: +44 (0)1326 221424. We look forward to your entries.





Roma looking for a 'Pot of Gold' en route for Solent Areas
Centenary Chase Race 2006'