

GAFFERS LOG

June 2007



The Official Newsletter of the Old Gaffers Association

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Front Cover: Smack Primrose running to the outer mark. Swale Match 2005.

Photo Tony Pickering MCP OGA - 2nd prize Best Gaff Rig OGA photo competition 2007.



'Roma' 100 years young this year with skipper Mike Warren keeping a good lookout. Photo Vanessa Bird SOL OGA.

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	2
Membership subscription rates	3
Editorial	5
Welcome Aboard	6
From the Bridge by Brian Hammett National President	7
Notice Board	8
One summer's cruise – 1906	10
A visit to James Lawrence Sailmakers by Mike Robertson	14
Problems – Some knotty and others notty by Mike Stevens Trailer Section	16
Hermit's cruise to the Golfe du Morbihan by Tony Hockley	18
Letters	21
A Wooden Gaffer amongst 1,999 GRP Bermudans by Piero Tassinari	22
Trophies trophies trophies by Sue Farrer OGA Trophy Secretary	24
OGA and other traditional boat events 2007	28
Around the Areas	30
Bunkside Bookshelf	41
Advertisements	44
OGA Merchandise	50



Another new OGA area is formed

Well, no one can say that we don't have interesting weather in the UK. With April giving us record breaking temperatures, nicely slotting in to the time most of us were painting and varnishing and generally getting ready for what looked like a very promising sailing season, the glass dropped forbiddingly low in May, with strong winds and cold and wet periods. Well whether it is global warming or just good old British weather, such is life and we take what is thrown at us. So maybe we should say to hell with our carbon footprints (I hate these phrases – what with blue sky thinking, glass ceilings etc, and anyway my feet aren't made of carbon – just good old skin and bone, I know because I tried to cut one off last year) sorry wandered off the subject... why not plan a trip to Canada where Colin Ming has formed the first Canadian OGA Area. Welcome Colin and well done, it's a pleasure to have you on board. Another Area in the making is in New Zealand but more of that in later editions. So all in all the OGA continues to prosper and grow.

On the Notice Board, page 8, are the results of this years' photographic competition, and some of the entries are published in this edition of the Log. For many years now this competition has been run by Peter and Alison Lyons (NIOGA) to whom we owe a huge vote of thanks for their efforts. Now though, and understandably, Peter feels it is time to hand over the running of the competition to some one else to carry it on and bring it into the digital age of photography. For the time being I have taken on that role but readily admit that I may not be the best person to do so. I have made a few suggestions as to the way forward also on the Notice Board, and would welcome any member with an interest in photography to put himself forward to take on the role.

Recently, as reported in the March edition of the Log, Moray MacPhail has stood down from running the OGA regalia. My wife, and our National Treasurer, Lynn Slade, took over the stock from Moray and as many of you know held an Easter Sale. The response from members was very good and much of our 'old' stock moved on. How to order OGA Merchandise can be found on pages 50 and 51 of this edition.

Finally, I would like to report that twelve weeks ago our Web Master, Pete Farrer, set up the ability to join the OGA on line, in three currencies. Within the next few weeks you will also be able to purchase OGA Merchandise in the same way. We have already gained twenty new members by this method of payment. Well done Pete.

Phil Slade

Editor Gaffers Log

Copy date for the next edition (September) is 15 August.



Three men and their boats by Alison Lyons. Submitted for the 2007 photographic competition but not placed. Alison tells me the sea is just a wee bit past the park.

BC, 4873, Arab, Mr David Walters, Stonestrow 13 Williamston Terrace, Llangwm, Haverfordwest. SA62 4JG
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DEV, 4908, Mr Bill Edwards, The Croft Nursery Close, Combwich, Bridgwater. TA5 2JB
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EC, 4884, Mr Ralph Woodings, 233A Bawtry Road, Doncaster, South Yorkshire. DN4 7AL
EC, 4888, Mr Michael Gooding, 22 Neptune Square Ipswich, Suffolk. IP4 1QH
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EC, 4909, Elver 2, Mr Thomas Eeles, Little Mill Cottage, Great Ashfield, Bury St. Edmunds, Suffolk. IP31 3HJ
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EC, 4914, Mr Joe Ebbage, 69 Claremont Heights Colchester, Essex. CO1 1ZX
EC, 4915, Namanda, Mr John Britchfield, 43 Reculver Road, Herne Bay, Kent. CT6 6LQ
EC, 4920, Go Well, Mr Keith Williams, 6 Newstead Road, Great Wakering, Southend on Sea, Essex. SS3 0AB
EC, 4930, Quintet, Mr Clive Anstiss, The Greenkeepers House, 60 Chevin Avenue, Leicester. LE3 6PX
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EC, 4936, Mr Philip Hurst, Watersmead 12 Marine Parade, Maylandsea, Essex. CM3 6AP
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SOL, 4905, Mr David Foster, 40 Marine Drive West West Wittering, Chichester, West Sussex. PO20 8HH
SOL, 4906, Garganey, Mr Brian Pearson, 3 Seawinds Westminster Road, Milford On Sea, Hants. SO41 0U
SOL, 4907, Little Gilly, Mr Bill Payne, 2 Kennel Lodge Goodwood, Chichester, West Sussex. PO18 0PW
SOL, 4912, Zenith, Mr William Attree, 17 Regina Road Freshwater, Isle Of Wight. PO40 9DG
SOL, 4913, Zenith, Mr Daniel Attree, 17 Regina Road Freshwater, Isle Of Wight. PO40 9DG
SOL, 4916, Diane, Mrs Jill Bredon, 28 Oakfield Road East Cowes, Isle Of Wight. PO32 6DS
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SOL, 4929, Mr Miles Atherton, 1 Elm Cottages Woolton Hill, Newbury, Berks. RG20 9TH
SOL, 4931, Verity of Mylor, Mr Homme Zwaagstra, Flat 7 Bournemouth 67Oatlands Avenue, Weybridge, Surrey. KT13 9TL
SOL, 4932, Mary Helen, Mr Crauford McKeon, Teelings South Baddesley, Lymington, Hampshire. SO41 6DA
SOL, 4933, Betty II, Mr Ben Collins, 75 Francis Street Leicester, Leicestershire. LE2 2BE
SOL, 4938, Granny Knot, Mr Nick Beck, 58 Cherry Garden Street Bermondsey, London. SE16 4PD

From the Bridge

All that lovely weather in April and where was I, rushing around as usual, wrestling with emails on the computer, (where else would they be, don't ask me I haven't a clue) going to meetings, visiting daughter and grandson in Spain, but not working on the boat! Still, managed to fit in an OGA event in a break between gales and rain. So started work on the boat and what happens, gales and rain again. My mate Phil did sterling work varnishing the mast from the bosun's chair and what happen just as he finished the second coat, rain! Never mind we will get the superstructure painted before she comes out of the water (they do a cheap deal after the first of June in the Marina, lift out scrub off, out for a week, and in again for the price of a lift out, don't tell anyone or they might not do it again. So what happen rain and gales, still we got the paint off and will get some back on one day.

So what has this got to do with the OGA?

Nothing, it is just a part of life's rich pattern.

However, it does look as if we are in for a bumper OGA year with lots of events taking place all over the country including Scotland and abroad.

We are off to an International Cruising Rally at Ramsgate in July, to ensure that the OGA is represented with a wider audience (last year we gave the

Germans an OGA Ruby anniversary flag in Kiel, vee ave ways of making you notice the OGA) and then of to Holland to see Dutch OGA an join the Shipmate Classic Yacht Regatta at Hellovetsluis and back to UK for Late August Classics cruise. All this is assuming that we ever get any paint back on!

Our membership Secretary and our Treasurer both report that our Association is in fine fettle and progress is being made towards the establishment of an administration database to ease the workload of those two particular individuals.

Lorna and I wish all OGA members, good tides, fair winds, and keep a metre (or at least a couple of centimetres) under your keel! Have a really great season with lots and lots of Happy Gaffering.

Brian Hammett
President OGA



Winter Sun - Morna in Belfast Lough by Stephen Clarkson. 3rd prize Best Gaff Rig photo OGA photographic competition 2007



OGA Photographic Competition 2007

There were only 5 members who entered photographs in this year's competition, a total of 19 photographs. Although the entry was well down on previous years' the standard of photographs entered was excellent, and each of the persons entering the competition has won a prize.

The first prize in the Best Gaff Rig Photo went to Sheila Kennedy from NIOGA with a shot of the New Zealand gaffer Waitangi. Second went to Tony Pickering, MCP OGA, with an action shot of the smack Primrose. Third prize went to Stephen Clarkson, NIOGA, with a photograph of Morna in the morning sun off Carrickfergus.

Gary Lyons won the best General Sailing Class with an action shot of the Royal North of Ireland YC Fairy Class fleet approaching the weather mark. Second was won by Nick Coppin, CNW, with a shot of a little French Lugger taken at Douarnenez. Third place went to Tony Pickering with a shot of the smack Ethel Alice approaching shoal waters.

Winners will get their prizes in the form of Jessop's vouchers before the end of June.

OGA Photographic Competition – The way forward

As already mentioned on the Editorial page, Peter and Alison Lyons are standing down from running this competition after many years of excellent work on behalf of the OGA.

Some good ideas for the future of this competition have already been put forward by members of the GMC, some of which are listed below, but it was felt that the views of members should also be canvassed.

So, should we let the competition drop, but if not, then what is the best way forward. The main problem is the lack of response, or is it interest, by members which may suggest that the competition should be rested.



*The Royal North of Ireland Yacht Club Fairy Class fleet approaching
Photographic competition 2007. Gary Lyons NIOGA*

Certainly one very important aspect of the photographic competition perhaps not immediately apparent to members, is that it allows Nick Miller, our archivist, to build up the OGA photographic archive. Also photos are used by the Editor of Gaffers Log in the Log.

More and more of us use digital cameras now, so should we open up the competition to digital photos, which has not been the case up to now? If so, this would allow us to publish the photos on our website which would enhance it.

We could also use that medium to judge the competition. With Pete Farrer, our webmaster's help, a means for voting could be set up. Or is such a system open to abuse or perhaps just too complicated?

A further suggestion has been made to change the cut off date from April to the end of the year. This would mean a short year this year, but seems to make sense.

With a cut off date of say 1 December the photos could be prepared for a photographic competition to be held in conjunction with the AGM, with attendees to the AGM voting?



A proposal to increase and update the categories has been put forward. Perhaps one for the best technical feature on a traditional gaffer or one of gaffers – us – at OGA regattas, again useful for advertising the OGA and for the Editor of the Log.

Finally it has been suggested that Jessop's (camera specialists) vouchers are not the best form of prize but what's the alternative for a 'photographic' competition and maybe we should also up the 'anti'.

So, I as Editor am happy to take on the role, but in all honesty think it better that a keen photographic member should come forward so that this competition can receive the attention I believe it deserves. Or does it? It's up to you the members.

g the weather mark. First prize Best General sailing class OGA.

Phil Slade

One summers cruise – August 1906

OGA Solent Area member Richard Meynell was once the owner of 'LONA II', a classic gaff-rigged cutter, designed by J Pain Clark and built by W King and Sons in 1905, which has since been sold to new owners based in Italy. As a result of his ownership, Richard has been contacted by Susan Bell, nee Barne, the grand-daughter of an earlier owner, Lieutenant Michael Barne, and she has kindly sent Richard three pages from Lieutenant Barne's log of an earlier voyage on 'Lona II'.

Michael Barne was Log Keeper Lieutenant on Captain Scott's first Antarctic trip in 'Discovery'. Following his return, and whilst in command of the torpedo boat destroyer 'Porcupine' in 1906, he purchased 'Lona II'.

The log commences.....

Saturday 20th August 1906

Having completed the purchase of 'Lona' at Burnham on the 10th August, from Mr J Pain Clark, for the sum of £250, I travelled from Portsmouth where I was in command of the torpedo boat destroyer 'Porcupine' on the Friday night, finding 'Lona' alongside King's stage at Burnham stored and ready for sea. As she would not be afloat until about 3am, I turned in, and was awakened at that hour by King's son in law. He came on board and assisted me to lay her off, and pick up a mooring, which we did under the roller foresail (the working sail), and he returned ashore until 5 o'clock while I took the mainsail coat off, and got ready for sea.

There was a light SW breeze blowing and was all right for the Orwell, whither I was bound. At 5 o'clock he came off and helped me to get under way. I shipped at a quarter past five, under plain sail, and sailed down the River Crouch in transports of delight and pride of my purchase, the first vessel having a deck that I had ever possessed. 'Lona' was only built for the previous season, 1905, and was the very latest and smartest thing in five ton cruisers, built by Messrs W. King and was to Mr Pain Clark's own design. She was built to stand heavy weather, having easy lines, moderate overhang with a spoon bow and a flush deck, with small cockpit giving access to the cabin. Her topsides were of teak, bottom of elm and pitch pine, timbers of English oak and deck of Kauri pine. She had a fir pole-mast with roller reefing mainsail and roller foresail. The deck fittings, cockpit etc were of teak and all finished in the best possible manner. She was metal fastened throughout, with a lead keel and no inside ballast. In her coat of glossy black enamel with white boot top and gilt ribbon, with well cleaned spars, she was the most beautiful little picture of a yacht that could be imagined, and I was indeed proud of her.

I gave myself and the deck a wash down as I went and, when in the neighbourhood of the NW Buxey buoy, I shifted the jib head topsail for the jackyard and topsail and squared away again for Harwich. The breeze freshened when I was off the Naze but, as it was fair, I hung on to the jackyarder and got into Harwich harbour at about four.



Lona II in the 1920's

When in the Orwell, I hove to and took in the topsail and pursued my way up the river against the ebb tide, hoping to get to Ipswich, where I intended to leave her until I could get some leave.

The wind fell very light and I was just making a little way over the tide when, not being acquainted with the buoyage of the river and foolishly not allowing sufficient room, I ran on the middle ground, which, as those who know the Orwell will testify, is right off the outfall of the Ipswich sewer. I was soon aware of this fact, the aroma from the mud flats, as the tide fell, being almost overpowering. I had myself to thank entirely for the misadventure and resolved to pay more regard to the buoyage. I discovered, at low water, that the tide recedes below the buoys by several feet, leaving them high and dry. (In spite of these resolutions, however, I managed to get aground in the Orwell upon countless occasions, both in subsequent cruises in 'Lona' and 'Winifred').

As the tide left her she took a heavy list to starboard and while laying out the anchor in the dinghy, I had opportunity to admire her delightfully and charmingly symmetrical proportions, both above and below the water line. During the night the wind arose and by morning it was blowing 'great guns'. In the small hours, before the 'Lona' was afloat, I thought it would be a good idea to make myself a strong brew of tea. Acting upon this decision I groped in the pantry locker, (the only light being provided by the 'Beatrice' cooking stove) and finding a tin of the size and shape of that in which I know the tea to be stowed, I poured a good quantity of its contents into the kettle when it was boiling. When it was cool enough to drink, I took a long and lusty pull at it, having added to it some condensed milk and sugar, and then longed heartily for the surrounding mud to rise and choke me and put me out of my misery – the 'tea' that I had poured into the kettle was no less than a quantity of Sam Clark's rather dry, strong, tobacco!!! When I recovered, I thought it time to be getting under way, the 'Lona' being afloat. The wind was South West and any amount of it. I went up under the foresail and let go the anchor below the Bight, just above the Bathing and Rowing Club, which was on the weather shore. She quickly dragged her anchor across the river and took the ground off the

And there unfortunately Michael Barne's narrative comes to an end.

With thanks to Susan Bell and to Richard Meynell for this most interesting narrative, but what happened next, well we can only hope that Susan will be kind enough to send us the next part of Lieutenant Barne's log.

Editor's note: Richard has informed me that he thinks the photo on page 11, whilst being Lona, was taken in the 1920's and not during Michael Barne's ownership.



Classic New Zealand Gaffer 'Waitangi' showing off a good turn of speed. First prize 'Best Gaff Rig' section OGA photographic competition Sheila Kennedy NIOGA.

A visit to James Lawrence – Sailmakers – by *Mike Robertson*

On the evening of Friday 9th March several members of the East Coast area attended a sail making demonstration at James Lawrence in Brightlingsea.

The team consisted of Mark and Sara Butler Steve, Chris, Lucy and Ben.

The evening began with Steve, Chris and Lucy giving a practical demonstration of how sail shape and curvature are attained when making new sails. They were able to demonstrate how seams are progressively drawn together to enable sail shape, curvature and set to be achieved satisfactorily.



They were able to use a traditional style gaff mizzen sail that they had just completed to show how the various components of a sail are made and incorporated. They explained how some grommets require the use of a hydraulic press, that is capable of exerting 30 tones pressure, and how bolt rope ends are sometimes tapered and sewn into the sail body.

Steve went on to explain how the work that they undertake is achieved through many years of experience and how new materials and fabrics are always throwing up new challenges.

In this day and age most of the materials that they use are 'man made' and fabric 'stretch', UV degradation, inclement weather and bolt rope to sail tension all have to be taken into account if a sail is to set and perform to its maximum capability.

Mark then passed round samples of several different fabrics and coloured clothes that they use on a regular basis to enable them to construct traditional looking sails from modern materials.

Throughout the evening the team frequently referred to numerous pictures of sailing craft that they have made sails for over the years.

The evening was concluded with a visit to the Colne Yacht Club for an informal chat with James Lawrence's team.

We would like to thank Mark, Sara, Steve, Chris, Lucy and Ben for giving their time and to the Colne Yacht Club for their kind hospitality.

Mike Robertson

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Problems – some knotty and others notty by Mike Stevens (Trailer Section)

I am sure that nobody ever invented a knot. Why, just throw any old piece of rope into a locker, leave it a while, and gosh, the pesky thing will tie itself up into a bundle worse than a pit of cobras. Of course, the smart thing is to carefully examine these tangles, find a use for them and then give them a smart name. Quite what the difference between a knot and a bend is, I don't know, but presently I am working on a new knot that I found. It's a big round fat one. I am going to call it the "Homer Simpson", just haven't got round to finding a use for it yet.

The point of all this is that I am starting a section of useful tips for the Trailer Sailor, and just thought that for a start, you might like to see how I store the anchor rope on my dinghy. (photo 1)



No chance of any new knots there!

This thread started when I was speaking to Ken Anderson who is a very experienced sailor. I was telling him of my frantic efforts to remain upright in a squall when sailing single handed. I explained how I was sitting out on the gunwhale and could not reach across the boat to free the jib sheet from its jammer . He looked at me amazed and asked why I had not tied the two sheet ends together, so that I could free it from the jammer without having to lean across the boat. I was equally amazed to hear of such a simple solution and can only think that although I have been sailing for more years than I care to remember, I have nearly always sailed with a crew and this dodge, although well known had escaped me. So in future, I am going to tie them together.

Might just use a "Homer Simpson!"

Most trailer boats suffer far more wear and damage when being trailed rather than sailed. Tie down straps should be of the lorry size rather than those thin ones sold in pound shops. I have chafed right through a few of these. The main tie down that goes across the centre of the boat can cause a lot of wear on gunwhales etc. Usually, we sew or glue a piece of carpet to the strap, (photo 2)



but over a thousand miles or so, the carpet itself can wear varnish right off. I am trying a new answer to this and have fitted strips of brass keel band to the most vulnerable points (photo 3)



And finally got a camera?

One thing that the Trailer Section is often asked for is photographs, not only for Gaffers Log but also boat show catalogues and sailing magazines. Many of you have been magnificent in providing these, so I will just ask that this season, you keep snapping away and let me have a copy.

Mike Stevens
Area Secretary

Hermit's cruise in the Golfe du Morbihan by Tony Hockley

« *Bonjour ! C'est Gilles à Vannes...* » The cheery

voices on phone-in forecasts were typical of the charms of Morbihan, and the pleasures the Morbihanais seem to derive from their daily tasks. Joël, our landlord on Ile aux Moines, seemed delighted to spend the evening fixing punctures and broken brake cables on the cycles that he gave to us for transport around this

traffic-free island. Similarly, the waiter who served us in a thunderstorm at *Le Petit Port*, the rustic quayside fish restaurant in Logeo appeared overjoyed to be soaked to the skin as he dashed through the torrent between the tarpaulin-covered terrace and the kitchen with plates of food. Despite the famously strong tides the ever-changing autumnal Atlantic weather, and a noteworthy encounter with a rocky shore (of which more later) this must be one of the most relaxing places in which we have sailed, and hopefully some of the calm of the locals has stayed with us.



Our trip to Morbihan with *Hermit*, our Crabber 17 dayboat, was one in which seemingly complicated and worrying arrangements just worked themselves out. Even at the outset, the reservations agent for the Condor FastCat from Poole to St Malo was frighteningly vague in answer to the question of whether a boat on 7-metre trailer could be accommodated on the car deck. In the event it was no problem at all. Similarly, it was a little worrying that we arrived at Port Blanc on the Morbihan mainland not having a full address for our rented cottage on Ile aux Moines, details of our mooring, or any idea of

how we were supposed to get there. Should we just launch *Hermit* and sail around the island with all of our holiday kit until we identified it from the picture? On the phone Joël simply advised us to have lunch in the *Er Lannic* creperie, launch the boat, and then call again. After a good lunch washed down with local cider, we duly called and he was with us 10 minutes later to tow us (at



some speed) around to the far side of the island and Pointe de Brouël, directly to our cottage, with its mooring 50 yards from the doorstep, and Marie waiting to meet us with a jar of freshly made blackberry jam and eggs from her chickens.

Similarly when we were set for a trip to Vannes to collect Tim, who had travelled to meet us by plane and train, Joël checked with the keeper of the lifting bridge on the canal that he would not go home for supper before our return around 7pm.

This is not to say that we didn't have our moments. Launching our Crabber from a breakback trailer on a wide, but shallow, French slipway was a new experience. Eventually we just drove the trailer out from under the boat and, with some local help, Vanessa, Vivian and I pushed and dragged her into the water leaving a streak of new antifouling on the Port Blanc slipway as a little memento of our endeavours. I'm told that the French way of launching is to jack-knife the trailer and drop the boat over the side of the slip, or off the end at low tide.



Then there was the incident on our return from Vannes, with Tim freshly aboard and ready for a pleasant evening sail to the cottage: The outboard ran dry 100 yards upriver of the lifting bridge that was being held for us. A decent following breeze saw us through before it closed for the night. The bridge keeper must, however, have thought that we were abusing his hospitality to choose to cut our engine at that point. After the bridge we topped up with the fuel that Vanessa had walked miles to fetch in Vannes (as there seemed to be none in the Golfe) but which I had put in a locker in my rush to leave Vannes.

And finally there was the previously mentioned encounter with the rocks. I blame the adrenalin rush after taking *Hermit* through the whirlpools of The Gut on one of the biggest ebb tides of the year. On a broad reach our SOG hit 11.5 knots. We didn't want to stop, even if we could, and decided to go South around Gavrinis before finding a spot to moor for lunch in Baden. We were slap bang in the centre of the bay at Baden when the grinding of steel on rock announced our arrival to all around. Wanting to avoid any further incidents we abandoned plans to head towards the quay, but decided instead to join the boats and bathers on the little sandy beach nearby. A few yards off the beach and the percussion section down below sounded once again. But this time the tidal stream threw poor *Hermit* sideways at an alarming angle as she bounced from one rock to the next. Vanessa threw in the anchor and we settled in our allotted spot, to wait for the tide to free us. The cruel ignominy of our moment of mortal peril amidst the sunbathers was made much worse by the sight of paddling children stepping over our anchor chain whilst we contemplated our fate.



The sailing throughout the Golfe was superb, although in two weeks we had days of too much wind, too little wind and even fog. Prior to the trip each member of our four person crew had read George Miller's "Oyster River", and as we saw the fog roll into the Golfe from the land on all sides we recalled the thrilling final scenes of Millar's tale of his summer of '63' on the "Inland Sea".

With her centerboard up *Hermit* draws less than a foot. This meant that we could explore every nook and cranny of the Golfe. We visited Vannes twice. On the first visit, to collect Tim, we were given a fantastic berth in the small basin in Place Garibaldi. On the second, we only travelled as far as the Le Pennec yard, immediately upstream of the tidal gate, to have *Hermit* lifted out, rather than once again face the Port Blanc slipway.

The quiet and shallow Eastern reaches of the Golfe were wonderful for exploration. On one occasion we selected Pen Biel, a mere pin-prick of an island on the chart, as our lunch spot. Having caught a decent Sea Bass on the way we were looking forward to a barbecue on a deserted island. We were stunned to see that the beach brollies had got their first. Our island was ringed by French families in pursuit of fresh cockles.



We did, however, find our deserted beaches around the Golfe, and many quiet anchorages. Whilst the oyster tables fill many of the bays, they are well marked with withies, and anyway only stand about a foot above the seabed. They can be sailed over for much of the time. The combination of such a fabulous marine environment with the tranquility of the traffic-free islands, easily explains the cheery attitude of Gilles in the Vanessa weather office and his fellow Mobihanaïs, and with a little luck *Hermit* will be back on their inland sea before too long.

Tony Hockley

Dear Brian

Last Saturday Jamie Ore stopped by my home in Surrey BC on his way back to Victoria. I met Jamie several months ago through his sailing website and we have corresponded via email since then. After a tour of *Northern Star* presently undergoing a refit, and my workshop, we retreated to the local pub, the Hook and Ladder, for a couple of BC's finest Okanagan Spring Pale Ale to discuss the formation of a Canadian division of the Old Gaffers Association (please see minutes under Around the Areas page 40) and I believe we have formed a workable plan.

I'll continue to keep you up to date of our activities during the coming weeks.

Regards Colin Ming

Canadian OGA

Dear Colin

Hon Sec here. I am pleased to hear that you are progressing nicely, and according to standard approved format in the use of hostelries. I am not familiar with Okanagan Spring Pale Ale but willing to become so.

You mention in your minutes 'We discussed an appropriate logo, perhaps using the OGA pitchfork against a Maple Leaf' which we feel is a splendid idea – inspired even – as the Maple Leaf is so evocative of Canada.

Regarding the mention of a Constitution I enclose a copy of our UK Rules / Constitution which you may find useful, but which may need to be adjusted according to Canadian laws. An information pack will be sent by mail separately which will give you further guidance.

In the meantime we wish you all success in setting up the Canadian branch of the OGA.

Robert Holden

Hon Sec

Ed's comment: Since these letters (emails actually) the Canadian OGA has been formed with Colin as its first Area Secretary.

Dear Phil

I am writing, very belatedly, to thank you regarding the award of Alan's Trophy at the AGM in January. I was so sorry that neither I nor Alistair could attend to present it. The young sailor who is the first to receive it is obviously a worthy recipient, the first of many youngsters to discover the pleasure and gain encouragement from receiving Alan's Trophy. Alan would have been very pleased.

Jane Hidden

A Wooden Gaffer Amongst 1,999 GRP Bermudans

By Piero Tassinari in Penarth.

It is now the second winter since I moved from Italy, and still “Moya”, the old Morecambe Bay 43-ft gaffer which I have been skippering these last years, is being cradled by the smooth waters of the Northern Adriatic. The Bristol Channel is challenging from a sailing point of view; the tidal range is a fascinating monstrosity to a Mediterranean mind, and the brownness of the water holds the inscrutability of true poetry, but... no, I cannot take “Moya” to Wales now. I am committed to another project (a typical ‘good restoration opportunity’), and, after all, I am not her owner.

I have sailed her during long summer cruises which have taken us from Trieste, in the far north end of the Adriatic, to the Aegean - 2,000 miles a year. So perfect cruises that the epicurean owner – alarmed from my reports – has persuaded himself that he prefers the crystal-clear waters of Southern Dalmatia and Eptanese to the muddy charms of the Severn...

“Moya” is a strong boat, gifted with innate elegance and immense character. Accommodation is slightly cramped, but under sail she has the true pace of a little ship. Thoroughbred qualities, which have made her survive nearly a century of sailing. It was 1910 when she was launched at Arnside, Lancashire – a creature of the renowned shipyard of William Crossfield. The French Canals led her to the Mediterranean in 1988 and, after a fastidious restoration, there she was, ready for a new season of cruising and racing.

This last summer was timed by the legs of a cruise along Dalmatia, Albania, Apulia, the Ionian Islands and the Corinth Channel, just for the sake of a look around the Aegean. And it was a long way to get back in time to take part to the last event of the season, the “Barcolana” race in Trieste.

Now in its 38th year, the “Barcolana” is an odd race which, with its nearly two thousand entries, is the busiest race, if not of the world, at least of the Mediterranean. It started as a family business with ten classes subdivided by LOA and no handicaps. The plainness of the formula appealed to many competitors, as well as its timing in mid-October, the traditional end of the sailing season. The growth in popularity attracted the big boats, starting a virtuous circle that eventually led to the present astounding numbers and the participation of monsters the like of “Alfa Romeo” and “Skandia”.

The starting line is a 2 NM affair, with intermediate buoys, several powerboats and a helicopter running along and back to help keep the alignment. It is impossible, of course, to set the first mark against the wind, so it may happen that all the 2,000 boats (well, almost all), decide to start on the port tack. This was the case this year, with a strong northeasterly Bora blowing straight down the hills with gusts in the order of 30 knots.

After the start, a 5-mile run downwind, just to attend the rendez-vous of the first mark. You feel like a tuna swimming to the chamber-of-death through a labyrinth of nets. There is nothing left to your choice anymore, apart from keeping as far as possible from the other boats. And this is usually the moment when our 10-ft Douglas-fir bowsprit inspires the most reverential looks of awe! Once the first mark is left astern, the fleet disperses and you generally end up by racing your private competition against the boats nearby.



'Moya' doing the Barcelona'.

The observance of the rules of the road is of the utmost importance. But the rules alone are not enough, and you know you are going to take risks. Since the space for evolutions is so small, the understanding between skippers is essential. Some unorthodox manoeuvres are often the most effective – if they fail, catastrophe can be quite close.

We approached the verge of disaster when a small cruiser on the starboard tack boldly changed course as if she meant to pass astern of us – giving way to the bigger vessel is common practice in this race. After a while, however, she headed up again toward us. We lost precious moments when “Moya” did not answer to the helm hardly pressed windward: the sheet had jammed and for few long seconds we were unable to ease the main. We bore away in the end, but our faces turned grey when we missed her stern by only a few inches – all of us aboard were thinking at the effect of a collision between an 18-ton gaffer sailing at 7 knots and a small GRP family cruiser!

So, what is the point of taking part to such an over-crammed event, irrelevant in competitive terms and potentially dangerous?

Maybe it is the astonishing participation of the community, a collective urge to take part in a unique meeting, that for a weekend makes Trieste again the Mediterranean capital of sail.

Maybe it is the rare chance of testing the behaviour of such different crafts racing against each other.

Maybe it is the pride of sailing our superb gaffer and the complacency for the compliments paid to her beauty. The owner, a well-mannered person, usually smiles politely in acknowledgement. But when the skipper of a Bavaria told him how nice she was he could not help replying what we all were secretly thinking: “Sorry mate, no matter how I try, but cannot honestly say the same”.

Piero Tassinari

BCOGA

Trophies Trophies Trophies – by Sue Farrer

Following on from the March edition of Gaffers Log I hope you are all looking out for worthy members to be nominated for all the National Trophies listed below. All nominations need to be sent in by the end of November, and must have a proposer & seconder.

These awards are presented at the Association's Annual General Meeting which is held in January of each year.

The David Cade Memorial Trophy



Awarded for the most outstanding contribution to the Association during the year.

This trophy is awarded by the GMC.

The Cape Horn Trophy - Nominations to Sue Farrer

Awarded for an unusual one-off piece of seamanship undertaken in the normal course of "gaffering".
(Judged by Tom Cunliffe and Richard Woodman)



The Janty Cup - contributions to Phil Slade (don't forget to state your age!)



Awarded for the Best Contribution to Gaffers Log by a person under the age of 18 years.

The award was presented to the Association in 2006 by George and Brenda Jago. Together with the trophy George and Brenda have also agreed, for the first 3 years, to give book tokens to the value of £30 to the recipient.
(Entries will be judged by Mike Shaw and Sue Farrer)

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 child or any young person to write an article for the log whether it be a sailing experience or amusing tale about sailing.

The Alan Hidden Trophy - Nominations to Sue Farrer

Awarded for the best outstanding performance by a person under 25 years of age.
(Judged by George and Brenda Jago)



The Grumpy II Cups - Nominations to Sue Farrer



Double Cup is in Two Halves. These are to be awarded to a skipper and crew for an outstanding sailing achievement during the year.

The next two trophies were presented by the Association to the Sailing Committee in 2006 and are in two categories. The nominations are to be judged by the Sailing Committee and should be sent to Jon Wainwright, East Coast Area Secretary and Chairman of the Sailing Committee.

Gaffers Globe Award



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

Gaffers Tales Award

For the submission of a full sailing log entry to include illustrations and photos which can be reproduced as an article in Gaffers Log.



Please, please, please get your thinking caps on and send in your nominations.

I cannot stress enough how important it is that all these trophies are awarded each year to worthy recipients. They are all excellent trophies to be displayed at home and remember that you also get a memento of the award to keep. We feel this is one way of encouraging everyone to be proud of our wonderful Association.

All trophy holders must return their trophies to Sue Farrer by November each year.

Sue Farrer
Trophy Secretary



Swinging the lead' by Tony Pickering MCP OGA. Third prize Best General Sailing section OGA photographic competition 2007.



Month	Area	Event	Contact	Tel or E-Mail:
Jun				
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	East Coast Old Gaffers Race	Jon Wainwright	01206 393537
16-17	TR	Ullswater OGA Small Boat Rally, Glenridding	Mike Stevens	01792 297445
16-17	SOL	3 Creeks Rally	Geoff Skinner	023 8040 3155
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: 14.00 start	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	macdhiarmuid@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, Haringvliet & 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

Month	Area	Event	Contact	Tel or E-Mail:
Aug				
3-5	FR	8th Festival du Chant de Marin Paimpol	paimpol.fcm@wanadoo.fr	0033 2 96 55 12 77
4	EC	Swale Match	Jon Wainwright	01206 393537
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	DEV	Dittisham Regatta - 15.30 start	John Scott	01803 867754
11-12	TR	Clywedog nr Llanidioes, 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
25-26	BC	OGA at the Bay - Cardiff Harbour Festival	Viv Head	029 20 625985
26	BC	The Bristol Channel Race, 0700 start off Barry	Roger Donkin, Barry YC	
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

Solent Area

On 17th. February we held our AGM at Warash Sailing Club, which was attended by some 75 members, and we were also very pleased to welcome Phil and Lynn Slade and Robert and Jan Holden to the meeting.



After the main business of the evening we enjoyed a buffet supper, followed by a prize draw, for which Crewsaver kindly donated two of their excellent lifejackets, and we also has two tins of Seajet Anti fouling paint to raffle. Our guest speaker for the evening was Dennis Skillicorn, a local sailor and radio journalist who kept us amused with his tales of his interviews around the world. He also judged the photographic competition which was won by Mike Brackstone.

During the evening Tom Cunliffe thanked Geoff Skinner for all his hard work and quiet dedication as Area Secretary and presented him with two gimballed oil lamps for his new boat Grace.

Tom also presented Ian MacGillivray with the Cape Horn trophy, awarded to Ian at the Association AGM, for his outstanding seamanship during his passage home from our Annual Race last year from Gosport to Southampton. Ian sailed his boat, Blue Gansey, in a near gale with an inexperienced crew and no engine to the safety of his home on the Itchen River, and was described by Tom as a 'Proper Gaffer'

An Edwardian Gaffers Birthday Event

The first event of the Solent Area season was a rally at Beaulieu that took place over the

weekend of 19th, 20, and 21st. May. Those organising the event came up with a great idea of celebrating Roma's 100th Birthday with an Edwardian theme to echo the age of the yacht.

On Friday 19th May Roma sallied forth from her snug mooring in the Hamble, in spite of a Force 5 rising 6 & 7 towards Beaulieu under a 2 reefed main and motor, and if it weren't for the lure of the Birthday cake made by our Treasurer in the Solent Gaffers, she would have turned back immediately to the safety of her mooring. However she carried on in spite of uncomfortable heavy seas and reached the safe haven of the Beaulieu River.



Saturday 20th May dawned bright and fine and some nine brave trailer sailors turned up to partake in the annual race from Beaulieu to Bucklers Hard. The small fleet planned to sail up to Beaulieu village for lunch, sadly the delightful Norwegian pram found the strong gusty condition hard going and retired while the rest of the fleet assembled on the green. Last up was John Fitt in Ina Capp (John had travelled to the event from Herne Bay) who spectacularly capsized during an especially strong gust while beating up the mill pool. Assistance was quickly to hand from Ron Hanson and Mike Warren, who were standing by as support boats. In the event the crew were able to stand in the relatively shallow water and both crew and boat were soon recovered.

After a picnic lunch at the top of the river, Ron and Beth Hanson started the race at Beaulieu Green and six small gaffers took advantage of the ebbing tide and wended their way back downstream towards Beaulieu, encountering several tricky moments in dark corners, receding tide and gusty winds, catching out the unwary.

The race was won by Tim and Liz Dodwell in their boat 'Gryphon' a gunter rigged Gull,

'The Race'



Second was 'Tosh' (Cornish Cormorant) helmed by Max Taylor, Third came 'Wind Roamer II' helmed by Arnold (he also got the prize for the furthest travelled from Burnham on Crouch). Fourth a special mention was made for 'Ina Capp' who did the spectacular capsized in the John Welsford designed Navigator dinghy).

Other entries were:

Outrigger - Cornish Shrimper

Keepsake - Tender to Souvenir

SeaJay - Stornaway 18'

Also attending were a Norwegian Pram and a Highlander 18 but they didn't make the start.

Back at Bucklers Hard we found that only five of our larger stalwart Solent gaffers came to join us, due to the inclement weather, but we all enjoyed the weekend and a great start to the season. At the BBQ held in the evening on Bucklers Hard Green, amidst Edwardian style hats to add to the atmosphere, we presented the prizes to the racers and cut the cake for Roma and drank her health and thoroughly enjoyed the evening.

The last piece of good news is that we now have our area website up and running and can be found at solentgaffers.org

Jessica Warren
Area Secretary

Devon

We enjoyed an excellent Fitting-out Supper on March 23rd at Turtley Corn Mill, and we're happy to say that we now have acquired a Treasurer, but the post of Secretary is still wide open for anyone who wants it.

Currently, we're gearing up for the Brixham Heiritage Festival, when we look forward to the excitement of racing in company with the Brixham Trawlers. Following that we will have the annual Start Bay Race on June 23rd at Dartmouth, for which we have a wonderful supply of splendid (and some unusual) trophies; the following weekend, June 30th-July 1st, will be the Dartmouth Classic Regatta.

Plymouth Classics weekend runs from Saturday 28th July to Tuesday 31st, and this year will be based in historic Sutton Harbour; we understand that there will be some new and improved features, and hope for better weather than last year, when the Saturday was a good day for testing the waterproofing of oilskins. This is an excellent rally in a wonderful setting; contact plymouthclassicboatrally.co.uk or plymouthclassics@aol.com. The following Saturday, August 4th, there will a gaffers's race at Dittisham Regatta.

Finally, there will be Dartmouth Regatta from August 30th to September 2nd, beginning with the Passage Race from Brixham on the 30th, and continuing with four days of racing; the smaller gaffers will be racing in the Range, fairly close inshore.

John Scott.

Area Secretary (Acting)



Marie-Louise, Mike Lucas's prototype Oysterman, for the rest of us the most familiar view of her - from astern!

Medway Cinque Ports

KEEPING UP APPEARANCES WITH MEDWAY CINQUE PORTS AREA

Hyacinth Bucket [pronounced bouquet!] would have felt at home at the inaugural A.G.M. of our newly merged Area!

To celebrate the merging of MNK and Cinque Ports Areas it had been decided to ring the changes and have an informal AGM followed by a meal at the Anchor Pub at Faversham. We had already had an even more informal committee meeting at the Anchor (just to test the atmosphere, ale and food) so we knew we had picked the right venue. The Anchor did us proud - the dining room was set aside for us – complete with candle-lit tables. A slight contretemps was caused by yours truly when I knocked over a lighted candle and nearly set light to the Agenda papers, but apart from that we had a really successful AGM.

Twenty-three members attended the AGM (not bad for our small Area) – we were pleased to welcome Alison Cade who travelled up from Rye.

Robert had already decided to stand down as Area President, having served for 15 years, and Sara stood down as Area Secretary.

As we came to the Election of Officers there was a general feeling from the meeting that John Cann (having served on the Committee for many years) would make an excellent President. John was heard to mutter I haven't been proposed yet! so one member said, 'this half of the room proposes you and the other half will second you' So John, after a more formal proposal agreed to be our new Area President. I offered to stand as



Secretary and Simon will continue doing the sums, Robert and Lena will continue as committee members with Bob Berk and Alison Cade completing the Area Team. We have already had our first Committee Meeting – travelling to Rye where we enjoyed Alison's hospitality, (there were actually candles on the table but they were unlit). Our main item of business was the Area Race.

New Area President John Cann's oyster dredger 'Vivid' (see GL March 2007). He assures me that this does not happen too often!

The MCP Area Race will be held on Saturday 30th June 'out and back' from Queenborough Isle of Sheppey followed by Prizegiving and meal at the Queenborough Yacht Club. Please contact me for further details.

Jan Holden
Area Secretary.

Conwy & North Wales

We have received a few calls from people interested in a day sailing on Vilma a 50ft. Danish Topsail Schooner, but we need more people to make it viable for Scott to venture into the Menai Straits for a good days sailing on Vilma. What a great opportunity to sail on a schooner which has been featured on a number of television programmes. I can assure you you will not be disappointed. A date has yet to be fixed but this will be done once we have sufficient people.

Please ring me, Sue Farrer Tel: 01270-874174 or email cnwsec@oldgaffersassociation.org and pledge your interest.

Holyhead Maritime Festival

If you are interested in enjoying a fun packed weekend of sailing, entertainment, giveaways and much, much more, register for our new sailing weekend to be held in Holyhead 31st August to 2nd September 2007. We have already registered 15 boats which is not bad going for this time of the year. It is proving to be a very popular event, and we have received tremendous support from Holyhead Town Council, Stena Line Ferries and Ynys Mon County Council, with Holyhead Sailing Club hosting the event.



Holyhead Harbour North Wales

If you are interested, please either ring me or better still complete the tear off slip at the bottom of the programme which is enclosed within this log.

We have now fixed the date for our area Annual General Meeting which is Saturday, 20th October 2007 at Holyhead Sailing Club. Those of you who have been before know that this is also a social occasion when we have our annual dinner and guest speaker. Again, please ring Sue to confirm your attendance. Menu details will be forwarded to those interested parties at a later date.

As I am also the Association Trophy Secretary please take a look at the report featured elsewhere in this log and send in your nominations for our magnificent trophies. Remember all nominations have to have a nominee and a seconder.

Sue Farrer
Area Secretary

Northern Ireland

Our **February** social evening was a Poems and Pints night in the upstairs lounge of Fealty's pub, the Ormeau Arms. I am pleased to say that Tim Magennis and Dublin Bay Hon Sec Sean Walsh made the trip from Dublin for this now annual night of homemade entertainment. Tim Magennis's rendition of Victoriana-n-Edwarnia by Vincent Capran had the place in stitches. The rest of our NI Gaffers did our best to match Tim's efforts, we kept the place going well into the evening.

For our **March** social evening we had a St. Patrick's night session in Holywood YC where everyone who could was encouraged to bring an instrument. Special thanks to our AP Stephen Clarkson who not only played his flute, but brought along his brother Michael and his girlfriend both exceptional flautists to join the rest of us. Alan Irene Aston, Carol Laird, Gary Lyons and flown in from England, Keith Wood a new gaffer who has a wooden boat in Bangor Marina all performed together to entertain the locals and Gaffers alike. Another great evening when all who attended enjoyed themselves. Thanks to HYC and the Gaffers who played for us.

April saw us back in Newtownards SC where we had an illustrated talk by Don Anderson on the niceties of Junk Rig, or as Don put it a "fully battened lugs'l rig". After a short hold-up when the modern technical projector refused to see the laptop, Don gave us a very interesting talk on this oldest of rigs. I can see why he is fascinated by it. We had about 15 gaffers in attendance and an equal number of NSC members. Another good nights craic. Thanks to Don and Gary Lyons for liaising with NSC for the use of their premises.

NI Opening Weekend

Since our inception the NI opening weekend has been the May Day Holiday weekend, but after a few years of poor attendance we decided that this year it would be held at the end of May during the Whitsunday weekend. It so happened that Gordon Garman decided to have a Scottish OGA event that weekend so we opened our season with a run up the North Channel in a 4 to 5 westerly to Campbeltown. Below is our take on the event.

Campbeltown Classics 2007

Campbeltown Classics from a Northern Ireland respective. Scottish OGA Hon Secretary Gordon Garman, based in Bute, coordinated with the Campbeltown Sailing Club and the Port Authorities to provide entertainment in the Club, sailing on the Loch and berthing at the Pontoon. 6 boats from the Northern Ireland OGA made the trip to Campbeltown on Friday from Bangor in County Down. Honora, built in 1939, Golden Nomad, a Cornish Pilot Trader, Dream Twister, a lovely wooden Twister, Kirmew, a Yachting World 5 Tonner, Cuan Mist and Patient Lady a recently restored wooden power boat arrived on the pontoon on Friday afternoon. These visiting boats joined local Scottish boats Emerald, Trefoil and Tantina II from Bute to form a small but beautiful flotilla. On Friday evening the Sailing Club resounded to the sounds of a local band playing traditional Scottish music. The crews were fed and looked after royally. Saturday morning saw Frank McHardy taking the crews of the boats around Springbank Distillery and sampling some of its products, very nice too.

A race started at 1430 with the boats doing two rounds of Campbeltown Loch. In the Gaffers race, Honora sailed by Peter Lyons took the 1st place, Emerald sailed by Roger Clarke was

2nd and Golden Nomad sailed by Alan and Irene Aston were 3rd. The Classic Yachts class was won by Richard Tomalin's Dream Twister, 2nd was Robin Wishart in Trefoil and Gary Lyons in Kirmew came in 3rd. On Saturday evening the Gaffers Boat Band, from Northern Ireland, headed the entertainment when a real Celidh took place with boat crews and Sailing Club members all performing for each other. Sunday had a calm start to a day that ended up with a very brisk sail with a north wind to Bangor. Everyone had a great trip. I would like to thank Danielle and Mandy, my crew for the weekend. They were a great help to me and I hope that they may come with me again.

This is the first Scottish OGA event to be held for more than 12 years. The hospitality shown to the visitors by the people of Campbeltown was second to none. Gordon Garman announced that there would be another Cambeltown Classics next year on 23rd, 24th and 25th May. After such a success this year there will be more boats in Campbeltown Loch in 2008.

Special thanks must go to Frank McHardy and Gordon Garman for all their hard work. I for one, hope to return for next year's event.

The Cruise of the Granuaile

A Wylo II sailing from Bangor in Co Down to Bangor in County Down, via the West coast of Europe, the Atlantic Islands and the Islands of the Caribbean. They left last June. Just a note to let everyone know that Rick and Eilish Wylie, along with son Matthew; are having a wonderful time. They have seen the volcano on Monserrat, visited Dominica, St Barts just to mention a few of the exotic locations they have passed. I hope they will make landfall at Ardglass at the end of August to coincide with Ardglass Traditional Regatta. When they come back with some pictures we will do a proper report.

Carrickfergus Classic Regatta, 22nd to 24th June 2007

We have about 40 entries for CCR at this time. We hope to see as many of you as can make it to Carrickfergus to partake of the hospitality. There will be full report in the next Log.

Peter Lyons
Area Secretary

Scotland

The first ever “Campbeltown Classics” event was held over the weekend of 25th to 27th May and hosted by Campbeltown Sailing Club. Despite a reasonable level of entries, the numbers actually attending were a bit restricted, although the fleet that arrived from the Belfast area meant that the whole event was a real hoot from beginning to end. Apart from one Scottish boat that was so keen she arrived on the Thursday, the whole fleet docked on Friday afternoon to the warm welcome offered by Campbeltown’s helpful and friendly dockmaster, David McAllister. As there were still a couple of last minute details to complete with the sailing club, a late afternoon visit meant that the bar opened early and as they say, “things never looked back”. Local band, “Ceann Loch”, or in non Gaelic, “Kinloch”, played throughout the evening and impressed with their talent and range of music, even managing to persuade Alan Aston to part with one of his own compositions.



Although some comments were aired about the sanity of holding a distillery visit on the morning after such a wild night, there were few dissenters, and the obligatory samples after the tour of Springbank Distillery really did seem to go down suspiciously well.

Saturday afternoon was scheduled for a race, and despite a dubious forecast, the weather was about as perfect as could have been wished. Prior to the event I contacted Nick Miller with a view to confirming handicaps for all the boats entered, only to be advised that not one had registered enough details to create a handicap. Suitable forms were included in all the welcome packs, but since I must admit to being equally remiss, I cannot truly complain

and should perhaps think more of stones and glass houses. That did however make the results calculations somewhat interesting, so a big thank you to the clearer headed help that made it all work.

The fleet was split into two classes, with both sailing the same course inside Campbeltown Loch. Crews ranged from a single hander to one boat with two adults and three dogs, but in the true spirit of OGA events he was not penalised despite having such an athletic crew.



Another boat was seen to be a little more suspicious in their pre race preparations. Apart from hoisting all available sails, including a rather belatedly erected tarpaulin-like boom tent, there seemed to be an attempt to improve the laminar flow over the boat with a, supposedly accidental, spill of diesel all over the loch. Without wishing to incriminate anybody in particular, Gary Lyons was seen to appear from the cabin of his boat soon after a shout to switch off the bilge pump. The shouts got even louder when he was seen to be holding a lit blowlamp! Apparently an essential piece of kit on some boats.



The Gaffers Boat Band were up to their usual very high standard on the Saturday evening and were ably assisted by both local and visiting Gaffers. The prize giving was generally well received and included a couple of innovations. A new OGA Power Boat prize for which Tim Tomalin deserves much credit for the gleaming finish, was awarded to Patient Lady. Another prize went to Rab from Kirmew as the only entrant for "Fuel Foppas". It does appear that he may never be allowed to live that one down. Other winners included Dream

Twister in the classic fleet and Honora in the gaff fleet.

Sunday provided a welcome North wind, sunshine and a South going tide, so the Irish part of the fleet had a gentle and apparently trouble free sail home. The North wind meant that the Scottish contingent spent the evening sampling the offerings of the local curry house and a local pub before sailing up the Clyde on Monday.



With all appearing to have enjoyed the weekend, a second event is planned for next year from 23rd to 25th May. Even the crew at Campbeltown Sailing Club, despite all their hard work, seemed to enjoy the company and if proof be required, also expressed a willingness to act as hosts again. They deserve a big vote of thanks.

Gordon Garman
Area Secretary

Canada

These are the un-minutes of an informal meeting held at the Hook and Ladder, in Surrey BC, on March 17, 2007 to discuss formation of a Canadian Branch to the Old Gaffer's Association (OGA Canada)

Present: Colin Ming of Surrey, BC
Jamie Orr of Victoria BC

Colin summarised his correspondence with the OGA in the UK. Briefly, they are very supportive of a Canadian organisation. They are providing some guidelines and have given permission to incorporate their logo when creating a Canadian one. The guidelines are only that, and will not bind any Canadian organisation, but may prove helpful.

There is another individual interested in forming a US organisation, somewhere on the East Coast. We will restrict our efforts to Canada, a North American group would be unlikely to succeed. However membership should be open to all.

We agreed that we should register a society, Jamie is to investigate this. (Note, this will need to be under federal law to include all of Canada.) We will eventually need a constitution and by-laws. We discussed whether to draw up something now or later, and decided these could wait for a first meeting once we had contacted some potential members.

Jamie will contact the organisers of the Gaffer's Race (believed to be the Frank Fredelle Memorial Race) held on the long weekend each May in Sidney BC. We will both contact others known to us who are closet gaffers.

We discussed an appropriate logo, perhaps using the OGA "pitchfork" against a maple leaf.

Colin plans to attend the UK OGA AGM in January 2008.

Colin Ming
Area Secretary



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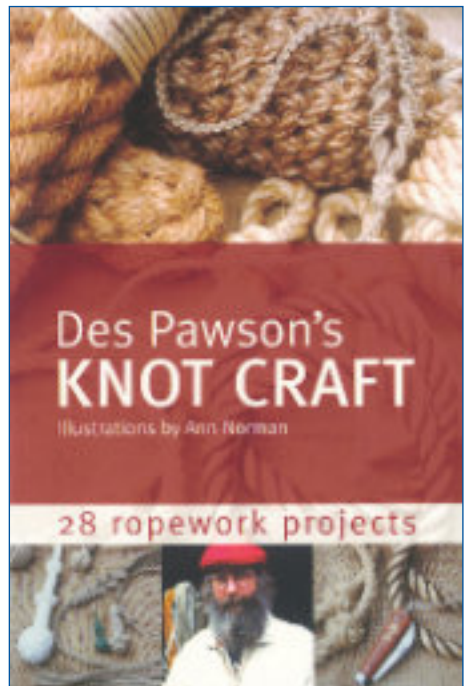
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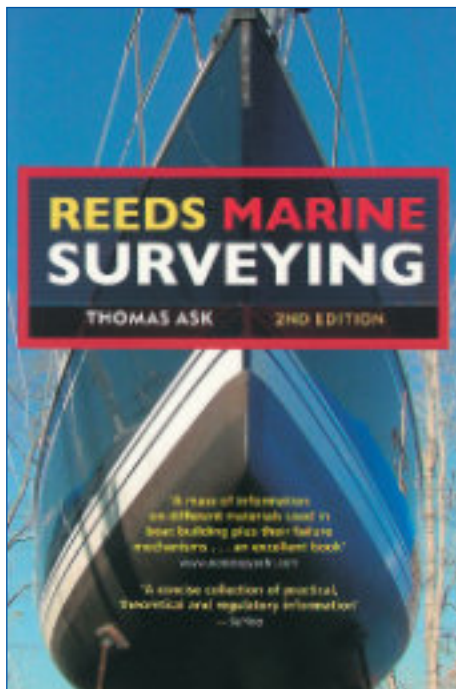
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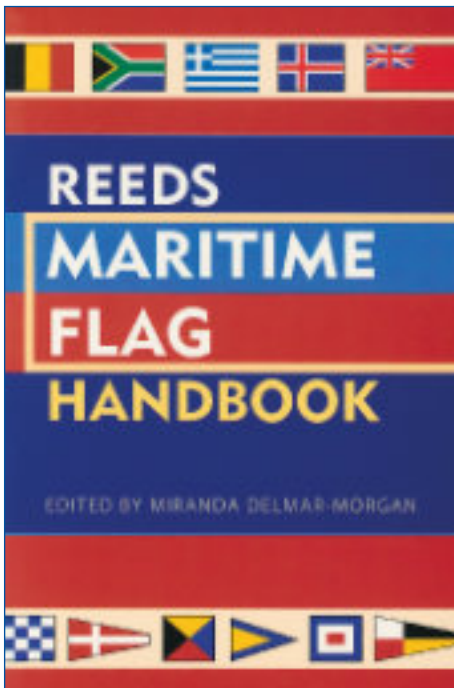
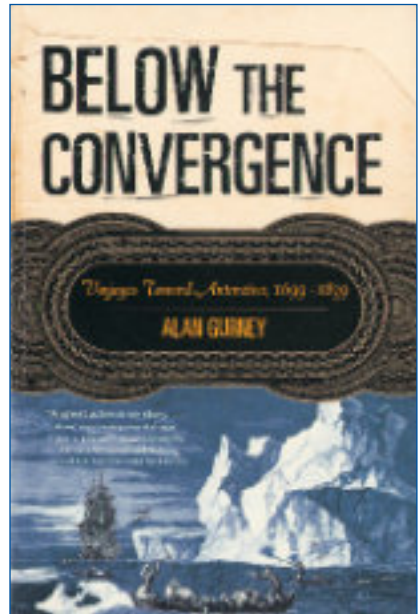
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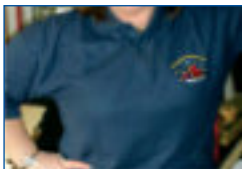
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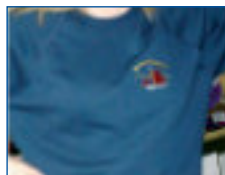
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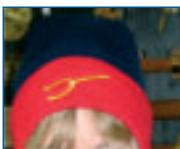


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