

GAFFERS LOG



June 2010



The Official Newsletter of the Old Gaffers Association

Welcome to the June edition of Gaffers Log. At this early point in the season our list of OGA and related traditional boat events still covers four pages, so don't miss out on the fun!

With best wishes to all members for a safe and enjoyable sailing season.

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Front cover: Carlotta, Bristol Channel Pilot Cutter 111 years young, previously listed in the UK OGA archive but now with the British Columbia and Pacific North West Area. Full article inside this issue.

Membership Subscription Rates

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Pickle gaining on Wilma in the Menai Straits.
Photo Scott Metcalfe OGA North Wales Area

Dear members

A new season is ahead of us. After a particularly bleak winter we want to be on the water again hoping for the best.

Our Areas, the very heart of the OGA and the source of our boating pleasures, have devised full and varied programmes of races and rallies. The list of OGA and related traditional boat events printed in the last Log, and carried by the general yachting press, is one of the longest and most interesting of recent years. Indeed the general enthusiasm for the gaff rig seems to have grown, and despite the recession there are a growing number of replicas and new builds being launched. Yacht Clubs are keen to attract gaffers to their major races, the rig is well represented in the Round the Island Race, and we do elegantly furnish any harbour that offers us free mooring, so attracting the crowds. We are in fine fettle, as Brian Hammett said at our last AGM.

We are not complacent. As requested by our members we have looked at our management and set up working groups in key areas, Sailing, Boat Register, Finance and IT for instance, to draw on the enthusiasm and tap the bright ideas of as many of our members and Areas as possible. We shall publish an occasional Newsletter that will cover issues of general concern, ranging from interesting historical and 'heritage' matters to tedious e-borders. We need a lively working group to tackle publicity and to promote the OGA nationally. Please get in touch with our secretary, Robert Holden, if you can help.

In 2013 the OGA will celebrate its fiftieth anniversary. We want to plan an exciting, season long, national and even international event around our coastline and on our inland waterways, involving all our boats, large and small, with rallies, races and events around the Areas and feeder races to some larger set piece events. This will take some organising and should be huge fun. 2013 sounds a long way off but it is not and we should start planning now. We need a working party, ideas people from every Area to plan the best way to celebrate our fiftieth birthday. Please volunteer. The OGA NEEDS YOU !

With best wishes for a jolly season afloat

Mike Shaw

President OGA

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Constance leads Ella Rose



Kelpie II

I hope you are all keeping your eyes and ears open and remembering to send in articles to the Log Editor or consider nominating members for the marvellous Association Trophies we have on offer. Please remember that only members can be nominated. All trophy awards come with a memento for the recipient to keep. Please e-mail me sue@psfarrer.co.uk or cwnwsec@oldgaffersassociation.org or telephone 01270-874174 if you require any further information.

This year it was good to award 6 out of the 8 trophies and it would be even better if we could award all 8 trophies. Criteria for all the trophies is defined on the OGA website www.oldgaffersassociation.org. Please also remember we have a new Association Trophy which is awarded to a trailer section member for seamanship.

Sue Farrer
Trophy Secretary

Footage Knots

Anglesey Hussars

Traditional Boat Festival Holyhead

3rd, 4th & 5th September

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- ◆ Racing ◆ Kippers ◆ Coracles
- ◆ Oak swill baskets ◆ Rope-making
- ◆ Shanty-men ◆ Model boats
- ◆ Parade of sail and the battle of Holyhead
- ◆ Angling competition
- ◆ Miniature warships

For more details and programme contact Sue 07527580309
<http://holyhead.northwalesoga.org>



Dutch OGA

A new President of the Dutch OGA has been appointed. After many years of very valuable service firstly setting up the Dutch OGA, and then running it Joachim Van Houweninge has stood down in favour of Hugo Zwanenbeek. Joachim will be a difficult act to follow as they say, but we wish him well in his retirement from active participation and welcome and wish well to Hugo, his successor.



OGA Vacancies

We are still seeking volunteers from members to fill the roles of OGA Merchandise Coordinator, OGA Publicity Coordinator and Gaffers Log Editor. Details were reported in the March edition but can be obtained from Robert Holden – Hon Secretary whose contact details appear on page 51.



The National Historic Ships Photographic Competition is now open and running until the 31 July. Full details can be seen on www.nationalhistoricships.org.uk



The OGA has been invited by no other than Sir Robin Knox-Johnston (not personally you understand) to take part in the Liverpool Boat Show 2011. More details of this nearer the time.



A suggestion has been made to dedicate a page in Gaffers Log for the sale of unwanted or duplicate secondhand sailing books. Could this be of interest to members? Please comment if you wish to the Editor.



The closing date for the next edition (September) is 1st August. Please send your articles, reports and advertisements to the Editor by that date.



Dick Dadson – Kent boatbuilder

You don't have to own a Fife or a dug-out-of-the-mud Aldous smack to be curious about your boat's provenance. *Sirius* may be only 16ft long, but she's an attractive, clinker built, gunter rigged cabin cruiser, owned by Maldon resident, Jon Howorth, who was keen to discover more about his boat's ancestry. This is his story.

I bought *Sirius* in 2005 from Mike Baumber, a retired policeman, who had found her in a dilapidated state. Over the next couple of years, Mike replaced the cabin top and sides, the bowsprit and painted her topsides white, and pale blue decks. I think he had bought her from Suffolk. There was a brass name plate in the cockpit with the name Richard Dadson, Faversham, and in the cabin another brass plate with the name *Sirius* 1977 across an anchor. Neither of us knew anything about Dadson or the boat. So, I tried to find Dadson on Google and failed but I did find an advert for Alan Stayley's boatyard in Faversham and BINGO. Alan asked about *Sirius*'s ballast. As soon as I said it was lead cast in blocks either side of the centre board case, he said she must be one of Dick's boats. Alan knew Dick Dadson well, and had his tools when Dick retired. He said I ought to come down to Faversham and talk to Dick's widow Avis,



Sirius

So I went down and met Avis, now in an old people's home; she told me that Dick's father, Percival, was a shipwright and had built barges in Faversham, so it was not surprising that, on leaving school in 1935, Dick went to work at Charlie Cooper's boat yard at Conyer and served as an apprentice boat builder for seven years. When he left Cooper's yard he worked at C.F. Doyle, at the Weston Works, from 1947 until 1960 and during those years he built several boats for his own use with the help of his father. They included a 14- foot sailing dinghy named *Mona*, which was still around in 2003 at Standard Quay and owned by Colin Frake. The next boat built by Dick was the 18 ft *Mona Lisa*, and according to Alan, they built a lot of 16-18 foot sailing boats to the same pattern.

In 1961, Dick started his own boat-building business in a shed in the garden at Upper Brents, on the opposite side of the river to the main part of Faversham. The first boat off the stocks was the *Lady Ann* - built for a local man, Andrew Osborne, and is still sailing. After Dick and Avis were married, she relates that when building a boat he needed another pair of hands - hers! After planking up the sides, you needed ribs which had to be bent into shape when hot, so a steamer box was needed. Next job, all the nails were roved and clinched and it was her job to hold an iron dolly on the nail head and make sure it didn't come out. Occasionally one did, and a voice inside the boat would say 'Are you on the right nail?'

The new owner chose the name of the boat and the colour of the sails, then usually made by Ray Goldfinch of Whitstable. When a boat was completed, varnished, sails set and launched or towed away it always seemed satisfying, a job well done and she still receives Christmas cards and the odd phone call from people they built boats for - all satisfied customers.

Although Dick's first hobby was sailing, his other interest was bird watching and he and Avis were members of the Kent Ornithological Society; and having a boat enabled them to take part in the Medway and Swale Bird Census, which was held every five years. Spending a couple of nights in an open boat on Deadmans Island (off Queenborough) or off the Lillies (Sittingbourne Creek) was not Avis's idea of heaven as it always seemed to rain or blow hard. However, their next boat was the *Eider Duck*, named after the bird they had first seen on the Swale and was 25 feet with a 4 berth cabin and all mod cons. They eventually sold her to a friend who was a member of both the yacht club at Conyer and the Medway Cruising Club so she was either moored at South Deep or on the Medway, but was last heard of in Newcastle on Tyne. The last boat they built was named *Enterprise*, a 21 ft open boat but with a forward cabin with flush toilet and came complete with a life jacket for every passenger. This boat was used for bird-watching trips on the Swale and Medway with paying passengers, so they were able to mix business with pleasure and Avis said they had some very enjoyable trips and made quite a few friends.

(Avis omitted to say that in 1975 Dick was named 'conservationist of the year' by the Swale Society and received a silver salver in recognition of his work with wild life in the East Swale.)

While I was in Faversham, I went to Oare Creek to look at another Dadson boat - *Idle Fancy* - which is exactly the same inside and out as *Sirius* except she has no bowsprit. Alan says there's another in Shotley. One problem is that Avis is quite convinced that they never built a boat called *Sirius*, but I think as they retired from boatbuilding in 1975, it seems likely that a second owner renamed her in 1977. Someone has added a bowsprit, as that was non-standard. Avis also thought that the keel should be straight, whereas on *Sirius*, it is deepest in the centre. That made me wonder if some of the deadwood at the stern had rotted and had been cut away; that would perhaps explain why I later found it necessary to move the mast forwards.

I first sailed *Sirius* in 2005 and quickly discovered that she wouldn't sail at all with only a mainsail - she just came up into the wind and went backwards; she just had to have a jib set before she could sail.

I thought maybe it was because the sails were so baggy, so I measured-up and got a nice new main made by John Raven in Maldon. I tried to sail off my mooring with just this new main. Plate up, plate down, plate half way up - no matter which way, she wouldn't sail. I

unrolled a foot of jib on the forestay and off we went! During the winter, I consulted Albert Strange's book, and worked out the centre of pressure for the hull and the sails. I moved the mast forwards by about 12 inches, so it now sits on the deck just in front of the cabin, instead of on top of the cabin. Since then, she sails perfectly well on main alone. In lighter winds she goes better with the jib as well, but if I'm beating up to my mooring, I can drop the jib and make a leisurely approach. In windy conditions, she can heave-to with just the main and is well enough behaved to let me reef, and then still make a little progress into the wind.

On one of my trips to Hastings, I was struck by the similarity between *Sirius* and the South Coast luggers. The old mast position would work perfectly with a lugsail, and would have been a comfortable rig for a small cabin cruiser. It seemed to me that the fittings on the mast would work equally with a lugsail, as with a gunter.

As is usual when delving into the past, I seem to have come up with more questions than answers and I would be really interested to hear from anyone else who knows anything more about Dick Dadson and his boats. Avis would also be delighted to find another of her boats!

Jon Howorth ECOGA

(jonhoworth@yahoo.co.uk)

Editor's note: Sadly we heard of the death of Dick's wife Avis earlier this year. Our best wishes and thoughts go to his family at this difficult time.

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Carlotta – Her story

This year the venerable Bristol Channel pilot cutter *Carlotta* turns one hundred and eleven years old!

She's been owned and sailed by pilots, princesses, lords, criminals, Churchill's cousin, viscounts, an illegitimate line of the Royal family, and one-eyed Canadians.

Her history includes a daring World War II escape from Guernsey as the Germans were landing at the airport. She's been laid over by hurricane force winds until the mast trucks were almost hitting the water. She's raced successfully against Twelve-metres. The British Army Training Manual was written on board. One time a porpoise swam across her foredeck in a Scottish gale! She's been dropped four feet from a travel lift, towed by rowboat completely around Texada Island, made passages averaging 180-mile days, and been engineless for the past forty years.

In the 70's she fell over on her beaching legs, smashing her port side frames in. That was almost the end of her, but in stepped Canadian Peter Heiberg. Peter bought *Carlotta* and began a four year rebuild at Thomas Ponsharden's yard in Falmouth. Peter got her sailing again and set off for Vancouver BC, stopping in the Caribbean for a few years along the way to race in the classic boat circuit out of St.Barts.



A seagull's view of *Carlotta*

Eventually Peter brought *Carlotta* back to Vancouver, where he was the founding member of the Old Gaffer's Association of BC. The BC chapter of the OGA frequently got together to race against each other, but somehow the organization dissolved. Now it is back under full sail with a new revived interest spurred on by Mr. Colin Ming!

In 2004 Heiberg sold *Carlotta* to Barbara and Stephen Mohan. Long time admirers of *Carlotta* and pilot cutters, the Mohans jumped at the chance to be *Carlotta*'s next custodians. After one year of sailing and living aboard on the Sunshine Coast of British Columbia attention was turned to long term maintenance and repair. The Mohan's began the process of restoring *Carlotta* with an eye towards the original workboat she was in 1899. Now *Carlotta* is once again sailing after an extensive five year refit and is ready for many more years of fantastic adventures.

Full details of her history and restoration can be found on www.pilotcutter.ca

Stephen Mohan
British Columbia and Pacific North West OGA

Boat Register Report

It was a lovely surprise to receive an e-mail from Colin Ming in Canada with a boat register form for *Carlotta*, the Bristol Channel Pilot Cutter, built by WH Halford in 1899. *Carlotta* is one of the boats John Scarlett added to the register in the 1970's and it is good to update her records and see the restoration work her owner Stephen Moran has been carrying out. It is well worth visiting her website www.pilotcutter.ca to see pictures of her restoration and read her history.

Thank you to everyone who checked their boat data in the 2009 Yearbook and sent me changes in boat ownership. With these updates the 2010 Yearbook will be more accurate.

The major problem I face at the moment is linking the boats listed on the Membership Database with those on the Boat Register. If you look at pages 93 to 114 in the 2009 Yearbook you will see the problem. Many do not have a boat number. Just the boat name does not allow me to link it conclusively to a boat on the Boat Register because it is surprising how many boats have the same name. There are about 14 called "Lucy". If you do not know your boat's OGA register number please contact me for a form or download it from the OGA website. Fill in as much as you can and send it to me so you can be sure your boat is part of our Boat Register.

Pat Dawson
OGA Boat Register

Editor's note: It seemed appropriate to put Pat's report here in view of her comments about Carlotta. Please do give some time to checking whether your boat's details are correct and if not please contact Pat. She will be glad to hear from you.



A Mike Peyton Card – See P30 for details

The Mullogh

What have an early steamship and an early steam locomotive got in common and what is their story doing on the pages of this magazine? Let me explain.

First the steamship, the *Mullogh*, which actually began life as a 46 ton sailing ketch with an auxiliary steam engine driving a single screw. She was built of iron by Coates & Young in Belfast (a forerunner of Harland & Wolfe) and launched in 1855. She sailed first to Melbourne where she traded for a couple of years before arriving in Lyttelton in New Zealand in 1859. She had been purchased by a local merchant and used for coastal trading. There are only a couple of blurry black and white photos of the *Mullogh* and none under sail. However, there is a small illustration of her sail plan which allows a sketch to show us what she might have looked like in her pomp.



‘Sketch of the *Mullogh* under sail’

Lyttelton is a deep water harbour and served as the port for the emerging town of Christchurch, indeed it still does. But in those days, cargoes and supplies for the town were ferried around the coast by smaller vessels, then unloaded at a wharf in a large shallow estuary close to town. This would have been an easy short voyage were it not for the notorious Sumner Bar at the narrow entrance to the estuary. Over the years, dozens of ships and many lives were lost getting across the shifting bar. Indeed, on the 14th of March 1863 the *Mullogh* was approaching the bar following the 20 ton ketch *Marie Elizabeth* when the forward vessel struck the bar and sank. Fortunately, her two crewmen were safely picked up by the *Mullogh*. Then in August 1865, when loaded with barrels of liquor, the *Mullogh*

herself made it across the bar only to be blown onto the beach at Sumner through a big surf. It was an event that led to many of the local people suddenly developing an interest in beach-combing! The 60 foot long *Mullogh* was pulled off the beach a couple of weeks later, only to sink in mid-channel. However she was soon raised and re-launched within a couple of months. The *Mullogh* performed many different duties in her time- cargo vessel, tug, explosives and fishing vessel, she has been described as the doyen of Lyttelton.

On the 5th of May 1863, the *Mullogh* took on one her more interesting challenges. The steam locomotive called *Pilgrim* had been built in Bristol by Slaughter (Gunning) & Co, and shipped to Melbourne aboard the *Zealandia*. There she was trans-shipped to the schooner *Choice* for the voyage across the Tasman Sea. At Lyttelton the locomotive was lowered onto a barge and taken in tow by the *Mullogh*. Despite having to shelter overnight in a neighbouring bay, *Mullogh* and *Pilgrim* successfully crossed Sumner Bar together to arrive safely at the estuary the following day despite considerable anxiety about the weight and instability of the tow. *Pilgrim* was New Zealand's first steam locomotive and busied herself for several years shuttling along the four mile stretch of railway between the wharf and Christchurch.



'The graveyard of ships off Quail Island (the *Mullogh* is bottom left)'

The *Mullogh* continued trading for another 30 years after her sinking before having her masts removed and being converted into a trawler. By 1916 she was sixty-one years old and a derelict. She was ordered out of Lyttelton Town Harbour and was retired to Governors Bay. A plan to take her to Belfast for restoration as an historic ship sadly came to nothing. She ended her days dumped in a curious graveyard of ships behind Quail Island in 1923.

Little remains of her now except the broken outline of her 150 year-old hull and her massive boiler which for the last eighty-five years has been exposed to the elements and appears indestructible.



'The remains of the Mullogh'

Viv Head
BCOGA

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Fambridge One Design - A New Tradition

Francis B. Cooke initially sailed out of Hole Haven, Canvey, before joining Corinthian colleagues at Burnham-on-Crouch. Finding the river there overcrowded with big yachts and commercial vessels, he sailed his little 2-ton gaffer *Wave* up-river to discover Fambridge, which he declared '... a delectable haven'. Later that year, on 1st October 1898, he gathered with friends 'for a 2/- dinner' at the Ferry Boat Inn to establish the Fambridge Yacht Club. On 2nd October the Club organised its first race. He was just 26 at the time, and although his journalistic career had started when, aged 11, he was paid the then enormous sum of 5/- by The Guardian for a review of *Treasure Island*, his 20+ sailing books on cruising, yacht racing and boat maintenance were still in the future. He became the doyen of East Coast sailing and an energetic yachting journalist, composer and musician, his last contribution for *Yachting Monthly* written when he was 100!



Francis B Cooke (right) stands outside the Ferry Boat Inn, North Fambridge in 1898, with landlady Mrs. Matthews, who took in Club Member's laundry!

In the early years of the 1900s the Fambridge Yacht Club decided to adopt the Essex 17ft Restricted Class. The eclectic mix of members' boats before this had presumably presented the Club handicapper with all the usual problems we gaffers have debated ad nauseam. Francis B. Cooke asked Gilbert Laws, the Burnham yacht designer and boat-builder, to create for him an open 17 footer to race in the Class. *Coryphée*, as the new boat was called, was the outstanding performer in the racing that ensued. This is, perhaps, wholly understandable, for Gilbert Laws was at the same time designing *Dormy*, a gaff-rigged six-metre class boat which he was to sail to the gold medal in the 1908 Olympics.

Turning our attention to the present day, those who sail the Crouch and Roach will acknowledge that traditional craft and gaff-rig are very poorly represented in these waters when compared with the neighbouring River Blackwater and elsewhere. Burnham was once vying with Cowes as the country's foremost yacht racing venue, but there seems little doubt that in many respects, its cutting edge is somewhat dulled in recent years.

The writer has long taken the view that gaff-rig deserves a renaissance at Fambridge and on the river in general. The O.G.A. early season gathering there is a yearly reminder of what we are missing.

The North Fambridge Yacht Club has recently backed the proposed introduction of a new gaffer, the Fambridge One Design. But this new boat will only be new in build, not in design, for Gilbert Laws plans for *Coryphée* survive and the F.O.D. will be a modern take on a century old boat, a 'gentleman's' performance dinghy equally suited for level playing field racing or pottering and picnics with the family. Bearing in mind today's financial climate there will be no spend for speed options, and a complete, ready to race or cruise F.O.D. will come at a price half that of the similarly sized, traditionally built, Shannon O.D. as featured on TV in Griff Rhys Jones' 'Three Men in a Boat'. Designed to live on a mooring by the Club, or be trailer-sailed wherever the whim takes it, the build specification will provide a Club Class that will endure for generations, and without the maintenance costs of the larger, wooden, Bermudan, club one-designs further down the Crouch.



Side view and sail-plan of the Fambridge One Design.

Simplicity will abound. The Gilbert Laws design is for a 17 foot (plus bowsprit) open, centre-plate dinghy, coming with just main and jib, a whisker pole supplied for down-wind use of the headsail. The high-peaked gaff will balance the bowsprit rigged furling foresail in a sail-plan of 175 square feet in total, with reefing to suit conditions. The heavy lay-up G.R.P. hull design will be compliant with all the relevant E.U. Directives on buoyancy, with built-in bow and side tanks. A cover, anchor, oars and rowlocks will form part of the standard, and only available, package.

The F.O.D. will surely be the first new gaff-rigged dinghy with a racing pedigree to be introduced since the 12 square metre Sharpie in 1931, eighty years ago. Members of a newly formed North Fambridge Yacht Club sub-committee are actively finalising the F.O.D.

specification, in order to ensure that our quality, performance and design-life objectives are met. We have the advantage of knowing the success of the original design from both the Club's early race results and Francis B. Cooke's own writings. Other sub-committee members are framing the Class Rules, ownership options for individuals, partnerships or syndicates, and giving thought to a programme of racing and other events once the Class is established.

And therein lies a hurdle that is pivotal to our endeavours. Without commitments to purchase the project cannot get off the ground, or should I say, on the water. Our 111-year-old Club is well known for its friendliness and modest subscriptions, and a warm welcome awaits all new members. We need to find a minimum of five would-be F.O.D. owners from existing and potential new members, ten would be better, fifteen a little short of a remarkable start to this exciting and innovative concept - a new tradition rooted in the North Fambridge Yacht Club's illustrious past.

F.B.C.'s little 'tore-out' yacht was no doubt a misfit amongst those professionally crewed and luxuriously indulgent craft based in Burnham. The creation of our Club was arguably a pivotal moment in local yachting. Before this time the sport had been the domain of the sailing aristocracy and the mega-rich, at Fambridge it became a pastime for the many.

A Club Open Day at North Fambridge, Essex, will take place on Saturday 26th June, when the Clubhouse will be open to all, and visitors can learn more of the Club's history, and of the part Florence Nightingale and Isambard Kingdom Brunel played in the provision of our Clubhouse. Members will be on hand to discuss the North Fambridge Yacht Club's wider remit, the benefits of joining and the Fambridge One Design project in particular. There will be an example to show the build quality of the F.O.D. and detailed information on the establishment of the Class. If you are interested, do come along on the day, or get in touch beforehand with Richard Walsh, 01920 821683 or email richard@chaffcutter.com.



The North Fambridge Yacht Club, founded 1898, sits on piers over the River Crouch.

Richard Walsh
ECOGA

The Lancashire Nobby by Nick Miller

A review by Peter Lyons

When Nick asked me to review this new book I jumped at the chance. I had done a little sailing in one of these boats and now there was a great interest in them on the West coast of England.

The book consists of almost 290 pages of information. It goes through the Fishing Techniques, the Legislation of the Fishery then onto all of the different areas that the boats fished in. This area stretched from Ballantrae in Southern Scotland to Cardigan Bay in Wales, including the Isle of Man. Each Area has a map, lists of various boats and their sizes, owners names and in some cases the catches that were made. It is very comprehensive, full of detail and facts.

The chapter on the Builders of the boat is very interesting with all sorts of information such as boat names and types, the names and locations of the builders, there are maps, pictures and drawings aplenty. Likewise the Chapter on the construction of the boats is full of facts illustrations and pictures.

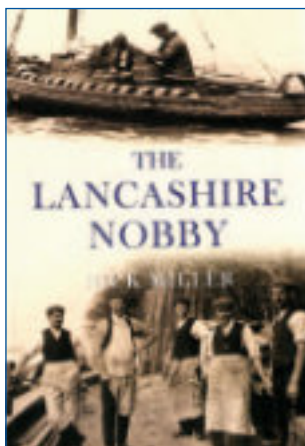
There are 5 appendices with lists of names and other details. Perhaps the most interesting of these for model makers is No V, Scantlings where there are lots of line drawings, profiles, rigging lists and outline drawings.

The Glossary Nick has at the back of the book is very comprehensive with fishing and boating terms. If you are looking for something specific, such as a boat or a place you will find it in the very comprehensive Index.

This book took 20 years in the making and is a credit to Nick and will be very useful for anyone wanting to know anything about these character boats, the Lancashire Nobby. Well worth a look for gaffers.

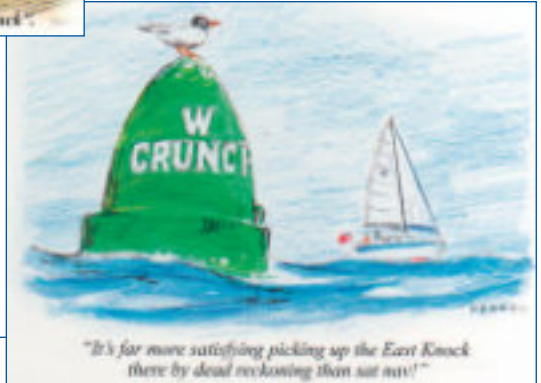
Peter Lyons

NIOGA





A selection of 4 of the 16 Mike Peyton cartoons which can be purchased from him. See page 30 for more details.



NIOGA Poems and Pints evening

On 26th of February our Annual Poems and Pints night was held in the upstairs lounge of the Groomsport Inn. A good venue where we were able to have the chairs in a circle and the participants in easy view and hearing of all the rest.



Brian Lawford and Frank Smyth

All the usual suspects were on their feet, with no need for encouragement from our President. Bill Miller, Peter Lyons, Ian Wylie, Danielle, Mandy, Pointy, Bee, President Alan, Irene, Carol and new comer to Poems and Pints Brian Law. Even Admiral (CIBC) Duncan McInnes was on his feet giving us a rendition of the Tay Bridge Disaster.



Ian Wylie and Margaret Haddow



Stephen Clarkson and Tim Magennis



Sam Andrews

We had visitors in the form of Sam Andrews from Cockle Island BC, Frank Smith of the Bangor Sea School, and from DB OGA who had come up by Enterprise Express, Tim Magennis. Tim was as usual in outstanding form.

Here is a small flavour of the evening.

There are more waves
Than there are fish in the sea
But it's impossible to catch one
With the widest net
Or at the end of the longest road

And that's because the sea behaves,
Like the poet, mysteriously,
In the ebb and flow of language and song
That is so salty and dripping wet
With imagery, in need of a helpful nod
From the Neptune or Poseidon god.

Bob Crew

Another great night for NIOGA.

Peter Lyons NIOGA



Hon Sec Robert Holden presenting Brian Hammett with a set of presentation glasses at the ECOGA AGM

Both Brian Hammett and Nick Miller were awarded sets of presentation glasses, suitably engraved, following their retirement at the AGM in January. Brian had served four years as President and Nick some eight or nine years heading up the OGA Archive and Boat Register. Well done to both of them and a huge vote of thanks for the time they put in on behalf of the Association and members.



Nick Miller at home after the presentation by Barry Healas LDOGA

OGA and related traditional boat events 2010

Date	Event	Contact
June		
4 th , 5 th & 6 th	Beale Park Traditional Boat Show – much OGA involvement, an OGA tent for photos and OGA Merchandise, on average 10 OGA boats on the lake. Free camping for those prepared to help with the OGA tent or, more importantly, to bring your boat! An opportunity to support our BC Area Secretary, Claudia Myatt who will also have her Starfish Books Stand.	Mike Stevens 01792 297445 mike.stevens.killay@talktalk.net
4 th , 5 th & 6 th	Solent Area – Yogaff Weekend – Yarmouth IOW Old Gaffers Festival – live music, craft market, social events – a popular fun “must” on the OGA calendar. OGA “race” on the Saturday.	Jessica Warren 01962 712529 jayis47hotmail.com
4 th , 5 th & 6 th	Northern Ireland – Classic Sail Carrickfergus	Alan Aston 07921 050400 ccr@oldgaffers.com
4 th – 6 th	Port de Calais “Bassin Carnot” Maritime Heritage Festival – 1 week after Ostend at Anchor All traditional boats and craftsmen welcome	Laureline Vallat 0033 3 20 52 46 98 www.patrimoine-maritime.com
5 th	EC Blackwater Smack Race	Pete Elliston 01206 391870
12 th – 13 th	EC OGA Swallows & Amazons, Walton & Frinton Yacht Club – Trailer Sailors welcome – a must for small boats	Pete Elliston 01206 391870
11 th , 12 th & 13 th	Ullswater OGA Trailer Section Rally, regular and popular event at a stunning location, Glenridding Sailing Centre, Lake District, Cumbria	Barry Healas 01524 276258 bazhealas@tiscali.co.uk
18 th – 20 th	OGA Netherlands – North – Midsummernight Cruise	Joachim van Houweninge voorzitter@oldgaffer.nl
18 th – 20 th	BC South Wales Boat Show, Swansea – OGA Participation	Claudia Myatt 01437 541201
18 th – 20 th	EC OGA East Coast Race & Brightlingsea Rally	Richard Giles 01206 308514 01206 308420
19 th	IOW Round the Island Race	www.roundtheisland.org.uk
19 th	EC Southwold Sea Festival, Southwold	Pete Elliston 01206 391870
26 th	EC RHS Rally, Holbrook – Wrabness	Mike Robertson 01473 327115
Late TBA	NI Portaferry Traditional Sail	Alan Aston 07921 050400
July		
2 nd – 4 th	OGA Netherlands – North – “Race” from Ijmuiden to the North Sea	Joachim van Houweninge voorzitter@oldgaffer.nl
3 rd	EC Rowhedge Regatta, Rowhedge – River Colne	Pete Elliston 01206 391870
3 rd – 4 th	OGA Medway & Cinque Ports Cruise to Lower Halstow, meal at the Three Tuns. All welcome	Yvonne Mitchell 01795 581912
3 rd – 4 th	Lord Birkett Cup, Lake District – OGA participation	Barry Healas 01524 276258 bazhealas@tiscali.co.uk

OGA and related traditional boat events 2010

3rd – 10th	SeaFair Haven, Milford Haven www.seafairhaven.org.uk A full week of fun around the Haven for boats of all sizes. Campsite available.	John Arcus 01646 696374 seafairhaven@mhpa.co.uk
9th, 10th & 11th	Bristol Channel Yachting Association Rally, Cardiff Bay – ties in with Cardiff Food & Wine Festival – OGA participation	Susanne Newbold 01633 842347
9th, 10th & 11th	Devon OGA Start Bay Rally & Race, Social Dartmouth Yacht Club Friday pm, “Race” Saturday. Prize-giving & Supper Saturday evening at Royal Dart Yacht Club, BBQ Sunday lunch at Dittisham.	Elsbeth Macfarlane 01548 857559 devongaffers@yahoo.co.uk
9th – 13th	Canada – Sucia Island Small Boat Rendezvous, Sucia Island, Washington - OGA participation	small_boat_rendezvous@yahoo.com Colin Ming 604 596 7852 colin.a.ming@gmail.com
11th	NW OGA Annual Race on the River Mersey	Tom Middlebrook 0151 652 9744 john@jtmiddlebrook.co.uk
17th & 18th	Solent OGA Marchwood Rally & Race – informal weekend at Marchwood Yacht Club, Southampton Water. “Race” on Saturday, + social evening. Trailer Sailors welcome.	Jessica Warren 01962 712529 jays47hotmail.com
17th & 18th	EC OGA Southwold Rally, Sailing Club & harbour	Lorna Hill 01473 730661 Richard Symes 01986 784225
16th – 18th	New Event – Clovelly Maritime Festival a first for OGA members	Claudia Myatt 01437 541201
17th & 18th	OGA Netherlands – South – Van Loon Race Days	Joachim van Houweninge voorzitter@oldgaffer.nl
17th	EC Wivenhoe Town Regatta	Pete Elliston 01206 391870
17th	EC Harwich Festival of the Sea	Pete Elliston 01206 391870
22nd – 25th	Temps Fête 2010 sur Douarnenez	www.tempsfete-dz.com
24th	BC OGA - Hidden Challenge “Race” – starting off Barry Island.	John Maxwell 07710 527502
30th	Canada - Sunshine Coast Wooden Boat festival, Madeira Park, British Columbia – OGA participation	604 883 0677 Colin Ming 604 596 7852 colin.a.ming@gmail.com
30th – 1st August	Peel Traditional Boat Weekend – all Irish Sea Gaffers and beyond welcome!	Mike Clark 07624450146 mclark@manx.net www.peeltraditionalboat.org
31st	OGA Medway & Cinque Ports BBQ at Sandwich	John & Jenny 07989099245
31st – 1st August	BC OGA New Event – Milford Haven Cruise. Join Perry in his boat Torhilda for a cruise up the Haven and BBQ in the Cleddau reaches	Perry Crickmere 01437 541201
August		
3rd – 6th	Fowey Classics Any one interested in becoming a Cornwall OGA Area Secretary, please contact Robert Holden	See www.foweyclassics.org

OGA and related traditional boat events 2010

6th – 8th	NIOGA Ardglass at Anchor	Alan Aston 07921 050400
7th	MCP OGA Swale Match	Lena Reekie 01795 530309
7th – 13th	Fishguard Festival – BC Area – OGA participation	Claudia Myatt 01437 541201
7th – 15th	NWA & NW Conwy River Festival – OGA participation	Tony Mead 01492 596253
8th – 14th	EC Mersea Week, West Mersea Yacht Club	Pete Elliston 01206 391870
13th, 14th & 15th	OGA Trailer Section regular and popular event at Clywedog, near Llanidloes – a large Mid Wales reservoir	Mike Stevens 01792 297445 mike.stevens.killay@talktalk.net
13th, 14th & 15th	OGA Netherlands – South – Cruising on the Oosterschelde	Joachim van Houweninge voorzitter@oldgaffer.nl
20th – 22nd	Trailer Section – Cardigan Quays Festival – OGA Small boat participation	Mike Stevens 01792 297445 mike.stevens.killay@talktalk.net Nick Newland – Swallow Boats 01239 615482
21st & 22nd	Solent Area Annual Race & Rally, from Cowes to Lymington, evening at Lymington Town Yacht Club. Last year 35 boats participated and others accompanied.	Jessica Warren 01962 712529 jayis47hotmail.com
21st – 30th	EC OGA August Classics Cruise, Rivers Stour, Orwell & Deben	Peter Thomas 01473 832808
26th – 29th	Canada – Vancouver Wooden Boat Festival – OGA Participation	604 688 9622 Colin Ming 604 596 7852 colin.a.ming@gmail.com
28th & 29th	Solent Area OGA – Bursledon Regatta – Saturday evening social & fireworks, “race” on Sunday. This year’s theme TBA.	Jessica Warren 01962 712529 jayis47hotmail.com
28th – 30th	Cardiff Harbour Festival – OGA Participation	Susanne Newbold 01633 842347
TBA	New Event – OGA – British Columbia, Canada, Rendezvous Vancouver Area	Colin Ming 604 596 7852 colin.a.ming@gmail.com
September		
Early TBA	Solent Area Chichester Rally, casual meet & BBQ at Bosham. Trailer Sailors welcome	Jessica Warren 01962 712529 jayis47hotmail.com
3rd – 5th	NWA OGA Holyhead Traditional Boat Festival – “Gaffers at Holyhead” – the 4 th year of this very popular OGA event. Shore-side events and displays plus “Race” and Parade of Sail (with cannons??) Trailer Sailors to Tall Ships – all welcome.	Sue Farrer 01270 874174 sue@psfarrer.co.uk nwasec@oldgaffersassociation.org
3rd – 5th	Canada Victoria Boat Festival – OGA participation	www.classicboatfestival.ca Colin Ming 604 596 7852 colin.a.ming@gmail.com
4th	EC Pin Mill Regatta	Pete Elliston 01206 391870
4th	EC Colne Smack race	Pete Elliston 01206 391870
10th – 12th	OGA Netherlands – North – End of Season at Enkhuizen	Joachim van Houweninge voorzitter@oldgaffer.nl

OGA and related traditional boat events 2010

10th – 12th	Canada – 34 th Port Townsend Annual Wooden Boat festival, port Townsend, Washington – OGA Participation	www.woodenboat.org Colin Ming 604 596 7852 colin.a.ming@gmail.com
11th	EC Maldon Town Regatta	Peter Maynard 01621 852808
11th – 12th	EC Woodbridge Maritime Festival	Pete Elliston 01206 391870
11th – 20th	Southampton Boat Show	www.southamptonboatshow.com
12th – 19th	Scotland OGA Scottish Closing Muster, Loch Fyne	Gordon Garman 01700 505617 yotscribe@aol.com
18th	USA Gaff Riggers Race, Martha's Vineyard "The Old Gaffers here would heartily welcome any European "cousins"	Ginny Jones ginnyj@vineyard.net or Gannon&Benjamin Inc Tel: 508 693 4658 gandb@gannon&benjamin.com
17th, 18th & 19th	Ullswater OGA Trailer Section Rally, regular and popular event, Glenridding Sailing Centre, Lake District, Cumbria	Barry Healas 01524 276258 bazhealas@tiscali.co.uk
25th & 26th	Solent Area – Centenary Chase – organised by the Royal Solent Yacht Club - large OGA participation. "Race" Saturday pm then supper in Club.	Jessica Warren 01962 712529 jayis47hotmail.com
October		
1st – 3rd	OGA Netherlands – North – Race from IJmuiden to the North Sea	Joachim van Houweninge voorzitter@oldgaffer.nl
23rd	OGA NWA AGM, Holyhead Sailing Club	Sue Farrer 01270 874174 sue@psfarrer.co.uk nwasec@oldgaffersassociation.org
November		
5th	MCP OGA – raft-up at Harty to watch fireworks	Yvonne Mitchell 01795 581912
5th – 7th	Netherlands – Classic Boat Show at Enkhuizen – OGA participation	Joachim van Houweninge voorzitter@oldgaffer.nl
7th	Devon OGA Laying Up Dinner (Sunday Lunch) & AGM, Royal Oak, South Brent	Elspeth Macfarlane 01548 857559 devongaffers@yahoo.co.uk
TBA	EC OGA AGM & Social	Pete Elliston 01206 391870
TBA	NW OGA End of Season Social Weekend	Tom Middlebrook 0151 652 9744 john@jtmiddlebrook.co.uk
December		
TBA	New Event – Canada OGA British Columbia, Canada Christmas Dinner	Colin Ming 604 596 7852 colin.a.ming@gmail.com

The editor requests that you inform him of any other events from 1st September onwards be sent to him for inclusion in the September Gaffers Log.

Letter sent by David Grainger (BCOGA) to his local Member of Parliament having read Robert Holden's (OGA Hon Sec) report on 'E-Borders and all that stuff' published on Notice Board (page 5) of the March edition of Gaffers Log

Dear Mr Ainger,

I write to express my extreme concern about the proposals to impose "e-Border" controls by the new UK Border Agency on British yachts.

My objections are two-fold, practical and moral.

All vessels are subject to the perils of the seas, but none more so than the small sailing yacht. Departures are absolutely dependent upon weather conditions, and are always made "towards" and not "to" a desired destination. The safety of the vessel and of her crew often dictate that she should touch at another harbour on the way, if indeed she ever reaches her original destination. The vagaries of wind and sea control her movements. Moreover, e-mail facilities are rarely available at the havens and anchorages frequented by small craft. It will be physically impossible to fulfill the requirements of this regulation.

The ultimate definition of a free country is the ability of its citizens to leave whenever they wish without the permission of their rulers. When the Iron Curtain was in place we abhorred the measures taken by the socialist countries to prevent their citizens leaving because we cherished freedom.

Moreover Magna Carta stated:-

"Liceat unicuique decetero exire de regno nostro, et redire, salvo et secure, per terram et per aquam, salve fide nostra, nisi tempore gwerre per aliquod breve tempus, propter communem utilitatem regni, exceptis imprionatis et utlagatis secundum legem regni, et gente de terra contra nos gwerrina, et mercatoribus, de quibus fiat sicut predictum est."

Roughly translated into

Roughly translated into English this means:-

"And for any one, saving only those who have sworn allegiance to us, it shall be lawful in future to go out of our kingdom, and to return, safe and without fear, by land or by sea, unless in times of war for some brief period for the common good of the kingdom, and excepting those imprisoned or outlawed according to the law of the realm, and peoples of lands waging war against us, and merchants of whom it will be as before laid down [i.e. as covered in a previous clause].

I have watched with increasing alarm as traditional freedoms won over a long period at great cost have, over the last few years, been steadily eroded. It seems to me that Members of Parliament have been neglecting their primary duty, which is to protect the liberties of the British subject from the power of the Executive.

I would be grateful if you could look into this for me, and pass on my objections.

D. H. Grainger

Dear Friends

Barry blagged his way into our house on Sunday using a very dubious line in comestibles in order to complete the task that you had placed upon him, and what a pleasant surprise it was that he sprang on me.

Thank you for your kind thoughts in commissioning the engraved glass, and for the card, which I shall have framed to hang where I can see it every day.

It is also appropriate to thank you all for the enjoyable good humoured meetings that made serving as an Officer to the OGA a pleasure, tempered with the sadness of the loss of absent friends.

All the best for the future, and looking forward to seeing you all again.

Nick Miller

(Retiring Boat Register and OGA Archive Officer)

Editors note: Letter sent by Nick Miller to the members of the GMC following the presentation by Barry Healas (see page 24 of this issue):



Dear Phil

Do you find the enclosed worthy of a mention in the Gaffers Log? I am hopefully selling them on the internet at £10 for sixteen, sixteen being the number the printer can do at one hit. My antecedents are quite good, an elder Gaffer, perhaps at 89 the eldest, and the last survivor of the first meeting when the OGA came into being.

I have told all previous editors of the log they can use any cartoon of mine as long as they say which magazine it was lifted from

Mike Peyton

Editors note: Mike has sent me a set of the sixteen postcard sized cartoons of his, some of which I have reproduced in this issue where space allowed. A full set can be order directly from Mike by writing to Mr Mike Peyton, Rookery Cottage, Rookery Lane, North Fambridge, Essex, CM3 6LP, and they are, in my opinion, very good value, and very amusing.



Dear Phil

I enclose a copy of a very surprising letter that I received last week, together with a list of places visited by Shoal Water between 1963 and 2009, compiled on one of the many dreary days this winter. Old age is catching up with me fast but I have had a good run. The last time that I was rushed to hospital for surgery was the day before the Germans invaded Norway.

Dear Charles

I was delighted that our committee awarded you the RCC Medal for Services to Cruising for 2009. Over nearly half a century you have demonstrated that cruising can be enjoyed by anyone at modest cost, and that local waters can provide rewarding cruising without the need to sail to exotic locations. This is very much in keeping with the traditions of our club, and I am very glad that we have the opportunity to mark your contribution in this way.

With kindest regards

Nigel Wollen

Commodore

The Royal Cruising Club

Yours truly

Charles Stock

Editors Note: In the past I have had the pleasure of printing an article about Charle's exploits sailing Shoal Waters, a sixteen foot 6 inch Fairy Falcon hull completed by himself in 1963 as a gaff cutter. The list of locations visited by Shoal Waters referred to in his letter is so long I do not have space to reproduce it, but that in itself underlines why The Royal Cruising Club have made the award to him which is hugely well deserved.

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L' Entente Cordiale

One cold and blustery late January morning, Phil mentioned that he thought it was time we brought “Wendy May” over to France. I struggled to imagine sailing across the Channel in our 26½ ft, 74 year old, in the weather we were experiencing at that time, and, with a hope of buying a little time, I answered, “but where to” ?

For a couple of years we had been checking along the Normandy coast for somewhere suitable for a gaff-rigged cutter of considerable age. Yes – there are marinas aplenty and small welcoming harbours, but for fishing cuddies and plastic-fantastics. No matter where we looked, there was nowhere that felt “just right”.

A very dear French friend suggested she knew someone on the Mooring Committee of the Deauville Yacht Club – hope sprang eternal! A lovely old sheltered harbour, tucked away from the large modern marina; a friendly yacht club with bar and shower facilities – looking good. Oh but – the Club insists all members take part in their events and regattas, explained the friendly yacht instructor. Apart from the obligatory French traditional open gaff-rigged Tuna fisher that is permanently moored in the harbour, there were no more Old Gaffers! Three guesses where we would be on the finishing line! One look at Phil's face and I knew how disappointed he was – Deauville was a gem in terms of getting there from our house in inland Normandy – just an hour or so's drive, but where was the bonhomme that we sought – where the Gaffer quality?

Meanwhile, without telling Phil, I had e-mailed Yanni Carriguel, the new French President of the Vieux Gréements. He responded immediately suggesting I contact Gérard Bourdet, the Cotentin Representative. Gérard pointed us towards Caen or Ouistreham (which we had already rejected) and then rather intriguingly suggested a “Port de l'Epi” in Cherbourg. No trace of this Port could I find on the Internet – the Port Chantereyne, yes, the Port de l'Epi, no.

Seeing Phil's dismay in Deauville, I suggested we firstly check with the Capitainerie at Deauville to see if there were places available and then, explaining what I had done, to drive like the clappers to Cherbourg to check out this port. More bad news – the Capitainerie (Harbour Master) wanted forms, up to date insurance and a “Certificat de Francisation” and he showed us the file (a very thick one) of the waiting list.

Against his better judgement, Phil agreed to the dash to Cherbourg. We didn't speak all the way and to make matters worse, on arrival, we could not see a “Port de l'Epi”. I spotted the “Pilotage” building, and despite it being lunchtime, there remained one last “pilot” who had not escaped to the restaurant. “See that Drakkar over there”, he said, pointing to a Viking-type longship across the harbour. Your Port is behind that.

Imagine our surprise once we reached the other side of the harbour to find a sheltered little basin with brand new pontoons, behind a sill, with electricity and water points to every mooring. A large sign indicated (in French only) that the basin had been designated for traditional boats, and sure enough, nestled among the pontoons were 2 boats “Croix du Sud 11” (sadly now sold) and “Croix du Sud 111” which I recognised from the French Old Gaffers site.

All the other boats around the basin were wooden luggers or gaffers. Eureka! An e-mail exchange with an OGA member in Brittany made us feel worse about the paperwork requested by the Harbour Master at Deauville and we wondered whether it would be the same in Cherbourg, but, one week later we met up with Gérard Bourdet on board the “Vieux Copain”, an old Tuna Fisher with large cabin which is used as a “training vessel” for delinquents.

Gérard was so welcoming – we have shipwrights, electricians, whatever you need around the Cotentin and I am here every day at the “Lycée Maritime” so I keep a regular eye on the boats in the Port de l’Epi.

Let’s go and meet Jacky (Jacques) the Harbour Master – he has one place left and he likes the look of your boat. The Capitainerie was not the pretty little old-fashioned building to one side of the swing bridge, as indicated, but it was situated in the Port Chantereyne Marina – all new, all mod cons, all available for us to use.

Jacky turned out to be also a member of the Vieux Gréements (les Voiles Ecarlates – Scarlet Sails) and he went through the paperwork he needed in quick time (Hooray! No “Certificat de Francisation”, insurance certificate to follow nearer the time, but an interested pour through our Small Ship Registration and the Blue Book which we had brought with us.)

Happy that all was fine we went through the financial details and “Voila” – Wendy May has her mooring. Vivent les Vieux Gréements! Vive l’Entente Cordiale and a very big thank you to Gérard Bourdet, whose appointment as “Chevalier du Mérite Maritime” last year, because of his wonderful work with youngsters at sea and with the Lycée Maritime, was most certainly merited.

Now we need to sail “Wendy May” over, but, as they say, that is another story.....



Wendy May - Nearly Ready



Le Vieux Copain



Le Croix de Sud 111

Ron Francis 1921 – 2019

Although many modern cruising yachtsmen may not remember him, Ron Francis was, for many years, one of the south coast's most recognised and most colourful yachtsmen. In the years after WW2, he did his best to explore every creek and estuary, from Brest to Elbe, long before marinas even existed, and long before modern mass production yachting and electronic navigation began. It is no exaggeration to say that he knew every harbourmaster and every harbour-side restaurant on both sides of the channel.

Ron's working career began as a young photojournalist in London. His growing reputation meant that he was recruited into the RNVR in 1940 where he was involved in both PR and photographic interpretation and intelligence. Leaving the Navy after the war as a Lt Cdr RNVR, Ron eventually set up his own successful photography business in Camberley.

Having always enjoyed messing about in boats, his early post-war sailing exploits were in an old 'tin' boat, *Cloverleaf*, which he and his sailing buddies rescued from an early grave at Hardway, Gosport. Many of his early sailing exploits in the 1960's were based at Hardway, but in those days Ron was also part of the small group of sailors who explored the use of Haslar Creek, and the old HMS Hornet base as a sailing facility. Once re-established at Hornet, he became active in local racing and cruising, including the early days of training and racing the classic ex-German 'windfall' yachts, and was also involved on the fringes of Britain's America's Cup campaign.

His was certainly the first ever family to regularly sail from what became Hornet Sailing Club. He and his wife Audrey, and children Ian, Jane, and later, Mark, explored the channel coasts making many lifelong family friends along the way, particularly in Normandy and Brittany. In the late 1960's Ron bought the beautiful classic 43ft 1923 Gaff yawl *Gaivota* and transformed her into a uniquely magical yacht. When finished, she was resplendent with a long bowsprit, beautiful bow and stern carvings, teak wheelhouse, spoked ship's wheel, belaying pins and ratlines, a new suit of tan sails, and a multicoloured main topsail.

Ron's regular crew were a lively and piratical bunch and were the mainstay of many a Solent pub and local sailing events. *Gaivota*'s mascot, a parrot, was also a regular in social events. It was not unusual for innocent bystanders to be press-ganged straight from the bar to serve time at sea on *Gaivota*. This meant that Ron was not always popular with wives, girlfriends, and bosses!

Gaivota became well known in the channel in the 1970s and took part in many events and races, including the Fastnet race. Ron was active in promoting the Old Gaffers Association and *Gaivota* and her crew took part in all the South Coast and Solent Classic Yacht and OGA events in the 1970's. He also became Commodore of the RNVR Sailing Club, whose burgee he flew for many years. He and *Gaivota*'s proudest moment was when in the mid 1970's he was the Commodore of a mass anniversary rally of combined clubs to Caen and Oestreham.

An extremely active and popular member of the Round Table association, Ron was active in charity fundraising, often resorting to taking captains of industry and would-be donors on sailing outings to maximise the outcome.

When the task of maintaining *Gaivota* became too great, Ron moved on to more gentle cruising, including chartering in more exotic waters. In his 70's, he cruised happily in his 2 successive LM32s, before acquiring his last boat, a step back to his traditional roots, a classic wooden Laurent Giles Vertue, *Aquila*.

In dark and stormy weather, Ron's favourite position in *Gaivota* was in the skipper's cabin, at rest with his Sunday papers ('saving myself' he called it). He would occasionally venture out to look at the navigator's carefully placed fixes on the chart, before saying 'hmmm I think you'll find we're farther to the west, better come 20 degrees to starboard'. He would then retire back to his cabin. I never knew how he did it, but he was always right. We always got home on time.



Gaivota

Don McLean 1930 - 2010

Don Mclean passed away in hospital on 12th April 2010 after an illness that had kept him away from NIOGA activities for the past year.

Don lived for boats and the sea. He was a quiet but determined man who excelled at anything he tackled. He spent his working life in Harland & Wolff, rising to the position of Head of Quality Assurance. He enjoyed the trips that this brought in testing the new vessels launched at the Yard.

When NIOGA came to the attention of Don McLean, he joined immediately; he was a very active member since 1994. Don was a traditionalist, wooden boats and Stuart Turner propulsion closest to his heart; I think Stuart Turner powered Don himself.

Don was an accomplished artist, working mainly in pastels and oils, as well as working with wood. His painting style was very distinctive, with definite Salvador Dali influences. His woodcarvings are also very distinctive, instantly recognisable as being made by him.

Don could transform a piece of driftwood into a work of art at the drop of a hat. He also constructed a woodturning lathe and made some lovely work.

Don lost his first wife Joan 12 years ago, he was devastated. Don went into an extended sailing period after this in his second love, *Eliza Jane*, a Yachting World Peoples Boat. He spent that summer in the Clyde.

During the following winter Don concentrated on his painting. He arranged to have the Exhibition Hall in North Down Museum for a week the following year to put on an Exhibition of his work. During the period when he was preparing his pictures he met a soul mate, working in the Framing shop, Eilish. He covered the walls with his paintings and after a very successful week Don suggested to the NIOGA Committee the following spring that we join him in putting on an Exhibition of our member's artwork. We have maintained the end of year Craft Show; it is one of the activities that makes NIOGA such a versatile organisation, all because of Don McLean.



Don McLean in typical pose.

Don worked quietly behind the scenes on and off committee to ensure that we developed some of the activities that we now take for granted. He was a regular attendee at both our on water events and shoreside activities. *Eliza Jane* was a regular sight at NIOGA rallies.

Don was respected by everyone who knew him. He was a gentle man, in every meaning of that term, he was quiet spoken, but with a solid determination to succeed. Don will be sorely missed by his family, and by the wider sailing community of the NIOGA and Cockle Island Boat Club.

Peter Lyons NIOGA

North Wales Area

Our first event of the season at Port Penrhyn on Saturday, 20th March 2010 was well attended. The day started off with a little rain but then improved as lunchtime passed with blue skies and a light breeze. We all had a great sail down the Menai Straits on board the vessels, Wilma, the Pickle and Lassie of Chester. It was nice to see these three boats sailing in company and I know from comments sent to us that it made a marvellous spectacle for those who happened to be walking along the shore at Beaumaris. Many thanks go to the skippers of all three boats Scott Metcalfe, Robin James and Adrian Farey. 50 attended the boat shed party in the evening and music was provided by Mad Ed's Hot Five who played some excellent jazz throughout the evening. Thanks to Scott a roaring fire kept everyone warm. Thanks also go to all those who prepared and helped to serve the food. An abundance of shepherd's pies and home made puddings were served which was washed down by the usual quantities of liquid refreshments. People came from far and wide to attend this excellent event even travelling from France! A warm welcome was extended to Phil and Lynn Slade who did stop work on Wendy May for the day to be part of the sailing and party experience. Thanks were extended to some of the members of the Port Penrhyn and Hirral Bay Association who supported the event and not forgetting all those who made the food, Ann Mounfield, Joan McBride, Ann Morgan, Lil Jackson, Lesley Alexander and Mike Davies who again donated two very large apple pies and ice cream. Here's to the next event.



New Website

Exciting news! Please note that Peter has now created a new website for North Wales Area the address is www.northwalesoga.org If you would like anything publishing on the website then please contact Peter on peter@northwalesoga.org or secretary@northwalesoga.org Also, please contact Peter for the password for entry on the site to the Members Area.

Holyhead Maritime, Leisure and Heritage Festival – Date is the 24th and 25th July 2010. Please contact: Joyce Stalman 01407-764020 for further information. Various attractions, craft stalls, fairground, Maritime Museum and much more. Members of the OGA are invited to take part in the parade of sail which takes place within the harbour.

Gaffers at Holyhead/Traditional Boat Festival – 3rd to 5th September 2010. The 4th year of this event will include the usual racing and attractions rope making, kipper smoking, coracle making, hands on basket making and how to weave a willow fish. This year we are holding a Ceilidh on the Friday evening following the civic reception. The Holyhead sea battle will again take place during the parade of sail on the Sunday. Take a look at the new website for the event <http://holyhead.northwalesoga.org> Contact: Pete and Sue Farrer Tel. 01270-874174.

Holyhead Sailing Club have confirmed that our area Annual General Meeting can be held at the sailing club on Saturday, 23rd October 2010. We are also hopeful of a surprise and interesting guest speaker.

I hope the season has started off well for everyone although I know Easter was somewhat of a disappointment with regard to the weather. Hopefully you will all, by now, have fitted out your boats and managed to get them in the water.

I wish you all good sailing, light breezes and blue skies.

Sue Farrer

Area Secretary

Scotland

With fitting out now in full swing, the majority of Scottish “Gaffers” are looking forward to a long hot summer with a guarantee of fair winds and smooth seas. Even if the weather gods do not cooperate fully, at least the current optimism shows that enthusiasm is as high as ever, and with Campbeltown Classics just a few weeks away, and entries already in from Ireland and other areas already, the season is set to get off to a good start. Much planning has been done to ensure a fun time, and if the amount of refreshments consumed during the planning meeting is anything to go by a good time is awaiting at the tip of the Kintyre peninsula.



Scottish Gaffers planning session

Although not official OGA events, our name has been to the fore with a couple of other organisations, and as a result members of the OGA fleet have invitations to events on both sides of the country. On the West coast, the first of these is Sail Hebrides starting at Gairloch on the 9th of July and then at Stornoway for the next week. That is followed by a traditional boat event based at Millport on the Isle of Cumbrae over the weekend of 13th to 15th August. Boats from as far afield as Spain, Portugal and France are expected so this should be quite an event. On the East coast, Anstruther is holding their annual event and “Gaffers” are said to be most welcome, although it should be noted that parts of the harbour do dry out. Then on 11th September, North Queensferry is holding an inaugural event and any OGA members who are sailing on the East coast at that time are specifically invited.

The end of season closing muster this year will include a number of destinations in Loch Fyne spread over a whole week, and the idea is that boats join for as many or as few nights as they wish and time permits. The first stop will be at Tarbert on Sunday 12th of September, Tuesday at Loch Gair, Wednesday at Inverary, Friday at Otter Ferry, and Saturday 18th at Portavadie. It should be noted that apart from the berths at Tarbert and Portavadie, anchoring will be required although Otter Ferry does have visitors moorings, hopefully to be increased in number to 10 for this season. There is no entry fee but do let me know if you can join the fun.

Looking forward to seeing you during the summer.



More convivial Gaffers

Gordon Garman
Area Secretary

Solent

In early February we organised a Braid on Braid splicing workshop day at Ian Macgillivray's boatyard where 20 gaffers assembled together around Ian and Tom Cunliffe to learn the special art of braid on braid splicing. Under expert tuition they all did extremely well and celebrated in the local pub for lunch before a second round of gentle eye splicing and braiding took place. They all went home eager to try out their newly acquired skills during the coming re-fit of the boats.

Our AGM took place at the end of February with a supper and a speaker and this year after the fish pie and chocolate pudding, Sam Poole gave us a splendid talk about his time sailing with his wife in the Antarctic waters, illustrated with beautiful photos of the

unusual scenery there. We also always have a fun raffle with excellent prizes, and the photo competition which this year was judged by Elspeth MacFarlane and the winner was Keith Allso.



Crewsaver Evening - Getting Wet Safely - by Ian Macgillivray

The idea of what to do during the winter period is not always an easy one but safety came to mind after a check of the boat's life jackets. Whilst at a boat show and talking to Mark, the Crewsaver representative, the idea was hatched that we could provide an evening where the gaffers would have the chance to try out life jackets in a swimming pool. Andark Diving was approached to see if this was possible, and a very friendly and helpful as ever Andy Goddard worked out a date and time with Crewsaver. Now all we had to do was convince the Solent gaffers that getting wet in the winter is a good idea.

We sent out emails to the members and as we had limited the numbers to 20 we hoped to get some response. Within 4 days we had a full compliment.

At 1900 hrs we were greeted by Stephanie, who was our Andark representative, and life guard for the evening, and as soon as all were present and we went up to one of the class rooms for a bit of a chat from Mark about the different types of life jackets and their uses, how to re-arm and test a lifejacket, what to look out for in way of damage, and how to fit them properly. None of this included a high pressure sales pitch and was very informative and we were pleased to find out that the life jackets are still made in the UK.

Moving down to the pool area the Gaffers were soon into their foul weather gear and being fitted with life jackets of various types ranging from the 150 Newton to the 275 Newton buoyancy offshore life jacket. Some members had the chance to try out the new Crewfit 190N which is very compact, enabling those working on deck to gain a lot more movement, and some with and some without crutch straps.

After some loud splashes lots of popping and hissing of life jackets the pool was soon full of gaffers supported by their life jackets trying to see - if they could swim or turn over and lay face down, the ones without crutch straps were having to hold the jackets down as the buoyancy was tending to lift the jackets. After a chance to try on each other's lifejacket it was concluded that the crutch straps are a must. And Mark showed us that we could have them worn loosely then tighten when required. Just to add to the evening Andark had provided a life raft which was put into the pool so that the those in the water could try and get on board. This proved to be not so easy on your own but with assistance was soon accomplished.

The whole experience has made us realise that a full sea survival course would be a good idea for next Winter.

The spring refit of our Solent boats is well under way and we have been blessed with a few weeks of dry and sunny days so hopefully we will be ready for our planned events. I hope that the weather will be kinder to us especially for our Three Creeks Race which for the last two years has had to be abandoned because of strong winds and rain but given the right conditions is a really good sail around the Solent with excellent mooring in a special creek on the Isle of Wight.

Jessica Warren
Area Secretary

Medway Cinque Ports

Spring seems to have been a long time coming this year. Our second pub meet of the winter was held on a dark and stormy night at the aptly named Anchor in Littlebourne. It had a rather shaky start. When it was too late to cancel we were informed that the chef had left so there would be no food. The Queenborough contingent made the mistake of setting out without chart or compass, took a wrong turning in the torrential rain and nearly ended up in a rather lively ford, remembering just in time that they had come by car, not by boat! Eventually 12 of us made it, there was food, and an enjoyable evening was had in good company.



Workshop preparations for the coming season. Spars and helm of White Heather

Now the weather has at last improved and all the systems are go with painting, varnishing and (everyones favorite) antifouling, in preparation for a new season afloat. We hope it's a good one.

East Coast

The East Coast OGA awoke from its winter hibernation with an enjoyable and, at times, hilarious quiz in early February, followed later in the month by a most interesting visit to the Nottage institute. This was founded in 1896 to teach navigation to the local smacksmen, but has since expanded to cover everything from diesel engine maintenance to traditional clinker dinghy building.



Nottage Curator Mike Downes

The winter social scene climaxed with our annual dinner, held in the Royal Burnham Yacht Club, where 70 members and friends, hardly recognisable in their number one rigs, enjoyed great food and company, including elder gaffer Mike Peyton, who signed and auctioned one of his original cartoons for area funds.

In mid March we were once again invited to the sail clinic at Jimmy Lawrence's loft, where Mark Butler and his staff examined members sails and pronounced on their usefulness, or otherwise – very educational.



Sailmaker Mark Butler gives his diagnosis

After a cold early Spring, the East Coast weather did a remarkable volte-face in April and the air was alive with the sound of sanding, but not soon enough for our first sailing event, the Easter Egg rally at Shotley. Six boats turned up for the rally and two smack's boats under sail plus a motor launch full of thirsty supporters, took part in the traditional 'raid' across to the foreign shore (Essex), primarily to expand the bar takings of the Bell at Harwich. Many more folk came to the Shipwreck bar at Shotley by car in the evening for a splendid fitting-out supper and shanty band.

Two of the most important events in our sailing programme take place in June, with the Swallows and Amazons event on the 12th-13th, a unique race and rally for traditional open boats on the picturesque Walton Backwaters – Arthur Ransome country - and we are expecting a big entry for this popular event. Then a week later, the big boys get their turn in the East Coast Race weekend, based at Brightlingsea, where traditional working smacks, bawleys, prawners and shrimpers race with classic gaffers, old and new. There is also a comprehensive social scene, with a sea food lunch at Mersea on Friday, dinner and live music after the main race on Saturday and a cruise to Wivenhoe the following day, for their mouth watering hog roast and home-made cakes.

Visiting gaffers and classic bermudans from other areas are always very welcome to this or any of our events, and if you would like to take a week exploring our lovely area, then join us for our August Classics Cruise on August 21st-30th.

Full details and contact details for all our events are on our website www.eastcoastclassics.co.uk.

Bernard Patrick

P.S. The East Coast area, one of the oldest, welcomes the newest – the BC and Pacific NW area, but would advise them they are not unique in having a piper; the picture shows EC member Robert Hill piping in the Easter Chicken at our 2009 fitting-out supper.



Piping in the Easter Chicken

Northern Ireland

Poems and Pints went off with gusto at the Groomsport Inn on the 26th Feb. We had 31 attendees including a number of guests. See pages 22 and 23 of this edition of Gaffers Log.

Our next event was the annual St Patrick's thrash, which took place on the 19th March this year. This was quieter, owing to a mix of holidays and illnesses; but I'm told by those present, was a very pleasant night. We're wondering if next year, having the evening before St Pats, as opposed to after it, might encourage people to attend more? After all, the venue was the beautiful Lightship at DCC (our thanks to them). Answers to your committee, please!

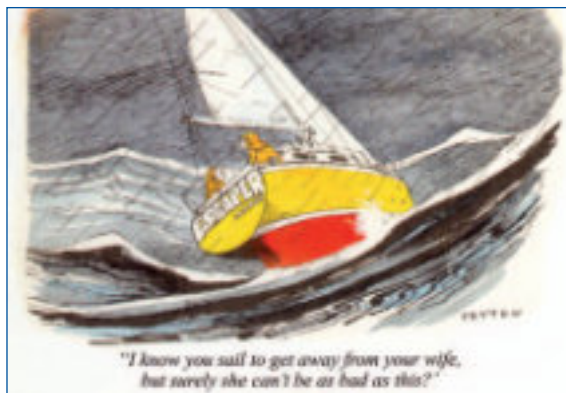
Many NIOGA members attended a talk arranged by RNIYC's Cruising Section, given by Roger Bell, who with his wife, circumnavigated the world in 11 years. The photos were stunning, some of the tales exhilarating (and others even a bit daunting!) and a few people left with a will to do it themselves... others swearing blind they never would!

Before CSC '10 is Scotland's Campbeltown event, for all those wishing to attend. (I might add, Mandy and I are currently up for grabs as crew, if anyone has the space?) And into August, after Peel on the 30th-1st, Ardglass has moved forward to the 6th-8th. We're hoping the weather will be more clement this bit earlier in the month! Also, we are pleased to announce that Portaferry is resurrecting its maritime festival on 13th-15th – I don't have many details yet, but I'm certain it will be a weekend to remember – all of the previous events were - unless a bit too much of the black stuff was consumed!

Lastly, I would just like to make an alteration to NIOGA's previous report regarding trophies. It was brought to our attention that Joe Pennington travelled furthest within our Area last summer. Accordingly the trophy has been re-awarded.

Until then, fair winds and good sailing.

Danielle Hicks-Gallagher
Area Secretary



A Mike Peyton Card – See P30 for details

Lake District

The Glenridding Sailing Centre, where we hold our regattas, has made a remarkable recovery. In fact the transformation has been quite remarkable. A new road has been built and the old facilities have been saved and dried out.

We were hoping this season that the new cabins might have been installed for the beginning of the year, but unfortunately this was not possible for obvious reasons! However the good news is that the 'Teaching Cabin' has been ordered but will not be in place until the Autumn.

Then in 2011, all being well, the 'Launchers Cabin' will arrive. In the meantime the sewage and electricity has finally been installed and the facilities with showers, toilets and changing rooms will be up and running for next year.



After the floods

All in all the future looks very promising for the centre. All we pray for now is some decent sailing weather and warm southerly breezes.

Barry Healas
Area Secretary

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Private advertisements are free to OGA members.
Non members please contact the Editor.

Space has become available for additional commercial advertisements.
Please contact the Editor for details.

Canada – British Columbia and Pacific North West

Winter on the west coast is becoming a memory. The Coast Mountains did finally get plenty of snow, but only weeks after the Olympics finished and after spending countless millions trucking snow from the interior.

The end of winter was celebrated by many of us with an OGA organized trip on Murin, a forty foot replica of a typical eighth century Viking ship built by fellow member and shipwright, Kris Frostad. The ship is moored at the Heritage Wharf at the Vancouver Maritime Museum. Although there was not enough air to fill the sail, we rowed out of the harbour and onto English Bay. According to my GPS we averaged 2.8 KPH. Rowing forty footer is hard work, but lots of fun!

On May 23, the 34th Sidney Gaffers Race will be held on Vancouver Island. This year entries will include several OGA members.

During the last couple of months we held two successful meetings; including a *pot luck* dinner and a *movie night*. The latter featured a 1929 amateur made film of the barque *Peking* rounding the Horn. Membership continues to grow in this area.

Colin Ming
Skipper



Viking ship Murin

The Trailer Section

All of the usual rallies will be held this year, together with OGA participation at Seafairhaven in Milford Haven during July, a new event at Clovelly in North Devon the following July weekend and also the Cardigan Town Quays festival in August. For details of these get togethers, see the events list.

Unfortunately, the Scottish rally at Loch Long has had to be cancelled because of some quirk in Scottish law about driving over beaches. Nevertheless, Dave Hart will persist, so with luck, perhaps next year.

Again, I must beg, bribe or threaten in order to persuade members to bring their boats to Beale Park for the show on 4, 5, 6th June. There is free camping and entry to the show. All that is required from you is to man the display tent for an hour or two if required and to sail about on the small lake. (If your boat is still under build or needs repair, it can form part of the static display)

The OGA now form a sizeable part of this show, but we are ever mindful of the competition from the Dinghy Cruising Association, the Camping Club Boat Section and the Classic and Vintage Racing Dinghy Association. So please consider supporting the OGA by your presence (with boat) at this very pleasant event.

Mike Stevens
Area Secretary

Dublin Bay

At long last some little light is being cast on the tragic loss of Ireland's rightly acclaimed sail training vessel ASGARD 11 which sank off the northwest coast of France in September 2008.

A draft report from the official inquiry by the Marine Casualty Investigation Board (MCIB) has not been able to rule conclusively on her sinking while en passage between Falmouth and La Rochelle, but subsea camera footage indicates impact, probably with a container or a collision with a whale. At all events the underwater observations give evidence of planks stove in either side of the bow while the full impact was taken on the keel. There was widespread disappointment in Irish sailing circles when Ireland's Minister for Defence, who has ultimate control over the vessel and her backup organisation, Coiste an Asgard, reversed his original promise to salvage the ship if at all possible.

It will be several months before the final version of the MCIB report is issued but in the meantime there is good news about the most noble vessel that gave ASGARD 11 her name, the original ASGARD of Erskine Childers of 'The Riddle of the Sands' fame. She is nearing the completion of an extensive conservation programme headed by master shipwright, John Kearon, a one time pupil of Jack Tyrell, and an Arklow man and proud of it. It is expected that the work on her will be completed some time this summer. Kearon has been at pains to explain that his purpose has been to retain the maximum amount of original timber in the hull that was put in place by the legendary Colin Archer in Norway.

Asgard enjoys the status of a national monument in Ireland but she also has international status as the last yacht commission undertaken by Archer. She was built on an "open checkbook" basis and into her went only the very best that Archer could

And now to the punchline

John Kearon has decided to honour Dublin Bay Old Gaffers with an absolutely singular gesture.

He has prepared a special Asgard trophy which consists of a piece of the original timber imbedded in another piece of the new timber used in her conservation and the while in the outline shape of Childers famous ketch, and Ireland's first National Sail Training Vessel. It was due for presentation as the major prize at the DBOGA's Traditional Boat Rally out of the Poolbeg Yacht and Boat Club at the end of May, just before this edition of the Log went to the printers.

Tim Magennis
DBOGA

Aurora

1955 Bermudan / Gaff rig (with bowsprit and 2 jibs) classic Chesapeake Cat boat .16.5 feet by 8 feet, ideal for sailing inland and calm lake waters. Built on a much older 1850's design, of mahogany on oak, painted, carvel built, at Cowes in 1955, by Clarke, for the 1956 London International Boat Show, showcasing this classic American design of 150 years ago. New running and standing rigging and 6 bronze rigging screws. Seagull o/b plus 22 foot galvanised trailer with new jockey wheel. Lying on hardstanding in the Lymington area
Price £3,500 ovno for a quick sale.

Please contact Deborah Harrison on 07905 781746 or Paul Baker on 07764 939049.



Isabella

Laurent Giles Jolly Boat, a traditionally rigged (16 foot + bowsprit) Gaff Yawl, built with a lute stern; she has a steel centre plate and yard topsail and is fitted out to a high specification. Ply/epoxy hull, mahogany trim, laid teak fore and after decks and bronze fittings; Spruce masts, Douglas fir spars, s/s rigging, lignum deadeyes, Ash blocks with s/s bindings and hand finished sails. Launched in 1993, and little used. Stored indoors for the past 8 years. Recent full refit. Trailer (new wheels & bearings) road cover, 4HP long shaft outboard motor, 300lbs of lead ballast in bags, anchor & chain etc. and is virtually ready to sail. Lying ashore Plymouth.

Price £5,500

Contact Richard Powell: Tel 01822 841783;

email rickpowell@waitrose.com



Rawanah

Designed by Maurice Griffiths for a friend. A description of a voyage by MG and friend from Oban to East Tarbert and back is contained in a chapter in his book "Little Ships and Shoal Waters". 35' on deck with 8' bowsprit; 31'10" waterline; 10' beam, 4'10" draft, 14 TM and 10 T displacement. 3.5 tons iron ballast keel and internal lead ballast. Built by Harry King of Pin Mill in 1935. Double ender with long keel. Rudder hung on sternpost. Raised bulwarks, with a lot of open deck space on each side of cabin roof. A classic vessel indeed. Lying Bristol.

Price £38,500.

Contact John Cochrane 01993 878521

email: jacochrane@tiscali.co.uk



Harbinger seeks Syndicate Member

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. Lying Kemp's Yard Southampton

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



Ostrea Rose

Gaff rigged Bawley smack. Built 1980. Designer: Arthur Hold of Maldon. Last oyster fishing vessel under sail. LOA: 14 m Length waterline: 9.98 m. LOD: 10.50 m. Beam: 3.25 m. Draft: 1.15 m. Displacement: approx 14 tons. Material. Iroko frames and planking. Volvo Penta 50 hp, 4 cyl. VHF. Compass. Radar. Autopilot: NKE hydraulic sounder. Contact Eddy en Jael Leblon for full details. Telephone 00 32 495 222390 or 00 32 476 290517 Or email eddyenjaelleblon@hotmail.com



Greta (CY No.1)

Cornish Yawl, built 1988 by Cornish Crabbers, white GRP hull and topsides, grey GRP deck, cabin and coach roof, with contrasting cream non slip deck areas and gunnels. Long keel plus steel centreplate, Greta is shoal draft for good access to shallow creeks (3ft keel up, 5ft keel down). The centreplate is raised by an electric winch fitted to the underside of the cabin roof. Steering is by tiller. On a mooring in the Hamble River, paid until Oct 2010, which is available for transfer to the new owner if required.

£17,250 ono

Tel Max Taylor 07736 017 414 or email maxanderica@hotmail.co.uk



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Classic Breton Smock – Tan – with embroidered logo	Small to XXL (some sizes may be subject to delays in delivery – supplier requires orders of 20 items minimum)	£22.00 £1.75 embroidered boatname P&P £5.00 per item
Heavyweight Fleece – with embroidered logo Available in many colours	All sizes available From small children to large adults	£20.00 £1.75 embroidered boatname P&P £5.00 per item
Sweatshirt with embroidered logo Available in many colours	All sizes available From small children to large adults	£16.00 £1.75 embroidered boatname P&P £3.00 per item
Polo Shirt with embroidered logo Available in many colours	All sizes available From small children to large adults	£16.00 £1.75 embroidered boatname P&P £3.00 per item
OGA Tie		£7.50 P&P £1.50
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Triangular OGA Burgee	15” 18” 24” 30”	£14.00 £17.00 £19.00 £21.00 P&P £1.50 per item
OGA Plaque Boat Name and OGA Boat No. required	Don't know your boat no. – contact Pat Dawson on 01983 760655, boat register@oldgaffersassociation.org	£17.50 P&P £2.50 per item
Gaffers Tea Towel Designed by Claudia Myatt		£ 3.50 P&P £0.75 per item
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All these items can be purchased on the OGA website www.oldgaffersassociation.org, or contact Chris Brown on hontreasurer@oldgaffersassociation.org, Tel: 01462 769071, Mob: 07994 118118.

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