

GAFFERS LOG

December 2009



The Official Newsletter of the Old Gaffers Association

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



John Labands' 'Working Yacht I' anchored in the Scillies



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As I write this winter is just starting to bite, Christmas is fast approaching and beyond that the AGM looms. Please read the Notice Board Section for details about the forthcoming AGM, the agenda, proposals for new officers of the association and a number of changes to our rules.

We are all, no doubt, either getting down to winter fettling or planning what needs to be done before next season, which currently seems a long way off. My boat Maryll is presently laid up in a shed at North Farnbridge looking most forlorn with her deck off and sundry bits of her framing taken off. It really put me in mind of Stevie Clarkson's article in the March 09 issue about replacing Morna's deck and I am currently sharing his pain re cost.

There are some excellent articles again in this edition of the log and I would like to thank all the contributors for their efforts for this edition and indeed all those throughout 2009.

It is with huge regret that I have to announce that I am standing down as the Editor of the Gaffers Log. When I took the job on I hadn't intended to return to full time work, indeed the previous editor Phil Slade had advised that it would be a difficult job to do without sufficient time. With the exception of the pressures of getting the log prepared for its various deadlines I have to say that I have enjoyed communicating with so many of the OGA membership and reading the entertaining articles kindly written. Thanks to all those that helped me during the year and especially to the Publishers: Storm, without whose sterling efforts I doubt I would have got even one edition out.

The Association is therefore seeking a new editor for the log – anyone that is keen to take on this most rewarding job should advise the Secretary Robert Holden.

In the meantime Phil Slade who did such a sterling job as the previous editor has kindly agreed to pick up the reins once again. Any material for inclusion in the log: articles, photographs or adverts should be forwarded to him at the following address:

Phil Slade, Le Bourg, Touquettes, 61550 La Ferte Fresnel, France
Tel: 0033-233345320 E-Mail: philip.slade@orange.fr

Closing date for copy for the March 2010 issue of Gaffers Log is 1st February 2010



1963 OGA Race East Coast - provided by Mike Peyton



The season ended with wind and rain and I hope that you all found a safe haven at that time. There is a wind of change blowing through our Association as well. Next year you will have a new President as we have received a nomination for the post and we'll receive others.

Our membership secretary, Peter Lyons, is standing down after piloting us safely through the stormy waters of the new membership database and all our thanks are due to him for all his efforts. We have a nomination to take over who has extensive database experience.

Our Boat Register supreme, Nick Miller, is also standing down after a very long spell looking after all our boat data and supplying us with handicap information at the drop of a hat (or should it be cap), again we are very fortunate in having a nomination who has a great deal of experience in this particular field. I know that all these nominees will receive your full support in their new roles once they have been elected.

The post we have not been able to fill yet is that of Log Editor. Keith Watson has had to relinquish the post after this issue due to changed personal circumstances, i.e. a more than full time job running a busy yacht chandlery! If anyone can help out please get in touch.

Your OGA Needs YOU!

Our Association has had a very successful year with very many events run in the sections for the enjoyment of our members as well as the yachting public in general. Every year there is more and more interest in the vessels we sail, with new builds and renovations being completed and sailing with us, long may this healthy situation continue. I had a wonderful season meeting lots of like-minded sailors at home and abroad and look forward to an even better one next year. See you at the AGM in London or around the coast and overseas in 2010.

Lorna and I wish you a very happy Christmas and a peaceful New Year.

Happy Gaffering

Brian Hammett - OGA President



Old Gaffers Association®



The Association for Gaff-RigSailing

Annual General Meeting
Saturday 16th January 2010
18.30 at the Cruising Association HQ

Agenda

1. President's Welcome Address
2. Present [Members are asked to sign attendance sheet] & Apologies
3. Approval of the Minutes of the last AGM on 17th January 2009
4. Matters Arising
5. Hon Treasurer's Report – Presentation of Accounts
6. Hon Secretary's Report
7. Proposed Rule Changes – see separate sheet.
8. Election of Officers – see separate sheet
9. Announcement of Awards
10. Members General Discussion Forum
11. Close of Meeting

A.G.M. 2010 - Updating The Rules

The Associations Rules have become dated over the years, particularly now that we live in an electronic age. Accordingly it is proposed that they be updated to take account of this - and additionally clarified where appropriate.

Proposed: Robert Holden (Association Hon Sec)
Seconded: Peter Lyons (Hon Membership Sec)

Rule 7. Organisation.

(ii)

Add Webmaster thus:

[The position of Webmaster was added at the 2006 AGM – but has been inadvertently omitted from the printed rules]

Officers: The Officers of the Association shall be:-

- (a) Association President.
- (b) A Vice-President representative of each area which is fully constituted.
- (c) Association Honorary Secretary.
- (d) Association Honorary Treasurer.
- (e) Association Honorary Membership Secretary.
- (f) Newsletter Editor.
- (g) Boat Register Editor.
- (h) Webmaster.

Clarify and amend current Rule 7 (ii) 2nd, 3rd & 4th paragraphs –

So that the same rules govern all officers both National and Area

The second paragraph shall now read thus:

All officers except the Vice Presidents shall be elected at the Annual General Meeting of the Association, subject to a simple majority vote and shall remain in office for a period not exceeding three consecutive years, but may stand for re-election at the end of such period.

Nominations for the election of all Officers of the Association may be submitted by any member of the Association.

To enable all O.G.A. members to vote, a postal ballot will be held (not by electronic means).

Rule 7(iv) Area Committees

Add para 1 ... or electronic means (Email, web conferencing etc.).

para 2 delete 'Newsletter Editor' and insert 'Membership Secretary'

para 3 delete 'Association Secretary'

Rule 7 (iv) shall now read thus:

Each Area Committee shall elect its own Honorary Secretary and Honorary Treasurer. Each Area Committee shall be solely responsible for running events in its area. Area Committees may make such rules as they may consider necessary for the efficient running of the Association in their area, but shall inform the Association Secretary of such rules. Committee business may, if necessary, be conducted by post *or electronic means (Email, web conferencing etc.)*.

Area Secretaries should keep the Association Secretary and the Membership Secretary informed of the names and addresses of Area Committee Members.

Area Secretaries shall keep the Newsletter Editor informed of race results [see also *Rule 8 Races*], boats and gear for sale, and any other matters likely to be of interest to the membership at large.

(vi) Elder Gaffer.

[For clarification the following sentence be added.]

The last sentence shall now read thus :

Elder Gaffers may however be elected to serve on all committees and shall have full voting rights on that committee.

Rule 8. Races.

[remove the necessity for detailed results of all races to be sent to the Newsletter Editor for publication]

Add: Area Committees to retain detailed race results for their respective Area's Annual Race.

Rule 11. Newsletter.

[remove the necessity for detailed results of all races to be sent to the Newsletter Editor for publication]

Consistency with Rule 7 iv – Area Committees.

Change last sentence to read the same as Rule 7 thus: Area Secretaries shall keep the Newsletter Editor aware of race results, boats and gear for sale, and any other matters likely to be of interest to the membership at large.

Rule 12. Changes to Rules.

For clarification: First paragraph - delete second sentence regarding postal voting on Rule changes.

This is because postal voting does not, and cannot, take account of possible amendments to proposals. Once an amendment is proposed at a meeting it straightaway makes all postal votes void, since members have not voted on the proposal as originally proposed. Postal voters are therefore not to know whatever amendments may subsequently be offered and accepted.

First Paragraph to read thus:

These Rules shall be changed only at a General Meeting of the Association. *[Customarily held in January of each year]* The Association Secretary shall give at least 14 days written notice of such a meeting and the proposed changes to all Members. Such changes shall become effective if two thirds of the votes cast at the meeting is in favour.

For clarification:

Change the wording '6 weeks before the date of a general meeting' to a specific date.

Second paragraph to read thus:

Proposals for changes to the Rules may be made by any Member in writing, seconded by another member and posted to the Honorary Secretary by November 1st each year.

AGM 2010 -ELECTION OF OFFICERS

National President - Mike Shaw

Proposed: Brian Hammett

Seconded: Nick Miller

National Secretary - Robert Holden

[Prepared to stand for a further term if elected]

Proposed: Sue Farrer

Seconded: Mike Shaw

Membership Secretary – Peter Crook

Proposed: Peter Lyons

Seconded: Alan Aston

Boat Register Editor – Pat Dawson

Proposed: Mike Shaw

Seconded: Mike Robertson

ARCHIVE MATERIAL

This is a plea from your Hon Sec concerning archive material. Elsewhere in this issue of Gaffers Log you will find another plea, in this instance for a volunteer to take on what could be a very pleasurable role – that of an Association Archivist.

Consistent with that, I ask if individual members hold material that is either OGA material of interest for the Archive or, perhaps more importantly, hold material of your own that you consider worthy of being part of that archive. If you do have documentary material of your own that you consider of worth for the Archive, but do not wish to gift it over, we would be pleased to copy it.

As always I will be pleased to hear from you. Contact details inside the front cover.

Help - OGA Newsletter Editor, Archivist, Publicity and Regalia persons vacancies

The OGA is looking for volunteers to take on one each of the above roles. The Archivist role being a new one whilst Publicity and Regalia are established positions. With the exception of the Editorship of Gaffers Log they are all Non Executive in nature. In all cases we ask you contact me, Robert Holden your Association Hon Sec, on 01843 582997 or 07973 468961, or if you prefer by email on robertjan@holdenrj.fsnet.co.uk

Newsletter Editor

You will read elsewhere in this issue of Gaffers Log that Keith Watson finds he is unable to carry on as Editor of Gaffers Log. Accordingly we seek a replacement as soon as possible to take the reins on this shop window publication of our Old Gaffers Association.

The role can be very interesting, bringing the Editor into contact with a variety of boating related people - within and without the OGA. It carries with it, as an Executive post, a position on the General Management Committee, which this year has met twice in the convivial surroundings of two easy of access West London pubs.

Archivist

Our respected Old Gaffers Association has gathered, over the 46 or so years of its existence, an archive that has quietly become of national importance. Being largely a substantial paper and photographic archive it has to be conceded it has not so far been effectively managed.

Much of it has recently come into the custody of Viv Head, in connection with developing a book in celebration of the 'OGA at 50' in 2013. It consists at the moment of eight large plastic boxes, though other material remains with a variety of other people around the OGA, most notably Area Secretaries - to what ever degree their local archive might add up to.

With in excess of 1200 members and several international Areas and Affiliations, and a history of almost five decades, the OGA could do with giving its archive a little more attention and TLC. We should at least know what we have got and where it is.

The archive is too extensive to reasonably expect someone to hold it in ordinary domestic circumstances, and in any case is it satisfactory to play 'pass the parcel' with it? We need, at some time in the future, to find a permanent home for it, possibly renting some storage space or finding a dedicated (public?) archive service.

In the meantime, perhaps over two or three years, we need to make sense of that material and accordingly we seek someone from within the OGA who would be interested in taking on that role of Archivist. This could be a supremely interesting role, liaising with those involved with the book compilation as material is revealed, cataloguing and categorising the archive as the role progresses etc. There are established formats for such work, as used by libraries and museums and we should endeavour to follow those established procedures for consistency, but they cannot be that complex, certainly not at our level - and we can seek guidance on that.

So we ask if there is anyone who would like to take on this important role. It is not a role to be rushed. Rather, it is one to be savoured and enjoyed.

Publicity

The OGA is also seeking someone to take on the role of Publicity. Whilst areas themselves promote their own activities, often very efficiently, writing to the media in furtherance of that, it is felt that someone with a bit of flair could do more in connection with the wider OGA to a wider audience. Perhaps even beyond that of the yachting media, making ourselves more widely known generally developing relationships with outside bodies, particularly in the run up to our 50th birthday in 2013.

Regalia

At present the OGA Regalia – or merchandise if you prefer – is temporarily held by our Hon Treasurer Chris Brown. We therefore need to find a volunteer to run this important part of the OGA so that Chris can properly concentrate on his role of Association Treasurer.

So if anyone would like to take on one of these activities your 'Hon Sec' Robert Holden would be pleased to hear from you – contact details please see above.

LONDON INTERNATIONAL BOAT SHOW.

Thanks to John Goode we are again being offered the facility of reduced price tickets for the London Boat Show. When booking your tickets you will need to quote the number L J G 42. The process is all as John has described below. Thanks must go to him for this offer.

London International Boat Show (8th – 17th January 2010).

Old Gaffers Association Booking Code: **L J G42.**

Tickets can be purchased right up until the last day of the Show

Two types of ticket – After entering the above Booking Code on the LIBS official website, or when telephoning the LIBS ticket agency, you will have the following option:

£11.00 – Admission any day **including Preview Day** and a **Free Drink**

£10.00 – Admission any day **including Preview Day**

Website bookings – **www.londonboatshow.com**

Telephone bookings – **0844 209 0333**

IMPORTANT NOTES

Free Drink: A voucher will be sent with each purchased ticket, which can be redeemed for a pint of beer or larger, a glass of house wine or soft drink at the Clubs & Associations Bar, which is situated next to the Classic Boat Feature in the North Hall.

Group Bookings: The above telephone number and website are for orders of less than 10 tickets in any one transaction. Orders for 10 or more tickets (still at the same price & with the free drink option) can only be made by phoning National Boat Shows group booking ticketing agency on 0207 014 8444.

Under 16's go free: Up to two free child tickets can be ordered with each purchased ticket. Regrettably, the above drink offer does not apply to the free child tickets.

Single transaction fee of £1.25: Applies whether ordering one or any greater number of tickets.

Postal Delays: Because it could take up to 7 days or so for them to arrive by post, any tickets purchased shortly before or during the show can be collected on arrival from the advance ticket box office at the main (DLR station) entrance.

NEW OGA TRAILER MEET FOR SCOTLAND - LOCH LONG 25-28 JUNE 2010

Dave Hart from Loch Long is promoting a new OGA trailer meet for Scotland. He is based at Blairmore on Loch Long one mile north of Blairmore pier.

Loch Long and the upper reaches of the Clyde offer fantastic dinghy cruising opportunities with surrounding mountains. There is a free launching facility on Blairmore spit which is rough but accessible for 4X4 vehicles.

Dave is into classic day boats & as a hobby often has a spare boat for sale as he changes his boats frequently, so if you are without a boat at the moment it might be worth asking if there

are any character boats, Lune Whammels or Post boats. Sometimes there are Drascombe Dabbers, Luggers or longboats also available.

Daves aim is to put the Clyde area on the map for OGA members & anyone else interested in trailer sailing in classic day boats with historical rigs.

If anyone is interested in organising a trailer sail meet in Scotland let Gordon Garman know so that it can get in the newsletter for Scotland.

Email:scotsec@oldgaffersassociation.org

You might also like to let Mike Stevens know: Trailer Sec for OGA.

Email:trailersec@oldgaffersassociation.org

Dave Hart . OGA member, can be contacted at:

Email: dhart503@btinternet.com Tel:01369-840849.

Welcome Aboard

A warm welcome to all our new members

Cornwall Area

Capt. David Bisson. Trevassack, Garras, Helston, Cornwall, TR12 6LH **Devon Maid**

Devon Area

Mr Giles Bowen. 3 Dryden Cottages, Aylesbeare, Exeter, Devon, EX5 2BU **Menna**

East Coast Area

Mr Simon Papendick & Mrs Patricia Papendick J-Star Yacht Sales, Nicholes Boatyard, Egham, Surrey, TW20 0AB **Gadfly II**

Mr Graham Winward "Compass Rose", 57 Marlborough Road, Ipswich, Suffolk, IP4 5BA **Dunlin**

Lake District Area

Mr Jack Lawson 44 Sedbergh Road, Kendal, Cumbria , LA96BE

Medway Cinque Ports Area

Mr Simon Hammond 2 Schooner Walk, Upnor, Rochester, Kent, ME2 4GZ **Tess**

Overseas

Mr William Kohler. 401 W. Shoreline Drive, Unit 151, Sandusky, , Ohio, 44870 **The Delphine**

Solent Area

Miss Janice Lingley. 2 Potter Street, Northwood, Middlesex, HA6 1QE

Mr Simon Layton & Mrs Kirsty Layton. 39 Petrel Close, Beltinge, Herne Bay, Kent, CT6 6NT

Mr Jim Hopwood. 18 Woodlands Close, Dibden Purlieu, Southampton, SO45 4JG **Hippo**

TROPHIES TROPHIES TROPHIES

Please don't forget to let me have your nominations for the National Trophies. I have extended the time again to the end of December for receiving the nominations to help everyone and also in the hope I receive a few more. *NB Only members can be nominated.* Up to now I have not received as many as I had hoped so please put your thinking caps on and start nominating. Email me sue@psfarrer.co.uk or cnwsec@oldgaffersassociation.org

It would be good to award all our National Trophies at the Association Annual General Meeting, which will be held at the Cruising Association in London on the 16th January 2010. Remember all trophy winners have a memento to keep.

Nominations for the Cape Horn trophy need to be forwarded to Tom Cunliffe for judging so please hurry to give Tom plenty of time to judge.

Mike Shaw as the lead on the Sailing Committee has agreed to judge the nominations for the Gaffers Globe and Gaffers Tales. However, he will find it difficult to judge if no nominations are forthcoming!

The criteria for all the trophies are defined on the OGA web site.



There has been a new trophy donated by Malcolm Goram to be awarded for seamanship to a trailer section member. This trophy hopefully will also be presented at the National AGM in January 2010 but only if nominations are forthcoming.

REMINDER

To all those who received trophies at the AGM in January 2009 please would you return them to Sue Farrer as soon as possible in order that they may be engraved for awarding in 2010. Many thanks. A letter of reminder has also been sent to those winners.

Sue Farrer
Trophy Secretary

WEBMASTER REPORT

As it becomes easier and cheaper to set-up websites, we have quite a few sites related to OGA areas. This is what I know of at towards the end of 2009:

Main OGA website: www.oldgaffersassociation.org – intended to inform people about the OGA, who to contact, and with area details. Also avails on-line joining and purchase of regalia. Available for public viewing. *Can I remind all area secretaries to e-mail when your area details change.*

OGA forum: <http://s13.invisionfree.com/OGA/index.php> - the forum covers boat sales & wants, requests for information and queries. Available for public viewing, but posts can only be added by registered members of the forum. This is not restricted to OGA members. There is a password protected forum for area secretaries.

OGA Web Community – a “Facebook” style site, and **strictly members only**. You can only join by invitation, but can e-mail me with a request to join. This site is not visible to non-members, and may be useful to post newsletters and photographs etc. *This site needs members to join to make it work.*

Area Sites:

Lake District Site: <http://sailinginthelakes.com> – run by Barry Healas, and covering Ullswater in particular, the site also reports on some trailer section matters.

East Coast Area: <http://www.eastcoastclassics.co.uk>

Solent Area: <http://www.solentgaffers.org>

Devon Area: <http://www.devongaffers.org.uk>

Northern Ireland Area: <http://www.oldgaffers.com>

Also, Colin Ming has set-up an Old Gaffers Association - *British Columbia Canada* area group on Facebook

Peter Farrer – Webmaster: webmaster@oldgaffersassociation.org

Letters

I'd like to thank everyone that took the time to send emails, letters and cards of support to me throughout the last year and particularly while I was in hospital for several months.

I'm glad to say I've had nothing short of a miraculous recovery and although I have not been out in Northern Star since leaving hospital I fully intend to be back out sailing and spreading the OGA flag within a few months.

With sincere thanks.

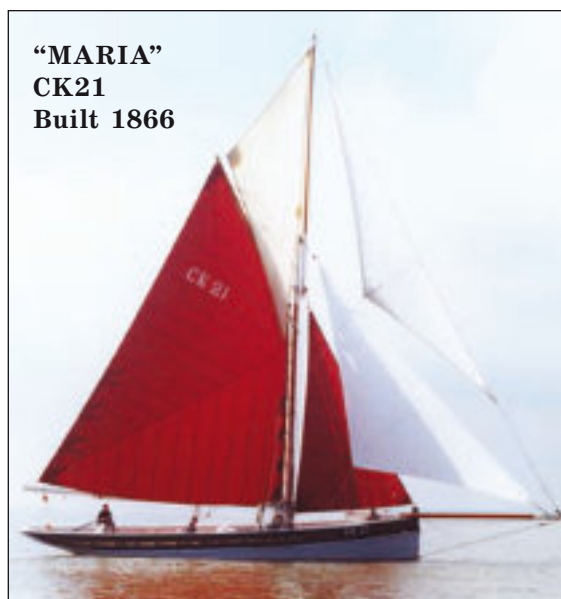
Colin Ming
Surrey BC
OGA No. 4893

JAMES LAWRENCE SAILMAKERS

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Maldon Town Regatta on the 1911 Gaff Yawl Cormorant

Maldon town regatta is for some including me the highlight of the sailing season as it's always a cracking event with an excellent turn out of traditional craft, crowds and beer. This year was special for my crew and me as I had just taken delivery of my new vessel Cormorant. This was only the second weekend sailing her and so we were very much in the getting to know each other stage. It was also all very new for my hardy crew JohnnyBoy and Mason. This year is pretty much their first year sailing (although Mason did a bit last year including Maldon regatta) and they had been getting their stripes sailing on my Stella, Flamingo and were making great progress in learning the ropes. We had competed in a number of races throughout the year with some success and even managed an early trip across the North Sea to attend Ostend at Anchor. So with a good few miles under their keel I was confident that we would be more than up to the challenge of sailing an engineless old gaffer...



Cormorant Maldon Town Regatta

The weekend started Friday night (as it generally does) at a party celebrating Allie's (new first mate) birthday. The plan was to leave the party (and Allie – oops) around ten in order to catch the tide and drive to Maldon where our launch (Mike McCarthy (Elfreda/Emma Hamilton/Basildon)) would be waiting to take us to our yacht, which was afloat off Osea Island. So at around 22:00hrs JohnnyBoy arrived at the party in order to collect his skipper. It was at this point that a new crew member (Kevin) was press-ganged into service; I did well to not get noticed dropping the kings shilling in his champagne!

With Johnny driving and Kevin gagged and installed somewhere in the boot we headed off arriving in Maldon just before 23:00hrs to discover there was little water. We met up with Mad Dog Mick MaCarthy of Basildon and headed to the office of Maldon (The Queens Head) for a few beers whilst waiting for the water to arrive. Midnight came and there was enough water for us to get the launch underway bound for the island. We set off forgetting the dinghy and so, halfway there, we turned around to go back to Maldon to collect this most essential of tools for an engineless yacht. I took much ribbing about this but the tide was still on the flood and so the launch would have little trouble getting back into Maldon once it had dropped off its very appreciative guests. Returning to Maldon once we had been delivered on that tide was, as it transpired, never going to happen due to a serious piece of navigational inspiration, displays of which are rarely seen, but on this occasion displayed in grand glory for all to admire. Mad Dog Mick MaCarthy of Basildon decided that a trip round the back of Northey Island was to be undertaken as our latest press ganged crew member

had never seen it before and, fortified with ginger wine and red wine, Mitch MaCathy of Basildon was insistent that he'd see this special but rarely used route in all its glory. When Kevin found himself stripping to his Y fronts with Johnny Boy doing the same, jumping over the side disappearing up to his ankles he must have thought to himself he'd never expected to get so close. Mad Dog had gone wrong...very very wrong. I was catching a few minutes rest downstairs unaware of the route change when I was nearly thrown from my bunk as the launch leapt into the air and came to a sudden, fibreglass shattering stop. We'd gone aground and even with two of the scrawniest, lily-white crew ever seen over the sides trying to push off, the boat was not to be moved. What was even more special was that we were parked right at the top of the tide and within five minutes it was on the ebb.

It was clear that Mad Dog of Basildon had a long night ahead of him and also that there was no way we were going to hang around. Our six foot five dinghy was brought up alongside and a weekends worth of food, a suit of sails, three kit bags and various other items including thirty two stone of prime Essex idiots were loaded into the trusty, leaky very unstable with anything other than a small child and a frog on board vessel.

It was a very still dark night and we headed out into the river, which seemed awfully big and scary. We had about an inch of freeboard and if anyone moved, the dinghy felt like it would tip over, fill instantly and we'd all be lost with the only wreckage found being a pair of Johnny Boy's Y-fronts and a half drunk box of red wine that had been lifted from the launch!

Eventually at three am we got to Cormorant and with great relief unloaded all the gear and fired up the oil lamps relaxing in their warm glow. I requested that JB set his alarm for five am as we needed to get the boat up to West Mersea to pick up our other trusty crew member: Mason. The race start time was eight in the morning and so as the alarm leapt into life at five it was with great grumpiness that we all roused in preparation for the off. JohnnyBoy complained that he hadn't had any sleep due to Kevin and I snoring – something we both strongly deny. There was also some grumbling from both Kevin and JB that they couldn't find their wallets. Then they found them in their pockets, the interesting thing here though was the fact that they had each others wallets....and then they realised that their jeans didn't seem to fit anymore – in the confusion of getting dressed after their ankle dip on Northey Island they had put on each others jeans! They claim this to be a complete accident but I have my suspicions especially as Kevin seemed to lose his underwear and find it later on the boat – should I be concerned?

Anyway, we slipped the mooring around ten past five with the dinghy alongside and outboard fired up making great use of the ebb carrying us up towards Bradwell. Dawn was soon with us and the Blackwater looked very still and peaceful although not overly inviting due to the heavy cloud cover. The tides were springs and this caused us a surprising problem just before Bradwell power station. There was a huge amount of weed and rubbish in the water presumably due to the tides washing the high water lines and moving a lot of the rubbish out into the river. The outboard was to suffer and we were soon worried as the engine stopped. There was no wind so hoisting the sails would have had no effect and so I realised I might be rowing us to Mersea! We inspected the engine and found there to be weed clogging the water intake. It was just as well we found the cause as the instruction manuals trouble shooting guide told us to contact Yamaha for anything other than how to refuel your outboard!

With a further thirty-minute delay our rendezvous with Mason was slipping later and later. We finally came up on the Nass Beacon off Mersea over an hour and a half late. JohnnyBoy was dispatched in the dinghy to collect Mason but unfortunately managed to get lost (having only been into Mersea heaven knows how many times – including Mersea week) and so a number of calls were made back to the mother ship to try to establish where Mersea was! He was gone for over an hour but still insists he didn't get that lost. The fact that it only took him fifteen minutes to get back after picking up Mason would suggest there was a small amount of navigational error!

Back on board and we started making for the start line. Unfortunately we were too late as the committee boat started to raise her anchor just as we got to the line. They obviously had enough of waiting and so effectively our racing was over. We crossed what would have been the line and set off in next to no wind with a fairly relaxed attitude to the entire exercise. Surprisingly we started to catch a few of the back markers and made our way well before the wind completely fell away and we were soon dropping anchor hoping for a sea breeze to fill in. In the end the race was abandoned and we all drifted up to Osea before heading off for the Parade of sail back into Maldon. We had a good start for the parade of sail but again the wind was very light and the rest of the fleet left us. We need a lot more sail area on Cormorant and so more money will need to be spent! Anyway, as you'll see from the picture below it was all very relaxed and easy going. In the end a lack of breeze and an ebbing tide meant that we had to fire the outboard motor and get the boat into Maldon.

We tied up outside of Gwenili (see September Gaffers Log) and left the boat for free beer in one of the Maldon yards. We relaxed and met up with old friends and all laughed at Mad Dog Mike McCufney's riverside parking. It transpired that Mick had been trying to lay the blame squarely on me for forgetting the dinghy! As you'll see below I can't really see how forgetting the dinghy could result in this spectacular grounding. Worth also noting in this picture that Osea Island is in the background

Anyway, the afternoon turned into the evening and we were joined by first mate and friends and were all enjoying ourselves and doing our very best to drink our own body weight in beer and gin. It became very clear that JB had had a real good go at the free beer as he became very animated before having his foot run over by a lady in a Ford KA. Unfortunately I missed this little mishap and no damage was done to the car (or JB) but I do wish I had been there!

Then before you could say 'Mick we're aground' we were ushered into that fine establishment the Maldon Little Ship Club. Fortunately for all us Old Guffers Mick had been rescued but not before the entire fleet of Smacks Gaffers and Classics had sailed past his 'field trip'. In fact during one of the many calls he commented on 'What a great view I've got of the race'. Perhaps he'll return next year to the same spot?? Anyway back to the Maldon Little Ship Club and Mad Dog Catering of Basildon had laid on an excellent dinner of Shepherd's pie, beans with the coup da grace: a stick of Asparagus finishing us (I mean it) off. It was a cracking meal and was just what was needed. Well done and sincere thanks to Mike, his team and the MLSC!

Going back to check the boats revealed that there was no mud in that part of Maldon (against the quay) and we were all leaning out into the river precariously. Of course we should have run lines from the top of our masts but we had all mistakenly assumed that

there was so much mud in Maldon we'd be fine. Fortunately the only damage done was a broken cleat and a small score down Cormorants topsides from a rough shackle on Gwenili. The folkboat outside of us bent her jumpers on one of the Memory old gaffers masts but again all things considered we all got off lightly!

Given the perilous mooring situation we decided that moving the boat on the next tide was essential and that at least getting back out to Osea was a must. JB managed to secure a tow for us and we were very lucky that Dan's folkboat was returning to Wivenhoe. We left Maldon at 03:00hrs and had a long plug back up the Blackwater on a very dark, windless night eventually getting into Pyefleet on the Colne around seven am. With six people on board and only three full size bunks and one little bench seat sleeping arrangements were interesting. Johnny Boy slept in the cockpit – the best place for him!

Steve Meakin East Coast Area Member



Mike McCarthy on the grass

Wanted

Member's Photos for this space

The editor is desperately in need of new, good quality photographs.

Do you have any 'never seen before' Gaffering' photos ?

If so, and you are happy to share them with the members

please send them to log@oldgaffersassociation.org

Thank you - Ed

VENTILATION AND VENTILATORS

There are many different mantras, which are supposed to guarantee the success of various endeavours. High real estate values (and prices) are dependent upon location, cosmetic finishes reflect the quality (and quantity) of preparation and a wooden boat's life, to a substantial degree, depends upon ventilation and maintenance, in addition to the initial quality of materials and construction. Too many boats, like horses, are "rode hard and put away wet" which is a sure first step down the slippery slope towards expensive problems.

Keep a boat clean, keep her dry below and make sure that there is positive ventilation flowing through the boat. Ironically, one of the ways to keep her dry below is to swill down the decks every morning and afternoon with salt water to keep the decks tight. Salt water is hard on the brightwork but great for teak decks. Use a canvas bucket (doesn't mar the topsides) that you made yourself. Harvey Garrett Smith's books provide clear and explicit instructions and drawings. A daily washing down is easily accomplished while the boat is in commission but when she is laid up and stored a different regimen must be employed.

Whether in the water or out you should erect a cover over the deck and leave all the hatches, portholes and ventilators open so that air can circulate. If you must use a shrink wrap/plastic cover rather than canvas, make sure that it has adequate openings and space between the rub rail and the bottom of the plastic so that the movement of air is not blocked. In addition remove as much gear as possible, clean all the crap out of the bilges (use a strong galley serving spoon to get down into the frame bays and a thin screw driver to clean out the limber holes (renew the limber chain if you must) and lockers, and leave drawers, bins, locker doors and the cabin sole hatches slightly ajar.

One of the best ways to ventilate a boat in virtually all conditions is through a Dorade box and swiveling cowl vent. Designed in 1930 for use on the legendary Sparkman & Stephens yawl DORADE (hence the name) the Dorade box incorporates a baffle and water trap so that the air entering through the cowl vent cannot (in theory) carry water into the interior. In addition a deck plate is normally provided which can close off the top of the box when rough weather dictates removal of the cowl vents,

Until thirty or forty years ago very solid bronze and brass cast round, oval and teardrop shaped cowl vents in various diameters and spigot heights were readily available for use either on top of a Dorade box or mounted on a cabin or deck structure on larger yachts. Jointed sheet brass and jointed sheet galvanized cowl vents suitable for use on the foredeck of smaller boats kept cuddies and chain lockers vented on day sailors and cat boats. Mushroom vents for use over the galley and half cowl ventilators for installation on the sides of power boat cabins or engine rooms all were available to provide ventilation below. For steamships and large vessels a wide range of huge ventilators and rotating vents were available. Then the marine industry in general -- and wooden boats in particular -- entered into a dark period from which it has only recently emerged.

Fortunately we now have several companies who are manufacturing very well made, heavy and attractive ventilators.

Gannon and Benjamin, 30 A Beach Road (Box 1095), Vineyard Haven, MA, 02568, USA (508-693-4658, www.gannonandbenjamin.com) has patterns and can custom cast

handsome bronze cowl vents. They also have patterns for many other pieces of hardware ranging from mast and rigging hardware to cleats, fairleads, and deck fittings.

Paul E Luke at 15 Luke's Gulch, East Boothbay, Maine 04544 (207-633-4971, www.peluke.com) will manufacture either aluminium or bronze high/mid profile ventilators in a sort of upside down pear shape, in sizes from 3" to 7" diameter and 7.5" to 24.5" high. The aluminium vents are available in all of AwlGrip's colors inside and out. The bronze vents can also be custom painted inside. For prices and availability, please contact Frank Luke.

Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk 1 P12 1BD, England (011-44-1394-380390, www.ClassicMarine.co.uk) carries several sizes of small brass cowl vents and both low and high dome vents in spigot ID's ranging from 3" to 6". Classic Marine also carries brass "hit or miss" ventilators for use on interior doors or for locker doors. They have a wonderful catalogue but for the best information about the current styles and prices, look at their website. It's full of uncommon and helpful information and nautical trivia. These are great folks to do business with and their delivery service is amazingly fast.

Mariner's Hardware, 1320-P Commerce St., Petaluma, California, 94954 (707-765-0880, www.marinershardware.com), began manufacturing vents, boxes and accessories in 2000, and continues to expand. They have added traditionally styled ventilation products and now sell round, oval, high and mid profile bronze, brass and 316 stainless steel cowl vents, clam shell and mushroom ventilators, and several differently shaped and styled teak and mahogany Dorade boxes. They sell a half cowl ventilator in SS, deck plates and hose adaptors as well as teak finishing rings. The vents are available with white powder coat as standard, and in various colours for an additional charge. Although not pictured in their brochure, their promotional material mentions SS protective guards in many shapes and sizes.

Toplicht is an old fashioned chandlery at Friesenweg 4, D-22763, Hamburg, Germany (011-49-40889-01-00, www.toplicht.de). Anyone who has a traditional boat or classic yacht should check out their extensive line of products. Their catalogue – the latest is about 350 pages -- shows a wide and interesting variety of gear and although the narrative is mainly in German there are brief descriptions and an index in English (and other languages). Further, their staff is multi-lingual, very helpful and the service is prompt. It is necessary to check prices, dimensions (meters) and descriptions carefully to prevent disappointments as the Euro fluctuates and there are some unfamiliar terms but the range of products is superb. Toplicht carries cowl vents in a variety of configurations including one that is trumpet shaped, and in different sizes, materials and heights. They have a teak Dorade box, a very nicely shaped clamshell vent, a half cowl vent in polished bronze, and several rotating vents as well as some very unusual types of vents.

The following recommendations cannot be over emphasized.

For a healthier boat, make sure that you take all excess gear off to store elsewhere when she's laid up. Nothing promotes rot (along with mildew and mould) faster than puddles of fresh water in dirty bilges, heaps of mouldy PFDs or dirty sleeping bags and sails. Keep the air moving through the boat: ventilate, ventilate, ventilate! Clean her, cover her and if you can rig up a small electric heater and/or fan below when laid up, or a wind scoop at anchor, your boat will be the better for it.

Virginia Crowell Jones Copyright 2009

FIRST MYLNE CLASSIC REGATTA 2009

The firm of A. Mylne & Co. was founded in 1896, and remarkably continues today in the ownership of David Gray, a practising naval architect based in Fife. For many years it was closely associated with the Bute Slip Dock Company, which aimed to build yachts to Alfred Mylne's standard that a yacht should be able to survive a life of 50 years.



Kelpie (by Terry Needham)

Naturally the event attracted an Old Gaffer to study the classic fleet. My berth was in Design No 501 *Reiver*, a 35 ft steel sloop sailed by two brothers Peter & David Williams who built and launched her just 20 years ago. No she's not actually a gaffer, but a very fine boat nonetheless.



Kelpie closing upon Shona (No 11 Island Class) (by Terry Needham).

Around The Areas

Light winds gave ample leisure to view the competition in four days racing on the Firth of Clyde. The largest gaffer at 92 ft, *Eileen II*, a ketch from Oslo (1934), was a stately lady at her ease, while *Kelpie*, 65 ft (1903) the oldest, raised all the canvas in the book and stole the show. *Maid of Lorne* a 26 ft Humber yawl type (1908) won the prize for best turned-out yacht: tan sails and hull of a beautiful green. In the Scottish Island Class, *Isla* (1924) competed with her younger sister *Shona* (2000).

I must mention *Macaria*, 34 ft by Dickies of Tarbert (1922) another Humber yawl sailed over by Brian Law (OGA) from Strangford Lough who came as a spectator. She has been immaculately restored and wore new cream canvas over a gleaming black hull. Is it a tribute to the big anniversary of Ireland's best-known product? *Oread*, Richard Doig (OGA) from Larne was glimpsed in Rothesay.



Maid of Lorn Humber Yawl type(by Terry Needham).

The programme included Rhu Marina, the Royal Northern & Clyde Y.C., Rothesay Marina, and Isle of Bute S. C. What with tasting of Adelphi whisky, visit to Mountstewart House, dancing and dining it was a social whirl ashore. Praise is due to the Mylne team and all their supporters and sponsors for a first-class experience.

This event deserved better support from Mylne owners although the variety of those present was amazing, and all of them individually stylish. Kenneth Bellini who is the archivist for the firm would be very pleased to hear from anyone who owns or knows of any Mylne yacht or motorboat. (website: www.mylne.com)

Terry Needham

Passage Planning

Tit Willow didn't make it to this year's (2009) Solent Old Gaffers' Annual Race and Rally, though she's been there for the previous seven years. I drove over to the initial shore-side gathering and happening to pass Jessica Warren, our Area Secretary, explained that I hadn't on this occasion come by boat.

My diminutive pocket gaffer seems to have become such a fixture that Jessica actually looked momentarily perplexed; a point, which struck me afterwards. So I continued to think about this, particularly in view of the wasted entry fee and the loss of opportunity to join in the fun. In fact the more I thought about it, the more I am amazed that my boat and I have made it to any of the Solent meetings at all; so I decided to do a little retro-passage-planning. It seems quite probable that the only reason I have actually arrived at any of these gatherings in the last three years, is that I had not bothered to get down and do the maths that shows you can't do it; and this is how it goes.



Tit Willow

The first year in the area, 2002 I was unemployed for the summer and kept the boat at Itchenor in Chichester Harbour; she has also been further up the same creek at Dell Quay for the last three years. The three years in between she was round the back of Portsmouth Harbour, which is a whole easier kettle of fish, so like 2002, will be excluded from these calculations.

Though she is only fifteen and a half feet on deck, she weighs a ton and a quarter in cruising trim; (for racing trim I hunch forward and swear like a trooper). Despite her avoirdupois, I keep her ashore on a launching trolley as I then don't have to worry about her sinking, going adrift, gathering weed, needing antifouling, or costing an arm and a leg in mooring and insurance fees. Living in Arundel, Dell Quay is the nearest sensible point of contact with the sea that allows interesting sailing in the harbour and down into the Solent, however it is seriously tidal and I don't even consider launching her unless I am at least doing an over-nighter. She is too heavy to winch without potentially doing damage, so she has to be floated on and off her trolley. It is possible to get her in about two hours each side of high water springs, but at neaps it can be necessary to await the highest point of the tide. I originally had an 8 hp. outboard, but it has become seriously unreliable, so for the sake of practicality and the planet, I like to try and sail as much as possible and I now carry a valiant 3.3 hp. for unavoidably adverse moments.

I have a tidal atlas and use it all the time, but it is not until fairly recently someone pointed out to me that off Chichester Harbour entrance the tide actually starts running west toward the Solent, two hours before high water - the earliest I can even get her afloat. Some time after realizing this, I looked at the atlas more carefully and what is more, the tide only runs westward from Chichester to Cowes for five hours.

"Tee Dubs" as she is affectionately known, has a maximum hull speed of about five knots, but for passage purposes three knots is a more accurate figure to use. The next thing is that the prevailing wind is westerly, so the fates decree that there is an inordinate amount of tacking and/or flogging along under screaming outboard to get into the Solent.

OK, so I'll just pop down to the harbour entrance and catch the tide... actually no. I've now measured it on Google Earth and not only is it twenty nautical miles from Dell Quay to Cowes – seven hours sailing at three knots, its six nm even, to get to Chichester entrance and that remember, is more than two hours over an incoming spring tide. If you are lucky, this leaves you two or three hours of weakening stream to flog across lumpy Hayling Bay, which if you get everything right, takes you nearly to the forts just as the tide turns against you. There's nowhere close to go and hide and there are still eight grumpy miles against wind and tide in a small boat to get to Cowes and that is probably another three or maybe even four hours; because we all know that things are never quite as fast as you had hoped.

I am fortunate not to work on Friday afternoons. The tides don't care about this, but even when the high tide is just around lunch time – say two o'clock (2008), that only gives me seven hours to get alongside in Cowes and get the chain-ferry across to be in time for the Friday night briefing. I don't normally make it to the Saturday night shindig either; by the time I have got the boat to Cowes and spent a day willing her round the cans, I'm bushed.

So what happened this year? Bad, bad tides, so I took the Friday as a holiday and by the time I got her in the water on Thursday evening, it was blowing half a hooly with worse to come, so I borrowed an empty mooring in Bosham reach for the night. Friday was an aggressively unreliable force seven in the harbour, (enough to cause the 3.3 hp. outboard to baulk) and I have wanted for some time to find out what she would actually do reefed down to 'storm' sails – forty square foot on the main and a spitfire jib of less than twenty. I set sail and with the tide under her, she tacked steadily, without missing stays, cringed in the gusts and came to an uncontrollable wallow in the lulls. A couple of hours hard work, even inside the harbour, but not bad and the jib luff rope parting was not a disaster, but I was already knackered. The forecast for Saturday was four to five, occasionally six, on the nose round to the Hamble and the Sunday forecast was nearly as grisly. We probably could have nursed each other as far as Southampton Water, but I asked myself, who needs that much grief? Not I; so I came by car.

There is a postscript to this tale. People have been kind enough to worry about me as I have on several occasions set off for Chichester in part of a gale on the Sunday after a Solent outing. I have to tell you that a good run home with the tide underneath you is a similar reward to skiing back downhill after you have climbed the mountain with your skis over your shoulder. The last was Poole to Chichester Harbour entrances this year, in nine hours – wonderful!

Chris Waite – Solent Area Member

Holyhead Traditional Boat Festival September 2009

This year saw the third Holyhead Traditional Boat Festival – and it gets better and better! There is no doubt that this is becoming the Premier annual maritime festival in Wales. It provided a fully balanced schedule of activities for visitors, with or without boats, and events both afloat and ashore. The warmth, welcome and support of the civic authorities of the town, the towns-people and local businesses complement the pleasure and atmosphere of fun brought by the visiting crews and their families.

After a reception on the Friday evening hosted by the Mayor of Holyhead the sailing and ashore-side events got underway on Saturday morning.



The two largest were topsail schooners, Scott Metcalfe's Vilma (50') and Roger Barton's Johanna Lucretia (75ft), who was making her first appearance at Holyhead after being rescued from abandonment at Gloucester. Two Optimists represented the smallest fleet and the largest fleet in numbers comprised 10 trailer boats made up of small modern and traditional Gaffers.

Such was the well earned reputation of the event that some visitors travelled considerable distances to be there – David Grainger once again sailed from Milford Haven in his engineless gaff cutter Happy Quest and was the furthest travelled by sea. Jon Dykes brought Curlew, a 14ft. 6in Swallow boat from Devon, was the furthest travelled by road.

On Saturday the Holyhead Pilot Boat, St. Cybi, was the committee boat for the big boat class, which raced offshore out of the harbour under the capable and vigilant eyes of the OOD's Pete Farrer and Wendy Argyle. The equally capable and vigilant Maxine and Sue were the OOD's on the Holyhead S.C. rib, which acted as committee boat for the two small boat class races within the harbour. Craig and Cogger were in attendance driving the club rib providing general assistance and safety boat duties which were called upon more than once (the writer being a grateful recipient on one occasion!).

Conditions on race day were vigorous and testing, requiring the full attention of helm and crew to get the most out of their boats. The safety boat was called on a number of times, assisting a capsized Optimist, responding to Mike Stephens plaintive request for a tow off the harbour wall onto which he drifted when the centre-board of Aquarius snapped just after

crossing the finish line in the small boat class. The Iain Oughtred designed 15' double ender 'Elwy', crewed by Graham Panes and Bob Angell, (seen the previous two years on their big boats), also radioed for assistance when her mast, complete with full gaff rig gently toppled overboard on the start line at the beginning of the second race.

In the evening Holyhead S.C. were hosts to visitors and provided superb food, entertainment, a raffle with many prizes donated by generous sponsors and a good bar, – although one of the Irish visitors surprised every-one by pleading for 'Old Speckled Hen' to be available next year!

Sunday, as well as being day two of the sailing activities, was also Merchant Navy Remembrance Day and OGA member Jon Dykes went out on the RNLI Lifeboat with other representatives, the coxswain and crew to lay a wreath at sea. On return to the harbour the lifeboat led the Parade of Sail to provide a spectacle for the town. Also aboard the St. Cybi were John Cave and Richard Burnell from the Maritime Museum who provided great support for the entire event.

The Parade of Sail took place under a grey sky and gusty conditions. This combined with the thunder of the cannon firing from the decks of Johanna Lucretia (two cannon) and Vilma (one cannon), and the cheering and shouting of Johanna Lucretia's crew of sea cadets mingling with the crack of muskets from the detachment of Anglesey Hussars in period costume on Vilma. Add to that the swirling clouds of smoke and smell of cordite, those of us in the small boats nimbly tacking in and out of the fleet felt as if we were in the middle of the Battle of Trafalgar!



The cheering crowds of onlookers on the harbour wall were clearly enjoying themselves and the parade and the on-shore exhibitions by Mike Smylie with his kipper smoke house, Des and Liz Pawson demonstrating and offering rope making, Barry Jackson the coracle maker, the Anglesey Hussars who put on a display in the Trinity House Marine building all ensured that it was a festival which was not just a water based event for sailors.

Apart from the boat racing and sea battles, various OGA members also contributed to the spectacle in some impromptu and unexpected ways. An interesting incident was provided by Roger Wilkinson of Kittiwake Boats, whose trailer unhitched from his vehicle and rolled down into the harbour water at which point the boat, Petunia, sedately floated and drifted off. Fortunately, Roger managed to retrieve the boat at the club launch slipway but the fun and drama was not yet over for he found that she was sinking - he had forgotten to put the drainage bung in! To add to the fun it was an external bung and so he had to swim to put it in. His contribution to the entertainments was eventually to earn him runner up for the 'Cock Up' trophy.

The well-deserved winner of this trophy arose from another incident that was still attracting interested onlookers the following day. What they saw was a right angled bend in an alloy mast which was stashed horizontally fore and aft along the deck and protruding over the bow of a modern bermudan sloop laid-up ashore in the marina boat yard. This puzzling sight was courtesy of one of the gaffers who had passed that way earlier (twice). On Saturday morning Liam Cassidy towed his boat 'Hazel', with mast lowered down to the slipway. He passed under the laid up (and at that time straight) mast with no problem. Unfortunately when, after a good sail, he happily reversed his route later that day 'Hazel's' mast was still in its upright position and there was a disastrous collision resulting in the alloy mast of the laid up Bermudan being bent quite dramatically!

After the Parade, the event started to draw to a close with a late Sunday afternoon Farewell drinks party aboard Vilma and the evening provided another venue for entertainment and relaxing in the Holyhead S.C. clubhouse.

Events as successful as this do not just happen by people turning up. A huge amount of work is done by many people, both before and during the event but in particular the visitors - and even the town of Holyhead and its good people and its businesses - have every cause to thank the most hard working and energetic organisers ever - Pete and Sue Farrer, most ably supported by Maxine. There are, of, course many others who must be thanked and recognised for their unselfish contributions, such as Angus and Doreen McLeod of Holyhead S.C., Harbour Master Brian McCleery for all his support, Geoff Garrod and Susan Cooper of Holyhead Marina, Alan Williams from Stena for piloting support vessels on both Saturday and Sunday. Holyhead Sailing Club for hosting the event and the use of their premises for the weekend. The Anglesey Hussars for supplying the cannon and muskets aboard the two vessels Vilma and the Johanna Lucretia.

Sponsors included:

Ynys Mon County Council with funding, Holyhead Town Council for the Civic Reception, Stena Line Ports for slate coasters and both Stena Line and Irish Ferries for donating prizes of Return Tickets for car and two passengers to Ireland.

Yacht Shop for the dry bag and contents that was auctioned on the Saturday night and raised £105 for the RNLI.

Holyhead Marina, who provided free berthing for the weekend.

The Marina Stores - bottles of spirits.

Annual Subscriptions from Practical Boat Owner, Classic Boat, Watercraft, Yachting Monthly.

Kelvin Hughes with the supplying of various books.

Weird Fish for supplying key rings, bags, baseball caps, stickers and wallets.

International Paints for Teak Oil and Teak Restorer.
Blakes Paints for Varnish.

Results.

Large Working Boat

1st on Handicap Lassie – owned by Adrian Farey

1st on Handicap OGA member (Master Frank Deadeye Trophy) - Lassie

Large Yacht

1st on Handicap Happy Quest-David Grainger

1st on Handicap OGA member Blencathra Trophy -Happy Quest

Small Boat races

First Race

1st on Handicap - Pathfinder 11 owned by Colin and Jane Cummings

Second Race

1st on Handicap - Curlew owned by Jon Dykes

Best overall OGA Member Derwentwater Marina Trophy Pathfinder 11

Optimists

1st Race Adam Livingstone 2nd Race Ciaron Jones

Boat of the Event and receiving the Stena Port Trophy - Dreva

Best New Build - A Stearnan - Peter and Valery Wakefield

Seamanship Award - Hazel - Norfolk Oyster - Liam and Wendy Cassidy. For being the only small boat that entered into the large boat class.

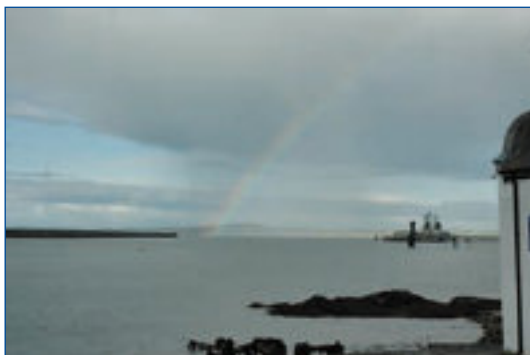
Youngest Skipper - 9-year-old Ciaron Jones sailing his Optimist.

Veteran Trophy was returned to Ken Anderson to repair the clock!!

Perseverance – one of the larger vessels “Comrades” a Morecambe Bay Prawner from Conwy sailed for 11hrs but was forced to return to Conwy as the weather was against him.

Bob Angell then came to Holyhead by road and stayed Bed and Breakfast with his family - but was put to good use as crew on ‘Elwy’ (which required even more perseverance!).

Graham Panes



OGA A-Z QUIZ

Gerry Murtagh – Dublin Bay Area (Havoc – Howth) put this quiz together for a Dublin Bay event and he has now kindly allowed us to reproduce it in the Gaffers Log. The answers will be published in the March 2010 Gaffers Log but to make it more interesting we are inviting you to send your answers to the Log Editor (contact details inc. e-mail address in each log) by midnight on 15th January 2010. The correct entries will be put in hat (or other suitable receptacle!) and the winning entry will be drawn at the AGM on the next day. Gerry is kindly offering a bottle of ‘good’ whiskey for the first correct entry drawn. You should complete the quiz without reference to research material !!! (We will be watching)

Abiel Cabbot Low is

- A. Low pressure in the Caribbean
- B. Low pressure in the Doldrums
- C. A small historic power boat
- D. An old form of trade tax.

The “Black Book” was

- A. Where discipline orders were logged
- B. A restricted folio of charts, now lost
- C. A book of law from 1336 AD, now lost
- D. Brian Hammett’s book of special phone numbers

Corbie’s Aunt is

- A. St. Elmo’s Fire
- B. Coposant
- C. Corbie’s father’s sister
- D. St. Vitus’ Dance

Donkeys Breakfast is

- A. Morning drinks in the wardroom
- B. The ship’s cool room store
- C. Impure 16 /carota/ gold
- D. A merchant seaman’s mattress

Eugenie is

- A. Corbie’s niece
- B. Queen of Austria at the time of the Spanish Armada
- C. An island in the Baltic
- D. A sailor’s hat.

Fag Out means

- A. The tendency of rope ends to fray out
- B. The tendency of sailors to take unapproved breaks
- C. Something unmentionable at certain public schools
- D. Exhaustion

Gellywatte is

- A. A jollyboat
- B. A term of abuse
- C. A Napoleonic era naval pudding
- D. A unit of electrical measurement

A Handy Billy is

- A. Used for brewing tea
- B. A large pot for the sailors' mess
- C. A general-purpose block and tackle
- D. A naval flintlock pistol

Isobaths are

- A. Lines of equal pressure
- B. Lines of equal depth
- C. Lines of schools of fish
- D. Where penguins swim

A Jackass is

- A. A ship's mascot
- B. A type of ship's biscuit
- C. A small motor launch
- D. A piece of canvas stuffed in the hawse pipe.

Keckle means

- A. Wrapping the cable in the hawse to prevent fray
- B. Shouting abuse from the crowd
- C. An on board sailors' dance
- D. A large pot for the sailors' mess.

Lee Larches are

- A. Violent rolls to leeward
- B. Lee boards on a Dutch botter
- C. Timbers above the garboards
- D. Netting over the leeward scuppers in violent weather.

Macaroni Mate is

- A. A radio operator
- B. An unqualified, unpaid ship's officer
- C. An unqualified, unpaid ship's cook
- D. Slang for an Italian sailor.

Navel Line is

- A. A rope from the masthead to the trusses of the yards
- B. The Royal Navy's order of battle
- C. An old term for the Plimsol line
- D. An old term for a line of longitude.

An Otter is

- A. A fury mammal of the genus *sciurus*
- B. A furry mammal of the genus *lutra*
- C. A board rigged with line and bridle, towed underwater
- D. An item of sailor's apparel

A Paraselene is

- A. A weakly coloured lunar halo
- B. An old spelling of a garden herb
- C. A stopper on an anchor cable
- E. A knot to prevent a rope running past a block
- F.

A Quintant is

- A. A deck mounted small cannon
- B. Half way between a Quadrant and a Sextant
- C. A large port or "window" at the stern of a sailing ship
- D. An anti-scorbutic drug

Rogues Yarn is

- A. Coloured yarn woven into rope to identify its make up
- B. A coloured story as told by sailors
- C. A coloured garment worn by sailors
- D. Bits of junk hanging from the rigging

Scheveningen is

- A. An island off the Dutch coast
- B. Scene of a famous naval battle
- C. A difficult Dutch swear-word
- D. A method of caulking planks

Trane oil is

- A. Whale oil
- B. Oil in the gear box cog system
- C. Patented in the olden days by Great Western Railways
- D. An oil that flows between bunker and sump in the refining process

Up Helly Aa means

- A. A brand of Nordic sailing gear
- B. A Nordic term of approval
- C. A Winter festival in the Shetlands
- D. A form of salute

Vertex is

- A. Two points on a great circle, with maximum latitude, N/S, antipodal to one another
- B. Two points on the Equator, at right angles to the lines of longitude
- C. Two points of Guinness after a couple of long rounds at lunchtime
- D. A swirling current

Chrsitmas Quiz

A Waister is

- A. A lazy seaman
- B. An unskilled seaman
- C. A fat seaman
- D. A gun placed amidships

X-Craft were

- A. Experimental hovercraft
- B. Spam sandwich rations
- C. Skills in decoding enemy signals
- D. Midget submarines

A Yellow Admiral is

- A. A post captain's rank on retirement
- B. An officer of questionable qualities
- C. Yamamoto
- D. Byng

A Zulu is

- A. A Scottish fishing vessel
- B. An Isle of Man Fishing vessel
- C. A Cornish Fishing vessel
- D. A South African Fishing vessel



Photographs by David and Jenny Still from the Solent Area Anniversary race

VICTORIANA

It is said that in the 1890s as many as 144 million oysters a year were consumed in London, that's over two and a half million a week. Colchester is famous for its contribution to this trade, and the oyster fishery in the Colne estuary had valuable interests to protect. So much so that in 1891 the Colne River Police were established, with a considerable portion of the cost being born by the fishery. Thomas Poole was the Sergeant who took charge, rising to Inspector and later Superintendent. The force had four sailing boats at one time (shown in the photo) but this is the story of Tom Poole's favourite, the 21ft Victoria, which is still sailing in the area and whose photo graced the cover of the July edition of the Gaffers Log.

Transcript of a letter written by Tom Poole about Victoria in 1935:



Colne River Police - Tom Poole seated 2nd left

Telephone 47.

49, Colne Rd
Brightlingsea
Essex

4th August 1935

Dear Sir,

In reply to your enquiry about Victoria, I had her for about 35 years. She was built by Aldous – here – to my own specifications. She was originally clench work built, when about 15 years old I had her doubled and made carvel. Victoria was famous in this district as one of – or the fastest and handiest boats of her size.

She certainly won more prizes at racing than any other boat of her period in this neighbourhood.

Following is extract from Essex County Standard report of Brightlingsea Sailing Club annual dinner and prize presentations 1929 (which I have before me):

Mention was made of the magnificent record of Mr T Poole's Victoria, which had won 16 prizes out of 17 starts, nine of these being firsts. A special prize was also awarded to this boat, making actual 17 prizes as this case of cutlery was for the boat with most points. Victoria is 35 years old and always started "scratch". – Many of these races were with the latest 18ft one design Boats.

I hope you will have similar Pride and Pleasure as I had by owning Victoria. Much more could be said.

Yours faithfully
T Poole

A further (undated) fragment:

I was Inspector in charge of River Police and used Victoria especially for my own use. When she was sold out of the Service I bought her. She always had a large centreboard, her lead keel was charged for as weighing 21 cwt.

TP

Reply from the current co-owners:



Prince of Wales, Victoria, Colne and Alexandria

Dear Inspector Poole,

We have recently acquired a half share in Victoria and are interested to know more about her early years. How tantalising that you say in your letter “much more could be said” - if only we could question you! But you were patrolling the oyster fisheries of the Colne with the River Police over 100 years ago, and we can only piece the jigsaw together little by little from what evidence is still available to us.

Our first puzzle is about when she was built. You say “35 years ago” in 1935 so the maths there is easy enough, but local author Hervey Benham, who I believe you knew, had some evidence to indicate it was 3 years earlier in 1897 that she was commissioned, by the River Police, after another police boat was declared unseaworthy. Some detective work is needed on our part, but whenever it was Victoria cost £60 to build, that much we do know, and we suppose that, as with the River Police as a whole, the funding for her came three quarters from the oyster fishery and just one quarter from the Borough of Colchester. You added a cabin in 1902 which is understandable as you and your men patrolled day and night, but we do wonder why you had her clinker hull carvelled over – was it for stealth? Or for speed?

We know that when she was sold out of service you bought Victoria, and we thought you might be interested to know what became of her after you parted with her in the 1930s. You will be pleased to know that she has been well cared for over the years, and thanks to some careful restoration work is not very different now from how she was when you owned her. You might not recognise her instantly as she is painted white now, with pale yellow cabin sides and decks: as a police boat we know that she was painted grey, including the decks, with teak brown coamings and cabin sides. Camouflage was needed we suppose!

We are not sure whom you sold her to initially or exactly when, though we deduce from your letter it must have been after the 1929 racing season and before 1935. We don't think they kept her for very long, as we believe the next owner Sid Hunt acquired her, jointly with Ralph Blowers, in the mid-30s and we think your letter was perhaps addressed to one of them. (Mr Hunt's daughter is now helping us with our enquiries). Sid Hunt owned Victoria for over 40 years. He kept her at the Orwell Yacht Club, and raced her there and with the Pin Mill Sailing Club for a while too, except during the war of course. In 1948 he sold the original lead keel for a good price as lead was scarce after the war – perhaps you shouldn't have told him it weighed 21 cwt! He removed the centre plate and had an iron keel made, which she still has. He made other changes to the boat including removing the bogey stove that she had in her police days, though the hole in the cabin roof remains to this day with a mushroom vent in place of the chimney.

In her years with you as a working boat she was sloop-rigged with just one headsail on a short bowsprit, and set a high-peaked gaff mainsail and a jackyard topsail. There is a fine photo of four police boats in full sail, which must have been taken before 1902 as Victoria (second from the left) is still an open boat. You may have made some changes yourself once you bought her that we don't know about, but if it wasn't you then certainly Sid Hunt gave her a longer bowsprit and a cutter rig which she retains today. She still has her original mast – we'd love to ask you about that: it is hollow, and we have been told it started life as a spinnaker pole on one of the big yachts of your day. Mr Hunt lost it once in a race in the early 50s, but then had her re-rigged with the same mast only 3 foot shorter, with the mainsail shortened to the first reefing points.



Victoria at Snape

In 1981, after many years of enjoying Victoria as a mini family cruiser, Sid Hunt was no longer able to keep up with the maintenance and he sold her to 2 local youngsters who co-owned her until last year. Ben Powell (with whom we co-own her now) and Roddy Monroe (whose half share we bought earlier this year) were 20 years old at the time and had advertised in the East Anglian Daily Times for a boat to restore: “anything considered”. Mr Hunt answered their advert and they must have impressed him as he was very fond of Victoria and wouldn't have sold her to just anybody – he had already turned down offers for her. For their part they were pleased to involve him in discussions about the rig and the renovation project.

During the 1980s an extensive renovation was carried out by Ben and Roddy together with the late Mick Newman (before his well known involvement with Spirit Yachts). The planking inside and out, a mixture of pitch pine and elm, was sound so the original quirky doubled hull was retained, but the beam shelf had rotted and was replaced both sides from stem

to stern with English elm. They re-ribbed the middle section and laid new oak floors. A slot was milled into Sid Hunt's iron keel to accommodate a new centre plate made from 28mm galvanized plate – they knew exactly how long to make it as the original slot was still present in the wooden keel (for the record 1825mm). So she now draws 2ft 8” with the plate up and an impressive 7ft 8” with the plate down, as she must have done in your day. It's a heavy arrangement: what with the double hull and the iron keel and plate we think she may weigh nearer 3 tons than 2, which seems a lot for a 21ft boat. She was given a completely new deck of marine ply on oak beams, but the original coach roof was sound and was re-bedded on the new deck. New cockpit coamings completed the job, with her name was carved on the inside as on the original.

Now this will surprise you, Inspector: Victoria has a little inboard engine! It comes in handy in Harwich harbour, especially if becalmed in the lee of the massive container ships we now have on the Felixstowe side, and for getting in and out of marinas (which she didn't have to do in your day). Sid Hunt had a Stuart Turner 4 which was not very reliable and was taken out for the restoration and initially not replaced. Ben and Roddy put in her current engine, a 7 horse power Vire, a year or two after the restoration. The propeller is offset on the starboard quarter and whilst we wouldn't get far on engine alone, and do not wish to, it can be very useful.

Ben was very successful racing her against other Old Gaffers in the East Coast area for a time and cruises her locally: we hope to do more of both those things in the next few years. Victoria is still sailed without mechanical winches or jam cleats and other modern aids and she still has iron pinrails on each side deck similar to Aisha, an Aldous-built racing yacht of a similar age. We don't expect to clean up as you did in the 1929 racing season, but we'll have fun trying. One of the first things we did earlier this year was to sail Victoria to Brightlingsea where we met up with Peter Fisher whose grandfather was one of your Sergeants and who has written a little book about the Essex River Police called “The Water Guard”. It includes some lovely diary entries from Sergeant French, which give a real insight into the day-to-day aspects of your work. It must have been hard work and we hope that you enjoyed a long and happy retirement.

We'll be in touch again if we find out anything more of interest, but in the meantime we wish you fair winds in the cruising grounds you have moved on to. We hope you will pass on our best wishes to old friends of ours you may have met on the water up there, and please share a pipe and a pint with them on us.

Best Regards

Sue Lewis and Howard Wheelton

If any Old Gaffers reading this can shed any further light on any of the other Colne River Police sailing boats, in particular the Alexandra (1901), owned by a Miss Gates in the 1930s, the Colne (1895), which according to John Leather was still sailing from Wivenhoe in the early 1960s, and the Prince of Wales (c1904), renamed Prince when owned by Hervey Benham, and in 1964 bought by a Mr Cousins and worked on at Faversham, then please contact the authors:

Email: smlewis@btconnect.com tel: 07900 242452
13, Long Rd Mistley/Manningtree Essex CO11 2HN

BRISTOL CHANNEL AREA

John hands over to John.....



John Hutchinson has stepped down as President of the Bristol Channel Area after seven years and hands over the helm to John Maxwell, who sails 'Playmate' out of Portishead. The area AGM was held at Cardiff Bay Yacht Club in September, which gave local and North Devon members the chance to sail to the meeting, and then take the rest of us out for a sail in the bay after the business of the day.

And the winner is

BC area members make sure this varied patch of water is thoroughly sailed over. John Laband in his ketch 'Working Yacht I' made a single handed cruise from the River Axe to the Scilly Isles. Single handing a 56 footer is no mean feat, but it does mean that John had space for his mirror dinghy on deck, perfect for exploring all those delightful Scilly anchorages.

John won the Tiger Dragon trophy for his Scilly adventures, and the other area prize, the Hidden Challenge, was won by David Grainger for his engineless cruising to Morbihan at the beginning of the season and Holyhead at the end.

Identity Crisis....

After a delightful cruise to Lundy Island in 'Torhilda' this summer, we've discovered that we don't live in the Bristol Channel at all. It appears that the Bristol Channel ends and the Celtic Sea begins at a line from St Govans to Hartland Point. This means the east coast of Lundy is in the Bristol Channel and the west coast is in the Celtic Sea. Ah well, all we need is water to sail on, we don't mind what it's called!

Claudia Myatt - Bristol Channel Area Secretary

DEVON AREA

Since our last entry in the Log Devon Gaffers has continued to prosper although we miss the energy, enthusiasm and support of our former Secretary Dave Keller who died in February. We have continued to benefit from the enthusiasm and experience of our President Mike Lucas who has been much involved in the organisation of our sailing events for many years but has announced his intention to step down at this year's AGM. Devon Gaffers owes them both a great deal.

During the winter, informal meetings were held at the Royal Seven Stars in Totnes on the first Friday of each month for supper, drink and chat. These were popular with local members and might be tried in other parts of our Area.



We held our Fitting-out Supper on 28th March at Salcombe Yacht Club and were well served by their chef who had taken up his post just two days before. The highlight of the evening was a talk by Will Stirling about the designing, building and sailing to Iceland of a replica smugglers' lugger *Alert*. Will's article in *Classic Boat* had appeared shortly before the meeting but it added an extra dimension to hear it from Will himself and to see his many pictures. Jon Bray, one of our members, had been on the trip with Will. We were pleased that Brian and Estelle Budden, Cornish members, were able to join us.



MacMacdonald and the Bernard Gibson Trophy

The annual Brixham Heritage Regatta that Mike Lucas did a lot to set up was run this year by Brixham Yacht Club and we were pleased to be able to help with the publicity. Several of our members took part and some won prizes!

We held our annual Start Bay Rally and Race, based in Dartmouth, from 3rd to 5th July. This coincided with the Dartmouth Classics, so our 12 boats shared the harbour and the race course with many splendid classic yachts including the famous *Pen Duick* and looked just as impressive. As far as we know, though, none of the Classics was as venerable as our own Mac Macdonald's *Cleone*, built in 1860 and in excellent condition. Not surprisingly she and Mac won the Bernard Gibson Memorial Trophy for the oldest combined age of boat and skipper. We met to receive the sailing instructions and eat supper at the Dartmouth Yacht Club on Friday evening (the Harbour had reserved berths on the pontoon outside for our smaller boats), raced during the day and partied in the evening with the Classics and on Saturday and had Sunday lunch at the Royal Dart Yacht Club.

As usual every entrant won a prize and a commemorative glass.

The other local event, which several of our members attend, is Dittisham (pronounced 'Ditsum') Regatta held in August, which includes a gaffers' race. This year members Gill and Carolyn Hayward sailing *Mary Hay of Ditsum* were beaten into second place by David Dimpleby sailing *Dilys*.

Our Fitting-out Supper speaker Will Stirling had built his lugger *Alert* at Morwellham Quay near the head of navigation on the Tamar. Morwellham was once the busiest inland port in Britain serving the surrounding mineral mines (copper, tin and arsenic) and had recently become a World Heritage Site. Will was planning to build another boat there - a 19th century gentleman's 10-ton cutter - and Sara, his wife who had once run courses at Falmouth Boatbuilding College, was running a dinghy building course. We arranged to visit Morwellham on 19th September only to discover that financial difficulties meant that many of the other attractions - including the pub where we had planned to have lunch - had to close. In spite of that we had a good time: Will showed us some of the old boats stored on the site, Sara showed us the progress the boat-building students were making (one of them was our member John Gallagher) and Will gave an impromptu talk on his latest adventure, a trip to Spitsbergen on the pilot cutter *Dolphin*. Will also talked about his boatbuilding plans and showed us over the 100-year old West Country Trading ketch *Garlandstone* on which he had been doing some maintenance work. Fortunately Sara knew that the Peter Tavy Inn served good food so we were able to end our visit there. We were pleased that some of our Cornish members were able to join us for this event and that David and Kathryn Craddock and their young daughter Nell were able to come in their boat *Constance*.

By the time you read this we will have held our Laying-up Dinner and AGM at lunchtime on 15th November at The Royal Oak, South Brent; a report will have to wait for the next Gaffers Log. We also intend to re-start our winter Friday evening get-togethers.

We now have a website www.devongaffers.org.uk and will gradually add photos and information.

It has been a difficult year because Peter, our treasurer, race organiser and Dog Watch editor, was laid up for six months with severe sciatica which came on following our Fitting-out supper; probably coincidence! This didn't stop him from giving an interview to Sara Stirling for her series in Classic Boat on restoration projects which featured two of ours: *Cautious Clara* and *Margaret Ann*. Peter made a miraculous recovery when invited for a back operation and continues to improve.

Elsbeth Macfarlane - Devon Area Secretary

EAST COAST

Well, that's another season over; Molly Cobbler is safely ashore in Maldon after a season of memorable weather, characterised by wind – either too much or none at all; but the EC area puts on so many events throughout the year, that the weather is bound to be benign for at least one.

Dutch Classic regatta

Unfortunately, the law of averages didn't apply to this event; strong winds forced the downgrading of the passage race across the North Sea to a 'cruise'. Sixteen gaffers and classics made the crossing, including 7 Dutch and 2 Belgian who had been 'enjoying' a

cruise in East Coast waters the previous week, to join the 200-strong fleet for the regatta at Hellevoetsluis. There were 36 entries in the gaff rigged class and the East Coast area boats did very well, taking the first 3 places on handicap with James Palmer's Kestrel leading the way.



Hardy ghosts through the fleet

August Classics Cruise

The weather wasn't too cooperative either for our premier event, the August Classics Cruise. This is a cruise in company, taking in the picturesque rivers Stour, Orwell, and Deben and also includes passage races and round-the-cans races and entails much detailed planning by the event organisers. All this was brought to nought by the weather gods who failed to read the programme. It was lovely on the first day for the fun and games regatta in Ipswich dock, where over thirty gaffers and classic bermudans had gathered; there were sailing, rowing and sculling races and a hilarious downwind race for rubber dinghies with improvised rigs and, as a grand finale, a no-holds-barred dinghy football match, a sort of aquatic Eton wall game, in which everyone got a good soaking – but the water in the dock was warm and, apparently, not toxic.

The fleet then sailed in company down the Orwell and up the coast into the Deben to the lovely town of Woodbridge – a pleasant trip in warm sun and a gentle breeze. But the next day's forecast was F7, so it was a relief that nothing more energetic was called for than a trip to a local museum by classic coach and supper and music at the Ramsholt Arms. The promised wind duly arrived the following day and the planned race to Walton Backwaters and beach barbecue had to be replaced by walks ashore and a local BBQ. However, a weather window opened the following morning, allowing most of the fleet to escape over the Deben bar back to the Orwell and the impromptu partying continued at Pin Mill, Woolverstone and Levington. In fact, it was not until the final day, Sunday, that the programme got back on track with the Presidents race in Pennyhole Bay off Harwich, but it was a measure of the way in which the seemingly continuous strong winds and dismal forecasts had sapped the enthusiasm of the fleet that, out of the 46 boats that had taken part during the week, only 16 came to the line for the one and only race. Line honours went to Bona the big bawley, with Kelpie II winning on corrected time and Elfreda taking the bermudan trophy.

So, in spite of the disappointments, it seemed that the hundred or so participants had a great time – and there's always next year!

Maldon Town Regatta

The next and final sailing event on our calendar was the Maldon Town Regatta; what a contrast, in place of gales, the forecast spoke of gentle breezes. Too gentle as it transpired – only the fleet of fishing smacks, with their towering tops'ls were able to find what little wind there was and were able to get around a couple of crucial marks before the spring flood set in. For the rest, with a few exceptions like the swift East Coast OD's, it was a case of anchor and wait, or retire and motor up to the lunch rendezvous at Osea Island. In fact, out of the 19 starters in the gaff rig class, only 2 finished inside the time limit, the winner being the 49ft Hardy, carrying a cloud of sail.

Fortunately for the organisers, a sea breeze filled in during the afternoon, giving enough wind for the Parade of Sail up to Maldon and providing the crowds on the promenade with a splendid spectacle – a massive fleet of smacks, gaffers, classic one designs and classic bermudans.

Waverley Cruise

The final on-the-water event in 2009 was the Waverley cruise in October, when a crowd of 30 gaffers and friends joined the historic paddle steamer at Harwich and enjoyed a cruise in mild autumn weather, down the familiar coastline and the up the Thames to Tower Bridge.

So, although the sailing may be over except for a hardy few, we have the social calendar to enjoy, starting with the Area AGM and supper in October and concluding with our annual dinner on March 6th 2010.

Bernard Patrick – East Coast Area

MEDWAY CINQUE PORTS AREA

Our Annual Race round the outside of the Isle of Sheppey, planned to follow the Swale Match in August, was cancelled due to general exhaustion following a blustery Swale Match and continuing strong winds. Instead most opted for the more comfortable option of a cruise round the inside of the island via the River Swale to Queenborough. Nokomis & Crow did thrash round the outside & Simon & Bob arrived at the Yacht Club for their meal looking very weather-beaten!



On 9th October we held an extraordinary Annual General Meeting which most members expected to be the area's last. For some time, members of our committee have felt that we were doing a lot of planning for events that nobody attended except for the committee themselves. As most of the committee joined in the East Coast events anyway, it was suggested that we could all join the East Coast Area & close the Medway Cinque Ports Area down. To this end a resolution was put to members. However, after vigorous debate & advice from Robert Holden, National Hon.Sec. the resolution was rejected and a new committee was elected from willing volunteers.

New Committee: Chairman	John Cann
Secretary	Anne Mason
Treasurer	Graham Mason
Membership Secretary	Yvonne Mitchell
Social Secs.	Jenny Wraith & John Banton

The chairman thanked the old committee for their help & support especially Lena Reekie who has been a real champion for our area for so long and is now retiring.

To follow all this head scratching we took our Autumn Cruise up the River Medway to Upnor where we were made very welcome at the Medway Yacht Club with an excellent meal, seconds all round ! This was followed by a hilarious auction of "Boaty bits" in aid of the RNLI. The auctioneers, a Sicilian gangster, who threatened to have us dispatched if we didn't part with our money & an archetypal English Gent were very entertaining and we raised over £400 for a very good cause. The following day we had a leisurely cruise back to Queenborough and all agreed the weekend had been a great success.

Our final event of the season will be on November 6th.when we intend to have a Raftup at Harty Ferry to watch the Isle of Sheppey Fireworks.

Pub Meets are being arranged for the winter. The first will be at the Three Tuns, Lower Halstow at 7.30 on January 22nd. We hope as many members as possible will join us for what promises to be a relaxing social event. You don't even need to listen to the Shipping forecast before deciding whether to attend!

John Cann – MCP Chairman

NORTHERN IRELAND AREA

Firstly, my unreserved apologies for no report from Northern Ireland since the Spring issue. However, in that time, we have been very busy, as those attending events will know!

Some of our members made it over to Campbeltown Classics in May, enjoying a hearty welcome and lots of good cheer there. Two weeks later, our own flagship event, Carrickfergus Classic Regatta was held, with 37 boats registered, combining old friends and new faces. Of particular mention is the beautiful Peggy Bawn, a gaff cutter built in Carrickfergus in 1894, and the lovely converted lifeboat, Swin-y-Mor.

The fresh breeze of Thursday and Friday turned into a near gale Saturday morning, and the wisdom of the powers that be was that it would be better to have the race the following day. Meanwhile, crews and visitors exchanged visits all over the harbour – and it's never a waste of a day when there are boats to be admired and Guinness to be drunk. There was also a rowing boat race in the harbour.

Following a fine night partying to the Thumping Drunkards, groggy heads woke to a fine breakfast in the club house, subsidised by Carrickfergus Borough Council. John Cleary, race officer, provided the brief – “follow the RIB with the OGA burgee – it’ll lead you round the course” and it all worked very well. Most people started on time. Nobody got lost... Our guest of honour, Tom Cunliffe crewed with Morna, who made particularly good time round the course, taking photos of all the boats she passed. As it could be construed that boats slowed down to let Morna pass, in order to get their photos taken, Stephen honourably turned away at the finishing line before he could be given a gun for finishing the course.

Race Results: Gaff Class 1 – Macaria – Brian Law
Peggy Bawn – Hal Sisk
Gaff Class 2 – Young Pretendee – Fred Reid
Magdar – Richard Bates
Classics Class – Erlin Mor – Jim Busby
Damian B – Danid Morris
Rowing Boat – Roger Clarke rowing tender to Swin-y-Mor.

The usual rowdy crew made it over to Peel for their Trad Boat weekend, and a good time was had by all. So good that the winner of Nicola Dixon’s artwork for the weekend, left it in the gents’ toilets...



Nomad at the Belfast Tall Ships Event

The Tall Ships returned to Belfast this year, but before they did, Stephen Clarkson on Morna, with crew of Attracta Neeson, Matthew Wylie, Robin Brennan, Andrew Newberry and John Ferguson, won their class in the Small Ships race at Greenock, and came second in the passage race to Belfast. Seven Gaffers were awarded the honour of berthing overnight in Belfast Harbour – specifically Barnet Dock, an honour not given to any other sailing association. They were Marlou, Golden Nomad, Mactwist, Oread, Ilmatar, Glance and Carina. Elk would also have been there but for a problem with her rudder. A fantastic, if wet, time was had by all.

Ardglass, now at Anchor, went off with its usual grace. The weather limited boats that had registered from actually making the journey, but like moths to a flame, the Gaffers attracted a few 'innocent bystanders'. The Friday night quiz went off well, with a small but boisterous crowd in Mannies; thanks to Peter Bates for the questions. Saturday night saw the upstairs of the Heights Bar taken over, for an evening of poems, songs and general enjoyment.

Our AGM was held successfully at Carrickfergus Sailing Club on Friday 6th November, with 19 attendees. Stephen Clarkson addressed the meeting as Area President for the last time, and gave a humorous account of the last year. Alan Aston was elected as the new Area President, Danielle Hicks-Gallagher as Secretary once more, and also as Commodore for the year. The Committee was re-elected en-block, excepting Jim & Debi Hetherington, Dennis Magill and Ian Martin, who have stood down. There followed a general discussion about matters pressing to NIOGA, including what we can do to make our events fresher, whilst still retaining the feeling of being a 'Gaffer'. Answers on a postcard please!

Soon to come we have a Craft Fair the 24th-29th, Annual Dinner at Royal North on the 27th, and the re-instated Blocked Trophy Quiz on the 22nd of January, at Newtownards Sailing Club. Until then, fair winds and Happy Christmas!

Danielle Gallagher – Northern Ireland Secretary

NORTH WALES AREA

The third Gaffers at Holyhead event over the weekend of the 4th – 6th September 2009 was a huge success. This year there were added attractions held within the Trinity House Marine Building; Des and Liz Pawson with their rope making machine where visitors could make their own rope to take away. In fact Des helped visitors to make 88 ropes over the weekend; Mike Smylie with his kipper smoke house. Mike even had a queue waiting for kippers on the Sunday morning. More kippers next year Mikel!; Barry Jackson showing the art of making coracles was also an added attraction.

A full report of the event by Graham Panes can be seen elsewhere in this log. So folks make a note of next year's Gaffers at Holyhead/ Traditional Boat Festival event in your calendars that has already been set for **Friday, 3rd to Sunday, 5th September 2010.**

Our area Annual General Meeting was held on Saturday, 24th October 2009 at the sailing club in Holyhead and was attended by 35 members. No contentious issues with everyone given the chance to have their say and ask questions. Serious but at the same time light-hearted. The annual dinner followed in the restaurant upstairs at the sailing club and Stan and his girls fed us all extremely well. The wine also flowed freely with thanks to the North Wales Area for its generous supply.

The usual raffle was held during the evening and many thanks were extended to those who kindly donated prizes. Thanks also went to John Walsh who provided music with a difference later in the evening with Ken Anderson singing to his usual standard with the help of John's music for backing.

Sue Farrer - Area Secretary

SCOTLAND AREA

With the Scottish sailing season being that bit shorter than some, the closing muster for Scottish gaffers in mid September came as a great surprise. Not only was the whole weekend blessed with spectacularly great weather, but what had started as very loose idea as an end of season fling a couple of years ago, saw eight boats gather at the new marina at Portavadie.



OGA Fleet at Portavadie

Friday afternoon's sunshine saw the fleet gathering at its own corner of the marina and in true gaffers style, it was not long before crews were gaily jumping boats and swapping tales of high seas and higher winds. The fact that the recent Scottish "summer" was to say the least, disappointing, did lend some credibility to some of the earlier tales, although by the time the party had made its way to the restaurant, the seas were beginning to take on the character of small mountains and as for the reported winds.... Despite that, some did have enjoyable cruising on the West coast.

Saturday was if anything, even more perfect and a sail in company to the anchorage behind Skate Island, with many crews swapping boats for the trip, meant that lunch at anchor was one of those never to be forgotten times afloat. Sun, sea and friends, oh, and plenty of refreshments. What more could one ask for? By the time all the boats returned to their berths and various mutterings about showers had either been forgotten, or in some cases, become reality, it was time to assemble for the OGA dinner. With good food, plenty of wine and great company, followed in some cases by a few drams, it was no surprise that the jovial mood continued back at the boats with more drams and a variety of musical entertainment.

Surprise of the day on Sunday morning was not the fact that there were a few sore heads, but that there were not a lot more. Hardy lot these Scottish gaffers! And so finished a worthy end to the Scottish OGA season. Hope to see you all at our season opener at Campbeltown in May 2010

Gordon Garman – Scotland Area Secretary

SOLENT AREA

Our Annual Race & Rally took place at The Elephant Boatyard on the Bursledon Regatta weekend which is always a colourful and themed event, this year Pirates of the Caribbean. Some of the gaffers joined in the dingy races outside the Jolly Sailor and in the evening the brilliant firework display against the backdrop of the Treasure Island was up to its usual standard.



Susan j, Betty II & Roma get ready for the start

Our race took place on the Sunday morning in the Solent, the weather being rainy and breezy meant we had an excellent wind blowing for us. Thirty Gaffers started the race, which was a zigzag course towards the East, and given the conditions we all sailed fast around and back to the finish,

Westernman was first home but Foxhound was first on corrected time and is our commodore for this year, and we were delighted to welcome Hamish Wilson and Ferryman III who had come down from Scotland to join us, he too made it to the start line for the racing and went home with our Pitch Fork Long Tackle Trophy for coming to the race from the furthest distance. We do hope he will bring it back next year and join us again.

This year we were also very pleased to receive a special new trophy on memory of Mike Richardson who started the first Solent Gaffer race in 1958, and his boat Betty also sailed this year on the race and came first in her Class, and the trophy for the first straight stern over the line went to Susan J. We also had arranged for a special commemorative plaque to be made and presented to the Jolly Sailor to mark the occasion where Mike Richardson and a few friends planned that first gaffer race, and the plaque will be in the bar of the pub for all to see.



Westernman & Roma with Memory - Rose

The Chichester Rally

Ocean Pearl hosted this weekend and welcomed the gaffers on board for a BBQ on the Saturday evening. She was moored in the Bosham Channel, which is a lovely place for a weekend we hope that we can continue to meet there at least once a year.

The Centenary Chase

The last Solent event is usually a great weekend and this year was no exception. We had lightish winds for the race on the Saturday but at least most of those taking part managed to finish the course. The Royal Solent Yacht Club runs the race and our thanks go to them again for asking us to join in with their members for this pursuit race. Zinnia won the Gaffers Prize.

Ian's Bonfire Party to which all Solent Gaffers are invited was held this year on 7th. November and what a great display we had, lasting throughout the evening, together with the best bonfire and guy to crown the top ever, plus Ian and Co worked really hard providing a great chilli supper for us – our thanks to Ian for inviting the gaffers to join in, and catch up with all the friends.

Jessica Warren – Solent Area Secretary

TRAILER SECTION

The Trailer Section is now 6 years old. We have made good progress but it is felt that now is the time to take stock of our position and consider how we can move forward.

Experience has shown that whilst there is a core of sailors who like to travel and launch their boats at different venues, there are also quite a number of other small boat sailors who do not like to tow their boats and would prefer to sail on their home waters.

It is to meet the needs of these non-towing small, open boat sailors that a proposal will be made that each Area should ensure that at least one annual event is held for small boat sailors. Already, the East Coast and North Wales Areas have long experience, (pre dating the Trailer Section) of running small boat events and the Trailer section itself would like to encourage other Areas to do the same.

Advice as to what is required will be available if required from the Section.

Next year, besides the regular small boat events on the East Coast, Mid Wales and Cumbria, there will be a new Scottish event at Loch Long.

Also, the Milford Haven Seafair rally holds is biennial event and Cardigan Town on the West Coast of Wales will be holding an event in which they hope to attract small boats including the OGA.

Finally, can I once again plead for help at Beale Park Boat Show? If you bring your boat and put it on display, the OGA can arrange free on-site camping and free entry to the show.

Mike Stevens – Trailer Section

LAKE DISTRICT AREA

Once more the Season comes to a close and as I look back to the September Regatta where, to be honest, I was not expecting a large turn out, and then the boats started to arrive. Thanks to the Drascombes who showed up in their numbers. It was very pleasing to find out that they had travelled some distances. Boats came from Scotland, the East Coast, Wales and the Midlands.

In all on the start line there were 18 boats and according to a local eye witness who has a house overlooking Ullswater it was a splendid site seeing all the boats with their brown sails jockeying for position at the start line. All though the weather could have been a little kinder there was a steady southerly breeze, which for the time of year was a Godsend albeit with a little drizzle thrown in.

On the Sunday we all had a splendid sail down the lake for a picnic.

One of the myths (so I am told) is that Drascombe owners don't race, for those of you who might actually agree with this, perhaps you should see the images of the faces of their skippers and crews on my website www.sailinginthelakes.com. What was particularly pleasing was the number of youngsters taking part.

Following this short article is one from a "young Gaffer" who participated in the June Regatta.

Barry Healas Area Secretary – Lake District Area



My story of the June Regatta

My name is Jack and my crew is Greg. We arrived at the Spit with my Dad in the Van. We had the Mirror Dinghy in the back of the Van; I got out and saw not a lot of Wind on the Lake. We saw a lot of boats starting to get their masts up and launched. Greg and I got our Boat out of the Van and on its Trolley.

Greg and I then Registered and got entry No 1 so were hoping it was a good omen! At the briefing we realised that there weren't any Mirror sailors there. I went to get changed into my sailing gear and then came out to see my crew with the boat down in the shingle ready to be rigged and launched. We rigged the Mirror and whilst we were waiting for the off we had a chat with some other gaff sailors. I seem to remember a small wooden Skiff that looked like good fun.

We launched. We had a long wait waiting for the race starting signals, this gave Greg and me time to practice our tacks and gybes with the spinnaker.

When we started, we didn't get a brilliant start but because our boat pointed so well and I picked the right shifts we ended up third round the windward mark, We never really got into the lead until the last beat, whilst before we were merely catching up to second place. The last beat was brilliant! I went to the starboard side of the Lake and the man in the big gaffer went to the port side.

We only realised that we were in 1st position once we got past the last island We went through the finishing line 1st by just a minute and a half, which after the handicapping system had been calculated brought us into 1st anyway.

The second day was windy at first then settled down later. We sailed down the lake quite far where we had a picnic on the shore. As we sailed back up the lake at the end of the day, we saw light winds and shifty conditions.

Once we had packed the boat the boat away on the Saturday we went to the Travellers Rest for the prize giving. There was some dispute that in fact our boat was a Bermudan rig so did not win The Orange Tree Hotel Cup, but received a prize anyway. We had a great weekend and will be back next year.

Jack Lawson – Lake District (Age 14)





PEYTON - THE WORLD'S GREATEST YACHTING CARTOONIST

This is the authorised biography of Mike Peyton, the world's greatest yachting cartoonist, complete with many of his iconic cartoons, written by Dick Durham - ex Fleet Street journalist, Yachting Monthly's Features Editor and Mike's lifelong friend.

Dick romps through Mike's life, from his early schoolboy sketches to being seconded by the intelligence corps during World War Two to draw maps of the North African deserts, from there running a PoW newspaper, and, back in the UK, going on to work as a freelance cartoonist on as diverse titles as the Church of England Times and Corsetry & Underwear.

Sympathetic, entertaining and insightful, this is the long-deserved biography of a man who has dominated the nautical humour scene for well over seven decades.

Ed- A fantastic read about a man whose cartoons we have always loved -never put down once picked up.

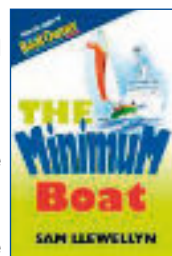
Published by Adlard Coles Nautical— an imprint of A&C Black

Price: £16.99 (Hardback) ISBN: 978-14081-24406

THE MINIMUM BOAT

This quirky, lighthearted compilation brings together many of nautical thriller writer **Sam Llewellyn's** articles for *Practical Boat Owner* magazine, read by 200,000 a month.

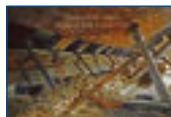
In this collection of diatribes neatly geared to the post-recession age, the author turns the clock back to a time of simple joys. The smaller the boat, the bigger the fun, Llewellyn is an advocate of keeping sailing simple, and in this wonderful collection of nautical observations he promotes the minimalist boating lifestyle - whilst poking gentle fun at the expensive, complicated, ostentatious forms of sailing.



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Yvonne Leguit - Contact: tollesbury.images@virgin.net

Price £50 plus £5.95 p&p

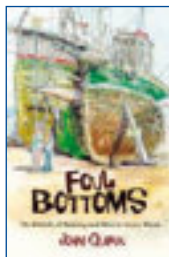
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Des gives step-by-step instructions on how to put these knots together to form the finished article, and provides advice on the size and lengths of the materials required - just as you would expect from a recipe book. With this book to hand, readers will have the confidence to start making desirable objects with knots because, as Des says, this is the book that makes all other knot books work!

Published by Adlard Coles Nautical— an imprint of A&C Black

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THE GAFF RIGGED HANDBOOK

Many OGA members will already have this excellent John Leather book upon their shelves or residing on their boat. Indeed over the past 40 years since its initial publication this book has become internationally regarded as the definitive reference book for anyone designing, building, or sailing gaff rigged craft. This is its Second Edition and is as impressive now as when it was first published.



Published by Adlard Coles— an imprint of A&C Black

Price £29.99 (paperback) ISBN 978 1 408 11440 7

CORNISH QUOTATIONS

Over the past months Ian Cornish from Plymouth has kindly sent some amusing quotations through to me – here are one or two that made me smile and agree. (Ed)

No man will be a sailor who has contrivance enough to get himself in jail – a man in jail has more room, better food and commonly better company.

Johnson

A man who is not afraid of the sea will soon be drowned, for he will be going out on a day he shouldn't.

But we do be afraid of the sea and we do be drowned now and again

Anon

As the years roll on, artisans that can work well with their hands will become more and more scarce and so worth more.

The value of their work will increase, machine made articles can never be as beautiful as those made by a hand guided by a loving heart and a clever brain.

Uffa Fox

It is generally believed that sailing ships are practically a thing of the past and are doomed to extinction.

I do not agree to this. The wind is an unfailing source of power, while the supply and cost of fuel for mechanically propelled vessels in the years to come are matters of great uncertainty. Even today I believe that for long voyages and bulky cargoes an improved type of sailing vessel or auxiliary could compete profitably with motor ships.

Norman L Skene - 1927



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PLOUGHBOY

Morecambe Bay Prawner listed on National Historic Ships Register. Built by Crossfields of Arnside. Pitchpine on Oak construction. LOD 29'6", beam 8', draft 4'6". 4 berths, 2 burner & grill gas stove, GPS, Compass, Barometer, Fish-finder, VHF, Car Radio. 20 HP Beta inboard diesel engine new 2007. 4 jibs, 2 staysails, main and tops'l. New stern tube, prop shaft and rudder 2006. New oak rubbing strake, chain plates and stemhead fitting 2007. Proven race winner.

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EVE

Eve is a genuine Cornish built ex- fishing boat from the 1920s. Probably originally with lugsail, now gaff rigged. She is a long keeled open boat with centreboard and comfortable room for four people & a dog. Builder unknown, but she has all the characteristics of an early 20th Century working boat. She carries sails large enough to give remarkable speed in light airs and with the small jib and original reefing handles stronger conditions with confidence. Length: 16ft 6ins + retractable bowsprit; Beam: 6ft; Weight: 500kg Major work was carried out professionally in 2008/9 on hull, garboards & centreboard housing. He rig is simple and easily handled by two persons. The bowsprit is retractable for lying to a buoy or on a crowded berth. The centreboard is easily lifted by one person. Removable outboard bracket is fitted for a small engine. Road trailer oars anchor, chain & line included. Eve is a stunner under full sail and turns many heads. Easily towed by large car or four-wheel drive. Lying Chichester. For Sale **£ 4,750**

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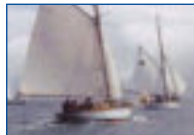


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HARBINGER SEEKS SYNDICATE MEMBERS “

There are 2 (or 3) shares for sale in Harbinger's syndicate. Harbinger is an Edwardian gaff cutter believed to have been built as a Manx Nobby. Vital statistics are: - LOD 38ft-6ins, beam 11ft-6ins, draft 5ft-6ins, LOA 50ft, berths 5, engine 29hp Volvo. Recent survey highlights good, sturdy, well maintained condition. Harbinger is currently kept at a yard on Hayling Island, but a new abode in the Solent area is being sought for 2010.

Contact Mike Sullivan via 079 1059 7883 or mikesu@tiscali.co.uk



JANTY

Deben 4 Tonner, designed by William Maxwell Blake - built 1939 by Whisstock's, Woodbridge, Suffolk. Part 1 registration, Ispwich, 1946. Gaff rigged cutter. Larch/pitch pine on oak. Cast iron external keel with lead internal trimming ballast. LOD ca. 22 ft LOA (inc. bowsprit) ca. 27 ft Draught ca. 3' 3" Beam ca. 7ft Displacement: about 2.5 tonnes. 2 Berths. Engine: Internal Yanmar 1GM10, new spring 2008 New engine beds installed by shipwright . Engine fitted by owners and commissioned by French Marine Motors May 2008. Aquadrive flexible drive fitted. New stainless steel prop shaft. New Vetus propellor. New plastic fuel tank New dual battery system 2008. DSC VHF radio, Raymarine 54E NASA Clipper Depth 2 depth transponders mounted port and starboard with switching device. Trailing log. Garmin GPS2. Car radio/CD. Sestrel bulkhead mounted compass in cockpit. 2 fire extinguishers 1 fire blanket. All new stainless steel standing rigging by TS Rigging, 2008. New gunmetal chainplates 2008. Hanked on staysail. Wykeham-Martin furling gear on Jib Extensive suit of sails: main, jib, staysail (all by James Lawrence sailmakers), reaching sail, all cream, second Jib, white, slightly smaller, large reaching sail, tan, jackyard topsail (tan) by North Sea Sails, new 2007. Origo 3000, 2 burner spirit stove, water containers, ground tackle, fenders and warps. Currently ashore: Farnbridge (River Crouch) Essex

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