

GAFFERS LOG

March 2008



The Official Newsletter of the Old Gaffers Association

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*White Moth by Robert Holden OGA National Hon Sec.
First prize Sailing Gaffers OGA Photographic Competition 2007.*

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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Another year begins and another sailing season is in sight. Already the hard working Area Secretaries of the OGA have been bombarding me with dates of events to be held during the year. Good weather and fair winds have been ordered by our National President, Brian Hammett, so that's been taken care of. What a lot you get for your money when joining this happy crew called the OGA!

Talking of money, membership subs were discussed in the December edition of GL and came up at the AGM in January. Our National Treasurer, Lynn Slade, (also wife, boss, joint skipper of Wendy May, and she who has to be obeyed!) has included details of what was agreed and why in her Treasurers report in the minutes of the AGM.

As always in the first issue of the year I have to include the minutes of the AGM, also Brian's address to the AGM and the annual accounts, all of which take up a lot of space and reduces the amount of room for other articles. So my apologies to all those who have sent in articles and cannot find them. If they are not here then I will do my best to print them in the June edition.

What you will find are good reports from Sue Farrer on the OGA Trophies awarded at the AGM, and from Viv Head who ran his first OGA Photographic Competition last year. Even though Viv has absconded to darkest Patagonia (and then New Zealand) for nine months, he will be back to run the 2008 competition, so please keep your entries coming in.

Bons vents

Phil Slade
Editor Gaffers Log

Copy date for the next edition (June) is the 1st May 2008



Emerald anchored in Loch Gail by Andrew Clarke. Third place OGA Photographic Competition Sailing Shots section.

Welcome Aboard

BC, 5039, Cerafina, Mr Robert Waller, 80 Pattison Lane, Woolstone, Milton Keynes, Buckinghamshire, MK15 0AY
DB, 5035, Star Crest, Mr Barry Murgatroyd, 16 Thornville Road, Kilbarrack, Dublin 5, Eire,
DB, 5036, Dansk Defoe, Mr Mark Kiernan, 168 Alden Grange, Santry, Dublin 9, Eire,
DB, 5037, Mr Paddy Byrne, 1 Howth View Park, Raheny, Dublin 13, Eire,
DB, 5038, Mr Liam Begley, 14 Avondale, Pembroke, Passage West, Co. Cork,
DEV, 5025, Jenny, Mr Stephen Watts, Old Sneed Park, Sneyd Park, Bristol, BS9 1RF
DEV, 5044, Mr Huw Thomas, 7 Parkers Close, Steamers Quay, Totnes, Devon, TQ9 5UQ
DEV, 5048, Mr Mickey Gibb, 14 West Street, Torpoint, Cornwall, PL10 1AA
DEV, 5052, Constance, Mr David Craddock, Garden Flat, 42 West Street, Ashburton, Devon, TQ13 7DU
DEV, 5054, Mrs Pat Cassidy, 17 Icy Park, Aveton Gifford, Kingsbridge, TQ7 4LQ
EC, 5023, Rohaise II, Mr David, Shipman, Hawthornden, School Lane, Ufford, IP13 6DX
EC, 5024, Stone Ibis, Mr Richard, White, Quendon Whitehouse, Cambridge Road, Quendon, Saffron Walden, CB11 3XJ
EC, 5026, Samphire, Mr & Mrs Robert & Jan, Brown, School Barn, Holbrook Road, Stutton, Ipswich, IP9 2RY
EC, 5027, Mary of Chester, M, Peter Jezard, Albacore, Coast Road, West Mersea, Essex, CO5 8LT
EC, 5033, Lady Pontypaul, Mr George, Engle, Holly Tree House, Crown Street, Dedham, Essex, CO7 6AW
EC, 5045, Mr Keith, Wilbraham, Lower Park Farm, Park Lane, Ipstones, Stoke on Trent, ST10 2NE
EC, 5046, De Wilde Zvaan, Mr & Mrs Ian & Frances, Tate, 1 The Bungalows, The Street, Nacton, Ipswich, IP10 0EQ
EC, 5049, Palyx of Ipswich, Mr Neil Goldie, Whitehouse, Felixstowe Road, Nacton, Ipswich, IP10 0DE
EC, 5050, Maryll, Ms Julie Osborn, 20 High Street, West Mersea, Essex, CO5 8QD
EC, 5051, Stewarts Secrets, Ms Lynn Panton, 15 Eastern Road, Burnham on Crouch, Essex, CM0 8BS
EC, 5055, Mr Alan Gardiner, 11 Normanby Road, Thealby, Lincolnshire, DN15 9AD
MCP, 5041, Little Dipper, Dr Chris, Clarke, Millbrook Cottage, 309 South Stoke, Arundel, West Sussex, BN18 9PF
MCP, 5057, William and Katie Johnston, Mr Alexander Thomson, 101 Southeastern Road, Ramsgate, Kent, CT11 9QD
NI, 5040, Mr Seamus Cowan, 4 Downshire Avenue, Carrickfergus, BT38 7EL
NWA, 5028, Mintoe, Mr Graham Hill, 76 Garthowen, Newtown, Powys, SY16 1JN
NWA, 5042, Lassie of Chester, Mr Adrian Farey, Ty Newydd, Moelfre, Abergelle, Conwy, LL22 9RL
NWA, 5043, Mr Peter, Berry, 3 Wrenbury Hall Drive, Wrenbury, Nantwich, Cheshire, CW5 8EJ
OS, 5029, Pacifica, Mr Douglas Jones, Traditional Boat Works, 3665 Hancock Street, San Diego, California 92110 USA,
SOL, 5018, Wender, Mr Sam Poole, Perry Farm Cottage, Doddiscombsleigh, Devon, , EX6 7PT
SOL, 5021, Mr, Mike, Hill, 10 The Moorings, Littlehampton, West Sussex, BN17 6RG
SOL, 5031, Susan J, Mr Dan Shaw, 16 Beverley Road, New Maldon, Surrey, KT3 4AW
SOL, 5032, Mr Richard, McLaughlin, 58 Oakley Road, Southampton, Hampshire, SO16 4LG
SOL, 5034, Puffin, Mr & Mrs, Lionel & Rosemary Roach, 2 Queens Walk, Appley, Ryde, Isle of Wight, PO33 1N
SOL, 5047, Mr Richard Feltham, 6 Canterbury Road, Ash, Aldershot, Hants, GU12 6SP
SOL, 5053, Mr Nick, Morgan, Mill House, Wainsford Road, Lymington, Hampshire, SO41 8LA
SOL, 5056, Ms Kirsty, Pollock, 5 Heather Close, Guildford, Surrey, GU2 9ZZ



Swallow by Andrew Wolstenholme. Second place Sailing Gaffers OGA Photographic Competition 2007

The President's Address to the AGM January 2008

It has been quite a year for the OGA characterised by the loss of several very distinguished members of our Association, and I would like to pay tribute to all of them because without their involvement our Association would have been the poorer. Full and fitting tributes have already been paid to those who have passed over the bar. I am also very sorry to tell you that Mike Stevens wife died yesterday and I would like us to spend a few moments to remember all those who have passed over the bar since our last AGM. Our thoughts are with their families and loved ones at this time.

On the positive side a great deal of outreach work has taken place during the season. 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 and my thanks to all involved. Membership has remained almost static during the last twelve months a good achievement when many similar organisations are losing members at this time.

I was able to represent the OGA at the ICCY rally in Ramsgate in June being the only Gaffer attending. I also attended the Dutch Classic Yacht regatta in Hellevoetsluis and was very honoured to receive a major award for the "Sprit of Tradition" which, although a personal award, I accepted it on behalf of our Association, as I know 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 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 intend to attend as many OGA events in this country as I am able.

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. We hope that the decision made at our committee meeting this afternoon to put the establishment of our administration data base in the hands of a professional, will considerably ease the burden placed on our membership secretary and treasurer and we look forward to the increased efficiency that this will bring to our organisation

Happy Gaffering

Brian Hammett
OGA National President

Mid Channel on OGA Rally by Mark Woodhouse. Third prize OGA Photographic Competition Sailing Gaffers section.



MINUTES OF THE ANNUAL GENERAL MEETING 2008

Held at the Cruising Association H.Q. on Saturday 19th January 2008 at 6.30pm

1. **Present:**

The President [Brian Hammett] and 54 officers, members and associates of the OGA.

2. **Apologies:**

Dick & Pat Dawson, Mike Robertson, Mike Stevens, Mike Lucas, David Godsall, Brendan Lennox, Alison Cade, Jan Holden, Lorna Hammett, Attracta Neeson, Colin Ming, Fred & Angela Winstanley, Bernard Patrick, Howard & Sue Wheelton, Joachim Van Houweninge.

3. **Minutes Silence**

The meeting held a minutes silence to remember Members who had passed away during 2007.

4. **President's Welcome and Report**

5a. **Approval of Minutes of Annual General Meeting January 2007**

Proposed: Peter Lyons, Seconded: Sue Farrer, Agreed unanimously.

5b. **Matters Arising**

The 'Janty Trophy' - George and Brenda Jago have kindly donated the sum of £90 in order that £30 may be awarded to the winner of the 'Janty Trophy' for the first three years. A letter of appreciation has been sent to George and Brenda for their 'financial incentive' as the trophy enters the competition stakes for the first time.

6. **Hon. Treasurer's Report**

Lynn Slade presented the Annual Accounts to the Meeting pointing out the deficit figure for the year ending 30th September 2007. This was due inter alia to; an extra Area Secretary's Meeting in February 2007 which increased the travel and subsistence figure; additional Area Funding in the form of large Area flags and display stands; substantial increases in postage costs; the printing and distribution of an additional Gaffers Log over last year; a small deficit in merchandise sales. She thanked John Baddeley, the Honorary Examiner, for his help with the accounts in particular the Trial Balance and the Corporation Tax calculation, which has also increased again this financial year.

The Association suffered more than its fair share of bereavements this year and donations had been pledged (without prior discussion with the Treasurer) to various charities. The GMC has decided that Members' subscriptions i.e. Central Funds, should not be used for donations of this kind in the future. Members may choose to make personal donations and Areas may hold specific collections, but it was felt that the subscriptions should be kept for the Association's administration and Area Funding for events and socials.

The OGA hopes to maintain the £25,000 which is currently invested in Bonds and a 60-Day Account with Standard Life as the OGA's background funding, but in order to do this and to finance the proposed Gaffers Online Database (to help with the administration of the Membership List and the Boat Archive) which was accepted by the Association Committee, a subscription increase will be needed for 2009.

There was a question from the floor whether additional funding could be given to the Areas from any such subscription increase, but Lynn replied that from the local Area assets, it was clear that there were sufficient funds for their needs. A regenerated Area such as Scotland with few or no assets would be given additional help for its major event etc and any other Area may ask for additional funding for a specific event or item if needed. Should an Area build a significant sum this would not be reclaimed to Central Funds unless the Area was failing and without a proper Committee to administer it.

The subscription increases proposed by the Association Committee for January 2009 and to be discussed and hopefully approved by the AGM are:

	<u>Single</u>	<u>Family</u>	<u>European</u>	<u>North American</u>
Cash/Cheque/POs	£27	£30	€40	
Direct Credits & Paypal	£27	£30	€40	US \$55
Direct Debit (£2 Discount)	£25	£28		
Junior Membership	£5			

Approval of the Annual Accounts: Proposed: Peter Crook, Seconded: Rob Williamson, Carried Unanimously.

7. **Hon Secretary's Report – Robert Holden**

The OGA is well into modern means of communication. I can record that although the GMC only met twice in 2007, much activity goes on over the Internet that just a few years ago would not have been believable. Of course the GMC does need to meet, but I would like to acknowledge that day to day problems and ideas are dealt with far more promptly and efficiently. Thus the OGA is a very proactive organisation – another of our strengths.

This past year we have had several complimentary articles in the Yachting press and I am pleased to note that the OGA is becoming more widely recognised as a go ahead organisation recognised for its professionalism and knowledge. Members will be pleased to hear that Mike Shaw - currently Solent Area Representative on the GMC, has agreed to carry on Jon Wainwright's work as Chair of the Sailing Committee and hopes to liaise with Dick Dawson.

As Secretary it has been my aim to try and get as wide an Area representation on the GMC as possible. It will never be perfect, but is pretty good at the moment. The following Areas are represented on the GMC either by Officers or Area Reps: EC – 2, SOL – 1, MCP – 2, BC – 2, NWA – 2, NW – 1, and NI – 1.

Sadly I have to report that I have received the resignation of the Cornwall Area President, Secretary and Treasurer. At present the Area is in abeyance, and arrangements have been made to transfer the Area funds to the central account.

8. **Increase of Membership Subs from 2009**

The Motion from the Association Committee that Membership Subscriptions should be increased as per the table in the Treasurer's Report was discussed fully.

Proposed by Irene Aston, Seconded by Rob Williamson, Carried by a Majority with 2 Members voting against.

8a. Election of Officers - Hon Treasurer

Lynn Slade had indicated her willingness to serve as Honorary Treasurer for a further term of three years if elected. Proposed: Peter Lyons, Seconded: Pete Elliston, Carried Unanimously.

9a. Announcement of Awards

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

David Cade Trophy – Viv Head

For an outstanding contribution to the OGA

Cape Horn Trophy – Fred Schotman

For an unusual one – off piece of seamanship undertaken in the normal course of ‘gaffering’

Alan Hidden Trophy – Danielle Hicks and Mandy Finch

For the best outstanding performance by a young person under 25

Janty Cup – Joanna Wolstenholme

For the best contribution to Gaffers Log by a person under 18

Gaffers Globe – Rick and Elish Wylie

For undertaking a major voyage (relative to their boat and experience)

Gaffers Tale – John Cann

For the best article entered in Gaffers Log during the year

Grumpy II – not awarded

9b. Photo Competition

Viv Head (Photo Competition Manager) thanked all who submitted the 58 entries – an excellent response to the re-launched competition. Overall the standard was very high and the photos which reached the finals were projected onto the screen.

1st in the Sailing Gaffers Category - White Moth - Robert Holden

1st in the Sailing Shots Category - Barge and Mirror at Woodbridge - Claudia Myatt

10a. Elder Gaffer

The Association Committee recommended that Dave Keller (Devon Member and ex-Area Secretary) be made an Elder Gaffer for his lifetime’s contribution to the OGA.

10b. Honorary Member

The Association Committee further recommended that Margaret Wainwright be granted Honorary Membership of the OGA.

Both motions proposed: Peter Lyons, Seconded: David Shipley, Carried Unanimously.

The Meeting closed at 20.00hrs

BALANCE SHEET AS AT 30 SEPTEMBER 2007

	2007		2006	
CURRENT ASSETS	£	£	£	£
Business Rate Tracker Account (Barclays)	1,706			11,972
60 Day Account (Standard Life)	5,839			
Bond 5.3% Maturity 04/06/08	10,000			
Bond 4.75% Maturity 08/03/07	0			
Bond 4.95% Maturity 05/12/07	<u>10,000</u>			
		27,545		26,116
Bank Current Accounts: (Barclays)	79		335	
(NatWest)	556		4,642	
Euros 530 @ £ = 1.5 Euros (Euro)	<u>353</u>		<u>119</u>	
		<u>988</u>		<u>5,096</u>
		28,533		43,184
Regalia Stocks		1,483		1,624
Debtors		1,488		1,381
		<u>31,504</u>		<u>46,189</u>
CURRENT LIABILITIES				
Creditors		0		4,161
Corporation Tax		294		138
NET CURRENT ASSETS		<u>31,210</u>		<u>41,890</u>
GENERAL FUND				
Balance from previous year		41,890		42,173
Deficit (surplus) for the year		<u>-10,680</u>		<u>-283</u>
		<u>31,210</u>		<u>41,890</u>

ADDITIONAL ASSETS - HELD BY OGA AREAS AS AT 30 SEPTEMBER 2007

These balances have been reported to the Hon. Treasurer by the Area Treasurers and do not form part of the annual accounts or audit for this financial year. Not all Areas hold OGA funds

In most Areas the balances have been submitted to Area AGMs and ratified by the local Area Members. Despite the Rules of the Association, this is not the case with all balances shown below. These balances form part of the Association's general assets.

	£
Bristol Channel	368.95
North Wales	1,021.59
Cornwall	2,935.70
Devon	1,008.00
Dublin Bay	1,015.01 € 1522.52 @ 1.5 € = £1

East Coast	1,659.00
Medway & Cinque Ports	314.19
Northern Ireland	2,427.32
Scotland	5.54
Solent	5,616.41
Trailer Section	<u>275.72</u>
	<u>16,647.43</u>

INCOME & EXPENDITURE ACCOUNT

1 OCTOBER 2006 - 30 SEPTEMBER 2007

INCOME	2007 £	2006 £
Subscriptions & Donations	24,976	24,460
Advertising Revenue - OGA Publications	2,042	2,264
Bank Interest	1,469	1,422
Insurance Commission	0	20
Merchandise Surplus/ Deficit	<u>-94</u>	<u>538</u>
	<u>28,392</u>	<u>28,704</u>

EXPENDITURE

Printing Gaffers Log	14,268	10,600
Postage Gaffers Log	0	3,157
Printing Yearbook	1,832	1,535
Postage Yearbook	0	893
Area Funding	5,824	3,679
Travel & Subsistence incl. Room Hire	6,454	4,007
Printing, Postage & Stationery General	7,560	0
Telephone	380	2,287
Website & Computer Equipment	470	903
Insurance	805	805
Donations RYA/HA/Bereavements	294	140
Photo Competition Prizes & Trophies	489	250
Bank Charges	470	343
Sundry Expenses	<u>0</u>	<u>250</u>
	<u>38,846</u>	<u>28,849</u>

Deficit for the Year before Tax	-10,454	-145
Corporation Tax	<u>-226</u>	<u>-138</u>
Deficit for the Year after Corporation Tax	<u>-10,680</u>	<u>-283</u>

OGA Trophy Report at the AGM by Sue Farrer Trophy Secretary

I am very pleased to say that all but one of the National Trophies were presented at the OGA AGM in January.

But first a reminder, please continue to send me your nominations for all the awards for 2008, the criteria of which are shown below. It is important to award these prestigious trophies in order to commend our members.

Cape Horn Trophy

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



We had two nominations for this award which were judged by Tom Cunliffe and Sam Poole. It was decided that the nomination proposed by Peter Thomas and the East Coast Area committee should go to Fred Schotman from the Netherlands. Tom said a few words before presenting the trophy, but a more detailed report can be seen elsewhere in this log. Brian Hammett accepted the award on behalf of Fred and assured us that he would present this to Fred himself on his next visit to Holland.

Tom Cunliffe presenting the Cape Horn to Brian Hammett

Alan Hidden Trophy

Awarded for "outstanding performance by a young person or persons under the age of 25 years."

For 2007 this was awarded to Danielle Gallagher and Mandy Finch of Northern Ireland. The nomination was proposed by Peter Lyons and seconded by Sue Farrer. Peter Lyons read out the proposal saying how Danielle and Mandy were so dedicated to their sailing that they travel for 2 1/2hrs every weekend to work, and stay, on their little boat *Ceol Mara*, a 16ft. schooner built by Danielle's grandfather Michael Hicks. Steve Clarkson accepted the award on behalf of Danielle and Mandy.

Irene Aston accepting the Alan Hidden Trophy on behalf of Danielle and Mandy



Janty Cup

The Janty Cup was presented to the Association by George and Brenda Jago and is to be presented to a person under the age of 18 who has contributed the best article to Gaffers Log during the year.



Sue presenting Joanna Wolstenholme with the Janty Cup

The Janty Cup this year went to Joanna Wolstenholme and in the absence of George and Brenda, Sue Farrer presented it to Joanna together with book tokens to the value of £30. Joanna's article was published in the December 2007 Gaffers Log.

All parents please encourage your children to enter for this award they too can be as excited as Joanna was this year.

Gaffers Globe



Stevie Clarkson accepting the Gaffers Globe Trophy on behalf of Rick and Elish

It was decided to change the criteria slightly for this award which is now awarded to a member who has undertaken a major voyage (relative to their boat and experience) during the current year.

It was also decided that since the death of Jon Wainwright, who instigated the two new trophies for the Sailing Sub-committee, that the following wording be added to the Globe "Instigated by Jon Wainwright as Chair of the Sailing Sub-Committee".

The award goes to Rick and Elish Wylie members of NIOGA who crossed the Atlantic and back in "Granuaile" a boat built by themselves.. They left the Cape Verdes at the end of December 2006 and were back for the Northern Ireland Ardglass Regatta at the end of August 2007. They visited many islands including Grenada, Tobago Cays, St. Vincent, St. Lucia, Martinique, Dominica, Guadeloupe, Nevis, St. Kitts, St. Barts with the last stop being Antigua before returning home to Northern Ireland. Stevie Clarkson accepted the award on their behalf.

Gaffers Tales

Again it was decided to alter the criteria for this award to be "Awarded for the best article entered in Gaffers Log during the year." This was to be judged by Phil Slade as editor of the log.

Phil decided that the award should go to a member of Medway and Cinque Ports for his amusing article in the March 2007 Gaffers Log entitled "Oyster Dredging for Beginners".

person and his boat called "Vivid" took part in an event entitled "Oyster Match". This activity took up the whole of his day and one paragraph in the article reads: "Examine bucket. What only six oysters! All that effort for six oysters!! Discount the idea of becoming a full time dredgerman."

The winner caught 80 oysters and in John's own words "they must have cheated"!



The award goes to John Cann who was there to accept the trophy.

Sue presenting John Cann with the Gaffers Tales

David Cade Memorial Trophy

This is awarded by members of the GMC to a person who in the opinion of the GMC has given the most outstanding contribution to the Association during the year.

As well as his work as Area secretary for Bristol Channel but also in his capacity as the new organiser of the Photographic Competition the award goes to Viv Head.



Sue presenting Viv Head with the David Cade Memorial Trophy

Grumpy II Cups

Awarded to a skipper and **young** crew for an outstanding sailing achievement during the year.

Sadly we were unable to award these cups this time but hopefully the nominations will come flooding in during 2008.

Sue Farrer
Trophy Secretary

OGA Photo Competition Proves a Great Success! New 'Under 18 Category' Introduced for 2008

A total of sixty images from nineteen different members were received by the closing date on the first of December. This was an excellent number of entries, particularly since the competition was only re-launched in September and especially because the standard of entries was very good- quite a number of photos were truly exceptional. All the finalists were shown on the website but were deliberately kept anonymous to ensure impartiality.



*'Viv's little granddaughter
Bethan advertising the
new under 18's class'*

Judging was done by a panel of four and was broadly based on three criteria-

- Composition of the photo
- The Degree of difficulty in taking the shot
- The 'Wow' factor

It was a democratic judging process which resulted in a wide spread of choices for the top three in each category. This just underlines that there were a lot of good quality photographs sent in. Inevitably, it also meant that some very good photos sadly failed to make the prize list.

I would like to thank all those who submitted entries and commiserate with those who were unlucky not to win a prize. Hopefully, the tables can be turned this year- the 2008 competition is now open! And don't forget there will be an additional category next year for under eighteens- one prize of £40 for any OGA related sailing subject. As before, entrants must be family or crew on an OGA member.

Full Results Are:

Sailing Gaffers Category

First	White Moth, Robert Holden
Second	Swallow, Andrew Wolstenholme
Third	Mid Channel on OGA Rally, Mark Woodhouse
HC	Crossing Tacks, Michael Warren
HC	Reefers, Stephen Clarkson
HC	Character boats, Barry Healas

Sailing Shots Category

First	Barge and Mirror at Woodbridge, Claudia Myatt
Second	Joanna in Coot, Andrew Wolstenholme
Third	Emerald Anchored Loch Goil, Roger Clarke
HC	Running Repairs to Jib Aboard Emanuel, Jan Holden
HC	An Early Start, Beth Hansen
HC	Blue, Anna Masters (aged 14)

Viv Head

Photo Competition Manager

(HC = highly commended)

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The Cape Horn Trophy 2007

by Tom Cunliffe and Sam Poole

This was awarded in 2007 to Dutch gaffer Fred Schotman for his thoroughly seamanlike conduct following the untimely death of Jon Wainwright aboard *Reynardine*, in the North Sea last summer.

The judges feel his full statement of events is of sufficient importance to merit publication in the Gaffers Log.

It was written for the Dutch OGA Newsletter and published in their September 2007 issue. We are grateful to Molly Vingerhoets for her excellent translation.

Fred's *Raven* was nearby while all the action took place. In the account, Fred asks himself whether in these circumstances the right decisions were made, or would there have been better options. This in itself is the action of a proper seaman, reconsidering at leisure the actions taken in a crisis, to discover any lessons that can be learned.

Fred Schotman

What would you do if someone falls overboard, if your mast breaks suddenly, if somebody is seriously injured? We all talk about it, and then all of a sudden it happens to you, as it did to the crew aboard *Reynardine*.

Skipper Jon Wainwright suddenly suffers a heart attack, leaving his two companions in awe. Desperate and bewildered. It's difficult to place oneself in their position when one is not at the spot, but *Raven* was very close by. We had passed *Reynardine* in the middle of the moonlit night hardly an hour earlier, Fred said.

In order to make sure who we were passing we had come pretty close.

'Hey, Jon, is that you?' With his famous roaring laughter he answered, 'Yes, Fred. Wonderful night isn't it?'

Then, after having rounded the 'virtual' mark of the passage race, *Reynardine* suddenly rushes ahead, all sails set, engine full speed. Crew shouting at us. 'Jon had had a heart attack.'

Perplexity

Dismay aboard *Raven* as well. Numbed, we asked ourselves: 'What now?' For us the race was over, that was for sure. But, what can we do? Can we be of any assistance? How severe was the attack? We got the impression Jon's crew didn't know what to do either. *Reynardine* was going around in circles, one moment on the port tack, next over starboard, then with all sails flapping in the wind. We tried to contact them, but because of the wild manoeuvres we could not get near enough.

Failure of VHF contact

As it was impossible to contact them either by shouting or by VHF we decided to send a PANPAN. Strangely enough there was no reaction whatsoever. We were right in the middle of the shipping lane. No one answered. Then we transmitted a Mayday. It was *Vashti* who

responded. What could we say but: 'Jon has had a heart attack, *Raven* will stay near and stand by.' After this *Vashti* could tell us the rescue helicopter was to fly over from England and a warning had gone out to all nearby traffic. We were able to shout out to *Reynardine* that the helicopter was due in about 45 minutes.

Sails down

As I asked myself before: What could one do, what went wrong, what should one have done (better)?

These remarks are not meant to blame anyone involved. Imagine the situation! Then try to act properly. *Reynardine*'s lack of a steady course made it very difficult for *Raven* to be of any assistance, and it must have been quite confusing for the freighters as well. I can imagine the crew were busy just looking after their skipper without having any attention left for the boat. All of a sudden they must have decided to drop all the sails, which made the boat's movements rather uncontrollable. In this situation heaving to would have been so much quieter for everybody.

Unconscious decisions

As we weren't sure whether Jon's crew were able to navigate at all, we offered to sail ahead of *Reynardine* so that they could follow us. They agreed and so we headed for Holland.

On second thoughts, I've asked myself why I sailed on to Holland instead of back to England. It was probably an unconscious decision. By doing this we had to stay much longer in the shipping lane, but sailing back to England meant a long windward tacking course and convoying another yacht is easier on a run.

VHF contact with Dutch coast guard was maintained by relay through *Vashti*. Dutch coast guard advised us to stay in position which I did not agree to. For *Reynardine* it was better and quieter to move on and use the engine. We tried to make them set some sail in order to better stabilize the boat but there was no reaction.

Helicopter

Via *Vashti* we gave our position, course and speed, so that meeting up with the helicopter would be as quick as possible. After a long while the helicopter made radio contact with *Raven* asking us to signal with our top light. We explained that it was the two-master that needed help and not the *Raven*. It is with deep respect that I recall the way they succeeded in bringing their man on board *Reynardine* in the lumpy sea and in pitch dark as well.

We were asked to keep our distance. Therefore I could not see whether Jon was taken with them or not. By later VHF contact we learned that Jon was 'beyond medical assistance' and was to be left aboard. We advised *Vashti* that we were continuing our sad voyage with *Reynardine* in our wake.

Stubborn

A couple of hours later we saw *Reynardine* drop astern. On returning we understood the

engine had stopped. Via *Raven's* VHF we could by now reach Dutch coast guard to explain the problem. They were sending their rescue boat out to meet up with us.

Little consideration

After a while we saw the rescue-boat *Koopmansdank*. By VHF I proposed to go on towing so that *Reynardine* would stay on course. 'Very well', they answered. That was all they said. No further communication was offered.

The first rescue crew to step on board *Reynardine* was a woman. Well done. Bravo! As the second tried there was a hard clash with *Reynardine* which must have caused damage. From then on the *Koopmansdank* took over. After a few miles the line broke and they had to make fast around the mast again. In my opinion the 8 knots with which they headed forward was much too fast. This was obvious when looking at the mast which by this time was half through. Also *Reynardine* was making a lot of water by now. A second rescue-boat had to arrive with a stronger pump to bring *Reynardine* into Roompot haven.

Heaving to

My conclusion is that the art of heaving to is very important for any yachtsman. It calms both crew and ship, it gives the crew time to think and consider, and it makes any rescue work a lot easier. Always try to make radio contact by VHF with the coast guard and surrounding ships in order to prevent confusing situations.

Fred Schotman, August 2007, aboard Raven.

Judges' comments:

1. Fred is a clearly every inch a seaman – a seaman with a good sense of proportion and modesty.
2. His account is heartfelt but it is also chilling. Chilling, because most of us know that this could be us. Deep down we also know that we never will be 100% prepared. Heartfelt, because the account is so human. A larger than life person known to so many, suddenly dead. No reaction to a PAN-PAN, yet reaction to a MAYDAY. Why?
3. We feel certain that the luckless, lonely crew left on *Reynardine* would be the first to say a huge 'Thank you' to *Raven*. Her continuing presence must have been pivotal to the whole success and outcome of the voyage.
4. One is reluctant to disagree with the experienced professionals involved, but, on reading this account, both of us find ourselves in agreement with Fred with respect to:
 - a) Maintaining a straight and constant downwind course which he could TX to all and sundry.
 - b) The tow speed of *Koopmansdank* was too high and potentially dangerous. This is by no means unusual. Rescue vessels frequently tow small boats with short waterline lengths too fast.
 - c) His conclusion that on many, many occasions which require time out for thinking, reacting, planning and acting, heaving to immediately is the best advice. We should all practise it frequently.

We believe that Fred is indeed worthy of the prize and should receive it with the heartfelt and sober thanks of the whole Association.

Tom Cunliffe and Sam Poole

A further extract from the log of Lieutenant Michael Barne by Richard Meynell

Readers may remember an article in the June 2007 edition of GL taken from the log of the first voyage undertaken by Lieutenant Michael Barne in command of his gaff rigged yacht Lona II in 1907. The following extract has come to light of another voyage from Felixstowe Dock to Woodbridge in July of that year.

In the morning I sailed from Felixstowe Dock, where I had anchored for the night, and arrived off the entrance to Bawdsey Haven, into which I had never before been, at about midday.

Scorning the assistance of a pilot, I thought to sail in without misadventure, by following what I took to be the channel, from the absence of breaking seas, the breeze being moderate, and blowing right in. Alas, my pride met its speedy reward, and I grounded and commenced working about in the shingle on the bar, but not bumping very badly, for which last mercy I was thankful.

The tide was flowing, so I laid the anchor out in what I discovered to be the proper channel, a few fathoms to the Northward of the place I had chosen. This proceeding was not unaccompanied by incident. Upon first grounding, I had made the dinghy fast under the bowsprit, as the yacht's stern had been to seaward, which had caused the dinghy to swing alongside and bump with the swell.

When I got on the bowsprit to get into the dinghy, I first cast off the painter and threw it into the boat, intending to follow it immediately. This last portion of my plan was frustrated, through the seat of my trousers having become firmly caught on the hook of the jib outhaul. Upon attempting, therefore, to leap into the dinghy, I found myself suspended in space and above the limpid waves by the seat of my nether garments. The dinghy meanwhile began to drift rapidly in over the bar, toward the haven being impelled by wind and tide. There was but one thing to do, and I did it, this was to struggle for my knife which was in my trousers pocket and cut away that portion of those garments by which I was attached to the bowsprit. I lost little time in cutting it away and when I had dropped into the sea I soon regained the truant dinghy. After some time, during which the yacht seemed to be set by the tide higher and higher up the knoll, she eventually swung to her anchor and I managed to sail in over the bar. I sailed successfully up to Woodbridge that evening carrying the jackyard topsail and the flood tide all the way, and on arrival there, having stowed up I landed and walked to Melton where I had supper with Lieutenant G Crispin and his sister.

My misadventures were a topic of jovial discussion over our glass of port that evening!

Richard Meynell – A more recent owner of *Lona II*



Thomas Telford's 250th birthday by Graham Panes



Rose reefing the main in the lee of Puffin Island off Anglesey. Photo Eva Roberts (Young gaffer aboard Vilma).

This year saw the 250th anniversary of the birth of one of the world's greatest civil engineers, Thomas Telford (b.1757), and on a wet and windy day in August 2007 two boats owned by NWa Area members, the topsail schooner 'Vilma' and the nobby 'Rose', left Conwy harbour on the North Wales coast on passage to the town of Menai Bridge, in the Menai Strait, as part of the national celebrations. *Vilma* was carrying a party of delegates representing Conwy with a message of congratulations and a special Thomas Telford birthday card selected from a competition for Conwy's schoolchildren. The delegates were led by the Mayor of Conwy, Councillor. Helen Roberts, and included representatives for Saint John Ambulance and Sea Cadets, schoolchildren and other dignitaries. The card was presented to the Mayor of Menai Bridge who responded with a similar gifts for the town of Conwy and, what was most appreciated by the boats' crews, a splendid buffet for all involved. Despite heavy rain it had been an exhilarating sail in a stiff south westerly, with a broad reach out of Conwy Bay when the crew of *Rose* then took advantage of the lee of Puffin Island to reef down and prepare for the bracing beat to windward along the Menai Strait.

Both Conwy and Menai Bridge have spectacular suspension bridges constructed by Telford and opened to traffic in 1826, the Conwy bridge spanning the river Conwy to enter the town through its 12th century town walls and castle, and the Menai bridge linking the Isle of Anglesey (Ynys Môn) with the mainland over the picturesque but formidable Menai Strait. Both bridges were over navigable waterways and replaced small ferries that previously carried foot passengers and all manner of goods and livestock. The two bridges formed part of Telford's contract to improve the A 5 road which ran from London's Charing Cross to Holyhead and the ferry to Ireland.



*Vilma awaiting her 'Telford' party at Conwy.
Photo Eva Roberts.*

'Vilma' is a Danish kotter, built in 1934 as a sailing fishing boat which was eventually converted to power but then restored to sail by her present owner and NWA Area President, Scott Metcalfe who designed and built her new rig based on a Welsh topsail slate schooner, typical of the vessels which once sailed from the ports of north Wales. 'Rose', which accompanied 'Vilma' in the role of a packet boat is a nobby (Morecambe Bay Prawner), built in 1893 by Crossfields in Arnside, Cumbria, one of the leading shipbuilders of this type of vessel, and who subsequently moved their yard to Conwy, where there was a high demand for their boats. On the day she was sailed by her owner, Graham Panes, assisted by another nobby owner, Adrian Farey and his son Fred.

Graham Panes



Tir na n'Og of Howth stands out to meet Sea Stallion

A short narrative for the Gaffers Log, about the amazing Viking Longship's voyage to Dublin, and our own brief adventure in 'Tir na n'Og of Howth' in welcoming her into Dublin Bay after her 1400 nautical miles voyage from her home port in Roskilde, Norway.

'Havhengsten fra Glendalough' (Sea Stallion of Glendalough) as the archaeologists named her, is a Viking Longship replica built between 2000 and 2004, using original methods and tools, from data gathered during the painstaking research done on the remains of three Viking Longships which were scuttled, to block the entrance to Soslunde Fjord. Skuldeve 1, 2 and 3 were forensically examined over many years, and the largest Longship, Skuldeve 3 was found to be built of oak, felled in Glendalough, Co. Wicklow, near Dublin. She is reckoned to be the largest Viking Longship ever built, at 30 m Loa. So accurate is the science of timber-dating Dendrochronology, that the archaeologists could state that the oak for Sea Stallion was cut down in the Glendalough forest, during the summer of 1042.

The earliest Viking Longship raiders had found a 'Black Pool' they call 'Dubh Linn', (45 yrs earlier) at the mouth of the river we now call the Liffey, around AD 997. By 1042 they had their own King in Dublin, and were well on their way to being converted to Christianity, and become wholly Irish.

I was mulling over all this as I walked down Dun Laoghaire Marina, to Tir na n'Og of Howth, my Heard 28 Gaff Cutter, on the morning that the Sea Stallion was due in Dublin Bay. On this exciting occasion, I had a family crew, (three generations, from 80 to 10 yrs young) old friends from Germany, who were very excited indeed, at the prospect of sailing out to greet the Sea Stallion.

The family Hampp quickly jumped aboard, and while the engine was warming up, we folded sailcovers, and stowed vittles, plus liquid sustenance for the day. With bowsprit lowered, jib and mainsail hoisted, and dressed overall with our large flag set hoisted, plus OGA burgee flying, we quickly left our berth, and cleared the harbour mouth, heading for the Baily lighthouse at the North East edge of Dublin Bay. The Staysail was unreefed on the furler, I shut down the engine, and gently heeling to the F3 wind, we adjusted our course and sail trim. This is the Life! I thought as I handed the tiller to Evi Hampp. Bright skies, good wind and moderate swell in the Bay today.

As we neared the Baily, we saw her for the first time, and I had a first exciting view of what must have been a fearful sight for my ancestors in AD 1000. A very long, lean, powerful and sinuous Longship, with that terrible Dragons head at the prow, sailing much more quickly than I had imagined she could, with a well-proportioned, colourful, and vertically panelled squaresail, powering her along at a most impressive speed.

The Sea Stallion quickly approached, and to our delight, her crew gave us a mighty cheer, as they swept by at 11 knots. We turned to follow her, but stood no chance of catching her, and soon turned off on a course to intercept her when she wore around. The Sea Stallion was a bit early for her appointments with the World media in Dublin Port, so she ranged up and across the Bay several times, threading through a significant flotilla of welcoming boats, before she finally headed for the Port entrance.

We all followed her, eagerly jostling for the Flotilla lead position, which I had for a moment, before a large powerboat deftly manoeuvred ahead of us, to angry mutters from my crew.

No matter, we still had a great view as Sea Stallion smoothly dropped her powerful, curved squaresail, and her 60 oars threaded through her topsides in impressive unison. Like a well-drilled Admirals Barge, the Viking crew rowed in perfect order, all oars dipping into the Bay, and lifting smoothly back out, in a perfect arc, to dip back in again, in perfect order, propelling the Longship swiftly into Dublin Port.

Ships hooted their sirens as she passed them, cars blew their horns, and our little flotilla responded with foghorns of varying bass & treble. It became very exciting, and I had to work quite hard to restrain my bowsprit, which was all too eagerly attempting to fashion a brand new porthole in the motorboats stern, to the delight of the younger Hampps.

I didn't wish to, but it was time to reduce sail, so the staysail was furled, the diesel fired up, and forward engaged in very low revolutions. The Lifting roadbridge smoothly raised, and Sea Stallion surged smoothly forward now, to a quickened pace from her oarsmen and women, and headed to her special pontoon, very near the beautiful, spidery, pedestrian bridge.

It was time to back off from our mischievous darts at the motorboat stern, and relieve her by now very nervous Skipper, so we peeled off to Port, readied our largest fenders and warps, and made fast to the quayside, just outside my partner's office building.

In a moment Vivienne had joined us, then Marcus in his Shipman 29, who had Danish friends aboard, who had flown from Denmark to see the Stallion complete her odyssey.

Fortunately, we had enough vittles to feed both crews and Vivienne, and some corks were

removed, which instantly became totally redundant, and never, ever, returned to their bottles, that day, or any other day for that matter.

Meanwhile, the Stallion's Skipper and crew were enjoying the adulation which they richly deserved. The good people of Dublin found their collective voice, and heartily cheered them, and the wonderful Number 1. Army Band played suitably heroic and stirring music.

Dignitaries, Mayors and Government Ministers, jostled each other for the best photo opportunities, and suitably sincere welcomes were dispensed, with the media technology working overtime, with good TV airtime, 'put in the can'.

It was a very exciting occasion indeed, and as we later called into the splendidly located, and very welcoming, Poolbeg Marina, on our way out of Dublin Port, (for a quick sip or two, with DBOGA friends) we were all quite adrenalin rich, and blissfully happy, and content. It had been a wonderfully, exciting day!



Sea Stallion of Glendalough

This year, our good friends in other OGA Areas can share my experience with the 'Sea Stallion of Glendalough'. We have arranged our 2008 Dublin Bay Traditional Boat Rally to coincide with her return to sea, on her 1400 nautical mile voyage home to Roskilde, on June 29th. Our Rally will be held this year at the Poolbeg Yacht Club Marina, situated on the historic Liffey, near to the heart of Dublin Town, from June 27 to June 29th. Email now to ensure your Dublin Bay Traditional Boat Rally place seanwalsha@yahoo.ie or telephone 00 3531 2833174.

You will certainly enjoy a traditional Dublin 'Cead Mile Failte', at Poolbeg YC. (a Hundred, Thousand Welcomes to you).

Sean Walsh - Area Secretary DBOGA

OGA and Other Traditional Boat Events 2008

Month	Area	Event	Contact	Tel or E-Mail:
March				
8	BC	AGM of the Bristol Channel Area OGA – Cardiff Bay YC	Phil Slade	01749 330046
8	EC	Annual Dinner at Royal Burnham YC	Pete Elliston	01206 391870
9	BC	Cardiff Bay Jumble and Sail round the Bay	Susanne Newbold	029 20 631166 (Wk)
15	NL	AGM of the Netherlands OGA	Joachim V Houweninge	0031 654 340575
16	NI	St. Patrick's Night – Hollywood SC	Gary Lyons	07828 722934
19	DB	Poolbeg YC – INFOMAR – the National Seabed Survey continues – Sean Cullen	Tim Magennis	00 353 1285 5835
21-24	EC	Easter Rally – RHYC, River Orwell	Brian Hammett	01473 231066
28	DEV	Fitting Out Supper and After Dinner talk by Tom Cunliffe	Elsbeth Macfarlane	01548 857559
28	EC	Sail Making demonstration – James Lawrence Sails	Pete Elliston	01206 391870
April				
3	NI	Boat Jumble – Carrickfergus SC 10am.	Gary Lyons	07828 722934
5	NWADay	Trip on Vilma	Sue Farrer	01270 874174
11	MCP	AGM / Dinner – The Anchor, Faversham – 7.00pm	Jan Holden	01843 582997
16 (prov.)	DB	Poolbeg YC – the West's Awake (in Galway) – Enda O'Coineen	Tim Magennis	00 353 1285 5835
23		Beaulieu Boat Jumble		
May				
TBA	DEV	Brixham Classics	Elsbeth Macfarlane	01548 857559
2	DB	Sail in Company from Poolbeg YC to Peel	Derek Harris	00 353 1 8395161
3-4	NL	Spring Regatta	Joachim V Houweninge	0031 654 340575
3-5	EC	Foulness Rally – River Roach	Trevor Rawlinson	01621 783969
3-5	BC	Pilot Cutter W/end – (Celtic Maritime Connections) - Milford	Richard James	01646 696371
3-5		Welsh Boat Show - Carmarthen		
11-12	NL	Frisian Islands Regatta	Joachim V Houweninge	0031 654 340575
17-18	TRA	Clywedog SC Nr Llanidloes, mid Wales	Mike Stevens	01792 297445
23-25	SCO	Campbeltown Classics & Distillery Visit	Gordon Garman	01700 505617

OGA and Other Traditional Boat Events 2008

24-25	TRA	Lechlade, Traditional Boating on the Thames	Mike Stevens	01792 297445
24-26	EC	Crouch Rally – N Fambridge	Trevor Rawlinson	01621 783969
30 – 1 June	SOL	Yarmouth Old Gaffers Festival	Dick and Pat Dawson	01983 760655
30	DB	Sail in Company from Poolbeg YC to Carlingford	Derek Harris	00 353 1 8395161

June

TBA	BC	OGA at the Bay (Cardiff)	Susanne Newbold	029 20 631166 (Wk)
6-8	NI	Carrick Classic Regatta - Carrickfergus	Gary Lyons	07828 722934
6-8	TRA	Beale Park Traditional Boat Show	Mike Stevens Sue Farrer	01792 297445 01270 874174
13-15	TRA	Ullswater OGA Trailer Section Rally, Glenridding SC	Mike Stevens Barry Healas	01792 297445 01524 276258
14	EC	RHS Rally – Holbrook – R. Stour	Mike Robertson	01473 327115
18-25	ALL	Seafair Haven, Milford Haven	Perry Crickmere	01437 541201
20-23	EC	East Coast Race – Brightlingsea – R Colne	Richard Giles	01206 308420
21	ALL	Round Lundy Island Race – Ilfracombe YC	Neil Johnstone	01769 540378
21-22	NL	Midsummer's Night Sail	Joachim V Houwenenge	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
27-29	DB	DBOGA Rally – Poolbeg YC – inc. sail out with Sea Stallion of Glendalough	Sean Walsh	00 353 1 2833174
28	DEV	Start Bay Race	Elsbeth Macfarlane	01548 857559

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 - Walton	Tessa Hodgkinson	01629 540601
9-10	SCO & ALL	Cruise in company to Brest – Scilly Isles - Brest	Gordon Garman	01700 505617

OGA and Other Traditional Boat Events 2008

11-17	ALL Brest 2008 International Maritime Festival		www.brest2008.fr
24	SOL RVYC Wooton IOW, 1908 Olympic Metre Boats 100th Anniversary	Jessica Warren	01962 712529
26-27	SOL Marchwood Rally	Jessica Warren	01962 712529
25-27	NWa Holyhead Maritime & Leisure Festival	Sue Farrer	01270 874174

August

1	DB Sail in Company from Poolbeg YC to Caernarvon	Derek Harris	00 353 1 8395161
1-3	BC Bristol Harbour Festival	Bristol Harbour Authority	
1-3	IOM Peel Weekend – Isle of Man – Peel SC	Mike Clark	mikeclark@manx.net
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
2	NWa Telford Race for Gaffers & Classic Boats - Conwy	Tony Mead - Harbourmaster	01492 596253
3-4	SOL 3 Creeks Race	Jessica Warren	01962 712529
3	NWa Nobbies, Gaffers & Classics Race - Conwy	Tony Mead - Harbourmaster	01492 596253
5	NWa OGA Race - Conwy	Tony Mead - Harbourmaster	01492 596253
9-10	SOL 5th Poole Harbour Wooden Boat Meet – Poole YC (incl. trailers)	Graham Stansfield	01202 880331
9	MCP Swale Match	Lena Reekie	01795 530309
10	MCP MCP Annual Race to Queenborough	Jan Holden	01843 582997
10	NWa Nobbies, Gaffers & Classics Race - Conwy	Tony Mead - Harbourmaster	01492 596253
10-15	BC Instow Open Week – North Devon YC	Chris Evans	01237 423220
16-17	TRA Clywedog SC Nr Llanidloes, mid Wales	Mike Stevens	01792 297445
16-24	EC East Coast Classics Cruise, Orwell, Stour & Deben	Peter Thomas	01473 832808
23-24	SOL 50th Solent Area OGA Annual Race and Rally	Jessica Warren	01962 712529
23-24	SOL Bursledon Regatta	Jessica Warren	01962 712529
23-24	BC Cardiff Harbour Festival – Cardiff Harbour Authority	Susanne Newbold	029 20 631166 (Wk)
29-31	NI Ardglass	Gary Lyons	07828 722934
29-31	NWa Gaffers at Holyhead	Sue Farrer	01270 874174

OGA and Other Traditional Boat Events 2008

30 BC The Holms Race – Portishead Cruising Club John Maxwell 07710 527502

September

6 NL Dinghy Sailing
including the Melee Cup Joachim V Houweninge 0031 654 340575

12-14 TRA Ullswater OGA Trailer Section Rally,
Glenridding SC Mike Stevens Barry Healas 01792 297445 01524 276258

13 EC Maldon Town Regatta - R Blackwater Peter Maynard 01621 852808

13-14 BC Cock o' the Bristol Channel Race – Barry YC John Cochrane 01933 878521

27-28 NL Close of Season Sailing Event Joachim V Houweninge 0031 654 340575

27-28 SOL Centenary Chase - Yarmouth Jessica Warren 01962 712529

October

TBA BC OGA at the Bay (Cardiff) Susanne Newbold 029 20 631166 (Wk)

18-19 NL Rik Homan Sailing Race Reeuwijk Joachim V Houweninge 0031 654 340575

November

15 EC ECOGA AGM Pete Elliston 01206 391870

21 NI NIOGA Dinner RNYC Gary Lyons 07828 722934



Joanna in Coot by Andrew Wolstenholme. Second prize OGA Photographic Competition Sailing Shots Section

Dear Phil

Re 'Mine is bigger than yours', or Julia Kieft's gauntlet is picked up by Nick Miller – OGA Boat Register

The Netherlands Area report in the December Log reported a very gratifying growth rate for a new section, and gave us all a flavour of the vital statistics of their fleet. Julia then put us on our mettle by concluding "I say, we have the biggest..."

So, a half hour trawling through the database on the trusty PC and we find that Devon has the longest at 85 foot. Then I started to dig deeper. Julia was also discussing an interest in steel and iron, of which we have a few, seven of iron and thirty-three of steel. Seven of these are Wylo Class boats whilst one, *Coryphee* featured in the Log a few years ago as she is one of the very few boats to have a riveted galvanised steel hull, built in 1896 at Wivenhoe.

Now for some superlatives, all the "...est's". The oldest on our Register is *Boadacia*, the Essex Smack of 1808 rebuilt by Mr Frost. The shortest is *Little Nelly* at 7' 2", whilst the narrowest is a replica Rustons canoe built of clinker ply. She is not the most slender though, that probably goes to *Yankee Jack*, a Bristol Channel Flatner from Watchet at 4 foot beam on 20 foot length.

Possibly the most "rotund" is *Hirondelle*, a Channel Islands fishing boat of 1904 at 6' 6" beam on 16' 4" long and 3' draft. The beamiest may be *Cat a Tonic*, a catboat of 5' 81/2" beam on 12' length, a ratio of 2.1 length to beam.

Now for a trawl around the Areas:

Nick Miller

Area	Oldest	Shortest	Longest
Conway N Wales	1893	9'	38'
Cornwall	1886	12' 5"	53' 6"
Dublin Bay	1884	21'	80'
Devon	1860	12'	85'
East Coast	1808	10'	60'
Medway Cinque Ports	1844	12'	42'
North East	1899	14' 6"	34' 4"
Netherlands	1846	16'	71' 10"
Northern Ireland	1875	14'	45'
North west	1860	14'	40' 3"
Scotland	1886	14'	48' 9"
Solent	1860	10'	77'

OGA Boat Register

Dear Mrs Slade (Sent to Lynn Slade Hon Treasurer)

I was pleased to receive your letter in the Gaffers Log. The expense involved of sending me the magazine has been a concern to me for some years and I did write some 18 months ago suggesting that one edition per year would be sufficient and cut down the cost of postage.

Although you replied that as an Elder Gaffer I was entitled to receive the Log, I was still a little embarrassed, although I can add that my copy of the log is passed on to our Commodore after I have read it. I am happy to accept any decision you or your Officers make on this matter.

Our family boat *Ranger* competes about 40 times a year and I always fly your flag from the starboard shrouds, also of course, I proudly have your stickers on my car's back window.

Good sailing

Bill Gale

Ed's Comment: Bill it is always a pleasure to mail you your copy of the Gaffers Log and this will continue. Thanks for your news from down under which is always appreciated. And a thought for Sam, if there is a good article to be had about the rebuild of Malaka send it on for a future edition of Gaffers Log.

Dear Phil

Jolly Old Gaffers- a tribute

The recent very sad death of Jon Wainwright on his boat at sea en route to Holland opened up a flood gate of memories from the past.

My life with Old Gaffers, boats and people, began in 1971. Martin kept *Privateer* on a half tide mooring at Tollesbury for a very reasonable fee of £20 per annum and this is where I first encountered Jon and family with *Deva*. There were many wonderful Old Gaffers' races starting from Stone and the super Heineken Rally when the fleet flew over to Holland in a steady Force 6 bravely following the novel navigational aid of Heineken beer cans and arriving unexpectedly early on the Dutch side in about 16 hours.

Jon was one of the jolliest and most hard working Old Gaffers I ever met and I realised what a huge contribution he made to the OGA. It was tremendous fun publishing *Only So Many Tides* which revealed more humour and evidence of great seamanship as well.

I was very delighted that John Leather asked me to redo *The Salty Shore* in paperback as this so accurately captured the atmosphere, boats, and characters of the Blackwater that I so enjoyed in 25 years of sailing on *Privateer* now lovingly restored and owned by Nick Relf and kept at Hollow Shore. The skills and seamanship of the Blackwater sailors and fishermen shine through every page.

There has been a most welcome development as I have just met Reuben Frost who has republished *Boadicea*, and the boat, to my mind, the best exhibit at Excel, and destined, as a remarkable 200 years Old Gaffer, for a trip to Brest this year. His grandfather Mike Frost took on *Boadicea* in 1938 and kept her close to *Privateer* at Tollesbury after his long and loving restoration of ten years. I clearly remember Mike trawling under sail and the rather sudden departure in the middle of a dark night when he hauled up his 2 mooring anchors and took off.

Hats off to all 'Old Gaffers' and long may their traditions and the OGA continue to flourish.

Patricia Eve

Bristol Channel

Making Mischief in Bristol

One night in November a number of BC Area members attended a Tilman Evening at Cardiff Bay Yacht Club. It was presented by John Mead, the club's president, whose career as a television producer spanned several decades. Two full length television videos were shown, the first honoured the extraordinary life of Bill Tilman, soldier, mountaineer, sailor and explorer. The second video showed the annual Three Peaks Race where sailors and fell runners combine skill and doggedness to race from Barmouth in Wales to Fort William in Scotland, scaling the three highest peaks of Snowdon, Scarfell and Ben Nevis along the way. It is a race conceived by Bill Tilman as the ultimate challenge in his ethos of 'sailing to climb'. Tilman was a man whose determination and single-mindedness knew no bounds. An irascible character, he thrived on hardship and privation, consequently always having difficulty getting crew for his trips. He once famously put an advert in *The Times*- "Hand wanted for long voyage in small boat. No pay, no prospects, not much pleasure." He had dozens of replies including many from women. Truth to tell though, not many people sailed with Tilman twice. In all, he sailed three Bristol Channel pilot cutters to remote corners of the world and the best loved of these was *Mischief*. She had been built in 1906 by Thomas Baker in Cardiff for her owner William Morgan, known to one and all as 'Billie Mischief'.

That evening in the yacht club served also to promote and celebrate the launching of a second *Mischief*, a 45 foot near-replica of Tilman's original. This latest in a long line of famous Bristol Channel pilot cutters, designed by Ed Burnett working mostly from photographs, was built at Underfall's Yard in Bristol. She was launched on the day after the Tilman Evening, on Saturday 24th of November 2007. The new *Mischief* is going to Scotland to work on Tilman-like sailing and mountaineering charters for *Mischief Expeditions* (www.mischiefexpeditions.co.uk) A feature of the new boat is her hull, painted in a striking yellow to match that of her predecessor. Tilman's *Mischief* was indeed a brightly coloured yellow, but it wasn't always thus and there is a curious story of how it came about. On his first voyage, *Mischief* ran aground in a bay off the Magellan Straits in Tierra Del Fuego. (Tilman was not aboard at the time, he was busy making a first ever crossing on foot of the Patagonian Icecap, but it was a situation his boats would need to get used to- groundings would continue to occur with unfortunate regularity in years to come, he was that kind of sailor.) The resulting damage to the prop made the engine virtually unusable. Undeterred, Tilman sailed her up the two thousand mile coast of Chile and arranged to put her into the large floating dock at Valparaiso for repair.



Mischief at Cardiff Bay Yacht Club. Photo Ben Punter

The floating dock had an interesting story itself- it capsized and sank in 1941 with a ship inside it. The dock was later raised but not the ship which remained on the bottom. *Mischief* entered the dock in March 1956 together with three large German trawlers. She had repairs to her propeller and prop shaft, her hull cleaned and anti-fouled and her topsides repainted. The manager of the floating dock was a Mr Blatt, a Rumanian refugee who had arrived after the war. Now it so happened that Mr. Blatt was well disposed towards this British yacht and as he explained, due to some sort of slip up, the owners of the three German trawlers, recently repainted in stunning yellow, unwittingly also paid for the entire cost of repairing and repainting *Mischief*! What luck indeed, though sadly, *Mischief* eventually sank in Arctic waters off Jan Mayen Island in 1968.

On the first weekend on February, her namesake, the Bristol built *Mischief* put to sea on her sea trials. She locked through the barrage into her spiritual home at Cardiff and made a grand sight as she criss-crossed the Bay swinging her compass under sail. Her skipper was pleased to welcome aboard anyone interested in having a look around this beautiful vessel. On Sunday, *Mischief* left Cardiff bound for Bristol and was last sighted pitching heavily in front of a lively F7 roaring up channel.

Viv Head BCOGA

North Wales

At long last I can report that the trip on our Area President's boat Vilma, a 50ft. Topsail Schooner, is booked for Saturday 5th April 2008. Although I am over subscribed for sailing on Vilma we are hoping that another vessel, Dreva a 40ft. gaff cutter will accompany Vilma for a sail down the Menai Straits and will be available to take passengers.

Everyone will be welcome to a party at Penrhyn in the evening where we can all yarn about the day's sailing and enjoy each other's company. Food will also be served during the evening. Come along and enjoy meeting new, and catching up with old, friends.

Our Area Newsletter Baggywrinkles

Howard Morgan asks that our members please continue forwarding articles and anything of interest to him for publication in our area newsletter. Spring issue has already been distributed and Howard hopes to produce the Summer issue around April/May. Howard can be contacted by telephone or email please ring Sue Farrer for contact details.

The area's condolences go to Mike Stevens who's wife Marlene passed away suddenly in January. Marlene was the Treasurer of the Trailer Section of the OGA and over the past 10 years has attended most trailer and our area events. Pete, I and Maxine attended the funeral on behalf of both the GMC and the North Wales area. We will all miss Marlene. Keep up your good work for the OGA Mike.

Dates for your diary

Holyhead Maritime and Leisure Festival – Friday, 25th July to Sunday, 27th July

We are inviting all gaff rigged boats to attend this festival which will take place along the harbour front in Holyhead. There will be plenty of activity ashore plus entertainment in the

evening. Our boats are needed as a spectacle on the water within the harbour. Large craft and trailer sailors will be made most welcome. No official racing for the boats is organised just bring your boat along to sail in the harbour.

For more details contact: Sue Farrer Tel. 01270-874174.

Conwy River Festival – 2nd to 10th August 2008.

This year 3 sailing events will be held within the week, on Sat. 2nd there will be the Telford Race for Gaffers & Classic Boats. As the weather has been poor for the past couple of years it has been decided to keep options open and hold two Nobby, Gaffers and Classic Races one on Sunday, 3rd August and a second on Sunday, 10th August.

The OGA race will take place on Tuesday, 5th August.

For more details please contact: Tony Mead, Harbour Master Tel. 01492-596253

Gaffers at Holyhead 2008 Friday, 29th August to Sunday, 31st August.

This is one event you cannot afford to miss. If you came last year you will know what I mean. Full packed weekend including a Mayor's reception, racing and entertainment.

For more details contact: Sue Farrer 01270-874174

Sue Farrer
Area Secretary

East Coast

With very little actual sailing to get excited about, thoughts of East Coast Area members turned to the future and the hopes and expectations of the 2008 season. At the traditional pre-Christmas committee meeting, a programme for the coming season was thrashed out, accompanied by copious amounts of mulled wine and seasonal pastries (I think there's a clause in our Area regs which demands that the beer 'kitty' must be spent by the end of the calendar year). The programme includes the usual favourites like the East Coast Race weekend in June and the week-long August Classics Cruise, not forgetting the premier event for open boat sailors, the Swallows and Amazons weekend in July. Visitors from other Areas will be very welcome, whether you come by sea or road (there are launching sites near to all the events); dates and contact details can be found on our website www.eastcoastclassics.co.uk. We can promise nearly 30 days of sailing through the year, about half-and-half cruising and racing. There are prizes to be won for the best cruising logs and, for the racers, the prestigious Felgate trophy is awarded to the consistently fastest gaffer of the year. The sailing season is bracketed as usual, by our annual dinner on 8th March at the Royal Burnham YC and the Area AGM and Social in November, plus we have a return visit to Jimmy Lawrence, the sail-makers on 29th March.

To quote the late, great Jon Wainwright, "whether you race, cruise, or are just a friend of the gaffers and want a good time, I hope the programme will suit you all".

Bernard Patrick



Ro an Mor



Charm



Moonstone



Bonify

“East Coasters”

Medway Cinque Ports Area

Following the success of MCP'S inaugural AGM, we have decided to repeat the format in 2008. The AGM will be held at the Anchor Faversham on Friday April 11th at 7pm, once the formal part of the evening is concluded Gaffers are invited to stay and enjoy one of the pub's excellent meals, and catch up with fellow members and hopefully make plans for the season.

Changes ahead

Traditionally, MNK/MCP have held the Annual Race in June and attempted (without much success) to hold a rally in August. Well this year the Committee has decided to ring the changes in an effort to encourage more Gaffers to enter the Annual Race. The very successful Swale Match, which attracts a large number of entrants (including many Gaffers) is being held on Saturday 9th August. Our Annual MCP Race will be held on the following day - Sunday 10th August when we will race round to Queenborough and enjoy a sociable evening and Prize Giving at the Queenborough Yacht Club. In this way we hope to attract those taking part in the Swale Match to stay on and join the MCP Race, and likewise Gaffers who would not normally enter the Swale Race to make a weekend of it. Gaffers wishing to 'save themselves' for the MCP Race are welcome to arrive on the Saturday just to enjoy the spectacle.

Full details will be in our Area Newsletter SEAGAFF but anyone wishing to find out more information on the Swale Match should contact Lena Reekie 01795 530309 or myself Jan Holden 01843 582997 for details of the MCP Race.

I hope to be able to report a very successful weekend and who knows we may even be able to award the Cinque Port Bell this year!

Jan Holden
Area Secretary

Solent Area

Classic Boat Trip

On December 15th. Thirty – three members braved the cold easterly winds and crossed the Solent to Newport on the IOW to visit the Classic Boat Museum. We hired the 'Jenny M' local ferry, and she took us right up the Medina on the rising tide. We were made very welcome by the Classic Boat Museum and spent a happy two hours looking at all the very interesting memorabilia they have set out, as well as a look in their working boat shed where they do all the restoration work on the boats.

Afterwards Jenny M took us back to The Folly where we warmed up and enjoyed a late lunch with some of the IOW members who joined us on the day, then back home again to the north island. It was enjoyed by all and a good start to the festive season for us.

Splicing Day.

We were fully subscribed for this day set aside to learn one or two useful skills that every



OGA splicing Day

to set me right as soon as they possibly could! On February 2nd, 2008, nineteen Solent Gaffers gathered at Ian's newly gas-heated workshop on the River Itchen to learn the finer points of whipping and splicing and to indulge in some good old gaffer chat. We found demonstration and teaching by experts to be worth more than thousands of printed words and diagrams. Under the patient and professional tutelage of Ian MacGillivray, Tom Cunliffe and Mike Warren we progressed through common and sail makers' whippings to Tom's "Gaffers' Quickie" (see his RYA Manual of Seamanship, 2006 available in all splendid bookshops) and then to using palms and needles. Fortified with an excellent bangers and mash pub lunch



Experts

Jessica Warren
Area Secretary

gaffer should know. Ian MacGillivray cleared out his boatshed and welcomed 19 volunteers to be spliced and tied up in knots. Marion Shirley, as well as preparing some vittles for the occasion found time to take notes for me.

'One thing that impresses me about sailors is how keen they are to help one another; so when our topping lift broke on the way to Yarmouth in June last year and I panicked about an eye splice I just knew they would organise a Splicing Day



Burning Off

we returned to make eye-splices in three-strand rope and then added hard eyes before watching John Lowrie and Mike demonstrate working with wire. We will all be on the look out for newly confident whippers and splicers in the Solent this summer.'

Out thanks go to Ian and to Tom for sharing their knowledge and providing the venue to make this so successful

Northern Ireland

Howdy Gaffers!

Normally Ardglass is the last sailing event on the NIOGA list; but last year, a small deputation consisting of Stephen Clarkson, Alan Aston, myself, Mandy and a friend of Stephen's sailed over on Morna to the North Wales Holyhead Regatta. That was another excellent weekend, and has been reported already, so it just behoves me to thank all the organizers for what was a grand time. Hopefully we'll all be back next year. (Also thanks to Stephen for the pleasure of letting us crew for him. Hopefully Morna will be returning to her real Bangor home soon.)

The beginning of November saw our Annual Arts and Craft fair in Bangor Heritage Centre. There was a goodly supply of interesting crafts on display, from Eilish Wylie's weaving and knitting to our President's Silver work and from Dr Laird's pottery to her brothers wood turning work, with some beautiful model boats and various paintings in between. The opening night of that was a great success, although I'm not sure that the Mayor ever did turn up... Many thanks to Don McLean for his work on that, and to all the folks who volunteered to curate it during the week.. Also, of course, to the Heritage Centre.

This was followed by our AGM, at which Alan Aston was voted Commodore, replacing Dennis Magill; Peter Lyons stood down as Secretary, to be replaced by Attracta Neeson and Ian Wylie replaced Attracta as Treasurer. Stephen Clarke and Don McLean stood down from the committee after many years hard work, and Ian Wylie, Rick Wylie, Jim Hetherington and Danielle Hicks Gallagher were voted on.

Our Annual Dinner came around at the end of November; an event never to be missed. It was held at the Royal North of Ireland Yacht Club, which provided an excellent meal, enjoyed by all. The wine flowed freely (as did the pints) and it seemed as if no time had passed when David Hopkins got up to make his speech. It was filled with jokes, many of which I meant to nick and use on unsuspecting friends at the next opportunity – the only problem is, I can't remember them now! Our sincere thanks to him for filling in at such short notice as well.

This was followed by the Raffle Draw, in which many and varied prizes went to even more varied recipients...

All in all, a highly enjoyable evening. Our thanks go out to Alan and Irene, Attracta, Ian and our president, Stephen for doing all the background work that makes the evening such a success; also to the Royal North for excellent service they provide.

We took a break over Christmas, and came back with the hotly contested "Block Trophy Quiz" at Newtownards Sailing Club on the 25th Jan. As the Trophy was in Gaffer hands from last years stellar team, the Gaffers had to provide the Quiz and Quizmaster. This was ably done by Peter Lyons, and his son Gary. Peter wasn't actually present, which might have saved his skin – as most of us were stumped by his questions! Gary proved an able quiz master, giving us an impromptu Music round off his mobile phone... isn't technology a wonder? Sadly, I have to report that the Block Trophy is now in the hands of NS, who came in a couple of points above the nearest Gaffer team. Interesting fact I learnt that night – Tipperary, of the song "It's a long way" is not actually the County in Ireland...

Around The Areas

It was a brothel in London. Thanks to Bill for that gem of information.

Is nothing sacred! Good sailing to all.

Danielle Hicks NIOGA



The Hidden Trophy winners, Mandy Finch, Danielle Gallagher and our Area President Stephen Clarkson.



Our Commodore, the Ulster Reciter, Alan Aston at the Poems and Pints evening at the East Antrim Boat Club

Dublin Bay

The formation of our two new DBOGA sub-committees has already triggered a significant benefit in that we have all enjoyed a terrific evening talk from the eminent Tom Cunliffe,

dramatically introduced with the immortal declaration, that, 'We (Gaffermen) are the last bastion against Bollocks'. Tom provided his usual superb performance, which had the packed Poolbeg Yacht Boat Club (about 90 people) mesmerized, from start to finish. Thank you Tom, for a most memorable, and enjoyable evening.

It was heartening to see almost our full membership present for Tom Cunliffe, as well as numerous sailors from every Yacht Club in Dublin, and a great tribute to Tim Magennis, who did a terrific job in organising the Spring 2008 DBOGA talk series. Tim has organised another two very exciting talks for DBOGA members in the same venue, and the buzz is that there will be 'packed houses' once again.

On Wednesday March 19th, we will enjoy a talk from the Senior Hydrographer of the Geological Survey of Ireland, our own DBOGA member, Sean Cullen, who will tell us all about 'INFOMAR the National Seabed Survey continues'. One interesting aspect is that Dublin Bay has been recently surveyed, the only survey since Captain William Bligh RN's survey and chart of the Bay was produced.

On Wednesday April 16th. we will listen to Enda O'Coineen CEO of the Irish Volvo Race entry tell us about the new Irish boat being built for this 'around the World Race', and the preparations being made in Galway to host a stopover. The talk is entitled -'The West's Awake'.

The Cruising Sub-Committee is gearing up for the season, with confirmed plans for a Brest

2008 cruise, plus many DBOGA mini-cruises to Irish Sea OGA Rallies and Events.

Our biggest focus of course will be on our own DBOGA Traditional Boat Rally, which we have organised at Poolbeg YBC on June 27 - 29th. This will coincide with the return to sea of the Viking Longship 'The Sea Stallion of Glendalough'. The plan is that on the 29th. all our Rally participants will dress overall, fly their biggest OGA burgees, and escort her downriver to Dublin Bay, at the start of her voyage back to Roskilde, via the Irish Sea, Lands End, and the UK East Coast. What a privilege it is, for OGA Gaffermen along this route, to be able to salute such a fine historic vessel, with an escort and cheer, for her crew and ship.

Detailed planning and fund-raising is underway, to ensure that all Rally participants will enjoy a true DBOGA welcome, with the traditional 'Ceoil agus Craic' here in historic Dublin, and an exciting 'Traditional Boat Fleet Race' on the Saturday, in Dublin Bay. Our DBOGA Rally is particularly handy for Gaffers who plan to sail to Seafair Haven during June 18 - 25th and can easily make it to Dublin Bay in time for our Rally on the 27th. We look forward to welcoming you to Poolbeg with a sincere 'Cead Mile Failte' (One hundred, thousand welcomes).

Entry forms available from Sean Walsh at 91, Carysfort Park. Blackrock Co. Dublin. Tel. 00-3531-2833174. E-mail. seanwalsha@yahoo.ie.

Sean Walsh DBOGA Area Secretary

Devon

Fifteen Devon Gaffers had an enjoyable evening on 15th February with an interesting demonstration of knots by Mike Lucas at Turtley Corn Mill. Our 'official photographer' Roger Haynes was there to record the event and we have put these, as well as those he took at last autumn's Laying Up Supper, on a Yahoo! Group which we have set up for Devon Gaffers.

The Group includes a list for people who would like to crew for others and one for those who would like crew. There is also a Calendar which shows the dates of our forthcoming events (and other local ones in which Members might be interested).



Around The Areas

You can access the Group at <http://uk.groups.yahoo.com/group/devongaffers/>

The photos are under 'Photos', the crew lists (on which you can put your own details) under 'Database' and the events list under 'Calendar'. You can use the Group to send messages and start discussion topics ('Messages'). It would be good if you could add your own photos of gaffering.

Hope you find this useful and worthwhile: any questions - email devongaffers@yahoo.co.uk

As well as the events in the list we are hoping to organise a gathering at Blackness on the River Dart and we hope to have music at some of the events. Any offers of help would be gratefully received.



BTW We are getting a good response for the Fitting-out Supper with Tom Cunliffe, so if you're thinking of coming let us know before all the places are taken!

Elspeth Macfarlane
Area Secretary

Scotland

Campbeltown Classics -23rd - 25th May 2008

This year's event is the second Campbeltown Classics and this year we have been invited to combine our event with Campbeltown Sailing Club's 50th anniversary celebrations so the weekend looks set to get off to a great start.

Last year was much enjoyed by those who came to the Mull of Kintyre, and this year we hope to have many more friends, both old and new, join us. Arrangements are getting underway and we can promise a fun filled weekend as well as heavily discounted berthing.

Do make the effort to join us. More information from Gordon B. Garman, Scottish Area Secretary, OGA, at the usual website or call me on 01700 505617. Look forward to seeing you there."

Gordon Garman
Area Secretary



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Voyages of a Simple Sailor by Roger D Taylor

Just in and I've not had time to read it yet but Roger is a gaffer (one of us) and this is his story of his lifetime love of the sea, starting with signing up as an AB on the square rigger Endeavour II at the age of 23. A voyage which turned into a terrifying ordeal in a tropical storm and eventual shipwreck. Just by looking at the cover this is worth a read and a place on the bunkside bookshelf.

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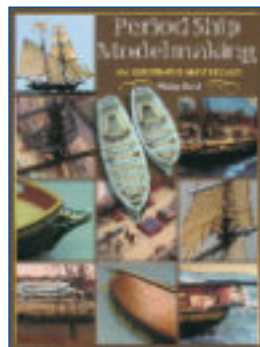
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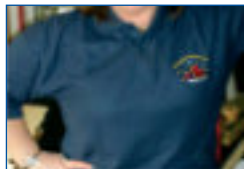
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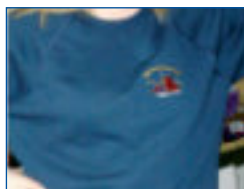
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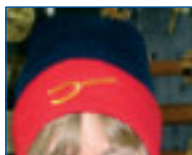
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