

GAFFERS LOG

June 2008



The Official Newsletter of the Old Gaffers Association

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Betty racing in the Solent. Photo OGA Archive - see page 9

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Fancy being the Editor of Gaffers Log? Well 5 years and 20 editions later.....

It seems to me that time passes quicker and quicker, or is it just because I am really getting to be an 'old' gaffer. Well not so old you understand, but this edition of the Log will be my twentieth as Editor and I have enjoyed every minute of it and I hope I have taken it onward and upward during my term of office.

However after five years I have decided that it is time for me to stand down. I hope that members will agree that the standard of Gaffers Log as an Association magazine has got better and better but, as with all things, fresh blood is needed from time to time to keep the momentum going. But what does it involve?

Well, firstly it needs someone with a bit of time on their hands. If you are holding down a full time job then probably it is not the role for you, but if you are retired, or about to retire then I think it is worth considering. You do need to be relatively computer literate, not a computer whizz kid but with a reasonable knowledge of using computers.

When I took over I had just retired at the age of 55 with no experience in editing magazines or the publishing world, but I was looking for something new to keep the 'grey matter' ticking over. It has certainly achieved that for me. It brings you in to contact with a huge number of our members whether by telephone, email or good old snail mail, as well as many other people and organisations. Each issue takes me about 3 weeks to put together if taken as a whole. That is to say about two weeks from blank page to proof reading stage, then a short break whilst it is being printed and then a further few days for mailing out, invoicing advertisers and general tidying up. However it is fair to say that it is an ongoing job in that new material comes in all of the time, people ring up with questions or send in articles or adverts, so to say 'two weeks' is not to give the full picture.

I have found it immensely satisfying. As Editor you are the first person to get to read a potential article sent in or to receive a great photo of a stunning gaffer thrashing along which could be front cover material. It is a bit addictive so beware!

So time it takes, it can and does interfere with your sailing season from time to time, but it returns that time and interference many times over in interest.

I would like to stand down at the end of this year which means that I will handle the September and December editions but hopefully working alongside the new Editor. In addition, and if you live reasonably near to me, you can continue to use Stormcreative, the graphic designers that I work with, and this will also help to make life easier.

Interested? Give me a call or email and we can have a chat.

Bons vents

Phil Slade
Editor Gaffers Log

Copy date for the next issue (September) is the 1st August.

From the Bridge

The season has started. Here on the East Coast there was an Easter Egg Rally on the Orwell attended by six boats, or at least it would have been if it was not for gale force winds the whole weekend! So undaunted we carried on, by car and not by boat, meal and social evening in the Butt & Oyster on Good Friday, Dinner and presentation of Easter Eggs to all participating boats on Saturday night at the Royal Harwich Yacht Club. The boats weren't there so the skippers got the Easter Eggs. Then we all went home and read our back issues of the Gaffers Log and dreamed of great voyages to come. It was such a success that we are all thinking of selling our boats and doing all future events by motor vehicle. The Old Gaffers Association is nothing if not flexible!

There are a tremendous number of events planned for this season as you can see from the pages of this issue of the Log. I pay tribute to the committees of all our Areas as I know only too well the amount of effort that goes into the organisation of our programme. Our Association activities are all organised at Area level and I am sure that this only happens because of the dedication shown by our members to ensure that all of us thoroughly enjoy our Gaffering. I receive copies of all Area News Letters many of which are more like high quality Local Newspapers than News Letters. They show very clearly the high level of OGA activity and serious interest in the Association that exists throughout the Country and aboard. Long may it continue!

There are changes afoot at the top, or is it the bottom. Areas are really the top so where does that leave the GMC? Our very hard working family team of Treasurer and Editor of Gaffers Log has to bow out after many years of dedicated work for our organisation; during which we have gone from strength to strength. We urgently need to find replacements or if necessary a team of replacements, please volunteer if you think that you can help. We are making progress towards the establishment of an administration data base to lessen the load of administering our Association and this will greatly assist in reducing the work load of the Treasurer and Membership Secretary. In the words of Lord Kitchener **"Your Country (Association) Needs You!"**

I hope to be setting sail towards the end of May to Belgium, Holland, Germany, Denmark and Sweden and home again August but can be contacted by mobile phone, 07785311914 (text messages please) and hopefully, when I can get a wifi connection, email at wrenspark@aol.com.

Have a really good season of Gaffering activity and most importantly tell us all about it!

Happy Gaffering,
Brian Hammett

NEW OGA HON. TREASURER SOUGHT

Family commitments are making it very difficult for me to continue as Treasurer of the Association. I am spending more and more time away from home, our computer and the OGA accounts and I am worried that, in my absence, I might overlook something important.

It would be ideal if someone could volunteer to shadow me until end September (our financial year end) with a view to taking over from 1 October. If you are an accountant or a book-keeper, able to account up to Trial Balance, and so producing Balance Sheet and Income and Expenditure Account, then the job would not be too onerous. The role comes with a position on the General Management Committee of the OGA, which usually involves two meetings per year and of course the AGM where accounts are presented for acceptance by the members. Between the meetings there may be e-mail dialogue for any matters which cannot await the next meeting. Travel and subsistence expenses paid at cost.

If you would be interested in taking on the role please contact me on 01749 330046 or e-mail me on hon.treasurer@oldgauffersassociation.org and we can discuss further.

Lynn Slade

STOP PRESS – NEW MERCHANDISE WHICH EVERY DISCERNING GAFFER SHOULD HAVE

Courtesy of Claudia Myatt, BCOGA, we can now offer a 'Gaffers Tea Towel' which surely every discerning Gaffer should carry.

Priced at £3.50 plus 75 pence p&p they come in blue on a white back ground and can be ordered in the same way as all the other OGA merchandise (see pages 50 and 51)



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OS 5090 Mr Nathaniel Benjamin, Gannon and Benjamin Box 1095 Vineyard Haven MA 02568 USA
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Webmaster Report

I have now created a secretaries' section on the website forum. This is hidden from view to the general membership and public, and can only be accessed by a password. The idea is to allow secretaries, or committee members to create their own discussions without them being available to the general membership. Its just a trial, to see if its of any use. For details of how to access the forum, please e-mail me.

Peter Farrer

OGA Webmaster



Alex MacRae's Elk

Mike Richardson – a memoir by Dick Dawson

This year's Solent Area Old Gaffers race is the 50th – the latest in an unbroken series of competitions involving seamanship, fun, good comradeship, spectacle and occasional mayhem. Whilst the Old Gaffer's Association was formally founded in 1963, the race which inspired it took place in the Solent in 1959.

Who would have thought that a race dreamed up by three sailing chums in the Jolly Sailor pub in Bursledon would have become such a firm and durable favourite in the yachting calendar? Who would have thought that from this would arise the organisation which was the world's first, and still the foremost, organisation for the promotion of Gaff Rig?

Sadly, the death in 2007 of Mike Richardson, the last of the three founders, was overshadowed by the loss of serving officers in the OGA, who were quite rightly recognised in the pages of the Gaffers Log. The occasion of the 50th race is a good time to remedy this and remember Mike.

Mike was – to quote Tom Cunliffe – “a dinghy sailor, cruising yachtsman, racing skipper, naval architect, boat builder and above all, gentleman”. It is this latter quality that all those who met Mike remember so well.

Mike's father, a fruit grower, commanded a sloop in the Great War and recognised his passion for the sea. Realising that the farming life was not for Mike, his father sent him away to sea on a Brixham sailing trawler. Here he learned all about hard work and the way of the sea and saw the great yachts race in Torbay. Mike was then apprenticed to the British Powerboat Company, where he worked in all branches of naval architecture and boat building.

He cruised a Sharpie dingy with a friend, then later single-handed in a 3? ton cutter with no engine, learning from experiences such as a dismasting off Anvil Point and sailing her home with no engine under jury rig.

Later, his gaff yawl Betty became well known on the river and was expertly sailed by Mike and his growing band of sons, who learned seamanship, racing tactics and sheer sailing skills from their father and continue to use them to this day.

In 1951 Mike and his wife bought a stretch of muddy Hamble river bank in Bursledon and over the years turned it into a major business. This is the Elephant Boatyard – home to many a Solent gaffer and venue for many years for the Solent Gaffers race prize giving and party, as well as the incomparable Bursledon Regatta.

Mike transformed this unpromising site into a major yard that has built many a high-tech racing boat, but he never lost his love for gaffers and Betty was still in the family, and in commission, when he died at the age of 90. In fact, it was only bad weather conditions that prevented Mike being aboard Betty in the 2006 Solent Race with his son, grand-daughter and great-grandson.

Mike was a keen racing sailor and he and his contemporaries with gaff-rigged boats became frustrated with the difficulties of racing against Bermudan boats. Finally, Mike, John Clarke and Alec Rangabe met in the Jolly Sailor on Bursledon's foreshore and planned the first Old Gaffers race.

The 1959 race had six starters and was a great success. It was run again in 1960, with 12 finishers, and so it grew. The OGA was formally constituted in the Little Ship Club in Maldon in 1963 at a meeting of Solent and East Coast sailors and the rest is history.

The way in which the Elephant boatyard was run, initially by Mike and in later years with one or more of his four sons, in some ways parallels the evolution of the OGA. Starting by hauling boats onto the foreshore and helping yachtsmen with their maintenance, the site slowly developed with the addition of moorings on the river and in a mud creek in the yard. Gradually, building commissions were taken and whilst expert at traditional plank-on-frame methods, the yard was one of the first to specialise in strip-plank, epoxy-saturated construction. Expertise in GRP and other modern materials grew and the quality of fit-out, in new builds and refits, was and is always excellent.

In the same way, the OGA grew from simple beginnings and gave the gaff-rigged yachtsman a point of focus. Initially concerned with preserving existing wooden boats, gradually the membership began to include production GRP boats and more latterly, one-off plank-on-frame and strip-planked boats. The quality of fit-out of members' boats has improved out of all recognition.

For instance, a breezy Solent Race in the late 70's saw a sorry procession of boats with pumps wheezing, topmasts sprung and canvas in rags straggling up the Hamble for the post-race celebrations. Today, similar conditions are an excuse for some members to cram on more sail and tear around the course in boats that are in better condition than ever before.

Mike presided over this - the evolution of his yard and of modern gaff rig - with wisdom and a gentlemanly charm. From a small group of enthusiasts running what in some cases were old tore-outs, to a great cross-section of people from all trades and professions and all stations in life, all with one interest in common – the gaff rig that we appreciate so much. This tidal wave of enthusiasm now supports a completely new industry.

Mike would have hated to be told that he was a driving force behind this revolution. However, it is undeniable that the very existence of the OGA has promoted the development

of production gaffers and encouraged the rise of specialist naval architects and constructors. These people build on the very best of yesteryear's sea-kindly and proven designs and construction techniques to give us the best new gaffers of today.

It was the yard that Mike founded that recently built a fine example of this new tradition – a 35-foot gaff cutter designed by one of the country's foremost traditionally-based naval architects and constructed in wood epoxy by the Elephant Boatyard's expert workforce, from computer-controlled laser-cut MDF moulds. This fine yacht, finished to the highest standard, went on to win Class 1 in her very first outing – the 2003 Solent Old Gaffers Race.

The last words are again Tom Cunliffe's – "Mike always had the right word of encouragement to anyone striving to run a boat on a shoestring and many of us have been lifted from the deep bilges of despair by his unfailing kindness. He was loved as much for his humility as his wisdom. The Old Gaffers have lost a friend, an adviser and a staunch supporter".

Dick Dawson
Solent Area OGA

Photos supplied by Simon Richardson



Betty in the 1950's

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The reprieve of *REPRIEVE* by Brian Cox

Built around the turn of the Century at Newman's Boatyard, "Reprieve" was I understand, one of only two Pilot Cutters recorded as constructed in Poole, Dorset. Sadly there is no record of her early years other than for some period she was the home of a Priest and his family. Acquired by Cyril Cozens in the 1950's, at which time she was rigged as a yawl, thereafter restored together with his father to her original Cutter Rig. In the period to the late 1970's early 1980's, she was used for pleasure and as a work-horse, positioning mooring buoys in support of his role as Bosun of Marchwood Sailing Club before the latter part of the 1980's and early 1990's saw a turndown in fortunes leaving "Reprieve" permanently laid up at Quayside Marina in Southampton.



Awaiting restoration

Looking for a Retirement Project in 1994, I heard that Cyril, who I had met a year earlier when he did some work on my then "plastic boat", was perhaps looking to sell "Reprieve", which required fairly extensive renovation. Being an innocent in the shipwrights world, but wise enough to be sure that the hull was in good shape, an agreement was finally struck with a still somewhat reluctant Cyril on a very wet November day in 1994, with rain pouring in through the skylights and us standing up to our ankles in water in the main cabin. Put simply, I acquired the ownership/stewardship of "Reprieve", together with Cyril's skills which would be so essential to the success of the Renovation Project. I then left for a six month break in New Zealand, naively convinced that sailing would be on the cards before the end of 1995, well we all have our dreams!

Noah's Ark



May 26th 1995 saw the start of the project, with "Reprieve" moved to, and lifted out at Kemps Quay. Once ashore she was found to have surprisingly little marine growth on her bottom

considering it was the first lift out for 17 years, perhaps in part due to one of the many of Cyril's "concoctions" with which it became progressively evident had so well preserved her. Only one small patch of fresh water rot being found in the hull side planking, and this caused by a rain water run off from the covering board. The external planking would need re-caulking; the decks would require replacement as would the mast, spars and rigging. Internally she would require to be "gutted" with a replacement required for the old Kelvin Petrol Paraffin "Puffer" Engine installed by Cyril many years earlier. The six month renovation was starting to look a little ambitious!

The very hot dry summer of 1995 necessitated a minimum period ashore and saw rapid progress in the completion of the below waterline repairs including replacement of the rudder fittings, caulking and bitumen coating of the bottom. As a cost saving, antifouling and the fitting of anodes were omitted on the recommendations of the manufacturers, due to location on a mud berth and the lack of onboard electrics. The end of July saw her back at her mooring in Quayside Marina with a clear delineation of work pattern emerging, Cyril handling technical repairs and deck replacement, with his inexperienced assistant or "boy" as he usually called me, carrying out the internal rebuilding, the "fripperies" which really didn't interest him greatly. As those who know and sailed with him will recall, for Cyril the sailing was what counted and he would sail her hard, often with a petrol driven pump stemming the water inflow through un-caulked planking which his 24/7 working life often did not allow the time to address.

The period through to the end of March 1996 saw a total clearout on deck and of the interior, commencement of burning off of the old interior hull paint, a start to re-planking the foredeck, dropping the mast, which after removal of all rigging formed a ridge pole for the "over cover" creating what was somewhat unkindly referred to as "Noah's Ark", and other comments such as, "where are the widow boxes" . On the upside, it created a great spacious warm and dry full height work area in the cockpit, which served us well over the next 9 years

Disaster Day



April 1996 through March 1997 saw little input from me due to an unexpected consultancy assignment in the USA. Notwithstanding, Cyril made considerable progress, completing the burn-off and repainting of the internal hull planking, overhauling a replacement engine, installing a new driveline of his own design incorporating the old Kelvin couplings and a Range Rover drive shaft leading up to successful engine trials in June 1997.

By now it had become evident the huge footage and cost of timber required for decking and fitting out the interior. With new timber other than for special trim being out of the question, we directed our attention to the local demolition companies. We were lucky as C J Rogers had recently removed a wooden factory floor, which in quality, quantity and price met "Reprieve's" total needs,

With timber supplies resolved, progress continued apace in the period April 1997 through September 1999. Forward and Main Cabin floors were laid, bulkheads, cupboards and furniture assembled and fitted, bunks made for forward and main cabins, new companionway built and fitted, galley and chartroom constructed and deck heads and side trims fitted throughout.

Sadly, on the 9th September 1999, whilst being moved to another berth within the marina, and misjudging both the rate of the falling water level and the position of the bank on the approach to the new berth she ran aground. Once grounded, re-floating was not a consideration until the next tide. Unfortunately, only being caulked to 6" above the waterline she did not re-float despite the magnificent efforts of the Fire Brigade who turned out 3 engines and many portable pumps, Mr Diesel who brought pumps and many others. It was two days before she could be righted and re-floated. After the initial shock, where Cyril and I saw five years work covered in silt, necessitating major cleaning and stripping of much of our new internal structure, also the badly damaged reconditioned engine, we could well have thrown in the towel.

The New Millennium saw the "Phoenix raised from the ashes", with work recommencing in May 2000 following a winter of cleaning and drying out. Some twelve months was taken up in recovering the position pre the sinking with 2002 seeing significant progress once again, with completion of the internal woodwork, painting and varnishing and fittings in the Heads, Galley, Chartroom and Forward and Main Cabins. On deck, Cyril was progressing with laying his decks and I made a start on the topsides by building the new Forward Hatch, overhauling the Main Skylights and fitting New Galley Skylight and a new Companionway Hatch, also starting the reconstruction of the cockpit, lockers and hatches, after initially raising the floor by 6 inches.

Cyril's health sadly did not enable him to contribute as in the past, his interest remained high and he continued workshop based support. Contractor technical support now became a factor and cost within the project through to completion. Significant progress was achieved in 2003, including the installation of the pressurised hot and cold water system, new Yanmar 3GM30F engine and the associated electrics, drive shaft, exhaust system and fuel tank, cockpit drains, also the starboard side deck was laid and the steering gear (an old truck steering shaft and box designed and fitted by Cyril many years earlier) overhauled and refitted. Upholstery was fitted throughout and living aboard at last became possible with goodbye finally being said to "Mischief" my "plastic" boat owned from new in 1979 and latterly used as my summer caravan.

June 2004 saw further upheaval following the need by the marina to remove the section of pontoons which had been Reprieve's berth since the sinking. Kemps Marina stepped into the breach allocating Reprieve the only berth that had been dredged to accept a deep keel at low water. Complaints followed from a number of berth holders unhappy to associate their "pride and joy plastic boats" with "Noah's Ark, forgetting of course the story of the Ugly Duckling. Despite the disruption, work proceeded apace, the one rotten hull plank replaced, the cockpit completed with engine controls, instrumentation and floor decked out and construction of the bulwarks commenced. Canvas skylight, cockpit and hatch covers were made up ready for the day when after ten years the "Noah's Ark" top would be removed in the spring of 2005.

The tenth anniversary of the commencement of the "six month project" was the start of a momentous year. Initially, with the "ugly duckling" transformed into the "swan", with the removal of the covers, followed by not only on-going interest from those who had complained but even apologies were offered for previous attitudes.



Reprieve making her way down the River Itchen with the captain at the helm.

With the removal of the covers work progressed with fitting the bulwarks until the exciting day of 8th August 2005, when "Reprieve" made her way down the River Itchen under her own power to American Wharf for lift out and below the water line clean and any necessary repairs, also complete burn off, caulking and painting of waterline to deck prior to the Over-side Survey". In parallel the port side deck laid by Cyril was to be replaced to bring it to the same standard as that professionally laid on the starboard side. Eight exhausting weeks later with all targets met thanks to the many helpers, she was back at her berth looking a picture and justifying the cracking of a bottle of Bubbly.

Topsides was the centre of activity for 2006, starting with repairs to and re-covering the coach roof, the fitting of the capping rail to the bulwarks and repainting all topsides woodwork. Doesn't sound much, but it filled all the available working time that summer. With the exterior now complete the time had at last come to consider the new mast, spars and rigging. A meeting was held on the 3rd November 2006 in the car park of Kemps Marina with Peter Martin of Martins Rigging Ltd and Matt Sutherland of Sutherlands Traditional Shipwrights who was to build the mast and spars, where all "Reprieve's" sails new and old were laid out. The old flax sails were sadly beyond repair, but incredibly there was also a complete set of new sails, which had never even been out of the sail bags since they were made around 1978. A rig design was finalised, the shock of the cost absorbed and a deal struck, with a completion target of spring 2007

The target was not achieved and it was not until the 11th September 2007, on a glorious sunny day that the mast was finally stepped in its tabernacle aboard “Reprieve” atop a new 2007 penny. The delay in the mast and spars build was worth it, having provided the opportunity to be involved at all stages from timber selection through to the application of the 22nd and final coat of varnish. Completion of the rig, minor adjustments, final survey and getting a weather window to test sails etc., delayed the “big day”, the Sea Trials until the 24th October 2007. However, on the day she performed perfectly, despite rather than because of the too many Cooks, sorry Captains. The only cook on board being my other half Lilian, who kept all well supplied with bacon and sausage rolls and coffee (Photo 28). “Reprieve” sailed beautifully without a single leak found.

The weather and other commitments scuppered further sailing; however, I am hopeful that 2008 will offer both the weather and the opportunity to participate with other members at functions of the Old Gaffers Association, so that the fruits of this “six month” retirement project can be enjoyed to the full.

Brian Cox



Finally a swan indeed

Heaving To by Tom Cunliffe

It would be idle to pretend that reducing canvas in a gaff rigged craft is a less complicated process than in her Bermudan equivalent. Even a small gaffer has more strings to pull. The mainsail is considerably larger. There are hankless jibs to be fought and topsails to be tamed. Indeed, only staysails appear on the bill of fare as simple sails to handle. Brute force and ignorance are no help. Tackled properly and early, however, there isn't a sail on the boat which need cause any problems.

Unlike life on the roads, where motor cars plummet towards one another at mind boggling speeds, the sea will always allow us a few moments to think, if it gets a chance. This is particularly true where long keeled traditional craft are concerned. They are by nature so steady on their feet that if they are handled sympathetically, time will always be on your side/ This facet of their character becomes important when you have to shorten sail. The last thing you want on a rough night is to be hanging over the vessel's quarter as she surges along, scrabbling at the end of the boom for reef pendants. To do so is frightening, counter productive and unnecessary. On this. And most other occasions where life is becoming hectic, the situation can be instantly defused by the simple expedient of heaving to.

It is rarely absolutely necessary to heave-to when shortening sail, but in tough going it can make the difference between trauma and a low stress workmanlike job.

Unlike a flat floored. Fin keeled yacht, a heavy displacement gaffer heaves to superbly. With her head tucked under her wing, her motion is eased dramatically, and she can be trimmed to drift slowly across the wind, making little or no leeway. Her deck becomes a safe and agreeably place to work, so that the task in hand can be tackled with the confidence that you will have the same number of crew when you finish as when you began.

The mechanics of heaving-to.

The stability of the hove-to state relies on the fact that any sail forward of the vessel's centre of lateral resistance tends to swivel her head away from the wind, while anything set aft will do the same for the stern. If both chunks of sail area are sheeted to deliver their drive in a forward direction, they balance one another. The boat can then move ahead with any minor deviations being compensated by her rudder.

If the boat is placed with the wind well forward of the beam and the headsails sheeted aback, she will lose all way and her bow will tend to fall off the wind. This continues until she is sufficiently beamed-on for the mainsail to fill. At this point she will try to drive ahead. As long as her helm is lashed down so that her rudder lies to windward, the mainsail will not drive for any length of time because both it and the rudder will induce the boat to point up towards the wind. The main then loses power and the backed headsails push the bow off again. And so on.

In theory, any vessel will 'gill and fill' like this indefinitely. In practice, many short keeled yachts find it impossible to remain quiet. They either tack themselves out of the hove-to mode, or lie uncomfortably with the wind on, or even abaft the beam. A gaff rigged boat with a deep forefoot will adopt an equilibrium with her bow somewhere between 30 and 60 degrees from the wind. The seas may knock her around, but she will sort herself out without

and help from her crew and quickly settle down once more.

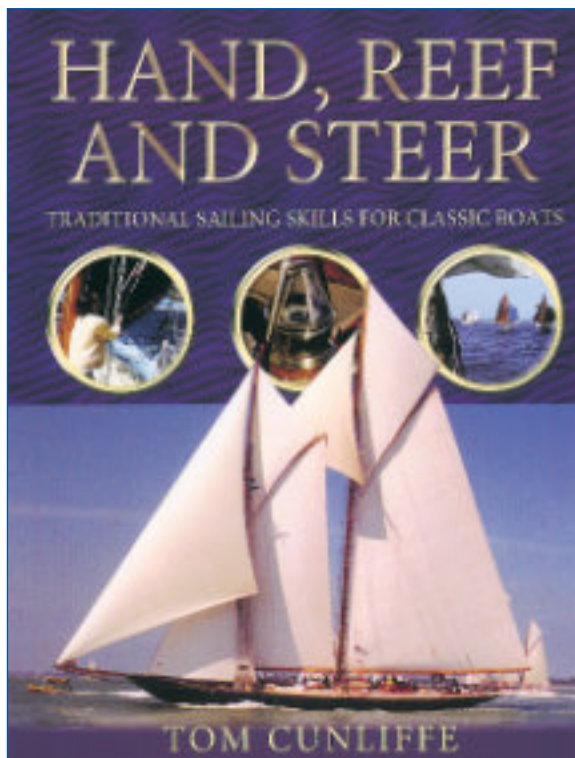
The best way to heave-to in a boat with no winches is to bring her onto a close reach, then come about without casting off the headsail sheets. When she is through the wind and the headsails are well aback, the helm is lashed down to leeward. This accomplishes the business with a minimum of hauling and grunting but does involve you in a change of tack.

If you want to remain on the same tack, you will have to haul the headsails across to the weather side before lashing the helm down. This can be a serious pull. It is easily avoided, however, by running the boat off the wind for a short while so as to take the weight off the headsail sheets. While they are in the mainsail's wind shadow, both sails are close hauled onto the weather side. When the sheets have been made up, the boat is brought to the wind, the mainsheet hauled well in, and the helm lashed down.

As soon as the world has become a more peaceful place, you can start reefing down.

Tom Cunliffe
President Solent Area OGA

Taken from Hand, Reef and Steer by Tom Cunliffe, published by A & C Black which is reviewed on page 42



A Window in a family Mediterranean Cruise by Jo and Paul Masters

We had managed to negotiate half a term off school for our children (Maddy 8, Josh 12, and Anna 13) and we had no permanent jobs, so our dream of extended cruising as a family had finally come true.

We bought the boat, *Annelis*, in Menorca from an Englishman and fellow OGA member. She is a 40 foot ferro-cement ketch whose lines are based on a Falmouth pilot cutter. Her designer was Percy Doulton and he obviously knew a thing or two about hull design as she sails so sweetly. It may be difficult to imagine 20 tons sailing sweetly but we found she had very little leeway, turned on a sixpence and we hugely enjoyed the various sail configurations that are possible in a gaff cutter ketch. Our 8 year old had a problem with a concrete boat until she saw her!

2007 was horrible, summer weather wise, in the UK....apparently! It was a very well-timed period to be away somewhere sunny. Mind you, we were not without our severe weather as well. We had expected strong winds but according to locals it was an exceptionally windy summer (but non-stop sunshine).

Reading from the log now we see that.....

Several days previously we had sat out a force 8 in Olbia, an interesting commercial port on the NE corner of Sardinia. Two days ago we were relieved to leave there and start retracing our steps northwards. Our anchorage near the Gulf of Olbia was at Porto Della Taverna, a small bay with the most amazing wind-sculpted rocks. These granite shores have been sand blasted over thousands of years and we enjoyed exploring them. Unfortunately Maddy stood up under a prickly pear and I spent a while picking out tiny hairs but not much harm was done.



Wind Sculpted Rocks

The next day the wind was in the East, our Navtext told us that the wind is likely to stay there for several days and the barometer was rising. We are keen to head up to Corsica, especially Bonifacio as we have heard it is spectacular.

We weigh anchor at 0840 under sail on a smooth sea, an east 2 and a clear, sunny sky. We would love to stop longer to explore other bays and villages and meet other cruising folk but we feel we must make the most of this settled weather. We sailed north up the coast needing a half hour boost from the engine and trying to set the topsail but the angle

of the swept back spreaders caused a problem, so down it came.

We passed outside the impressive Isla Tavolara, a towering block of granite, most of which is protected. Paul and Josh were itching to climb up the face. In fact any cliff we neared they would work out a good route up. They are so steep to that we could sail to within several metres of them and still be in tens of metres of depth.

Our passage then took us past Capo Figari, through the islands around Isla Mortoriotto and then past Porto Cervo, the summer home to the yachts of the mega-rich and the Costa Smeralda Yacht Club. The motor yachts are so big Maddy calls them ferries. A favourite pastime of ours is estimating how many crew members are on board and what toys are parked in the water-level garage. On our journey down this coast only a week ago, we picked up a mooring for free in Porto Cervo. The supermarket says everything about its customers; frozen lobster and langoustines and ready chilled Dom Perignon!

Bonifacio Harbour



We were abeam the Isla Delle Bisce at 1400 off the Capo Ferro. We were sure *Annelis* felt at home here! We dropped the main and headsails to set the cruising chute maintaining the mizzen as we bore away and gybed to starboard with wind still E 1-2. Hang on a minute I hear you say. What is a traditional boat with tan sails doing with a red, white and blue balloon all out front. Some of you may think we're blaspheming but it is the best way to sail down wind for us. The important issue here is safety. With no huge gaff mainsail to worry about it makes for more relaxing, manageable sailing. Mind you, our mizzen is as big as many Bermudan mainsails.

We whizzed through La Maddelena archipelago in which we had spent a great 10 days earlier on. Our speed was 6.7 knots with the increased wind of an E 4. We headed for a large bay called Porto Liscia on the north coast. From here you can see Corsica very clearly. The straights of Bonifacio are under 15 miles wide and we have been eyeballing Corsica for a while, looking forward to exploring it but biding our time because the winds were not right. Porto Liscia is a safe haven (as we found out in another F8) and a great jumping off point for passages.

We anchor among other yachts having sailed 32 nautical miles. Over 8 hours this averages out at 4 knots with 1 hour of engine. Anna devoured another book today. Paul, Josh and Maddy go ashore for a leg stretch and rubbish disposal. Anna and I take a quick (slightly chilly) dip which cools me down beautifully. We prepare supper together which was very well received by all. It is very gratifying to have empty plates and no complaints. This

usually happens after a long passage! Corsica looks blue in the twilight. It looks so close. Tomorrow.....

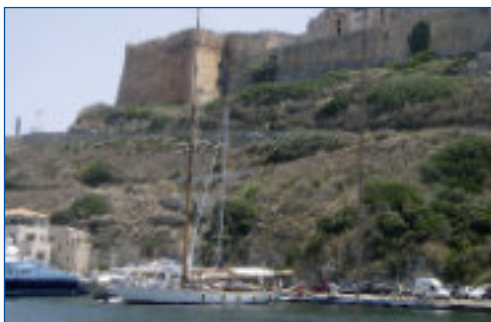


Approaching Bonifacio

Paul and I rose at 7am but we didn't get under way until 08.45. No wind. The straights of Bonifacio, known as La Bouche, funnels the wind between Corsica and Sardinia which results in the wind speed being increased by 2 forces compared to the surrounding area. We had to motor out of the harbour but an hour later we were sailing in the predicted NE 2-4 increasing to 4-6 in the axis of Bonifacio Strait in the afternoon. We hoisted all 4 sails and on a beam reach *Annelis* was positively relishing the conditions. She bowled along at 7 1/2 knots. The sea was smooth, the crew were happy (we did insist on life jackets) and the skipper was in heaven. *Annelis* carried some weather helm and Paul found pumping the helm in slow motion was the most comfortable way to helm. Had the journey been longer we would have reefed. As it was we both agreed that it was one of the most enjoyable sails of the trip. Another one was yesterday's passage. Josh enjoyed changing the National and Regional courtesy flags.

Bonifacio is a popular destination, therefore the pontoons are close together and it is considered great sport to watch other peoples' manoeuvres. Luckily we had been advised by a fellow Brit to retract our bowsprit prior to entering the harbour. We hadn't tried this afloat (at all actually) so we hove to under the towering limestone cliffs and dropped the main and jib. She behaved herself under these conditions with her long keel. With the bowsprit in (15 minutes) we sail as far as we can then when my complaints of lack of steerage in the wind shadow are loud enough, we fire up the iron topsail. The entrance to the harbour would be very difficult to pin point if it weren't for the large port hand mark on the cliff side.

Moonbeam



It was just after midday and boats were streaming out. We passed tall, white cliffs with people looking down on us, passed the small ferry terminal, passed the large yachts (most of them stinkpots) and saw *Moonbeam* among them, then passed small fishing fleet and deep into the high-sided calange.

The Capitennerie met us in one of their aluminium dories with padding all around the bow. They waved us into a box. Paul has picked up the knack of manoeuvring *Annelis* quite well but there was still a breeze in the harbour and our bow wasn't straight for a stern-to moor. We needed a couple of nudges from the dory—which made his engines grunt and smoke a bit.

Having moored successfully Mediterranean style we could take in the unique surroundings. What a harbour! So busy, so high-sided, so historical, so impressive. I am glad we have made it!

Paul and Jo Masters (and Maddy, Josh and Anna of course)



Capo Figaro



Cloud over Tivella

Northern Star – her refit by Colin Ming



Northern Star

Where do the years go? My reality check came when I realized I was in my early sixties; our daughters were grown up, and worse,- my “new” 1850’s, Noman’s Land Boat, built on Galiano Island BC, in 1978 was approaching almost thirty years old.

That was in mid 2006; two years earlier my wife and I had downsized from a large house on acreage to a smaller home in order to retire a few years early; something I have never regretted.

During the previous twenty nine years I had worked, brought up a family and fitted the boat with three engines. The first was a new 1976 British Seagull Silver Century, side mounted aft of the mizzen mast. The engine was adequate, although it produced slightly less than the required horse power needed to attain the boat’s hull speed. This problem was accentuated by a side mount, a manufactured *one size fits all*, bracket which added to the loss of horsepower. That engine was later reworked and converted into an inboard, but the lack of horsepower remained an irritating problem, and one I lived with for several years.

About 1985, I was enthusiastically restoring several antique farm tractors; nothing like 500 (plus) cubic inch, two cylinder, John Deer engines to make one realize there really is a God internal combustion! This restoration work took me to a number of antique equipment shows and swap meets throughout the Pacific Northwest. On one of these excursions I picked up three 1947 Briggs & Stratton marine engines for \$75.00 and over several months was able to produce one fine engine with an almost unlimited number of spare parts. This was a heavy cast iron engine and once fitted in Northern Star’s aft, left very little room for anything else. It was a beautiful engine that included a water pump operating through a belt drive to keep the water cooled exhaust, at operating temperature. Although the engine’s five horse power was ideal for maintaining the boat’s hull speed I lived in fear of a mechanical problem with the pump and the cries of “Fire Down Below” from the crew.

I decided it was again time to change engines and opted for another British Seagull, but one with enough horse power to drive the boat at hull speed. After numerous email enquiries and phone calls, I bought one from West Coast Contractors of San Francisco California. The company has a good reputation and in business for decades. By late

November I received my *new* 1973 British Seagull, Silver Century Plus WSPCL.

Although the engine had been tested by Sean, the owner of West Coast Contractors and I was assured it was in excellent condition, I'd already decided that Northern Star was going to be completely refitted and would be a wooden boat festival winning classic boat. This meant that the engine also had to look like a piece of sculpture, and by late December 2006 I started in earnest on the engine's complete restoration.

Under all that dirt, paint and grime British Seagull actually did have some fine castings, which is particularly true of the Amal carburetor, if one takes the time to polish it. Over the next few weeks the engine was completely stripped, cleaned, polished, machined, painted and re-assembled. All painted parts were airbrushed with three coats of primer and five coats of High Gloss Engine Enamel from Bill Hirsch Automotive, Newark NJ USA. Incidentally, although not cheap these are the finest automotive paints I've ever used and are extremely resistant to heat, gasoline and oil. All paint was applied using a professional quality Paasche air brush attached to a DeWalt compressor fitted with in line air filters and water trap.

All machining was carried out on a Myford Super Seven lathe and a small bench top milling machine. All parts cleaned sanded and then painted with three coats of primer each wet sanded between coats and five coats of enamel. The Amal carburetor was polished, cleaned internally and refitted with 24: 1 jets replacing the original 10:1 mixture jets. Anyone that's operated a Seagull in a following wind will understand my reasons for this conversion.

The engine's restoration was scheduled to take several days, but like most hobbyist, my time is of little value, and by the time it was finished so was most of February; I was already concerned the boat would not be ready for summer!

Refitting the boat - The first job was to remove all pitch from the between the deck planks. Northern Star's deck is made of 184 pieces, a veritable wood puzzle! There was no way around it, and was a job that required the mind turned off, the radio turned on and go to it with a putty knife for the next few weeks.

Next the hull was completely stripped of years of paint, sanded and prepared for her new finish. While this was going on my oldest granddaughter Anysha, Northern Star's next Master, spent days inside the hull and under the fore and aft decks, sanding, scraping, oiling and varnishing.

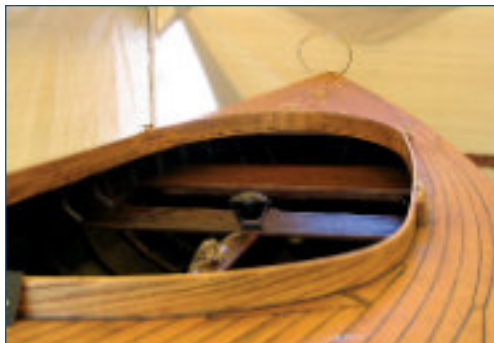
*Granddaughter Anysha,
Northern Star's next Master.*



The iron wood center board was removed and inspected and new anti fouling paint was applied to the inside of the casing and the center board before reinstallation. While working on the hull I also built a larger rudder with about a 20% more below waterline surface area. I also built a custom made engine side mount for the Seagull engine from Ironwood

While all this was going on, I decided it was time to replace the now rather baggy canvas sails with new sails made of more modern materials.

Finally I made new brass nameplates to be fitted port and starboard of the hull.



Deck.

Hull being prepared.



Specifications of paints and varnishes used on hull and spars.

Hull exterior (above water line) - 5 coats of primer; seven coats of enamel, sanded between coats final sanding to 400 grit before final enamel applied.

Hull exterior (below water line) 3 coats of anti fouling paint

Interior of hull five coats of spar varnish wet sanded to 600 grit; other areas oiled.

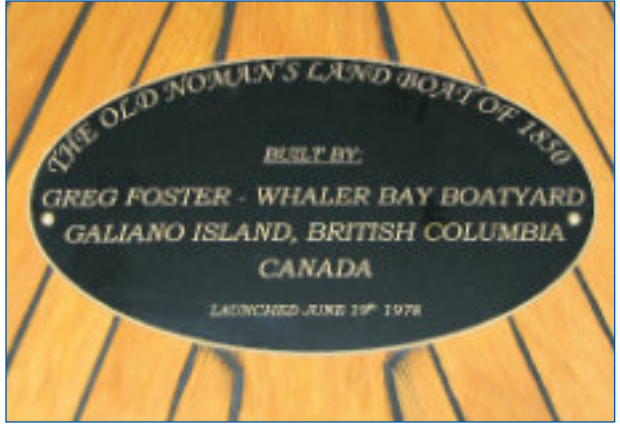
Deck – machine sanded to 400 grit; hand sanded to 600 grit; Finish 3 coats of Brazilian Rose Oil

Main & Mizzen masts, yards and tiller. – 2 coats of pre varnish; 17 coats of high gloss varnish wet sanded to 600 grit between coats. Final coat wet sanded (progressively) to 1000 grit.

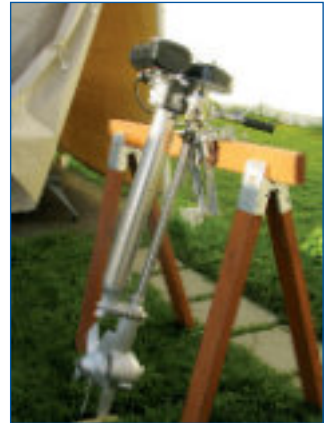
Due to several setbacks while I carried out the work it was late summer before the job was completed and unfortunately a summer's sailing was lost. However Northern star is now one of the finest and most beautiful classics sailing the Pacific Northwest and a boat that is constantly admired and photographed when she is under sail.



Rudder



Maker's name plate.



British Seagull Silver Century

Colin Ming
OGA Canada

Valparaiso and The Floating Dock by Viv Head BCOGA

The last edition of Gaffers Log carried an article about the launching of a new Bristol Channel Pilot cutter, *Mischief*, at Bristol. She is a replica of Bill Tilman's pilot cutter of the same name which made several passages to remote corners of the world. On her first voyage in 1956, the original *Mischief* visited Patagonia and Tierra Del Fuego at the very tip of South America. On the return passage she called at Valparaiso in Chile for repairs. Happily, since that article, I have been able to visit Valparaiso in the course of a journey through South America.

As I soon found out, Valparaiso is an eccentric city by any standards and I was intrigued to learn if a floating dock was still in use. It was a question soon answered; the blue hull of the square sided dock carrying the bright red ship *Havi Ocean* was unmistakable in the harbour. It looked too new to have been the one that Tilman used in 1956 and I was intent on finding out more. After drawing a blank at the Maritime Museum, I found the offices of Sociber, the company now operating the dock; Hugo Barra, the Commercial Manager, obligingly provided a comprehensive history. In fact, there have been five floating docks at Valparaiso since the days of 19th century sailing ships; the dock where Tilman's *Mischief* was repaired went into service in 1924. Valparaiso port is set in a beautiful sweeping bay on an otherwise bleak coast but it is open to the full force of spectacular westerly storms that roar across the Pacific. On the night of the 22nd May 1940 such a storm hit the port and did much damage. The floating dock capsized and sank with a ship inside it, though the only casualty was the ship's captain. Within three months the dock was refloated and back in service; it continued so for another forty years before capsizing and sinking once again in another fierce storm. This time there was no viable recovery and it remains on the sea bed.

The latest dock, Valparaiso III, went into service in 1983 and can accommodate ships up to 10,000 tons. The *Havi Ocean* was due to be floated out on my last day in Valparaiso and I had arranged to be aboard when it happened. As ever though, work was not completed in time and she was still in dock when I left town. In the days of sail there was considerable trade between Valparaiso and the coal ports of South Wales and many a captain of an old collier, faced with rounding the Horn for the second time, will have been grateful for the existence of the floating dock.

Viv Head



Valparaíso floating harbour 2008

Valparaíso floating harbour circa 1900



Dear Phil

We had wonderful evening at the Salcombe Yacht Club when Tom Cunliffe came to give a talk on the occasion of the Fitting Out Supper. As Tom has long been my favourite sailing author, and my wife and I have recently joined the OGA, it was an opportunity too good to miss, even if it meant travelling all the way from Rock in North Cornwall to Salcombe in South Devon. Such hardships! Doubtless Elspeth will write up the occasion separately; this is a hearty Vote of Thanks from the Visitors, apparently the only ones to cross the Tamar that stormy night.

A question: Why is Cornwall so “shy” within the Old Gaffers Association? I understand that there are 83 members in Devon and 43 in Cornwall. Surely there must be ten times that many gaff-rigged boats in each county?

We acquired our first proper boat, gaff rigged “Annabelle” before the start of last season, so we are still very much beginners. She is a 24 ft Cornish Yawl, sail number CY10, built by Cornish Crabbers Ltd in Rock in 1989. We bought her in Topsham, up the River Exe by the M5 viaduct at Exeter, and after a brief familiarisation and a few false starts and alarms caused by an overheating engine, we started to make our way westwards throughout the summer. Individual legs included Topsham – Dartmouth – Newton Ferrers – Calstock – Newton Ferrers again (lovely spot) – St Just in Roseland – Helford – St Just again – Newlyn. The plan from Newlyn was to go “round the land” to St Ives, then Newquay and back to her place-of-build and new home port of Rock. But off the Longships the engine started playing up again. Going up the North Cornish coast with a north easterly wind meant motor-sailing was going to be necessary. We decided that Cape Cornwall was the point of no return and went back to Newlyn. From there it was on to a low-loader for the final leg home, as it was already late October. Not the original passage plan, but the sensible one in the circumstances, albeit very disappointing.

Since we bought Annabelle I have been trying to contact other Cornish Yawl owners with an astonishing lack of success! True, the Yawl was a very short run in the Cornish Crabbers series, but there are many hundreds in the other derivatives, so I thought there would be some kindred spirits out there somewhere? Enquiries to the Crabbers Association A couple of enquiries to the builders resulted in more negative responses. Absolutely no information was forthcoming. Even the Shrimpers Association, which is very strong and highly organised, with hundreds of members, were not interested in their big sisters. Obviously, they consider themselves as a one-design. I can understand that. However, considering the range and the numbers of Cornish Crabber 22s, Yawls, Crabber 24s, Pilot Cutters and Traders, most of them gaff-rigged, I would have expected a much higher level of interest in information-sharing and general camaraderie for this brand. Perhaps within the OGA? With gaff supporters like Tom Cunliffe espousing our cause, we ought to be a formidable force.

It is great that Devon branch has taken Cornwall under its wing, but with the number of gaffers in places like Falmouth and Rock, I would have hoped that we could stand on our own feet. I would love to hear from other owners of the Cornish Crabbers range of boats, not just in the South West, to be able to put together a register or database, to share tips and wrinkles, to compare modifications and updates (we seem to have loads!), to swap passage plans and hear of cruises and experiences. We have learnt an awful lot about our boat in our first season with her, but as I said at the start, we are very much beginners..... and we would love to share with others.

Brian Budden btb@btinternet.com Tel 01208 863552
Silver Minch, Rock Road, Rock, Cornwall PL27 6JZ

Brian Budden

OGA and Other Traditional Boat Events 2008

OGA and other traditional boat events 2008

Month	Area	Event	Contact	Tel or E-Mail:
June				
	TBABC	OGA at the Bay (Cardiff)	Susanne Newbold	02920631166 (Wk)
6-8	NICarrick	Classic Regatta - Carrickfergus	Gary Lyons	07828722934
6-8	TRABeale	Park Traditional Boat Show	Sue Farrer	01270 874174
13-15	WWMHS	Wales Boat Show	David James	01646683764
13-15	TRAUlls	water OGA Trailer Section Rally,	Mike Stevens	01792 297445
		Glenridding SC	Barry Heelas	01524276258
14	ECRHS	Rally - Holbrook - R. Stour	Mike Robertson	01473327115
18-25	ALLSeafair	Haven, Milford Haven	Perry Crickmere	01437541201
20-23	ECEast	Coast Race - Brightonlingsea - R Colne	Richard Giles	01206 308420
21	ALLRound	Lundy Island Race - Ilfracombe	YC Neil Johnstone	01769540378
21-22	NLMidsummer's	Night Sail	Joachim V Houweninge	0031654340575
21-22	SOLBeaulieu	Rally	Jessica Warren	01962 712529
23	SCO & ALL	Cruise in company to Brest - Carrickfergus/Ardglass to Holyhead	Gordon Garman	01700505617
26	SCO & ALL	Cruise in company to Brest - Holyhead to Milford Haven	Gordon Garman	01700505617
27-29	DBDBOGA	Rally - Poolbeg YC - inc. sail out with Sea Stallion of Glendalough	Sean Walsh	0035312833174
28	DEVStart	Bay Race	Elspeth Macfarlane	01548857559
July				
1	SCO & ALL	Cruise in company to Brest - Milford Haven to Scilly Isles	Gordon Garman	01700505617
5-6	TSBirkett	Cup Rally - Ullswater - OGA entries welcome	Barry Heelas	01524 276258
5-6	EC&TREast	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

11-17ALLBrest 2008InternationalMaritimeFestivalwwwbrest2008.fr
 12DEVTheStartBayRaceElspethMacfarlane01548857559
 24SOLRVYC WootonLOW,1908OlympicMetreBoats
 100thAnniversaryJessicaWarren01962 712529
 25-27CNWaHolyhead Maritimeand
 LeisureFestivalSueFarrer01270874174
 26-27SOLMarchwoodRallyJessicaWarren01962712529

August

1DBSailinCompanyfromPoolbegYC
 toCaernarvonDerekHarris0035318395161
 1-3BCBristol HarbourFestivalBristolHarbourAuthority
 1-3IOMPeelWeekend-IsleofMan-
 PeelSCMikeClarkmclark@manx.net
 TBA DEV Dartmouth ClassicsElspeth Macfarlane01548857559
 TBADEV DartmouthRegattaElspethMacfarlane01548857559
 TBADEVSalcombeRegattaElspethMacfarlane01548857559
 TBADEV PlymouthClassicsElspethMacfarlane01548857559
 2NWaTelford RaceforGaffers&ClassicBoats- TonyMead-
 ConwyHarbourmaster01492596253
 3-4SOL3CreeksRaceJessicaWarren01962712529
 5-10NWaNobbies,Gaffers
 & Classics Race - Tony Mead -
 ConwyHarbourmaster01492596253
 5NWaOGARace-ConwyTonyMead-
 Harbourmaster01492 596253
 9-10SOL5thPoole HarbourWoodenBoatMeet-PooleYC
 (incl.trailers)Graham Stansfield01202880331
 9MCP Swale Match LenaReekie01795530309
 10MCPMCPAnnualRaceto
 QueenboroughJanHolden01843582997
 10NWaNobbies,Gaffers
 & Classics Race - Tony Mead -
 ConwyHarbourmaster01492596253
 10-15BCInstowOpenWeek-
 NorthDevonYCCChrisEvans01237423220
 16-17SOLChichesterRallyJessicaWarren01962712529
 16-17TRAClywedog SCNrLlanidloes,

OGA and Other Traditional Boat Events 2008

midWalesMikeStevens01792297445

16-24ECEast CoastClassicsCruise,
Orwell,Stour&DebenPeterThomas01473 832808

23-24SOL50thSolentAreaOGA
AnnualRaceandRally JessicaWarren01962 712529

23-24SOLBursledonRegattaJessicaWarren01962712529

23-24BCCardiff HarbourFestival-
CardiffHarbourAuthoritySusanneNewbold029 20631166(Wk)

29-31NIArdglassGaryLyons07828722934

29-31NWaGaffersatHolyheadSueFarrer01270874174

30BCTheHolmsRace-
PortisheadCruisingClubJohnMaxwell07710 527502

September

6NLDinghySailingincluding
theMeleeCupJoachim VHouweninge0031654340575

12-14TRAUllswater OGATrailer
SectionRally, MikeStevens01792 297445
GlenriddingSCBarryHealas01524276258

13ECMaldonTownRegatta-
RBlackwaterPeterMaynard01621852808

13-14BCCock o'theBristolChannelRace-
BarryYCJohnCochrane01933878521

27-28NLCloseofSeason
SailingEventJoachim VHouweninge0031654340575

27-28SOLCentenaryChase-
YarmouthJessicaWarren01962712529

October

TBABCoga attheBay(Cardiff)SusanneNewbold02920631166(Wk)

18-19NLRikHomanSailingRace
ReeuwijkJoachimVHouweninge0031654340575

November

15ECECOGAAGMPeteElliston01206391870

21NI NIOGADinnerRNYCGaryLyons07828722934

North Wales Area

The trip on Vilma, our Area President's boat, was a huge success on Saturday, 5th April 2008. The weather was not too good to start with but as the day went on it improved tremendously. The evening get together commenced about 6pm. (see elsewhere in the log for a more detailed report.)

Please continue sending articles to Howard Morgan for inclusion in our own area newsletter. Interesting and humorous stories are always welcome.

OGA merchandise will be on sale from our stand at Beale Park and Thames Traditional Boat Show – 6th to 8th June 2008. You have seen the merchandise in the log - this will be your opportunity to see and feel the new items of clothing and to purchase other items such as sweat shirts and polo shirts, flags, burgees etc.

Why not contact Mike Stevens and arrange to display your boat or sail on the lake.

Members who would like to bring their boats along to the Holyhead Maritime and Leisure Festival will be made most welcome. A reminder that the date for this event is Friday, 25th July to Sunday, 27th July. No racing will be arranged just bring your boat and enjoy all the festivities on shore.

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

A reminder once again of the **Conwy River Festival – 2nd to 10th August 2008**. As mentioned in the March log there will be two Nobby, Gaffers and Classic Races one on Sunday, 3rd August and a second on Sunday, 10th August with the OGA race taking place on **Tuesday, 5th August**.

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

The arrangements for our main area event in Holyhead over the weekend of **Friday, 29th August to Sunday, 31st August 2008** are well on the way. If you didn't attend in 2007 you really cannot afford to miss this year's event.

For more details contact: Sue or Peter Farrer 01270-874174

Sue Farrer
Area Secretary

Antigua Classics 2008. Sun, sea and cracking good sailing. Photo Pete and Sue Farrer



Scotland

Beginning of May and still very few boats afloat. Fitting out this year seems to have taken much longer than usual, but with Scotland's flagship event at Campbeltown just days away, there is a decided air of panic around some of the boats.

By the time this reaches print, not only will all the boats be afloat, but the Scottish fleet will be heading for all points South on its way to Brest, with calls at various ports along the way.

A couple of notes for information, the first being that Roger Clarke has now agreed to help out with administration as well as helping to keep an eye on our finances. The second item is a planned end of season muster at Tarbert, Loch Fyne over the weekend of 13th and 14th of September. Hope you can make it.

Gordon Garman
Area Secretary

Northern Ireland

Apparently the Pope changed St Patrick's day this year – as the 17th fell within Holy Week, it was thought impossible that so many people could cope with not drinking their fill, that the date was changed to the Saturday the 15th. Whether or not this is true, we of NIOGA held our celebrations even earlier, on the 14th March, at Holywood YC. Considering we were missing our two guitarists, our Mandolin player and various other noisy souls, I think we still managed to make a good racket. Once again, our AP, Steven Clarkson brought along his brother Michael, and the two of them made a fantastic sound together, not only on flutes and fiddles, but on a 5 squeeze box (lurid green to suit the occasion) and the world's smallest harmonica. Our thanks to them and to the remaining band members; Alan Aston, Peter Lyons and Richard Crothers – also to HYC for having us.

The Granuaile having made landfall last August, we soon persuaded Rick and Eilish to do an illustrated talk for us. This was our **April** event, held at Kircubbin SC, and they put on a marvellous spread for us all. Various Gaffers were heard to voice that if they'd realised the food would be so good, they wouldn't have eaten quite so much at home! The talk was equally good – and made a great many present wish to emulate the Wylie's in their trip. (Rick, Eilish and their son Matthew, having built their own boat, a Wylo 11, sailed from Bangor Co. Down, to the west coast of Europe, the Cape Verde Islands, and over to the Caribbean, where they stayed for a few months, before sailing back via the Azores.) The photos were fabulous, and I for one, went to bed dreaming of Schooners racing in the Caribbean, and swimming under waterfalls that were 28°C. Many thanks to Rick and Eilish for doing the talk, and also to KSC, for their wonderful hospitality.

On a quieter note, Spring 2008 seems to have been a very sad time for quite a few of our area. A couple of members have lost family members – and to them we extend our greatest sympathies. Further, a great friend to the OGA, Joe McAvoy of Carrickfergus SC, passed away in early April. I know his death was a shock to all Northern Ireland Gaffers and again, we would like to extend our sympathies to his family and friends.

Events to come: For our Opening Weekend, we are once again planning to sail over to the **Campbeltown Classics**, which I expect will be just as good craic as last time, if not more.

Around The Areas

And then, two weeks later, we shall be hosting our own **Carrickfergus Classic Regatta**. This event went with a swing last year, and we intend it to be even better this time round. There are already 40 or more entries in – and we hope to see many more on the Weekend itself. There will be a full report next log. (for details, please see www.oldgaffers.com, NIOGA's website)

Danielle Hicks Gallagher
Area Secretary

Devon Area Fitting Out supper and talk by Tom Cunliffe

The Devon Gaffers Fitting-out Supper was greatly enjoyed by 45 members plus our speaker Tom Cunliffe his wife Ros. After drinks and an excellent carvery Tom gave a very entertaining talk about the joys of sailing and the benefits of Gaff Rig. Everyone agreed it was a brilliant evening. We hope to see you at our other events.



Tom Cunliffe presenting Dave Keller with a well deserved Elder Gaffer Flag for services to the OGA, which amongst many other things included setting up the first Yogaff regattas and re-vitalising and running Devon Area. In return Dave very kindly presented Devon Area with an engraved Boatswain's Call or Whistle.

Devon Gaffers Start Bay Race and Rally is the place to be!

Saturday 12th July

PUT THE DATE IN YOUR DIARY NOW!

Meet at the Dartmouth Yacht Club on Friday evening to get to know everyone and receive your race instructions (food and pontoon mooring available).

Race on Saturday starts at 2pm in beautiful Start Bay (or just enjoy the sailing) followed by supper and prize-giving at the Royal Dart Yacht Club in the evening.

Drift up the river on Sunday morning for a lunch-time barbeque at Dittisham hosted by our members Gill and Carolyn Hayward at their house overlooking the River Dart.

If you can't come by boat come by land (especially for the barbeque)!

Expect music, enjoyment and general happiness!

We have arranged mooring on a Harbour pontoon for the Friday and Saturday nights so no need to worry about where to bring up.

Full details and entry forms from Elspeth Macfarlane, The Banks, Belle Hill, Kingsbridge TQ7 1NJ (01548 857559) or email devongaffers@yahoo.co.uk.

Elspeth Macfarlane **Area Secretary**

Solent

We held our AGM meeting in February at our usual venue, Warsash Sailing Club. After a few weeks and months without contact with sailing friends it is a popular event to get together and look forward to the coming sailing season. We were just about over subscribed for the evening, starting with the meeting conducted in brisk fashion by Tom Cunliffe and after an excellent supper we enjoyed an illustrated talk by Dick Durham about the East Coast which was particularly interesting to those of us who have not ventured there yet.

March and April is a classically quiet sailing time as far as the Solent Gaffers are concerned, but generally they have started creeping around the woodwork, and mucky hulls, with scraping machines and paint pots, all in the good cause of getting seaworthy before Yoggaff comes around. This year the expected numbers should see Yarmouth Harbour full of bunting flapping in the breeze and a great turnout for the occasion. There is however a very strange creature, locally known as a gribble, lurking around the quayside awaiting this seasons visitors. The creature recently arrived unannounced and has made its home by the lifeboat pen on the quay at Yarmouth Harbour. Some suggest it's a seat for tourists, others think it's a voracious rubbish bin. Yet others think it may be the last surviving gribble from the timbers of Yarmouth Pier replaced in the recent restoration. Even the Pier restoration project manager, whose name is Richard Gribble (you couldn't make it up, could you!) seems nonplussed – only time will tell as to what happens once the Gaffers arrive!

Beware all salty tars and matelots - The Gribble has arrived



Solent Gaffer – Alternative

During the winter, what with the weather being winterish and the big boat being under cover, the small boat has taken shape and is now complete and 'Sunbeam' is now ready for launching. She is ready to take on a challenge against any other petite gaffers who would like a different day out.



Sunbeam with Skipper Mike Warren

Jessica Warren
Area Secretary

East Coast

The Young Old Gaffers Brass Band
From left to right: Jose, Victoria, Olivier, Persephone,
Zak and George. Photo: David Lewin'



The East Coast 'Young Old Gaffers Brass Band' warming up at the Classic Boat Week dinner at Levington. Featuring many up and coming musicians including David Lewin's grandson Zak, who is in the yellow shirt on the right.

Well done Zak. A real East Coaster in the making if ever I saw one.

Bernard Patrick
ECOGA

Trailer section

Sea dogs and things doggy!

"Can I bring my dog?" asked the new member who had telephoned to enquire about a Trailer Section Rally. Well of course the answer is "Yes" with the caveat that a number of our rallies take place in sheep country and a dog found worrying sheep is generally shot out of hand.

Nevertheless, the enquiry got me searching through old photographs to find any with dogs in them, and it is surprising just how many members bring dogs to rallies, and for me, not having been a dog owner, it is amazing just how well dogs take to sailing.

The dog shown in the photograph of "Curlew" was "Jack" Now Jack was a celebrated ratter, rabbit chaser and on one occasion a lamb (Which required a swift bribe to not only save his life but avoid the full force of the law). At the first rally held at Clywedog, the whole

programme was held up because Jack went missing and was fortunately discovered, almost by chance to be stuck in a pipe that ran under one of the clubs dirt roads.

Thus began the famous “Dog dig” which involved members digging a hole down through the road to the pipe which was then cut open to release the dog. Although he had been in the pipe all night, so keen was Jack to catch whatever had lured him down there in the first place, he had no sooner been rescued than he tried to get back into the pipe the other way around. Now of course, most dog owners will assure you of the intelligence of their pet, but I have my doubts. After all, what sort of animal will voluntarily leave dry land to bounce about in a boat, generally in the bilges, just because Master says so?

A few prospective members ask me “Just how seriously do you take racing?” It is generally obvious from their demeanour that they are not over anxious to race, so I am able to assure them that the OGA is really a collection of eccentrics and misfits, some of whom take the racing seriously, others who just like to cruise along with everyone else. Now I shall have pleasure in assuring them that the crew of many of our smaller boats includes a dog. And that, I think, sums up nicely the ethos of the Trailer Section, “Fun afloat, fun ashore”



Mike Stevens
Area Secretary

Dublin Bay

In great measure due to the energy and activity of the two new sub-committees, the Dublin Bay OGA is certainly operating at an increased ‘tempo’ this year. Tim Magennis, that wonderfully agile ‘old salt’ has been doing a terrific job leading the Social Committee, and is to be congratulated for his organisation of the monthly DBOGA ‘Evening Talks’ in Poolbeg.

It will be difficult to top the 2008 schedule, what with the talk by our own Tom Cunliffe, and our own Chief Hydrographer, Sean Cullen, giving a superb, fascinating, talk on his Ireland Seabed Survey, and now Jamie Boag telling us about the Irish Volvo Race ‘Green Team’s’ boat a-building in China, and the Volvo Race Galway stopover.

Meanwhile, on the cruising Committee, Paul Keogh is doing a superb job, leading the Traditional Boat Rally fundraising efforts, with the ‘Race Night’ organised for Saturday May 24 in Poolbeg YBC. Derek Harris meanwhile is finalising DBOGA Cruise planning, with solid plans for ‘Brest 2008’ and DBOGA craft participation in many Irish Sea, North Channel and Bristol Channel OGA and other events.



Much fit out activity is taking place on DBOGA boats, with 'Naomh Cronan' now completely re-planked and re-decked, and our own Scottish Zulu 'The Breachan Lass' getting a significant re-fit within sight of Poolbeg clubhouse. Michael Prior (with support from many DBOGA members) has been working hard on the preservation of 'Oselot'. She was recently cradled and moved to a North Dublin location whilst Michael is seeking ways of having her restored.

We have a good number of Irish working vessels in the DBOGA fleet from famous Galway Hookers such as Mick Healion's 'Morning Star', the 'Naomh Cronan' and several Gleiteog's and Pucan's. We treasure these wonderful native heritage craft, and it is our hope that we will see many of them sailing in our Rally in June. Just this week I heard that long time DBOGA member Frank McCarthy is now 70 years young, and still fishes every day. It would be lovely to see 'Duninver' his fine Gleitog in commission at our June Rally in Poolbeg, with Frank and Bridie plus their children and grandchildren aboard.

Our June 27-29 'DBOGA Traditional Boat Rally' planning is going apace. The emphasis will be on enjoyment, with lots of Irish traditional 'Ceoil agus Craic' and with warm hospitality freely dispensed by BDOGA President Mick Bentham.

So come to Dublin with its fine open all weather harbour, and enjoy the craic culminating in the departure of the Viking replica longship 'Sea Stallion' on the 29th June for her return to Norway. Dublin will be awash with all thing Viking, their culture and their festivities, bring your instruments and join in.

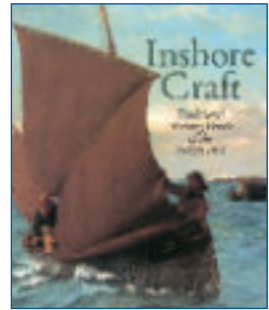
Sean Walsh
Area Secretary

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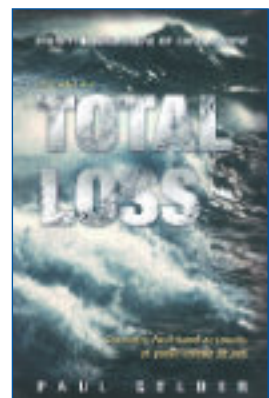
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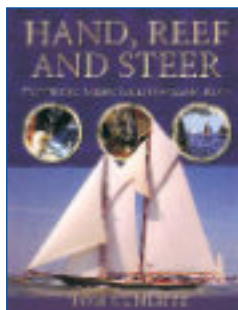
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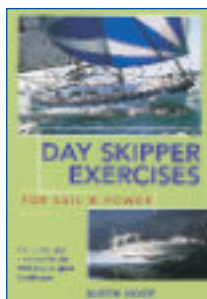
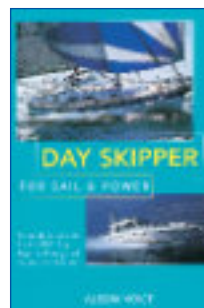
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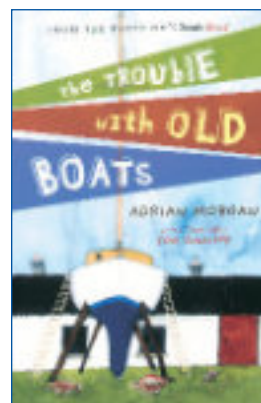
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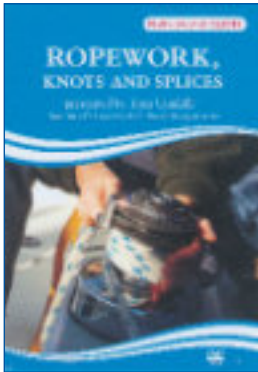
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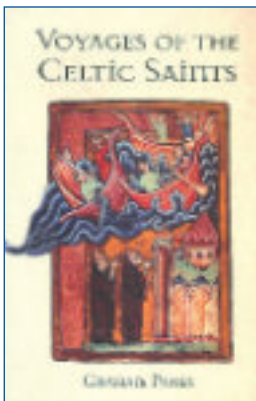
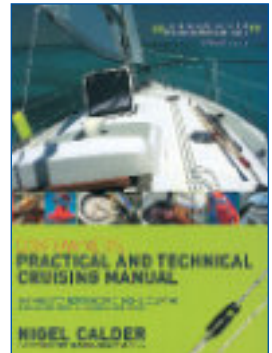
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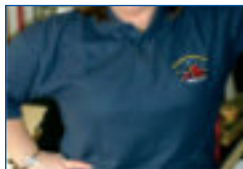
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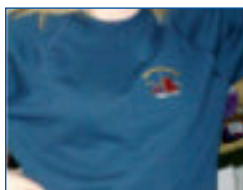
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