

GAFFERS LOG

December 2007



The Official Newsletter of the Old Gaffers Association

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A new event appeared on the OGA calendar in 2007 called Gaffers at Holyhead held on the last weekend of August by Conwy and North Wales OGA Area. The brainchild of Pete and Sue Farrer, this inaugural event was strongly supported by Holyhead Town Council, Stena Line Port Authority, Ynys Mon County Council as well as many others, and was a complete success. The social side of the event centered on Holyhead Sailing Club who were also of tremendous help to Pete and Sue and who, in thanks, presented the OGA with the HSC Trinity House Shield award at their recent AGM.

(A full report of this event appears later in this edition of Gaffers Log.)

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.)



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What do I get from being a member of the OGA?

I would guess that the vast majority of organisers of OGA events have been faced with this question more times than they can remember.

Annual membership rates are very low compared with many other clubs but will have to go up as from 2009. A proposal has been looked at already by the GMC for an increase and it will be put to the AGM for ratification in January, although it will not come into effect until January 2009. At the moment single membership is £20 although if you pay by direct debit, a method that reduces the workload for our Treasurer and Membership Secretary massively, it is reduced to £18. Similarly a family membership is currently £23 or £21 if you pay by direct debit. Not a lot many of us would say, *but what do you get and is it worth it?*

You would be joining a great bunch of people who share the love of traditional sailing in some beautiful yachts and working boats. The chance to share the comradeship at numerous OGA events held on all coasts of the British Isles as well as mainland Europe. Membership allows contact with fellow members in prospective cruising grounds, the opportunity to race and take part in OGA organised, and other, traditional craft regattas at the huge, and ever growing, number of traditional boat events held annually around our shores. Even as far away as Australia and Canada. Participants and organisers of OGA events are also covered for liability insurance under our umbrella policy which is not often remembered, although individual boat insurance is still required.

I could mention the magazine, The Gaffers Log, which you receive four times a year, more or less quarterly depending on the Editor's own sailing commitments. In full colour these days, and hopefully a good read, it is a forum where members can have their say on the Letters pages. Members can advertise their boats free within the Log as often as they like. No charge, no commission!

We now have a website that is ever growing and becoming more professional. You also get an annual Year Book giving a list of members so when you are sitting in a harbour looking at that attractive gaffer that's just come in, you can look it up and see if they too are an old gaffer, and if they are go scrounge a drink off them!

It is perhaps misleading these days being called the 'Old Gaffers Association' since the age of your boat is not in question. We have many new gaffers owned by members now, large and small, the trailer section of the OGA is growing more quickly than the other more traditional Areas, and you don't even need to own a boat at all. We have many members who just enjoy the craich, and we even have model gaff boat owners amongst us. Perhaps that's the new Area for 2008. Who knows? But what is clear is that we are a great bunch of people, young and old, with similar interests and ideas.

A very happy Christmas to you all and fair winds for 2008.

Phil Slade
Editor Gaffers Log

Copy date for the next edition 15 February 2008

Welcome Aboard

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BC, 5006, Puffin Bach, Mr David Lovelock, Coker Wood Cottage Penderome Yeovil Somerset BA22 9PD
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BC, 5010, Samani, Dr John Plumb, Upper House Llwynou Abergavenny Monmouthshire NP7 7HY
CNW, 4990, Moana, Mr David Braithwaite, 3 Lea Hall Mews Demage Lane Lea by Backford Chester CH1 6MU
CNW, 4991, Sulu Queen, Mr Mark Ritchie-Noakes, Old Beachin Farm Coddington Cheshire CH3 6LU
CNW, 5011, Mr Mike Webster, Bryn Villa Llanddewi Ceredigion SY25 6RW
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DEV, 4996, Drifter, Captain Robert Mitchell, The Copse Glebe Close Upton Pyne Exeter EX5 5JB
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NI, 4981, Shimmer, Mr Geoff Booth, 68 Whiterock Road Killinchy Co. Down BT23 6PU
NI, 4982, Flamingo, Mr Eric Bann, 23 Reid's Road Islandmagee Co. Antrim BT40 3SS
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NW, 4967, Clara, Mr Dennis Leech, 22 Styvechale Avenue Coventry CU5 6DX
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SCO, 4972, Trefoil, Mr Robin Wishart, 27 Argyle Street Rothesay Isle of Bute PA20 0AX
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SOL, 4949, , Mr David Higham Adrienne, Popinjay's Warehouse 8 Oyster Mews French Street Portsmouth PO1 2JS
SOL, 4950, Saoirse, Mr John McManus, New House Farm Jasons Hill Chesham Bucks HP5 3AW
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During this year a great deal of outreach work has taken place during the season and I am delighted with the excellent results. We have had several major articles about our activities and our Association in the Yachting Press and many compliments have been paid to our organisation. My thanks to all involved. I never fail to be impressed by the amount of work carried out on behalf of our members by the officers of our association. To quote "never has so much been done by so few for so many" and I wish to thank all of them for their efforts. Our Association is all about our Areas; this is where all the member activity takes place and where our members derive the major benefit from their membership. It is very sad to hear of Areas that are having difficulty in sustaining Area activity and I call on local members wherever they may be to please support your Area, don't just leave it to the other fellow as you may find he is not there and your Area disappears! We are, at present, having problems in the Cornwall Area, where we know that there is a high concentration of Gaffers of all types, both new and old. I strongly urge all members in the South West to encourage your Gaffer friends to join us and rekindle activity in this important area. We do need to form a new committee for Cornwall, so please volunteer. Our National Committee will give you all the help and backing you need, whether it is financial or administrative. On our editorial page of this log you will see details of member benefits.

Our costs are rising, particularly with regard to postage. Members receive five mailings a year, four logs and a yearbook, as well as communications from their local area. We have reduced the amount of money held in reserve and have been able to divert a proportion of subscriptions to local areas, and will always make funds available to areas that require support for a particular reason. All these factors have been taken into consideration when making our decision to propose an increase in our subscriptions for 2009.

For too many years our Association has had to deal with its administrative workload without the benefit of modern technology and I am please to tell you that active steps are being taken to address this unsatisfactory situation. Until the new Membership system is up and running I ask for all members' understanding as there may be mistakes and errors, so don't come down on our Officers too hard if you find that you or your friends are affected by our administrative shortcomings. Let us know, tactfully, and we will put them right.

This last season I was able to represent the OGA at the International Council of Cruising Yachts rally in Ramsgate in June being the only Gaffer attending and also took part the Dutch Classic Yacht regatta in Hellevoetsluis and I know at first hand how much the work of the OGA and its members is appreciated in the Netherlands.

Next year I hope to take the OGA message further a field to the Ostende at Anker festival in Belgium at the end of May and then to the Baltic in June and July to participate in both the 2008 ICCY Rally and a Rally marking the Centenary of the Cruising Association both taking place in Copenhagen. I also hope to attend as many OGA events in this country as I am able.

Let us make 'Happy Gaffering' our theme for the New Year.

I look forward to seeing you all at the AGM in Limehouse on the 19th January.

A very happy and peaceful Christmas and New Year to all members and their families from Lorna and myself.

Brian Hammett
OGA National President

Annual General Meeting

***Saturday 19th January 2008 at the Cruising Association HQ Limehouse London
Agenda***

1. President's Welcome Address
2. Present [Members are asked to sign attendance sheet] & Apologies
3. Approval of the Minutes of the last AGM January 2007
4. Matters Arising
5. Hon Treasurer's Report – Presentation of Accounts
6. Hon Secretary's Report
7. Proposed increase of Membership Subs from 2009
8. Election of Officers: National Hon. Treasurer
 Lynn Slade is willing to stand for a further term if elected
9. Announcement of Awards
10. Members General Discussion Forum
11. Close of Meeting



Photo Competition Off To A Good Start

Entries for this year's photographic competition have now closed and there has been an exceptional response to the re-launch, especially considering it was not announced until September. The quality of many of the entries has been outstanding and it has indeed made it difficult for the judges; indeed you can judge for yourselves- the finalists are displayed on the web site. For this year, first, second and third in each of two categories will be decided by a small 'panel of experts' but we hope in future to have a procedure in place to allow all members to vote to decide the winners.

A number of people submitted multiple entries which is very encouraging but it does raise the question of whether an individual should be able to win more than one award. In the interests of fairness, we have decided that an individual member can win no more than one award in either category. But it is possible to win an award in both categories. And just to remind you, these are 'Sailing Gaffers' (boats under sail) and 'Sailing Shots' (anything else sailing related.) And given the quality of the entries, we have also decided to have a 'Highly Commended' citation, made entirely at the judges discretion; though no prize money for these I'm afraid.

Now that the competition has gone digital, entries have been restricted to images that have not been edited or enhanced except for some cropping. I believe that the rules for the two existing categories should remain in place because it gives equal opportunity to everyone with a digital camera and those who still want to submit prints. But perhaps there is room for a third 'anything goes' category. What do you think? If you have any views on this, or want a reminder of the competition rules, please let me know- viv.head@talk21.com or find me in the year book.

Viv Head

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Small Boats to Tall Ships – Gaffers at Holyhead by Angus Mcleod

The Gaffers came to Holyhead.
Some via the Stacks and Carmel Head
Those who came from afar
Set Skerries light as their star

Now just one word of good advice
For unless you do you pay the price
Give way to ferries in the Bay
For it is them, who have the right of way.

Holyhead Bay & Breakwater light
Will shine for you both day and night
Old Gaffers, Sailors, Seamen True
Croeso ,Welcome, to all of you.



Espanola

To even the least unromantic of us the sight of a Tall Ship under sail or even just lying at anchor stirs the imagination. What could be a finer sight than to see Holyhead harbour crowded with such vessels, you can almost imagine the crowds of people gathering on the front overlooking the harbour and breakwater to get the best vantage points. When you think about it it's not such an unrealistic idea, Holyhead with its harbour of refuge has been in the past, home to all kind sailing craft waiting for tide and weather before going about their business.

This and other articles in the local press prepared the way for the Gaffers at Holyhead 2007, and while the boats were making their way arrangements were being made in the town to give them a proper welcome. The berthing alongside in Holyhead Marina was excellent and bringing all the boats together was great for the visitors who wanted to view the craft and meet the crews.

We had a fine reception to start the event.
Some good sailing, the smaller gaffers



Vilma leading Tir Na n'Og of Howth and Morna coming in to berth alongside at Holyhead.

racing within the shelter of the harbour while the bigger boats out in the bay were well listed in a brisk south-westerly breeze.



The parade of sail at Holyhead

Our parade of sail on the Sunday, with all of the craft following the Holyhead Lifeboat was a marvellous sight round the harbour and along the shore line providing the spectators with a close view of nearly thirty Gaffers decked out in flag and bunting as they made their way round the harbour.

The whole event was deemed to be a great success and one, which will be repeated next year, and now that a few more people know what a fine harbour Holyhead has, and the assured welcome they can expect, we hope to welcome even more Gaffers in 2008.



Angus Mcleod, Councillor Keith Roberts, Mayor of Holyhead, Scott Metcalfe Area President, Sue and Pete Farrer at the Civic reception for the OGA.

Photo John Cane Holyhead Maritime Museum.

Angus Mcleod

BLACK SOO, a Boat to Remember by Gerry Murtagh DBOGA

After a couple of seasons sailing dinghies on the Broadmeadow at Malahide, a wonderful expanse of sheltered water north of Dublin Airport, my friend and colleague, Norman Stanley and I figured that it was time to move up in the world and join the illustrious cruiser sailors of Howth Yacht Club. These were the heady days of the early 1970s when you could simply buy a boat and get a mooring in the harbour next day. Finding a boat to fit our limited budget led us to a yard at the Cardy Marina in Balbriggan where, sitting on her gently rusting trailer, sat a 30 footer with the odd name of *Black Soo*. We climbed aboard for a look and felt right at home. It was just a sort of Enterprise on steroids, built of marine ply on stringers, hard chine but 30 feet long. That was a lot of boat in its day. We tracked down the owners to Skerries Sailing Club in North County Dublin and we got to know a wonderful bunch of local sailors, among them Reg Mossop and Jack Doyle. Over several pints, over several evenings, we came to a suitable arrangement and the boat was ours, complete with her over-the-transom Seagull Century and a huge array of historic sails. With Stan's venerable Opel Commodore and in a cloud of burning clutch smoke, we set off down the road, towing the boat to Howth. We must have created a good impression in Skerries, what with buying our round, etc. because we were subsequently awarded second place in several of their regattas. Skerries regattas in the 1970s were more of a mystical tribal event than a yacht race as it would nowadays be understood. At times I miss what we lost in all of that.

It was only gradually that we discovered the extraordinary qualities and even more amazing history of *Black Soo*. The first thing we found was that she was FAST and a delight to handle. At 30 ft. LOA and 26 on the water, narrow 6.9 ft. beam and 6 ft. draft, she displaced little over a ton and a half. She has very low freeboard and very little hull in the water, other than her narrow steel keel with a torpedo of lead at the bottom and her balanced spade rudder blade. She was designed as a no-compromise ocean racer and originally could be helmed from below deck by use of a tiller attached to a bell crank on the rudder stock. Her lack of beam meant that she could just about hold her own going to windward, but once the sheets were cracked and especially when the spinnaker was pulling, there was little that could match her.

We toured Dublin Bay making mischief. At a major South-side yachting-centre cum ferry-port we were customarily received with a courtesy normally reserved for unwashed barbarians whom, it was feared, might enter the bar, nay, even the Members' Lounge, in sea boots or without a neck-tie or who might order gin and tonic after 6PM. In fairness this may have been because of the way we sneered at their half-tonners off our transom. Our racing mission was not just to try to win but in particular to beat boats that had cost ten times what ours had cost us. Oh, to savour that delight! If our boat was sailed on occasion with attitude, it can, in part at least, be attributed to the boat herself. Read on.

The English Channel races after the war were dominated by Capt. J.H. Illingworth whose *Myth of Malham*, designed by himself and Laurent Giles, had won the Fastnet in 1947 and again in 1949. The *Myth* was an out-and-out racer of light displacement with little overhang but below water she was relatively conventional although with a largely cut away fore foot. Her rig was novel at the time. New synthetic sailcloth was now allowing a large fore triangle genoa to be set. Her mainsail was so small by the standards of the day that one commentator exclaimed – "That's not a sail, that's merely a flag abaft the mast!" Now, there is a good line for us old gaffers in the standard Bermudan/Gaff disputes!

But technology was moving on. Since the 1930s the Dutch had made some great strides in developing adhesives and this led to an ability to build very strong and light ply. After the war this was used to great advantage by the then young up-and-coming designer, Ricus Van

de Stadt. When J.H. Illingworth's dominance became monotonous, probably the equivalent of Michael Schumacher in F1, Van de Stadt was presented with one of the most succinct and delicious commissions ever – "Build me a boat that will wipe the supercilious smile off Illingworth's face!"

Black Soo was built in 1957 by R. and W. Clark, East Cowes and registered to Michael H.R. Pruet. She was entered for the 1957 Fastnet which turned out to be one of the stormiest then on record. 29 out of the 41 entrants retired and the race was won by the larger and heavier American yacht *Carina*, a Phillip Rhodes design. *Black Soo* did not start well. The story is that she had to put into Plymouth on the Westward beat to re-step the mast. Having done this, the race mathematics looked hopeless so the crew headed back East. But after three hours of running and now more than 50 miles down range, they discovered the true off-wind ability of the boat. But that 50 mile DIY handicap made any thought of rejoining the race impossible. In the following years *Black Soo* campaigned up and down the Channel but increasingly fell victim of the ever developing handicap rules. If you ever wish to study the history of cruiser design, you might remember that the major factor was always the handicap system in place at the time, not therefore primarily raw speed or sea kindliness, nor even sea worthiness.

After leaving the English Channel but before she came to Skerries, the boat spent some time in Portaferry in Northern Ireland and then in Carlingford but these years are as yet, for me, gaps in her history.

Black Soo's name often came in for some attention. It is simply the Dutch spelling of that Dakota Indian tribe which we pronounce in the same way but spell, as in French, Sioux.

In order to place *Black Soo* in the frame of World yacht design we need to remember that the first true fin-and-skeg cruiser/racer, the Dick Carter designed *Rabbit*, won the Fastnet in 1965. Yet there in 1957 we had *Black Soo*, completely without a skeg, only a balanced spade rudder. C.A. Marchaj in his authoritative "*Sailing Theory and Practice*" (1973: Adlard Coles, London), describes her radical design and her planing hull and writes that "her maximum speed may reach 22 knots." On one of our glory days, the day on which we won that Howth Yacht Club classic, the Kish-Lambay race in 1976, boats running with us had speed indicators on the stops at 15 knots and we left them for standing.

As a cruiser she was creature of her time – sitting head room only, and spartan would be an overly generous description but she was buoyant, sea kindly and she was happy even when short crewed. One learned to get by without the usual amenities of heads, stowage, a workable galley or "floor boards." Rule 1: Sea boots on before you step out of your berth. She served time as a family boat too, making trips up and down the Irish Sea and to the Isle of Man. After one long night passage from Port St. Mary we were treated to breakfast with great kindness by Ian Morrison on his beautiful 50 ft. *Querida*. *Black Soo* looked merely like his launch as we tied alongside with our cold, tired and hungry crew onboard. Somebody asked politely – "You went to the Isle of Man in that?" but the when the incredulity was factored in, it sounded like "YOU ACTUALLY MANAGED TO GET TO, AND GET BACK FROM, the Isle of Man in THAT?" Yes, we did actually, several times.

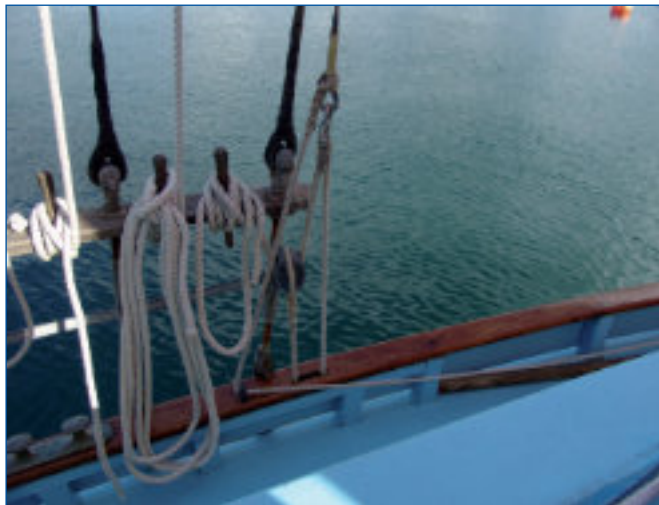
In the late 1970s family matters demanded an entirely different sort of boat. The *Soo* went to Poolbeg where she is still happily in residence, and I bought *Ann Again*, a wonderful six and a half ton McGruer double ender of 1937 vintage, from Geof Coad in Cheek Point, Co. Waterford. *Ach sin scéal eile*, (but that is another story), another story indeed. But more of that anon.



Staysl Boom

want something that would a) go to windward and b) sail in light airs, so I drew on the shapes of the eighteenth-century revenue cutters to produce a hull with a sharp, straight deadrise and high shoulders. To compensate for the lack of draught I gave her a generous beam and a very wide, heavy keel. Her prismatic co-efficient was 55%. From there she "just grewed" as I tried to incorporate all the good ideas I had seen or had developed myself in the previous thirty years of sailing in my own or other people's craft. All the calculations were done with pencil and paper (or with a slide-rule if absolute accuracy was not needed).

Eventually I showed the lines to an experienced friend who suggested that I draw the waterlines out aft another two feet to give a finer run, making her 12 tons TM, 30' LOA, 27' LWL, 10'10" beam and 3'10" draught with the wooden board up, 6'10" with it down. Now she just had to be built, a process which was going to take 2 years but (I am ashamed to say) took almost 16 years, even with the help of friends and relatives. She was launched 13 years ago and has been a



Spanish Burton

Late in 1976 I had a heart attack. In those days the treatment was several months complete rest and I became bored stiff so I began to assemble ideas for the design of the "perfect" cruiser. I then owned a very comfortable 10 ton C.B. gaff cutter designed by Maurice Griffiths and similar to the original Lone Gull. Two of my three previous cruisers had been centreboarders and two gaff-rigged and I liked the advantages of both of these features. In the future, however, I would

joy to me ever since, taking me to many ports from the Hebrides to Belle Ile, from Achill Head to Looe. She displaces 8.5 tons and her working sail area is 604 sq ft', with all her kites aloft 96 sq ft'.

Some of her gear has attracted interest, especially the self-tacking forestaysail. Although it takes longer to set than a normal sail and the boom is a bit of an obstruction on the foredeck, once set it is extremely handy, especially beating in heavy weather with jib furled and two or three reefs in the mainsail. On a dead run the sail can stay to weather, deflecting wind back into the jib. I normally hand it before coming alongside or anchoring, to leave the deck clear.

The 120 sq ft' sail is set on a boom shorter than its foot, or a "club" as the Americans call it. As the sheet is eased the sail becomes fuller and when hardened in it flattens to an extent governed by how tight the clew outhaul is. The boom is pivotted at its forward end on the after side of the cross-bar of the bitts by a simple gooseneck with a quickly-removable pin which clicks into place. The tack is secured to the gammon iron by a snap shackle.



Staysl Boom

The sail's clew cringle has a grommet strop worked in it which slides over the boom. A simple outhaul is secured to an eye on the boom-end fitting with a buntline hitch, passed through the clew cringle, back through the eye and to a small tubular jamb-cleat on the side of the boom to give a purchase. Normally this is set up fairly tight in anything other than light winds. It has to be eased when handing the sail or the bunt is girt across to the forestay.

The sheet is double-ended, with an inverted whip running along the deck on the port side of the coachroof. It is then rove through a large bronze fairlead and up to a specially-shaped sheave in the boom-end fitting, back down through a second lead and straight along the starboard side. This one gives an effective two-to-one purchase for normal breezes and the port side four-to-one for heavy weather. The distance apart of the two legs of the sheet had to be worked out very carefully to give the right ratio of downward to inboard pull.

Topping lifts are fitted port and starboard, simple lizards with snap hooks on their lower ends and their upper ends secured to the lower shrouds about 9 ft above the deck. These hook into the boom-end fitting. When both are set up they prevent the boom swinging and hold it amidships at a height allowing the forehatch to open. When one is released the

boom lies to one side, giving a clearer foredeck for working the anchors or picking up moorings etc.. The lifts are simply hooked back onto the shrouds when not used.

The halyard is wire, shackled to the head with a W-M swivel to prevent any twist, and has an eye that comes down almost to the port pin rail when the sail is set. This is hardened up by a Spanish burton (with one sheave in the bulwark rail) which hooks into it. The wire eye has a rope downhaul spliced tight around the serving of its splice (rather than through the eye, as this might foul the burton's hook) and led down through a small fairlead on the bulwark rail, through another fairlead close to the stemhead and up to the head of the sail. It is not made fast to the head cringle, as this would tend to capsize the top piston hank and jam it on the way down. Instead it is secured to the underside of the hank, which is very near to the head to hold it close in to the stay. A turk's head is worked around the stay at the top of the lower splice to stop the bottom piston hanks jamming on its tapered surface.



Unfurled Stays

When setting the forestaysail, the weather topping lift is unhooked, allowing the boom to swing to leeward. The sail is unfurled and its tack secured. If the jib is set its weather sheet is brought down to below the turk's head. The downhaul is heaved down until the burton can be hooked in, hauled taut and belayed on one of the pins. The clew outhaul is heaved out and the topping lift unhooked, then the sheet can be trimmed.

Handing the sail, the lee topping lift is hooked on and the clew outhaul let go. The weather jib sheet is overhauled and brought down to the turk's head, then the burton released and unhooked.

Heaving up on the downhaul pulls the sail down and holds it securely. Letting go the tack, it is folded back and the sail furled around itself, securing it with a centipede with five legs which lives in the foredeck locker.

A single reef, 6ft deep on the luff, has five eyelets instead of points. A wire pendant 6ft long, fitted with a snap hook on one end, can extend the halyard at the deck end and the centipede is then used to tie in the reef.

David Grainger



Happy Quest

TROPHIES TROPHIES TROPHIES

I am pleased to say I have now received nominations for most of the trophies. Maybe my plea in the September issue of the Log paid off.

It would be really nice to be able to award all our National Trophies at the Association Annual General Meeting on the 19TH January 2008 at the Cruising Association in London.

However, I have still not received any nominations for the Grumpy II Cups which is a double cup in two halves to be awarded to a skipper and crew i.e. one half to the skipper and one half to the crew for an outstanding sailing achievement during 2007. Are there any late entries please ?? Come on, you must know two worthy recipients. Send your nominations to me by email sue@psfarrer.co.uk or cnwsec@oldgaffersassociation.org. On this occasion I have extended the deadline to the end of December, so it is not too late to nominate a skipper and crew member.

Sadly Richard Woodman who was the co-judge with Tom Cunliffe for the Cape Horn Trophy has decided to step down as judge due to pressure of work. I would like to thank Richard for his time over the past years in helping Tom judge this award.

Tom has advised that he has asked Sam Poole, and who has accepted, to help with this task and I would like to thank Sam in advance for his future help.

At the last GMC meeting I suggested that as Jon Wainwright was the instigator of the two Sailing Sub-Committee Trophies i.e. the Gaffers Globe and Gaffers Tales it was decided to engrave the base of the Gaffers Globe Trophy in memory of Jon whose work for the Association has been immense.

Although Jon gave a criteria for the trophies the inscription was not engraved so that in future years we would be able to change it if we so wished.

It has been decided that as nominations were thin on the ground we have changed both criteria as follows:

Gaffers Globe

To be awarded to a member who has undertaken a major voyage during the current year and to be nominated by Area Secretaries. Remember this could be a major voyage relative to the size of vessel.

Gaffers Tales

To be awarded for the best article published in Gaffers Log during the current year.

I am pleased to say we shall be awarding both these trophies at the AGM in January 2008.

Sue Farrer
Trophy Secretary

OGA DO'S by Joanna Wolstenholme

Dad and I have been going to the OGA trailer section rallies at Ullswater and Derwentwater for several years now. We take our small (but surprisingly fast) dinghy Coot and really enjoy ourselves.

We are a bit inexperienced camping wise. Our tent is only used for OGA rallies and our idea of cooking is a bowl of Shreddies, the odd hot drink, and a barbeque, unlike some people there who could make a three course meal on a camping stove.

I love sailing in the Lake District (as long as it is not raining) because the scenery is spectacular. My favourite event is the race and picnic – it's brilliant to be the only ones on the island or shore that we are on. The boats always look really pretty pulled up on the beach and I always feel like the Famous Five or Swallows and Amazons.



We have had some lovely weather for the rallies but Cumbrian weather is notoriously unreliable! The first year we went to Ullswater the weather had a set pattern. You could see huge black clouds building up at the end of the lake and work their way down. As the squall (they were *line* squalls, apparently) reached us the wind got up and it absolutely tipped it down and then, as suddenly as it had started, the rain would stop and the wind calm down! I remember being so cold and wet that I could not get my wet clothes off because my hands were numb!



The best part of the OGA do's has to be the people. There is a really good group that go along. I am generally the youngest but so is Dad sometimes! It would be nice to see some more people my age, but I don't really mind because I get fussed over as the youngest! We are a pretty noisy bunch back at the campsite – Pete has an accordion and Mike and Leafy bring guitars and of course, everyone else can sing (especially after a few beers!) Pete and Sue have organised

some good games too, throwing the heaving line (into a washing up bowl!), boule tournaments, and of course the treasure hunt.

Prize givings are generally a bit embarrassing as, like I mentioned earlier, Coot is fairly fast (or everyone else is very slow) and she tends to win races by an embarrassingly long way. One year she won enough varnish to keep Dad going for several years - our disqualification was discussed! At Ullswater we always have a small, cramped but very cosy room at the Travellers Inn in Glenridding for the prize giving which gets very noisy when Leafy, Mike and co. get their guitars out!!



We have just had our last sail on Wroxham Broad and Coot is now washed down and safely tucked up in the garage. Next season I am hoping there will be a rally on the Broads, but I'm still looking forward to the Ullswater one. I cannot wait until the weather warms up and we are sailing again!



Joanna Wolstenholme (age 13)

Ceol-Mara – 'Happy Camper of Pogo Pogo' class by Danielle Hicks

Coel-Mara or in English Sound of the Sea was built by my Grandfather, Michael Hicks, in 1993/4. She was designed by George Buehler, an American, under the class name "The Happy Camper of Pogo Pogo" - at all of 16 3/4 feet, we have wondered if she might not be the smallest schooner afloat! My Granddad had sailed on many boats in his time - from Thames Barges to Drascombe Luggers (although we knew them as "Drastic B*ggers") but had always had a yen to build his own. The design appealed to him greatly as he was a huge fan of the Schooner rig, but also because of her size - he saw in Ceol-Mara a miniature ship of the line and himself one of Nelson's captains! Anyone who has taken a look at how he had rigged her out will back this up - along with the idea that he was the founder member of the difficulties club!



Ceol-Mara going well

So when Ceol-Mara passed to me last year, I was a little bit daunted at the task ahead of me. As she had not been sailed for a couple of years, and perhaps not been stowed away in the best of order, we had quite a job on our hands to work out what every different rope was for! (There are a few that I have shown to various members of NIOGA, all of whom have looked suitably bewildered...) However, it has to be said that if you like lots of things to fiddle with, she is the perfect partner! My co-skipper, Mandy, is one such type of person, and in a way, although she had hardly sailed before the season just gone, she is now the better sailor, and understands Ceol-Mara better than I do (not that I like to admit that.)

If Granddad was the founding member of the difficulties club, then we can claim to certainly be leading lights in the comedy club. We also aquired an Osprey Seagull engine to go with Ceol-Mara. Now, I can hear lots of you saying "oh yes, good old seagull, reliable things they are." Any other Seagull is, I'm sure. This one was reliable in one way - every time we left the harbour, it stopped. We have been towed to Carrickfergus, towed away from Victoria Channel (shipping line), towed back into Bangor behind Vilma - and a host of Pirates...That engine has been taken apart in every way except with a hammer - and that's what it's waiting for now - unless anybody wants a pet project? (Please. I beg.)

Our other comedic act has been to create a rather amazing (if I do say so myself) 'boom tent' for Ceol-Mara. Constructed out of an old green canvas tent (the Swallows and Amazons kind) it sits across the mizzen gaff (we don't have a miz boom) laid horizontal, then passes around the main to lay across the main boom and gaff, brought down on each side and tightened suitable, and we even kept the original zip - so we have a proper tent entrance at the stern. There is just - just - room for two people to squeeze in down on the deck and sleep almost comfortably. We have - at Carrick, over the weekend and on at least one other occasion.



Danielle and Mandy receiving the best newcomers award from NIOGA Area President Stephen Clarkson at Carrickfergus 2007

So, how does she sail? Well, there was a reason Granddad used to be known for sailing her with six sails up. Being as heavy as she is for such a small boat, unless there's a decent 3 to 4, she doesn't really go fast enough with just her lower rig (main, miz, staysail). So while it's still very pleasant sailing, it leads to an inability to tack. But call me a coward, I'm a bit nervous at putting up a topsail made of an old tent (cobalt blue), a fisherman's staysail made of old feed sacks... Back to her sailing though; when she does go, she'll go fairly ok to the wind - for a Gaffer, at any rate. And I think we had our safety officer at

Carrickfergus in fits of terror as we steamed down toward the start line, water lapping over the sides... Of course, Ceol-Mara has a very noticeable character, like any wooden boat (and the plastics assure me this goes the same with them, too) She is a very proud, haughty lady, and one has to speak nicely to her to get her to consider thinking about what we're asking her to do...

Unfortunately, we had a little accident on our last day of the season (early September) - we'd gone out of Bangor, started putting the mainsail up, when down went the (insert expletives here at will) engine. So up went the miz and along we went. And we were going beautifully. Except she wouldn't tack. So we performed various controlled gybes. Unbeknownst to us, the top of the mainmast had developed rot over the summer. (I checked it before we launched her, it was fine then) The result was the mainsail, shrouds etc came down around our ears. I gave Attracta Neeson a ring, having seen her on board a boat with John Cleary when we left the harbour - and they very kindly commandeered said boat and came out to tow us in - by which time we were heading for Cambeltown! We had been heading into Ballyholme Bay when the accident occurred, but our leverage was almost nil with only the miz, and we were far too near rocks for my liking, so we'd attempted another gybe - and between that and current, it was very much a case of "we didn't mean to go to sea"..

So now Ceol-Mara is back at home, and awaiting a new mast. Anybody have a spare spar of around 11' length, 8" square?

Danielle Hicks NIOGA

Dear Robert (sent to OGA Hon Sec Robert Holden)

I am writing to thank you for your generous donation, which you have sent in Jon's memory.

As you may be aware, Jon's funeral, which took place in Manningtree Methodist Church on the 14th August, was a truly remarkable celebration of his life. The church was packed with many friends and family and was a wonderful tribute to Jonathan.

Margaret Wainwright

Dear Editor

I was greatly saddened to read of the passing of so many OGA stalwarts in the September edition of the Log. In particular Jon Wainwright and John Scott, both of my personal acquaintance.

Jon was a consummate seaman and the greatest of light hearted company. John on the other hand was equally good humoured but quiet and the kindest of men. He also handled his boat 'Julitta' with commendable skill. To his even greater credit however was his recognition of his obligations to the OGA. When I was unable to continue as Devon Area Secretary and had failed to enlist the help of the membership, John reluctantly took the helm as 'Acting Area Secretary' knowing full well of his own failing health. In the, as it now appears, vain hope, that there might still be a volunteer come forward. I am disappointed to see that he was still titled 'Acting Area Secretary' at the end of his days.

I hope that John will forgive me for leaving him holding the baby, and I was disappointed that a volunteer from amongst the many members of Devon Area OGA had not come forward to fill the Area Secretary's job, but it is with pleasure that I can now welcome Elspeth Macfarlane who has taken up the reins.

Dave Keller

Dear Phil

Please find enclosed a photo taken recently whilst en route from Porth Dinllaen to Milford Haven. The pigeon landed on the deck/coach roof and walked back towards the windscreen of the wheelhouse and awoke the cat 'Foggy' who was sunning himself (behind the windscreen) by pecking on the glass. I don't know which one was the most surprised. The pigeon eventually left after about two hours.



Fred Winstanley
'Moonflower'

Dear Phil

As I pore over the Gaffers Log I dream of days past, but then I turn to page 20 of the September issue and think, would some readers be interested in my fleet of over ten gaffers which are part of a collection of 112 scratch built, waterline model ships and 'I'm still building'.

Many of the fleet I show at exhibitions on behalf of the RNLI, and as I write I am preparing to cast off for Newhaven with some 90 models for a two day exhibition.

One of my favourites is the 1900 Falmouth Quay Punt 'Louie Wills' built by W E Thomas of Falmouth which was a working boat till 1935. Her original name was 'Louie' but she had four later names, rebuilt in 1995 with timber from church pews from Wandsworth. My last record was that she lies at Fowey. Her dimensions are LOA 28 feet, beam 8 feet 3 inches, draught 5 feet 10 inches, sail area 610 square feet. The LOA of my model is 7 inches.

My first hull was started in 1998 after a mild stroke and I recommend it as very good therapy.

Reverend David Mumford

PS: David added 'excuse the paper – used normally for sermons'. To my knowledge it's the first time 'holy' paper has been used in the production of Gaffers Log.

Editor's comment: Thank you for this very interesting letter David. I am only slowly beginning to realise just how many model boat builders we have in the OGA. The next new 'Area' for the OGA – who knows?



Dear Peter (sent to the Membership Secretary Peter Lyons)

Having just rejoined I have also moved to France and it occurred to me that members reaching Camaret, Morgat, could be glad of a helping hand on occasion. And then of course there is Brest 2008. I would be very happy to be of local help to any OGA members should they need it.

I have also launched my boat, *Valiant*, which is now on her way to a mooring at Camaret. *Valiant* was built by Osborne's at Littlehampton in 1937. At 28 feet LOA she fished from Camber Old Portsmouth from the war till she was sunk at Spithead in 1998. After eight years of repairs she now has a mast and bowsprit plus a new engine and is no longer an open boat with focsle, but has enclosed side decks and stern with a canvas hold cover. Sails follow sooner or later!

Frank Worley

Editor's comment: Thanks Frank for your very kind offer. Any member wishing to speak to Frank and Diana should contact Peter Lyons for their telephone number or refer to the Year Book.

Dear Robert (sent to Hon Sec Robert Holden by email)

I believe my father, William Humphries, is a member of your Association. Unfortunately due to a deterioration in his health he is now in residential care and rather sadly I find myself writing to you with a plea for finding a home for his beloved 'Dorothea', a 36 foot Gaff Cutter built by W E Thomas circa 1915.

Currently moored in Suffolk 'Dorothea' sank following the recent freak tidal surge. My plea is simple, do you know of anyone who is interested in the salvage of her. Apart from having spent many happy family adventures on board her it seems a tragic waste to see her broken up, as is proposed if a new owner cannot be found.

Please reply to me urgently as she will not last the winter on the slipway and will be scheduled for breaking up sooner rather than later.

Louise Heyworth

Editor's comment: Having received this rather sad message Robert sent the following email to a wide range of OGA members in the East Coast Area:

Hello all Old Gaffers (and others)
on this circulation

Please read the attached message detailing the sad misfortune that has met the gaffer 'Dorothea'. I find it difficult to believe that the vessel is in such a poor state as to warrant breaking up. All wooden boats are capable of being rebuilt

as the recent rebuilds of smacks from the Essex mud that encased their sunken hulls for many years will demonstrate. The statement that 'Dorothea' was sunk due to the tidal surge suggests that she is somewhere on the East Coast. That surge did not get as far as Hastings – ruling out 'Dorothea' being located anywhere West of Dover, but it was nevertheless quite dramatic in the Dover Strait (see centre pages) as well as the North Kent Coast.

'Dorothea's' details are:

OGA number 756, designed W E Thomas, built W E Thomas in 1915. Rig gaff cutter. LOA 37 feet 5 inches, LWL 34 feet, beam 13 feet, draught 5 feet 8 inches.

I am currently awaiting telephone contact details from Louise but if in the meantime if anyone copied is interested/can help please contact me.

Robert Holden

Editor's comment: Since this email exchange Louise has been in contact with Robert, as have many ECOGA members and others. It seems that help is being offered but no final solution agreed upon by the time of going to press.



Month	Area	Event	Contact	Tel or E-Mail:
January				
19	All	The AGM of the Old Gaffers Association	Robert Holden Hon Sec	01843 582997
		At the Cruising Association HQ Limehouse London. See the Agenda on page 8 of this edition		
26	NL	New Year's Party at Peter Schouten's boat yard	Joachim V Houweninge	0031 654 340575
February				
TBA	DEV	Winter's Meet and talk on knots by Mike Lucas	Elspeth Macfarlane	01548 857559
23	SOL	AGM of the Solent Area OGA	Jessica Warren	01962 712529
March				
7	DEV	Fitting Out Supper and After Dinner talk by Tom Cunliffe	Elspeth Macfarlane	01548 857559
8	BC	AGM of the Bristol Channel Area OGA	Phil Slade	01749 330046
8	EC	Annual Dinner at RBYC	Pete Elliston	01206 391870
15	NL	AGM of the Netherlands OGA	Joachim V Houweninge	0031 654 340575
21-24	EC	Easter Rally at Wrabness	Peter Elliston	01206 391870
May				
TBA	DEV	Brixham Classics	Elspeth Macfarlane	01548 857559
3-4	NL	Spring Regatta	Joachim V Houweninge	0031 654 340575
3-5	EC	Foulness Rally	Peter Elliston	01206 391870
11-12	NL	Frisian Islands Regatta	Joachim V Houweninge	0031 654 340575
23-25	SCO	Campbeltown Classics	Gordon Garman	01700 505617
24-26	EC	Crouch Rally	Pete Elliston	01206 391870
30	SOL	Yarmouth Old Gaffers Festival	Dick and Pat Dawson	01983 760655
June				
TBA	BC	OGA at the Bay (Cardiff)	Phil Slade	01749 330046
TBA	DEV	Start Bay Race	Elspeth Macfarlane	01548 857559
TBA	MCP	Medway Cinque Ports Annual Race	Jan Holden	01843 582997
TBA	EC	Southwold Rally	Pete Elliston	01206391870
14	EC	RHS Rally	Pete Elliston	01206 391870
18-25	ALL	Seafair Haven, Milford Haven	Perry Crickmere	01437 541201
20-23	EC	East Coast Race	Pete Elliston	01206 391870
21	ALL	Round Lundy Island Race – Ilfracombe YC	Dave Turk	01
21-22	NL	Midsummer's Night Sail	Joachim V Houweninge	0031 654 340575
21-22	SOL	Beaulieu Rally	Jessica Warren	01962 712529
23	SCO & ALL	Cruise in company to Brest – Carrickfergus/Ardglass to Holyhead	Gordon Garman	01700 505617
26	SCO & ALL	Cruise in company to Brest – Holyhead to Milfordhaven	Gordon Garman	01700 505617

July

1	SCO & ALL	Cruise in company to Brest – Milfordhaven to Scilly Isles	Gordon Garman	01700 505617
5-6	TS	Birkett Cup Rally – Ullswater – OGA entries welcome	Barry Healas	01524 276258
5-6	EC	East Coast Swallows and Amazons Rally	Pete Elliston	01206391870
9-10	SCO & ALL	Cruise in company to Brest – Scilly Isles - Brest	Gordon Garman	01700 505617
11-17	ALL	Brest 2008 International Maritime Festival		www.brest2008.fr
18	NIOGA	Peel IOM Regatta	Harry Owens	harryowens@manx.net
26-27	SOL	Marchwood Rally	Jessica Warren	01962 712529
29-31	NWa	Holyhead Maritime & Leisure Festival	Sue Farrer	01270 874174

August

TBA	DEV	Dartmouth Classics	Elspeth Macfarlane	01548 857559
TBA	DEV	Dartmouth Regatta	Elspeth Macfarlane	01548 857559
TBA	DEV	Salcombe Regatta	Elspeth Macfarlane	01548 857559
TBA	DEV	Plymouth Classics	Elspeth Macfarlane	01548 857559
TBA	BC	Instow Open Week	North Devon YC	
2	NWa	Telford Race for Gaffers & Classic Boats - Conwy	Tony Mead	01492 596253
3	NWa	Nobbies, Gaffers & Classics Race - Conwy	Tony Mead	01492 596253
5	NWa	OGA Race - Conwy	Tony Mead	01492 596253
10	NWa	Nobbies, Gaffers & Classics Race - Conwy	Tony Mead	01492 596253
16-24	EC	East Coast Classics Cruise	Pete Elliston	01206 391870
23-24	SOL	50 th Solent Area OGA Annual Race and Rally	Jessica Warren	01962 712529
23-24	SOL	Bursledon Regatta	Jessica Warren	01962 712529
23-24	BC	Cock o' the Bristol Channel Race	Phil Slade	01749 330046
27-28	SOL	Centenary Chase at Yarmouth	Jessica Warren	01962 712529
29-31	NWa	Gaffers at Holyhead	Sue Farrer	01270 874174

November

15	EC	ECOGA AGM	Pete Elliston	01206 391870
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September

TBA	BC	The Holmes Race	Phil Slade	01749 330046
6	NL	Dinghy Sailing including the Melee Cup	Joachim V Houweninge	0031 654 340575
13	EC	Maldon Town Regatta	Pete Elliston	01206 391870
27-28	NL	Close of Season Sailing Event	Joachim V Houweninge	0031 654 340575

October

TBA	BC	OGA at the Bay (Cardiff)	Phil Slade	01749 330046
18-19	NL	Rik Homan Sailing Race Reeuwijk	Joachim V Houweninge	0031 654 340575

The Trailer Section

Despite the dreadful weather of last Summer, rallies went ahead although with reduced attendances.



Ken Anderson with "Tinkerbelle"

The August Welsh rally at Clywedog, saw the Trailer Section once again hosted by this club that gives us the best of welcomes. Ken Anderson launched his latest creation, an Iain Oughtred Awk, named "Tinkerbelle" which Ken has stretched from 7'10" to about 10'. Ken who is a retired cabinet maker, has built a number of boats and on this occasion was accompanied by his wife, Gladys, as Anne Morgan (Captain of the galley slaves at Clywedog) named the boat. After his first sail Ken said that he was very satisfied though he thought that there were some minor adjustments that he could make.

September saw the late rally at Ullswater. This was run by Barry Heelas (OGA District Officer [Lake District]) and his partner Cynthia. Heavy winds on the Saturday gave us a testing time, and as usual, the more weatherliness of the gaff rig paid dividends. We had two races (both fiendish courses set by Barry) and it was interesting that although we all set out on the second race in the afternoon, the Deputy Commodore of Clywedog no less who had brought along his Wayfarer to see what all this OGA thing is all about had to retire before the start because the winds were too much!

Hard work by Barry and Cynthia resulted in sponsorship from the Orange Tree Hotel, Kirby Lonsdale, Cumbria who donated really good quality Tee shirts.

Also the Electric Boat Company of Penrith donated a multitool that went to the winner of the races.

This support of our efforts is much appreciated.

Some thoughts on trailers by Mike Stevens Area Sec OGA Trailer section

The phone had been ringing for some time before I was able to answer it. "Do you know anywhere that I can get a second hand trailer?" asked the caller. But as Peter Farrer says, boats will outlast 2 or 3 trailers, so second hand ones available for sale are extremely rare.

So look after the one you have got!

These are some of the problems that I have noted or suffered from over the years.

Tyres only last 7 years at most. I have heard of members suffering blowouts, generally en route to a rally. So, check for crazing on the walls of your tyres. It's not a bad idea to keep a record of when you last replaced them, because unlike a car, you rarely wear out a trailer tyre, although I must confess that my last pair only lasted 4,000 miles.

One of the problems is that it is difficult to maintain accurate tracking over a period of years. The manufacturer may have taken great care to ensure that the suspension units are parallel when welding up the trailer, but wear inside the suspension unit can mean that the tracking gets out of line.

Also, rust, being the major enemy of trailers can work unseen inside box sections, the photo shows what happened to the swinging arm on my trailer. Luckily we had got back from France and were near home when I discovered it.



Trailer hitches.

The older types have the handle attached to the locking tongue inside the ball joint head. Unfortunately, the modern pressed steel type does not have this positive connection and the tongue is returned to the locked position by a strong spring. Dirt, or as in my case, a piece of stray wire can prevent the tongue moving under spring pressure alone to its locked position. The unit that I had trouble with even had a "safety" button on the top of the ball joint which allegedly poked out when the unit was properly locked into position. Unfortunately, on one occasion, although the button was sticking out indicating safe, the locking tongue had not moved into position. So each time you couple up, wind the jockey wheel down hard to make sure that the joint has in fact locked. Also make sure that the safety chain or cable is securely attached. This is what averted a disaster when my trailer became detached.



Mike Stevens
OGA Trailer Section Area Sec

East Coast

At the time of the September issue of Gaffers Log, the East Coast Area was in turmoil, recovering from the sudden and tragic loss in mid-season of 'Fred' Rawlinson and Jon Wainwright, respectively treasurer and secretary. Since then, the Area has picked itself up and got on with the job of providing races, rallies and social events for its members.



The presentation of the Bateman trophy by Area President Rob Williamson, to Trevor Rawlinson and David Shipley (on behalf of Margaret Wainwright)

In July we held the area's popular event for open boats, the Swallows and Amazons weekend in the Arthur Ransome country of the Walton Backwaters. This year it blew old boots for Saturday's race and gave each of the 20 entries a wet ride, but abated for Sunday's kite flying contest and picnic at Stone point. A thoroughly enjoyable weekend, impeccably organised as ever by Tessa Hodgkinson.



Pete Elliston, our new secretary, in full flow.

In alternate years, the Dutch Classic yacht organisation and Dutch OGA hold a series of races and a regatta based on Hellevoetsluis and this year 10 boats sailed over from the east coast in the North Sea passage race to take part, including of course Jon Wainwright in Reynardine. It was tragic that Jon should go mid-way on the race he initiated, on his way to join the new OGA area he helped to form. He was well known and appreciated throughout the whole Dutch classic boat scene and his death cast a shadow over the whole event.

But the show must go on, and the August Classic Cruise proved to be one of the most successful events of the year. It is a sort of 'Raid' without the rowing, and this year included parties, barbecues and dinners on the Orwell, Stour and Deben, from Ipswich to Walton via Ramsholt (although we had to get to the latter by classic motor coach). There was even some racing, when the weather allowed, with Ian Smith on Bona taking the overall gaffers prize and Clive Church's Rhumba leading the bemudans.

The final race of the year was the Maldon Town Regatta, which incorporates the Old Gaffers anniversary race, commemorating the formation of the OGA in Maldon in 1963.



Ian Smith ('Bona'), receiving the Tom Felgate trophy from Peter Thomas.

For once, the weather was benign and 50 craft of diverse rig and vintage enjoyed the race from West Mersea to the lunch stop at Osea Island. Then there was the so-called Parade of Sail up to Maldon Hythe; there is free beer for all crews at the finish, so a degree of competitiveness tended to creep in.

The 2007 season concluded with the AGM and party at the Orwell Yacht Club, a new venue for the OGA, but where we were made very welcome and had a great meal and music, all organised by Julia Raper and her team. This was after the business side of the meeting had concluded; the old committee was re-elected with Pete (the Knife) Elliston confirmed as the new secretary and Clare Thomas as treasurer. Clare is the wife of the area handicapper, so better pay up guys, if you want to appear in the results. Rob Williamson is staying on as area president for another year. There are several new faces on the committee and it is very heartening to have so many volunteers come forward to serve at this difficult time. Mike Robertson proposed a new committee structure with job details, so everyone should know what their responsibilities are – and it also served to remind everyone of the extent of the work that 'Fred' and Jon put into the organisation. This was acknowledged with the presentation of a new trophy for the member who has contributed most to the advancement of the area in the year. This trophy is a magnificent scale model of the recently restored Bateman's tower at Brightlingsea, now used as a start line for the East Coast Race and was awarded jointly and posthumously to 'Fred' and Jon.

The Tom Felgate Memorial trophy for the best performance over the whole season was very closely contested this year, with three very different boats tying for first place before discarding their worst result, which says something in favour of the often maligned OGA handicapping system. First was the 103 year-old ex-working bawley Bona, then state-of-the-art yawl Crow and third, the 19 ft clinker-ply cutter Molly Cobbler. Bona also won the new Needham trophy for the best performance over the season by a boat over 100 years old. Full reports of all the events, with results and pictures, can be seen on our website; www.eastcoastclassics.co.uk.

Bernard Patrick ECOGA

Scotland

With the Scottish sailing season tending to close towards the end of September, a last cruise to Tarbert in the middle of that month saw three boats congregate on Saturday morning at Port Bannatyne. That the plans came so nicely to fruition was in no small measure due to the most enjoyable planning session for which all the crews met up in a local hostelry the evening before.

Saturday morning dawned beautifully bright if rather calm, but unfortunately by the time the boats were underway, the sky



Trefoil making great progress towards Tarbert in September

had decided to fall about us, so motors were employed until a breeze picked up once we had all rounded into the West Kyle. A progressively stiff beat Southwards to Ardlamont where we rounded into Loch Fyne meant a scramble to rescue cups and drinks as the boats heeled to the breeze. Once round the corner sheets were eased, speeds increased and cracking sail past Skate Island towards Tarbert reminded us all why we go sailing. And that was despite the cold wind and constantly threatening rain. As we entered the harbour, sails were duly stowed and all three boats managed to raft up together so arrival drinks seemed quite in order.

As that weekend was part of the Tarbert Music Festival, a meal ashore accompanied by various bands, or, as they are now called; groups, got the evening off to a good start. The rest of our evening passed in that spirit, and with a few spirits thrown in for good measure. Most convivial.

Sore heads most notable by their absence the following morning, Trefoil, Emerald and Tantina II set off for the homeward trip and despite good intentions, a lack of wind meant that the tin tops'ls were much in evidence.

Altogether a great weekend with very good company, and although the arrangements were extremely informal it is hoped that more OGA members will join us for a similar bash next year. Dates will be announced as soon as possible and will certainly be mentioned in next year's Gaffers Logs.

As this will be the last issue of the Log before the New Year I have great pleasure in wishing all readers a great time over the festive period, and in particular a Very Guid Ne'erday!

Gordon B Garman
Area Secretary

Solent Area OGA

Our summer events have continued on during July and August with the Chichester gathering at the Thorney Island Sailing Club, this is a very casual weekend and we like to encourage the smaller and trailer sailor boats again as pottering around Chichester harbour is ideal for this.

At the end of August we joined in the ever popular Bursledon Regatta, which this year had a Chinese flavour, with fireworks set to Chinese music on the Saturday evening. Lots of dinghies changed their appearance sprouting junk rigs and paraded round the pool, encouraged by a Chinese dragon dancing on the pontoons.



Maude taking part in the Annual Race and Rally

On the Sunday morning the gaffers drifted out into Southampton Water where we spent the middle of the day racing around the marks set for us by the Regatta Committee.

The next weekend was our Annual Race and Rally and this year we had arranged to race from Cowes westwards towards Lymington where we gathered at the Town Quay for the night.

Race morning started with unexpected foggy conditions which thankfully lifted as we neared the start line. Our Committee Boat this year was Nightingale and its skipper and our Race Officer, Ron Hanson, did a very excellent job for us. Thirty-five boats crossed the line and we were well on our way round the course when the northerly wind and strong tides that set in meant that some of us had great difficulty in making the marks, including the larger boats in the fleet. The day got warmer and the wind lighter as the race continued and in the end a few retired, preferring to get to



Ocean Pearl - A beautiful new boat which has recently joined our fleet

Lymington for rest and relaxation, whilst one or two of us were determined to finish what we started in spite of the fact that the Committee Boat had already retired, being way over the time allowed. But it was a good day's sail for all.

First across the line and our new Commodore for this coming year was Foxhound and Mark Woodhouse, second was Tit Willow and third Zinnia

The small boat entries were down on last year but nevertheless three raced around a separate course set for them at Pennington Marshes, near Lymington by the Lymington Town Sailing Club. Miss Ningi came in 1st, followed by Hermit and Amira in third place. The evening event was hosted for us by the Lymington Town Sailing Club who made us very welcome and provided a very excellent BBQ supper, and music entertainment provided by Murphy's Lore a very good Irish band got quite a few of us dancing as well.

The last event as always is the invitation by the Royal Solent Yacht club to join in their Centenary Chase at Yarmouth on the Saturday 22nd September. Again we were lucky to have ideal sailing conditions with gentle winds which tested the skills of the boats to beat



Dirk II in the Annual Race and Rally

the strong tide. The race was won by Zinnia, with Zenith bringing up the rear and also being awarded a special prize, as the slowest man in the race, by Andy Green who holds the world land speed record, won on October 15th, 1997 in Thrust SSC, of 763.035 miles per hour, and being the first man to break the sound barrier on land! He sailed on Dirk II and had a very different view of speed.

Winter is now very much in our thoughts and we have arranged for a trip to the Classic Boat Museum at Newport on the Isle of Wight in December, and in the New Year there is going to be a 'Splicing Day' so that some of our members who would like to learn new gaffer skills will be helped by the experts, ready for the spring clean and fit out for the new sailing season ahead.

Our Solent Area AGM is to be on 23RD February at the Warsash Sailing Club, and we are looking forward to welcoming lots of our members there, where after the winter months its always good to meet up with friends again and plan for the year ahead. We are also encouraged to get started on the annual scrape and painting session so to be ready to join in the events or just get sailing as soon as the weather warms up.

50th Solent Area Annual Race and Rally – this special year for us is going to take place on the Bank Holiday weekend , 23RD and 24TH August 2008 and we are at present making plans for the celebrations – all will be revealed in the New Year.

Jessica Warren
Area Secretary

Conwy & North Wales Area

Our area AGM held in October at the Holyhead Sailing Club went without a hitch, 26 members were in attendance. The main topic of conversation was our area's first event in Holyhead entitled "Gaffers at Holyhead". (See report elsewhere in this log by Angus McLeod).

We held an offshore race and a race for smaller craft within the harbour. The winners are as follows:

Larger Craft

Sean Walsh with Tir Na n'org of Howth received 1st Across the Line, 1st on Handicap and also the Blencathra trophy for the overall winner.

David Grainger with Happy Quest received 2nd on Handicap

Smaller Craft

Colin and Jane Cumming with Pathfinder received 1st Across the Line, 1st on Handicap in the second race and the Derwentwater Marina Trophy for the overall winner.

Tom and Isabelle Tuke with Eileen of Islay received 1st Across the Line and 1st on Handicap in the first race

Oliver and Susan Nares with Syrinx received 2nd on Handicap

The Veteraneran Trophy went to **Angus McLeod** and the new Stena Port Trophy for the Boat of the Event went to **Martin Birch** with Espanola.

Congratulations to everyone.

From my point of view I would like to officially thank all who supported the event including Holyhead Town Council, Stena Line Port Authority, Ynys Mon County Council, Holyhead Maritime Museum, Holyhead Sailing Club, Holyhead Marina, The Yacht Shop and the Marina Stores in the Marina complex.

Many more people also supported us including Cumberland Pencil Museum, Mailspeed and various yachting magazines for which I am very much appreciative.



*Gaffers at Holyhead
2007*

As you will see from the report this first event was a huge success and one we shall be repeating in 2008 at the same time i.e. the weekend following the August Bank Holiday weekend. A total of 22 boats attended – 13 travelled by sea and 9 were trailed from around the country. We hope to attract more boats next year.

Our Annual Dinner in the Restaurant at Holyhead Sailing Club followed the AGM. Our guest speaker this year was Dave Brewer – Coastguard at Holyhead. He was ably assisted by Angus McLeod. They both reported on typical coastguard stations of today and yesteryear, comparing how they have changed over the years since Angus was a coastguard.

John Cave and Richard Burnell from the Maritime Museum, presented a powerpoint slide show of our Gaffers at Holyhead showing many photographs which they had taken over that weekend.

It has been decided that we will run a mini event in 2008 alongside the Maritime and Leisure Festival which will be over the weekend of the 26th and 27th July 2008. So please make a note of this date in your diaries and bring along your boats to sail in the harbour and to give the locals and visitors a spectacular showing of our wonderful boats. There will be a great deal of activity over the weekend for the whole family i.e. craft fares, stalls, shows on Saturday evening and fairground activities.

I know it has not been possible for a number of reasons to organise a trip on our Area President's boat Vilma but we are hoping to try and arrange a trip in early May 2008. I already have a couple of people interested so please contact your area secretary Sue Farrer to register your interest.

In order to bring the name of the area in line with other areas, and reacting to comments from potential members, we have decided to call the area the North Wales Area (NWA) This does not mean we are ignoring Conwy but we need to be seen to encompass a wider number of towns and harbours.

Sue Farrer
Secretary North Wales Area

Conwy and North Wales Area – Conwy River Festival

In August the annual Conwy River Festival provided a week of sailing and shore based events, which included racing for about 40 yachts around courses set in Conwy Bay for yachts, gaffers and classics. As well as Series races, in which 'Classic' boats had their own class there were specific one-day events designated as 'OGA Race Day' and 'Nobby Race Day'

When they were not sailing the yachtsmen could enjoy the shore and river based events and entertainments which included free entry for crews in rowing races (the rowing boats provided by the Conwy mussel fishermen), jazz band, many exhibitions and stalls.

The first race for Gaffers was in the 'Classics' class of the 'Telford 250 Race' (dedicated to celebrate the 250th anniversary of the birth of Thomas Telford, the builder of the graceful suspension bridge spanning the River Conwy). The conditions were difficult in a north westerly wind on a course which included long windward legs. The first boat over the line and also first on handicap was Eider Duck, followed by two nobbies which crossed the line within seconds of each other - Ploughboy claiming second place and Rose in third.

During the Series races the Nobby/Gaffer/Classics fleet was not well represented due to weather conditions, equipment failure and the delay in a number of boats returning to Conwy from a Festival cruise to Caernarfon. However, the series was contested and First and Second prizes were awarded to Cariad and Rose.

Conditions for the OGA Race were excellent and a fleet of about 15/16 boats had a most enjoyable race in Conwy Bay with its backdrop of the Great Orme and the mountains of Snowdonia. The racing was very competitive, with the lead changing several times until eventually Sheerwater crossed the line first, to be awarded the OGA Rose Bowl with the nobbies Cachalot and Laura in second and third positions.

Unfortunately on the last day of the festival the forecast force 7 northwesterly arrived and the OOD had no alternative but to cancel the Nobby race.

Graham Paine
CNW OGA

Netherlands

Since the launch of the Dutch-Belgian area, our absence in the area news section distinguished us from the rest. It should be different, we are thriving. We are driving Peter Lyons crazy with new subscriptions. And new members are getting bigger and bigger. I'm talking about their boats..., albeit that during the Dutch events many most alcoholic calories hit the belly, so we do contribute to the obesity problem.

The gaff rigged typical Dutch vessels, the "rond- and platbodems (flat bottoms)" stick to their own organizations. So the fact that our boats are bigger, can't be because of a traditional larger boat design. Our fleet contains mainly English design gaffs, but somehow the Dutch possess bigger boats than the British, it seems.

Why is that? Of course we live in smaller houses, and the only way of getting a view without it being spoiled by bricks, or any other form of civilization, is on the water. You think!! On a nice day our estuaries are overcrowded. Does every lowlander own a boat? Must be. Maybe that's why we are attracted to the bigger kind of gaff rigged vessel. People want to stick out on the water. One way of achieving that is by the amount of sails. No problem there with a gaff rig. Another way is by a distinctive fatness of the hull. Also very convenient in the many locks of Holland and Belgium, because the others respect your dimensions and move aside without a blink. A fat steel hull is the best. An impressive bowsprit also helps of course. Now for the facts, the build-up of our fleet:

The total number of gaff rigged vessels is 71 (another 7 are berms), but we only have data of 48 ships (especially the larger ones won't give their measurements).

The average length over deck is 9,44 m (31 ft). 26 ships are larger than 9 m (29,5 ft). The smallest boat is 3,60 m (11,8 ft), the biggest 15,92 m (52,2 ft).

The average beam is 3 m (9.9 ft). The slimmest 1,24 m (4 ft) and the broadest 4,88 m (16 ft), but the owner is Belgian. So he can't help it.

I can't find out how many of the vessels are built in steel, but the bigger ones are for sure. Also noteworthy, ten of the hulls are black. I sense a resemblance to the more expensive BMW or Mercedes.

Now, I hate to add to the workload of Nick Miller, but it would be interesting to find out about the other areas. I say, we have the biggest.....

Julia Kieft

Devon

It was touch and go for Devon Gaffers after the illness of Dave Keller, who had been such a driving force for so many years, and the sad loss of John Scott who had stepped into his role, but sadly died shortly after attending the Start Bay race in June. We were very pleased to hear that John's son John intends to join the Association so we shall continue to see *Julitta* at our events.

Start Bay Race

The Start Bay Race was well organised by Mike Lucas, with Elspeth Macfarlane and Peter Crook assisting Mike Goodearl from the Royal Dart Yacht Club in the Committee Boat. Although we would have liked more entrants those who came had a good race and Mike

was able to ensure that they all went away with a trophy as well as the splendid engraved whisky tumbler presented to all entrants to commemorate the event. After the race we all enjoyed the usual good quality reasonably priced meal at the RDYC.

The results were:

1st	Dorothy (2117)	30' sloop	Lance Rowell
2nd	Marie Louise (1575)	16' Falmouth Oysterman	Mike Lucas
3rd	Haze	28' Heard cutter	Claude van Martin
4th	Muriel	6 metre 1905	Paul Heighway
5th	Veracity	Lugger	Marcus Rowden

Seeing *Veracity* tacking round the mark near the Mewstone without hitting it was a sight not to be forgotten. Tacking Luggers is rather more skilled and time-consuming than going about in a cutter! The sail has to be lowered, the yard taken round the mast to the new lee side and hoisted again.

The Dittisham Regatta

A busy weekend in August saw OGA members gather for the Dittisham Regatta where there were two races for dinghies and one for larger gaffers. Eleven boats set off to complete three rounds of the course round Ditsum lake. They made a great sight especially gathered at the start although once underway became fairly wide spread. Only a few completed the course but a great time was had by all. Mike Lucas won the Old Gaffers Cup in his Oysterman Marie Louise.

On Sunday the annual Commodore's picnic set off upstream to land on the beach off Sharpham Point to enjoy a BBQ and a game or two of boules.

AGM and Laying-up Supper

The Assembled Company

We had a very successful AGM & Laying-up Supper on 23rd November at the Dartbridge Inn at Buckfast attended by 24 members. New officers were appointed and activities for 2008 planned. Mike Lucas will continue as President, Elspeth Macfarlane will be Area Secretary, Meloney Webber Social Secretary, and Peter Crook Hon. Treasurer. Mike Forward is Handicapping Officer, Peter Burr will continue as Trophy Officer and Mike Lucas as Race Officer. We were especially pleased that Dave and Marjorie Keller could join us. Dave entertained us with his usual style and auctioned the remaining Start Bay Race trophy glasses which were snapped up!



The meeting was attended by Gaffers' Log editor Phil Slade and OGA Treasurer Lynn Slade. They were very encouraging of our efforts and made us realise that we now had a sound basis on which to build. So much so in fact that they got us to agree to include Cornish Area members in our mailings as it seems that they are struggling even more than we were.

We have several members involved in building and renovating Gaffers and hope to persuade them to tell us about their boats at future meetings.

Events planned for 2008

Sailing

Brixham Classics - End May
Start Bay Race - End June
Ditisham Regatta - End June
Dartmouth Classics - August
Dartmouth Regatta - August
Salcombe Regatta - August
Plymouth Classics - August

Rally in Dartmouth followed by barbeque in Gilbert and Carolyn Hayward's garden. We also hope to organise other rallies but need offers of help/ suggestions for venues.

Social Events – dates to be notified

Meal and talk on Knots by Mike Lucas - February

Tom Cunliffe: Talk & Fitting-out Supper in March. Tom has kindly agreed to come all the way from Hampshire to entertain us with a talk specially written for us. Non-members will be welcome but there will be a charge.

Members from Devon, Cornwall and anywhere else very welcome to all events.

For further info. please contact Elspeth or Peter on 01548 857559 or email devongaffers@yahoo.co.uk

Please let us have your ideas for other events.

Elspeth Macfarlane **Area Secretary**



Dave Keller - Master
Auctioneer



Newly appointed Area Secretary Elspeth Macfarlane (female) with Area Treasurer Peter Crooks (white hair and beard) talking with Gaffers Log Editor Phil Slade (dodgy looking bloke standing up)



Mike Lucas receives the Old Gaffers Trophy for the Dittisham Regatta

Bristol Channel

THE COCK O' THE BRISTOL CHANNEL CUP

This event began back in 1936 as a race for the Bristol Channel pilot cutter owners who put up the Cock o' the Bristol Channel challenge cup. Entry was restricted to pilot cutters and with all forty-six winners engraved on the cup there are some pretty well known names on display. Organised by Barry Yacht Club in association with the Bristol Channel Pilot Cutters Owners Association it is now open to pilot cutters and all other gaff-rigged challengers. The 2007 event took place on the August Bank Holiday weekend and it is hoped to re-establish the race as an annual principle fixture in the Bristol Channel.

Proceedings began with a dinner on the Saturday evening with the start at 0700 hours on Sunday 26th August off the entrance to Barry. The course was nearly eighty miles, leaving the Horseshoe Buoy off Ilfracombe to starboard and likewise the West Scarweather Buoy off Swansea Bay. The finish was back at Barry YC in a line west to east. There were just four entrants- three BC pilot cutters Mascotte, Peggy and Olga, with the OGA represented by John Cochrane's Rawanah. *A Maurice Griffiths designed gaff ketch, Rawanah is a double ender built in 1935 at the request of a customer who wanted a boat able to be sailed single-handed around the coasts of North West Scotland.*

OGA BOAT 'RAWANAH' TAKES THE HONOURS

Rawanah's Skipper, John Cochrane Reports on The Race



The 1935 built 35 foot 'Rawannah' alongside the 1904 60 foot Bristol Channel Pilot Cutter 'Mascotte'

At thirty-five feet, *Rawanah* was up against strong opposition in the shape of three Bristol Channel Pilot Cutters from forty-five to fifty-five feet. The prize on offer was the silver cup for the "Cock O' The Bristol Channel Race" run by Barry Yacht Club since 1936. *Rawanah*, had been invited to join the race and with a scratch crew from the Underfall Boat Yard in Bristol City Dock. We crossed the start line ahead of a fleet of three Bristol Channel Pilot Cutters at 07.00 hrs on a windless August Bank Holiday. The first mark, Horseshoe buoy off Ilfracombe, was some 37 miles just south of west, the wind was meant to be from the NE but failed to show except in little puffs. The fleet stayed fairly compact though after eight hours *Rawanah* was in the lead, her lighter weight, 10 tons, and ease of switching sails to accommodate the puffs being in her favour.

Soon the tide turned and we all had to anchor, *Rawanah* had stayed some 3 miles off the Devon Coast, the Pilot Cutters had positioned themselves much closer in. Over

the next 4 hours it appeared they had made the right choice as they were eventually seen inching up the coast whilst we were stuck in a 3 knot tide. So it was up anchor and sail to close on the fleet to get whatever was making their progress. No sooner had we taken up position behind them than the breeze fell and we all began to drift east on the tide, ending up a good mile behind our previous anchoring point.

The tide turns and the fleet, with us in the rear, move west, a very small zephyr aids us. We note *Mascotte* well in the lead but surprisingly not turning at the Horseshoe buoy but

appearing to head for Lundy in the grip of the tide, *Peggy* and *Olga* turned at the buoy and made for Swansea. The light dims and we approach the Horseshoe at 1 knot plus tide going for the gap between the buoy and the overfalls some 4 cables to the south. When 2 cables off Horseshoe we are hit by a force 5 plus out of nowhere, the promised North Easterly had arrived. The Underfall Crew got the topsail, yankee and large staysail down and replaced them with more appropriate cloth. In all the bustle we lost way and heading so went right through the overfalls. *Rawanah* is a good sea boat and with the new rig pulling took us through without a wave in the cockpit, though the foredeck crew had a cooling experience. Darkness fell and we rounded Horseshoe set a course for West Scar. We could see the lights of one if not two of the fleet but they vanished before dawn. at around 04.00 hrs we were only 3 cables off West Scar on our third attempt to make the buoy in ever shifting winds; I went below. The watch took a further 3 hours to round West Scar, every approach having been rendered useless by sudden and contrary wind shifts.

We crept eastwards, along the banks, but the tide turned and we had to anchor. By mid morning there was enough sea breeze, to beat the tide. Up went the sails all eight of them, for this was a "boat on boat" race, with no handicap rules to prevent on the spot imaginative sail plans. We knew the main fleet was ahead, and shortly learned that they had abandoned the race owing to time and motored in. *Rawanah* was the only boat to sail the course and 35 hours after the start, crossed the finish line with all eight sails still aloft and took the Honours. The underdogs from Underfall had prevailed. There are many ways to win a race, persistence being one of them.

Barry Yacht Club hope more old gaffers will join the fray next year. We have a title to defend so hope to be there. The Challenge Cup is magnificent almost dwarfing our smallest crew member, well worth trying to get your boat's name on it.

John Cochrane



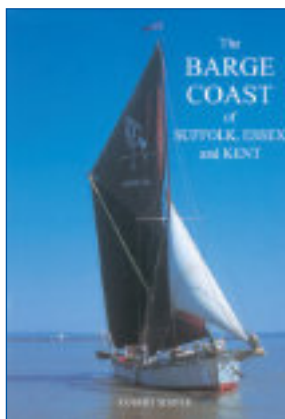
Rawanah's winning crew with the Cock o' the Bristol Channel Cup'

payable to the Bristol Channel Yachting Association to 'The B.C.Y.A. Handbook, c/o 8 Bull Lane, Pill, North Somerset BS20 0EF.

The Bristol Channel Yachting Association

The BC Area is now a member of the Bristol Channel Yachting Association, (BCYA), an organisation that looks after the interests of more than thirty yacht clubs in the Bristol Channel. (See www.bcy.co.uk) The BCYA have recently re-published an updated version of the 'Blue Book' a yachting and cruising guide to the Bristol Channel which is packed full of useful information. There are still a few books left (but not many) and are available at £5.00 plus £1 p&p. If you want to get hold of one, send a cheque (£6.00)

Viv Head
Area Secretary



The Barge Coast of Suffolk, Essex and Kent
Coast in the Past series. Vol 4
by Robert Simper

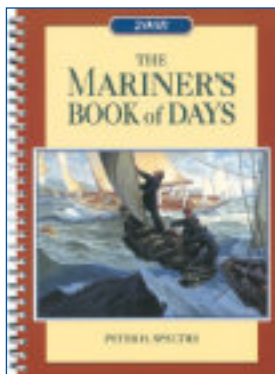
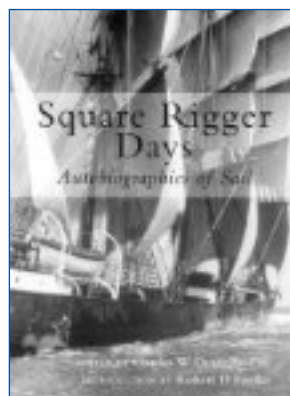
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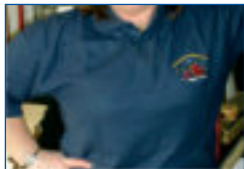
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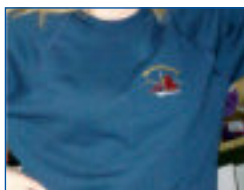
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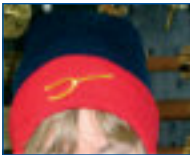
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