

# GAFFERS LOG



December 2010



**The Official Newsletter of the Old Gaffers Association**

# Welcome to the December edition of Gaffers Log

The season of mellow fruitfulness, mists and rain, is upon us here in Normandy as I start to prepare the December edition of Gaffers Log. The Summer has been hot and dry again except for a brief chilly spell in the middle of August but with generally light winds. Good for drifting around with all sail set and trying to look picturesque. As ever, I have tried to fill the issue with items of interest to all members including an exciting early briefing from our President regarding plans for 2013, the fiftieth anniversary of the OGA.

I wish you all a very happy Christmas and *'bon vent'* in 2011.

## Phil Slade – Gaffers log Editor

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Front cover photo: *Espanola* shrugging off a green one.  
Peter Lyons NIOGA

# Membership Subscription Rates

|              | Payment by Cheque or Direct Credit | Payment by Direct Debit |
|--------------|------------------------------------|-------------------------|
| Single       | £27.00                             | £25.00                  |
| Family       | £30.00                             | £28.00                  |
| Junior       | £5.00                              | £5.00                   |
| Euro         | €40.00                             |                         |
| Dollars (US) | \$55.00                            |                         |

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

**The closing date for the next edition, March, is the 1<sup>st</sup> February 2011**



***A glass of the black stuff on board Madcap*** with Adrian Spence, Gary Lyons, Liz Spence and Mike Spence. Photo Peter Lyons NIOGA

## ATTENTION ALL GAFFERS

*The Association issues the following warning of a serious celebration for all sea areas during the sailing season, 2013.*

### **What is this all about?**

The Old Gaffers Association will be fifty years old in 2013. It is not too early to be thinking about how we should mark this event in a truly stylish and international manner. To get things moving a small committee has been formed under the chairmanship of Barry Healas (Lake District), composed of myself, Mike Shaw, President, Pat and Dick Dawson (Solent), Pete Elliston (East Coast), Robert Holden ( Secretary), Peter Lyons (Northern Ireland), Dave Owens (Bristol Channel), Phil Slade (France and Log Editor), to begin planning.

### **Who is involved?**

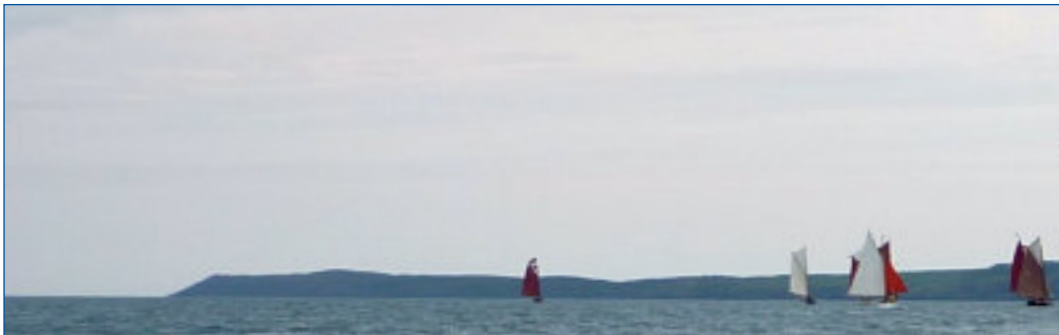
The important point to make about this celebration is that it should be THE event for 2013. It will encompass all the Areas of the OGA and its sister overseas organisations wherever they are and including our neighbours in Holland, Belgium and France. We want and will need the major involvement of Area Secretaries and their teams so that there are plenty of events round the country during the 2013 sailing season. We want to attract major publicity for the OGA, to involve as many boats as possible of all sizes and ages, to involve our very well-known members as well as new members and above all try to encourage younger members to take to the water. We shall search for sponsorship wherever it is available. We shall raise money for our Areas and for the RNLI who have agreed to be involved and who are prepared to help our local areas plan events.

### **What exactly is planned?**

Three possible plans have emerged from preliminary discussions.

#### **A Circumnavigation of the UK**

Big boats, possibly charter boats and Youth Training vessels, will undertake to circumnavigate Britain, carrying some kind of trophy, token or special book. They might start from Cowes in early May, call at Plymouth, Milford Haven and Holyhead, leave for Dublin and Belfast in June, arriving in North Berwick, Hartlepool and Great Yarmouth in July, sail on to Harwich/ Ipswich and other East Coast ports to coincide with area events there and arrive back in Cowes via Ramsgate in mid August.



# **gaffering but how do we mark the event?**

## **asks for your views and ideas**

The progress of the boats would be tracked electronically to generate interest and publicity and crews would be young people. As far as possible, things would be organised so that arrivals coincided with regular local OGA events in the various areas.

### **A Relay Event**

A locally organised fleet of boats will sail from ports in one Area to those in another Area, carrying some sort of token or anniversary trophy. They will be met by a reception committee and take part in a regatta, rally and shore-side events.

### **A Celebration at Cowes 15<sup>th</sup>-18<sup>th</sup> August 2013**

The OGA will take over the Cowes Yacht Haven the week after Cowes Week, fill it with our members' boats and attract as many famous and grand boats as we can to mount an attractive spectacle in the home of British yachting. We will organise exhibitions, entertainment, music, food and racing. We will invite our European neighbours to join us. Ron Hanson (Solent) has already done some preliminary investigation and received enthusiastic support from France, from Cowes and the Combined Clubs, and the RYS would organise racing for us. This could be the perfect culmination of a year of celebration.

### **WHAT NOW?**

What we would like to have now are your ideas and reactions, please. Are we thinking on broadly the right lines? How can we carry this through? Can you help?

**All ideas and comments are welcome. The success of whatever we will do to celebrate our anniversary will depend on the energy, ideas and enthusiasm of our areas.**

Our sailing season is drawing to its end and there is the inevitable and rather grim, certainly time-consuming, task of laying up ahead of us. Good luck.

I very much hope to see as many of you as possible at our AGM. A lot has been going on and there will be a lot to discuss. Do come along to put a word in our ear.

With best wishes and the season's greetings,

**Mike Shaw**  
**President OGA**



'Spreading Out' by Viv Head BCOGA. Gaffers at Holyhead 2010.

# OGA Annual General Meeting

## Notice of Annual General Meeting.

Saturday 15<sup>th</sup> January 2011 at 18.30 hrs at the Cruising Association,  
1 Northey Street, Limehouse Basin, London E14 8BT

The AGM will be preceded by a meeting of the **Association Committee** at 13.00 hrs. This Committee consists of Officers of the Association, Area Presidents and Honorary Secretaries of each Area and Elder Gaffers.

Will all Officers, Area Secretaries and Members make a special effort to attend, as your decisions are vital to the well being of the Association.

## Annual General Meeting 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 16<sup>th</sup> January 2010
4. Matters Arising
5. Hon Treasurer's Report – Presentation of Accounts
6. Hon Secretary's Report
7. Election of Officers – see below
8. Introducing -a) Publicity coordinator  
                      b) Merchandise coordinator
9. Announcement of Awards
10. O.G.A. 50<sup>th</sup> Anniversary 2013
11. Members General Discussion Forum
12. Close of Meeting

## AGM 2011 Election of Officers

Membership Secretary – Mike Robertson

Proposed: Pete Thomas

Seconded: Jessica Warren

## Gaffers Log Editor – Phil Slade

Proposed: John Cann

Seconded: Maxine Lomas

Webmaster – Pete Farrer

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Proposed: Robert Holden

Secondded: Mike Shaw



## OGA Vacancies

### **Membership Secretary**

Following the resignation of the Membership Secretary, we are seeking to elect a Member to fill this position as a matter of urgency.

Mike Robertson has volunteered to take on this role and has allowed his name to be put forward for election at the AGM in January 2011.

If any other member would like to discuss this vacancy please contact Robert Holden Hon. Secretary whose details appear on page 51.

### **Webmaster**

This position comes up for re-election in January 2011. Pete Farrer has indicated his willingness to serve for a further term if elected.

If any other member would like to discuss this vacancy please contact either Robert Holden – Hon Secretary, or Pete Farrer – whose details also appear on page 51.



*Selriol*, a Drascombe Coaster, owned and sailed by Vernon Turnbull

The OGA Sailing Committee is a small sub-committee of the OGA briefed to deal with specific issues raised by Areas and to consider other aspects to do with sailing within the association.

Recently we have been looking into handicaps and whether we need to review the system we use, which has been largely unchanged for many years. The last changes were relatively minor and were made over 20 years ago. Several classic sailing organisations race using different formulas, which include many more factors in the handicapping formula than our current system.

We also respond to Area requests for help and guidance to do with racing and classes of racing. The Round the Island race is a particular example.

The Sailing Committee has recommended changes to the TH(C)H which include an adjustment for different propeller configurations. These will be introduced in 2011.

We are now beginning to collect data on displacement as this single measurement seems to make a significant difference to a boats performance. This is not for immediate use but may be considered for use as part of the handicapping formula in the future.

Recent issues have raised the question regarding the inclusion of the “age allowance” factor in the TH(C)F. Very recent discussions lead us to recommend that it is now time that it should be withdrawn, as it no longer serves the function it was intended to, which was notably to give the very old “weak and tired torn outs” a positive advantage over the newer and stronger craft that race with us.

Handicapping small boats, trailer sailers and the like is an area that I believe needs to be looked at. The main TH(C)F is not really designed for light weight low displacement craft. We have an increasing number of trailer sailers in the association and it makes sense to look into the options.

Generally, racing is in decline in many sailing clubs and some OGA Events. Perhaps we should look at this and see what works well in the different OGA Areas and pass this on to the other Areas.

The committee is hoping to address the following points over the next year.

- Respond to specific requests for help and guidance.
- Look in to Dinghy /small boat handicaps.
- Activities that encourage members to events.
- Continue collecting data on displacement.

**Peter Thomas**  
**Sailing Committee Member and ECOGA**



## ASSOCIATION TROPHIES

Now is your last chance to nominate a member for the various prestigious Association Trophies. There must be many members within your areas who would qualify for these awards.

The trophies together with their criteria can be seen on the Association web site [www.oldgauffersassociation.org](http://www.oldgauffersassociation.org).

Please send your nominations to me by Saturday, 11<sup>th</sup> December. Remember the trophies are presented at the Association Annual General Meeting. See page 6 for details.

This is the last Saturday of the ExCel Boat Show so why not combine your visit to the Boat Show and also attend the Annual General Meeting. Think of all those bargains at the show to kit out your boat for next season.

We look forward to seeing as many members as possible at the AGM.

Thanks everyone

**Sue Farrer**  
**Association Trophy Secretary**



*Pickle* astern by Viv Head. BCOGA. Gaffers at Holyhead 2010

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Thanks to everyone who contacted me when they found out their boats do not have an OGA Boat Number in the latest Yearbook. By completing a simple form I have been able to add their boats to our unique record of gaff and traditional rigged boats. Please do take a few minutes to look at the 2010 Year Book, pages 63 to 79, to check that your boat is included in these records.

Earlier in the year I reported that I had been able to update the records of Carlotta OGA no. 469, built to a Bristol Channel Pilot Cutter design but used as a "Protection Cutter" to patrol the fishing around the Cumberland coast. Originally called "The Solway", she was sold in 1907, renamed Carlotta and became a yacht. Her home port is now Lund in British Columbia. Recently Colin Ming sent me another Boat Register Form from Canada, this time for Gladimaris OGA no. 385. Again she was one of the first boats to be added to the register. She is the last of the Exmouth Pilot Cutters. She was restored in 1966 and has obviously sailed many miles as her home port is now Canoe Bay B.C. Canada.

Just because your boat does not have an OGA number it does not mean she is not on the register but I'll need a few basic facts to check the records. Maybe we will find she has a very early number like Carlotta and Gladimaris. Please do not think that this archive is just for old boats. It is an archive of all gaff rigged boats young and old as well as bermudan, sprit, lug and squaresail.

**Pat Dawson**  
**OGA Boat Register**



*Gladimaris* owned by OGA members John Bowie and Rosemary Andrews.  
Originally built as a crabber in Exmouth, Devon in 1895 and now moored in Canoe Bay  
British Columbia Canada

# Welcome Aboard

| <u>Area</u> | <u>Boat</u>  | <u>Member</u>                        | <u>Address</u>                                                             |
|-------------|--------------|--------------------------------------|----------------------------------------------------------------------------|
| EC          | 5401         | Mrs Fiona Lucas                      | Old School House, Church Walk, Shotley, Suffolk, IP9 1EU                   |
| BC          | 5402 Nina    | Mr Anthony Waterhouse                | 12 Brookleaze Buildings, Bath, BA1 6RA                                     |
| NW          | 5403         | Mr James Christie & Mrs Ann Christie | 52 Kirkstead Road, Belle Vue, Carlisle, CA2 7RD                            |
| SOL         | 5404 Rosenn  | Mr Barry Dunning                     | Fernbrake, Coxhill, Boldre, Hampshire, SO41 8PS                            |
| NWA         | 5405         | Mr John Crockatt & Angela Crockatt   | Greenlea, 160 Caldry Road, Wirral, Cheshire, CH48 1LN                      |
| SOL         | 5406         | Mr James Campbell                    | 50 Scotland St, Brighton, BN2 9WA                                          |
| EC          | 5407         | Mr Matthew Anthony                   | The Control Tower, Bradwell Airfield, Bradwell-on-Sea, Essex, CM0 7QF      |
| SCO         | 5408 Islay   | Mr David Wilson                      | Cliffview, 79 Skelmorlie Castle Road, Skelmorlie, North Ayrshire, PA17 5AJ |
| DB          | 5409 Witch   | Mr Michael Howes                     | The River House, Clonegal, Near Bunclogh, County Carlow, Eire              |
| EC          | 5410         | Prof David Roulston                  | 6 Heath Lane, Bladon, Oxon, OX70 1SB                                       |
| EC          | 5411         | Mr Chris Saunders                    | Unit 7, Waterham Business Park, High St Road, Waterham, Kent, ME13 9EJ     |
| NWA         | 5412         | Mr Alan Bannister                    | 59 The Hiron, Cheylesmore, Coventry, West Midlands, CV3 6HS                |
| BC          | 5413         | Mr Jonathan Pearman                  | 2 Swain Street, Watchet, Somerset, TA23 0AA                                |
| EC          | 5414         | Mr Stuart Strickland                 | 11A Newtown Road, Bishop's Stortford, Hertfordshire, CM23 3SA              |
| EC          | 5415         | Mr Peter Simmons                     | 5 Coastal Cottages, Belvedere Drive, Kessingland, SUFFOLK, NR33 7RZ        |
| ASS         | 5416         | Mr Boyce W Abbott                    | 113 Dartmouth Ct, Glenview, IL, USA, 60026                                 |
| ASS         | 5417 Narhval | Mr Brian Davis                       | PO Box 986, Port Hadlock, WA, USA, 98339                                   |
| ASS         | 5418         | Mr John Gilbert                      | 2645 Ritten Road, Nanaimo, BC, Canada, V9X 1W4                             |
| ASS         | 5419         | Mr John Gregg                        | 13-506 North Beach Road, Summerland, BC, Canada, V0H 1Z6                   |
| ASS         | 5420         | Mr Tim Lemon                         | 962 Johns Road E, Tacoma, WA, USA, 98445                                   |
| SCO         | 5421         | Mr Fraser Newlands                   | Davo Mains Cottage, Fordoun, Laurencekirk, Kincardineshire, AB30 1JL       |
| NI          | 5422         | Mr John Campbell                     | 19 Farmhill Road, Holywood, BT18 0AD                                       |
| NI          | 5423         | Mr John Laing                        | 1 Ballymenoch Park, Holywood, Northern Ireland, BT18 0LP                   |
| SOL         | 5424         | Mr John Allison                      | Sandringham Farm, Manchester Road, Sway, Hampshire, SO41 6AP               |
| BC          | 5425         | Mr Ian Jones                         | Moorlands, LLanyre, LLandrindod Wells, Powys, LD1 6EA                      |



Chris Brown, OGA Hon Treasurer, has informed us that OGA member Ed Allen has volunteered to take over the role of OGA Merchandise Co-ordinator with immediate effect. Ed's details are as follows and all new orders should be passed to him either by email, telephone or via the OGA Website. Enquiries about existing orders should still be directed to Chris.

Mr Ed Allen  
64 Bryantwood Road  
London  
N7 7BE  
Telephone 020 7607 4772  
Email [merchandise@oldgaffersassociation.org](mailto:merchandise@oldgaffersassociation.org)



In the 2010 OGA Yearbook captions were missed out for the front and back cover photos which Alistair Randall, OGA Membership Secretary, has advised were:

Front cover: Witch built 1898 (and never re-built) in the Walton Channel  
Back cover: Dinner party anchored in the Butley River



After many years of valuable service Neil Johnstone has stepped down as Bristol Channel Area Treasurer. His role is taken over by John Hutchinson ([hutchinsonjohn@talk21.com](mailto:hutchinsonjohn@talk21.com))



Arrangements for the first Liverpool Boat Show are pressing ahead for 2011 at which the OGA will be represented having been invited by organisers to take part. The dates are 29 April – 8 May 2011.



Thanks to all members who pay their subscriptions by direct debit which saves a lot of work for the Hon Treasurer and the Membership Secretary, and to remind you that your 2011 subs will be taken early next month.



## Ostend and Back – Just

Ostend at Anchor is a good event for East Coast sailors to head for. Ostend is the closest port across the North Sea and on a good day you can make it easily in 14 hours.

The Town Council throw all the plastic boats out of the Mercator Harbour and fill it up with beautiful classic boats as a massive tourist attraction. In gratitude for making your beautiful classic boat available to them, of course allocated berths and receptions where they serve Belgian beer are all free. Even when the beer isn't free, they have generous Happy Hours and don't mind if you stock up for the evening. There are stages set up in the cathedral square and bands play throughout the day and into the night. You can also take the opportunity to look round Tall Ships and Tugs and look at the exhibitions that are set up in marquees.

The crew on *Witch* were myself, my old school chum Paul who has been sailing all his life and Doug who is a Consultant Anaesthetist and Tall Ship sailor. So we were looking forward to a fun long weekend and a smooth crossing with a new suit of sails to try out. The weather had been looking a bit blowy and we had been delayed before setting off in company with *Goldeneye*. All was going well when about three hours out we noticed that the top two mast hoops had come undone. The choice was to stop and re-attach them, leave it until we got to Ostend or climb the mast underway. Both Doug and I used to be climbers but Doug has been swarming up Tall Ships since then, so it only seemed fair that he would nip up the mast. We attached a spare halyard to him, worked out how to stop him swinging and got ready to go. As he reached up to a mast hoop, there was a bit of swell and as he hung by one hand to get his balance, he dislocated his shoulder.

That was the end of that and now we had a problem. I offered Doug the choices of turning round and sailing back or calling up the Coastguard and maybe getting him evacuated. "There is another alternative", he said, "you and Paul can put it back for me". So we hove to, giving thanks for a long deep keel and an extremely well-mannered sea boat. Paul pulled and rotated Doug's arm out while I used a strap close to his shoulder to pull up and out. We both had to get a foot braced against the cockpit and all of sudden back it went. Doug was fine, but quite unreasonably stated that he wouldn't be raising the mainsail for the rest of the weekend. The loose mast hoops were quietly forgotten.

We had a good weekend, only marred by another massive low coming through that kept us storm bound until the Tuesday. On Monday we watched a small warship going out through the harbour entrance alternately standing on its stern and burying its bows.

When we finally set out in company with a number of other Gaffers, the wind had dropped right away and we had the sails up for stability while we motored. In the Eastbound shipping lane we saw a trawler about a mile ahead and found ourselves dodging all sorts of stuff that it had probably dredged up from the bottom. What we didn't dodge was the mass of fishing net, rope and tree branch drifting along at propeller level below the surface. The engine stopped with a bang and we looked over the stern to see a huge mass of orange stuff. Some got away and some we pulled on board, filling the side deck; however, the propeller was well and truly fouled.

What was most worrying at this point was the container ship that was going to pass uncomfortably close. I used the AIS to get his MMSI number and tried to make



a DSC call. This went completely unanswered despite repeating the call. Pete Thomas in *Transcur* was also trying to raise him on Channel 16 to no avail. Luckily he missed us but it gives food for thought. I managed to raise the Coastguard and told them our situation and we then heard from other boats offering help, which was friendly. At this point we were extremely relieved when Pete came alongside and offered to tow us out of the shipping lane. I thought he meant just to the central reservation, but he got us all the way out.



Something the trawler dredged up

We then needed to do something about the fouled propeller, so I rigged the boarding ladder, broke out my swimmers and the diving mask, attached a lifeline and went over the side. It took three dives with a very sharp knife to cut through all the windings of defilamented rope. Once the propeller was free, I found that the variable pitch mechanism was stuck in forward. Oh well, at least we could resume our journey even if picking up the buoy at the other end would be interesting. The wind had picked up a bit by now, so we motor-sailed on.

Arriving back at Pye End, the delay meant that it was now low water and we bumped on Pye Sands. As we went up the Walton Channel bits of Mussel Scarfe were showing so we wouldn't be able to get through the shallows before Stone Point. Rather than anchor to wait, we jillied up and down until there was enough water to get into the Backwaters. Picking up the mooring was actually straightforward because the slow revving Sabb trickled us against the incoming tide.

The next day I got *Witch* up to Hall's quay for the propeller to be looked at. It turned out that the impact with the branch had compressed and swelled a bronze block in the mechanism. Careful filing got it back square and all was well. I also took the opportunity to scrub her off.

I was reminded of how open a system VHF is as everyone ashore seemed to already know what had happened. The Yacht Club bar was immediately full of sympathy and

Hall's boatyard have the VHF on all the time so the Lifeboat Coxswain and second Coxswain get early warning,

So there we are, Ostend and back – just. **Alistair Randall ECOGA Witch (1898)**



Alistair, Paul and Doug on board Witch

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This festival was part funded by the European Regional Development Fund (ERDF) through the Ireland Wales Programme Interreg 4A. The event was also supported and sponsored by Holyhead Town Council, Ynys Mon County Council, Stena Line Ferries, Irish Ferries and Holyhead Marina whose help contributed to the success of the event. The event was hosted by the Holyhead Sailing Club and sincere thanks have been extended to all the Committee and staff for providing an excellent venue.

There were 46 vessels in attendance including:

- 21 large craft with 2 square rigged tops'l schooners, *Vilma*, and the Schooner *Pickle* which is a replica of the ship that brought the news of Nelson's death to England.
- 11 Small gaffers.
- 11 Optimists
- 2 Mirror Dinghies
- The *Charles Henry Ashley* – Cemaes Bay Rowing/Sailing lifeboat

We were proud and privileged to have the *Charles Henry Ashley* join us. She was built in 1907, and recently rebuilt, and in service from 1907 to 1932. She was rowed and sailed around to Holyhead by the volunteer crew on the Saturday.



The Charles Henry Ashley – historic rowing lifeboat

Trinity Workshop housed Footrope Knots – Des and Liz Pawson helped visitors to make rope to take away. Kipperland – Mike Smylie – Maritime historian and writer not only had on display his Herring Exhibition but also his famous Kipperhouse. Visitors were able to purchase freshly smoked herring. Also within the workshop was Barry Jackson making coracles and displays by the Anglesey Hussars, Holyhead Sea Cadets and West Wales Maritime Heritage. Outside were Mandy and Ruth who demonstrated traditional basket and willow work, and the RNLI lifejacket testing service who tested over 100 lifejackets. Displays were also put on by the Model Boat Society, Island Games and Kittiwake Boats miniature battle fleet. An angling competition was also arranged on the breakwater



Des Pawson shows visitors how to make rope

A Civic Reception took place at the Town Hall in Holyhead attended by the Mayor of Holyhead J.V. Owen and the Deputy Mayor Geoff Evans plus other dignitaries. A Ceilidh followed the reception with music by Blackbeard's Tea Party.

Large craft raced offshore on Saturday and the smaller gaffers had two races in the harbour. Two Optimists and two Mirror dinghies were raced by youngsters with the small gaffers. There was also a separate race for the younger optimist sailors aged from 8 to 12yrs. The youngest skipper of the event was Elian Lawty aged 8yrs. The youngest crew member was Molly who sailed on Dreva with Joe Ormond.

The seamanship Award went to David Grainger with "*Happy Quest*". David has sailed *Happy Quest* from Pembrokeshire to all four of the events at Holyhead.





Master Frank going well at Holyhead

A marquee had been erected at the front of the sailing club to allow more room for visitors. Blackbeard's Tea Party played in various spots around the town, Maritime Museum and Trinity Workshop as well as using the marquee when the weather was a little inclement.

Saturday evening's entertainment in the Holyhead Sailing Club was from the Coffin Dodgers who played to a packed audience until late. Excellent food was provided by Stan from the Sailing Club Restaurant. The bar staff were certainly kept busy all night and thanks have been extended to them.

Sunday saw the parade of sail in the harbour which was led by the Holyhead lifeboat *Christopher Pearce* and the two square rigged vessels *Vilma* and the Schooner *Pickle*. Cannon, courtesy of the Anglesey Hussars and others, had been placed onboard both vessels which were seen (and heard!) firing at one another during the sail past. Four children visiting from Chernobyl were entertained by the crew aboard the *Bracan Lass* a Zulu Fishing boat from Dublin.

Prize-giving took place at the Sea Cadets courtesy of Jill Williams, Sue and Dewi and farewell drinks took place on the *Vilma* courtesy of Scott Metcalfe. Music on board *Vilma* included the David Livingstone Band (Pigs Ear), and joining in were the flautists Jules and Gerry and two fiddlers Ruth and David.

Everyone was invited to take part in poems, pints and songs in the sailing club on Sunday evening. Martin from Main Train set up a microphone, speakers etc. and once Tim McGuinness started everyone off, it didn't take long before there was a queue of people

wanting to take part. Again, the bar staff worked hard all night and I dare not say what time the entertainment finally came to a close!!! There were a number of very tired people on Monday morning!!

Unfortunately because of poor weather conditions on Monday a few boats had to stay in the Marina and Sue drove 11 Irishmen plus luggage to the ferry terminal. This meant that the guys from the *Bracan Lass* and the *Naomh Cronan* had to spend another two weekends drinking in the sailing club before eventually sailing their boats back to Ireland. Oh what a shame!!



Photographs of the whole event were taken courtesy of John Cave MBE and Richard Burnell from the Holyhead Maritime Museum, and we are preparing a new video courtesy of Activideo.

My sincere thanks go to all the sponsors including Holyhead Marina for free berthing for the weekend, Stena Port and Irish Ferries, International Paints, magazine subscriptions from Classic Boat, Watercraft, Yachting Monthly and Practical Boat Owner, the Yacht Shop in the Marina, the Marina Stores and Cafe Bar, Blakes Paints and Weird Fish.

The date has now been fixed for the fifth Traditional Sail Festival in 2011.  
**26<sup>th</sup> to 29<sup>th</sup> August 2011.**

***Sue Farrer***  
***Area Secretary North Wales OGA***  
***And OGA Trophy Secretary***

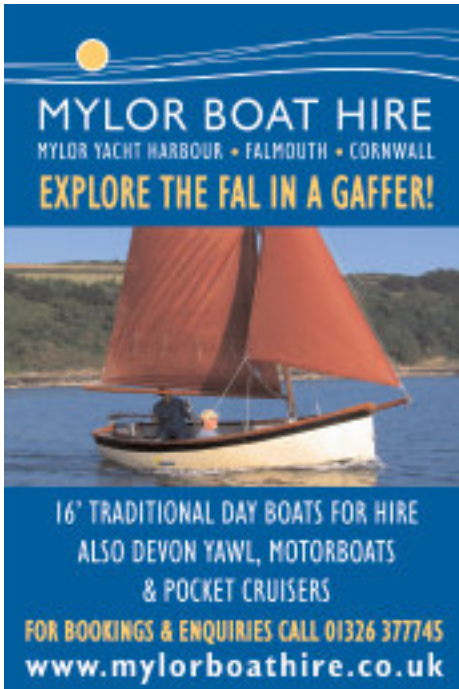


As we approach the end of the year we will all be planning next year's events. Please remember that we have an on-line calendar courtesy of Google here (<http://www.google.com/calendar/embed?src=peterfarrer%40o2.co.uk&ctz=Europe/London>).

All Area Secretaries have been sent an invitation to allow them to add to and amend this calendar. It would help if each area secretary could input details of their own events, which would then be available to all. It's not a big job to input your own events, but it is very time-consuming for me to do it all. The calendar can be embedded in your website, where it will be automatically updated, it can also synchronise to your iPhone or Outlook calendars. Alternatively, a simple link can be added to your website directing viewers to the calendar.

It means we have only one calendar, and everyone sees the same thing, including location maps (generated automatically) and contact details.

**Peter Farrer**  
**OGA Webmaster**



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*Poets and poems seem, like music and beer drinking, to crop up wherever gaffers gather (try saying that when you have had a pint). Here's one from Marion Shaw.*

### **Annual Race August 2010 by Marion Shaw**

Out of the river, on rutted hills,  
our boats are prancing horses,  
bowsprits dipping, masts are tipping,  
wave-crests fly, swells disgorge  
and scuppers fill with foam,  
fill with foam.

Long tacks upwind must be endured  
to hold the course and find the buoy  
where rivals jostle for position;  
other gaffs are looking good  
before they're lost in mist and spray,  
lost in mist and spray.

The downwind tack now brings relief  
from bow-break waves and tilting deck;  
time to breathe and time to watch  
for others on collision course.  
Three hours and more for just a few:  
over the line at last we sail  
to the quietness of safety,  
the quietness of safety.

**Marion Shaw**  
**Solent Area OGA**



If clouds are gathering thick and fast,  
Keep your weather eye on your sails and mast;  
But if they onward slowly crawl  
Then you can shoot your nets and trawl.



*As told to David Grainger BCOGA by 'Skipper' Bill Groves. See page 33*

*Another by John Lewis, a fairly new member to the Solent Area who has written:*

I hope the following poem will be of interest and amusement to OGA members and may result in someone finding a home for this delightful wooden sloop. Now looking rather sad, she would make an ideal winter project for some one who has basic boat repairing skills and a love of wooden craft.

Written from the boats perspective!

## Boy Richard

I was born in the nineteen fifties to a Yachting World design  
Built by my shipwright owner who was then just thirty nine  
At twenty feet with eight feet beam, and a draft of three feet nine  
He knew for Poole Harbour moorings, my size would be just fine

He bought my timbers years before, so they would be well seasoned.  
That way I'd still be going strong, many years ahead, he reasoned.  
Upon a keel of English oak my rock elm rib cage grew.  
Clad in my Clinker planking all fixed by rivet and screw.

On mahogany transom of wine glass shape my handsome rudder hung.  
My fitting's all were finest bronze right down to my screw in bung.  
The cast iron ballast was soon in place bolted through my keel and floors.  
A two berth forward cabin, closed off with hatch and doors.

I started life with gaff mainsail, a double headsail, bowsprit rig.  
And a transom mounted outboard gave a cockpit that was big  
I've visited all the channel ports, sailed to Alderney and France  
Some times in gales and lumpy seas my hull would leap and dance

By late eighties my owner's strength had waned so an inboard diesel came  
Together with a Bermudian rig, my performance just the same.  
Now after 60 years of maintenance and his love for me quite clear.  
Fred now well in his ninety's has hung up his sailing gear

I'm seeking a new owner one, who's useful with his hands  
Who'd enjoy the task of fixing me [who can buy me for a Grand]  
Minor cockpit rot needs fixing but otherwise I'm sound  
Cleaning, sanding, painting, TLC and back to life I'll bound

I could be your Gaff rigged mistress, bring my new owner untold joy..  
Looking on me with pride, as resplendent I ride, to my swinging mooring buoy.  
Come now you Old Gaffer members. Surely some one you know would be  
Happy to defribulate / resuscitate---- and fall in love with me.

**John Lewis**  
**Solent Area OGA**

For details / photos of "Boy Richard", [currently ashore at Broadstone, Dorset under covers]  
email [jregl@dsl.pipex.com](mailto:jregl@dsl.pipex.com) or telephone 01202694608

## Thames Revival 2010 – 10<sup>th</sup>-12<sup>th</sup> September

*Where in the world are we? What kind of nautical Tardis has brought us to this place?*

A glamorous couple from the 1960s is lounging on board their beautiful yacht opposite an equally elegant couple from 1940 sipping wine on theirs. The Railway Children are here, as is the skipper of the Red Oktober, or maybe one of its wartime predecessors. Victorian gents with mutton chops, waistcoats and watch chains mingle with 1930s linen clad river boatmen in straw boaters to watch the scene from the decks of an old Thames Sailing Barge. Edwardian ladies swing their parasols while ruffians in fishermen's smocks keep their heads down and cheery fellows in jaunty red neckerchiefs swig ale and sing bright tunes to the accompaniment of an accordion. The Victorian Police Constable sculling across the dock sees no problem with these anachronisms: it's just the 2010 Thames Revival in St Katherine dock.

The fleet from upriver comprises every shape and size of leisure cruiser and includes a fair few immaculate Dunkirk Little Ships, but most of the sailing boats come from downriver. The Thames estuary covers a wide area from North Kent, embracing the entire Essex coast and extending to Suffolk where the sandbanks reach past the mouth of the River Deben, so historic sailing boats from both Medway Cinque Ports and East Coast Old Gaffers were invited to join the party. They moored up at Queenborough on the Thursday and gathered for a jolly barbecue and party on board VIC 96 (85ft 1945 steam powered Victualling Inshore Craft).

Friday was billed as a Fun Race, which turned out to mean a straight race, without handicapping (but surely we all know that races aren't really for Fun!). Of a fleet of 20 or more that set out up the Thames under sail, the majority saw sense and started to retire and to motor once they came on to the wind at the end of Sea Reach. Just 5 boats sailed the full course (from West Nore, opposite Southend, to the Thames Barrier). Places 1, 2, and 3 went to, respectively, Caressa (37ft sister ship to Vashti built in 1966), Cantare (30ft Kim Holman designed bermudan, 1962) and Aquarius (Kim Holman again: a 26ft Stella, 1960). So strictly in order of waterline length as you might expect in a 25+ mile race to windward! New OGA members on Bola (kept at Greenhithe) gritted their teeth and sailed the full course, as did gaff-rigged Victoria (21ft ex River police boat built in 1897).

Locking in was well-organised, if slow, and berths in the dock pre-allocated in build-date order; fortunately many boats had elected to travel up to St Katherine's in advance or it might have been truly chaotic. To create the strangely anachronistic pageant described earlier, participants had been encouraged to dress in period costumes of the era of their boat and although the organisers themselves were too busy for such frivolity (next year perhaps?) the harbour master made a very impressive top-hatted Thomas Telford. Sculling races ensued during the weekend (with champion Thomas Telford retaining his title), and a delightful Seagull Race for which contestants had to start a Seagull engine with their tie, motor round a course and then finish on the quay with the tie back in place in a proper Windsor knot. Your OGA representatives joined in these events with more enthusiasm than success. Victoria's policeman chose a very public arena to learn to scull from Bona's skipper and also drew the short straw when it came to Seagulls – but all in the spirit of competition, for the Fun of it!

Quite how spectators viewed the proceedings is anybody's guess – they had drifted in from the broader context of the Mayor's Thames Festival and could be seen reading the information boards around the perimeter which told the story of each boat. Perhaps they just thought that this was taking the modern trend for all things “retro” a shade too far!

It was a weekend event but for many participants the strong winds which followed it meant extending their stay in the capital for up to a week. A good opportunity to see the sights instead of being the exhibit on show, and even more importantly a bit of a relief to step out of the past and back into the comfortable clothes of the present... until next year perhaps?

### ***Sue Lewis and Howard Wheelton, Victoria ECOGA***

For a gallery of participants' snapshots of the event go to: [www.flickr.com/photos/thamesrevival2010/](http://www.flickr.com/photos/thamesrevival2010/)



Tower Bridge from Victoria. Photo Sue Lewis ECOGA



PC Howard Wheelton from Victoria. Photo Sue Lewis ECOGA



# OGA and related traditional boat events 2010/2011

| Date                                          | Event                                                                         | Contact                                                              |
|-----------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------|
| <b>December</b>                               |                                                                               |                                                                      |
| <b>11<sup>th</sup></b>                        | Trophy Nominations to Sue Farrer by this date please                          | Sue Farrer<br>01270 874174<br>cnwsec@oldgaffersassociation.org       |
| <b>2011</b>                                   |                                                                               |                                                                      |
| <b>January</b>                                |                                                                               |                                                                      |
| <b>TBA</b>                                    | <b>New Event – Canada</b><br>OGA British Columbia, Canada<br>Christmas Dinner | Colin Ming 604 596 7852<br>colin.a.ming@gmail.com                    |
| <b>8<sup>th</sup></b>                         | <b>MCP OGA</b><br>“The Rose in Bloom” pub, Whitstable                         | Yvonne Mitchell<br>01795 581912                                      |
| <b>15<sup>th</sup></b>                        | <b>OGA AGM</b><br>The Cruising Association, Limehouse                         | Robert Holden<br>01843 582997<br>secretary@oldgaffersassociation.org |
| <b>TBA</b>                                    | <b>MCP OGA</b><br>“The Three Tuns” pub, Lower Halstow                         | Yvonne Mitchell<br>01795 581912                                      |
| <b>March</b>                                  |                                                                               |                                                                      |
| <b>5<sup>th</sup></b>                         | <b>East Coast OGA AGM</b>                                                     | www.eastcoastclassics.co.uk                                          |
| <b>TBA</b>                                    | <b>Solent OGA</b><br>Sea Survival Course                                      | Jessica Warren<br>01962 712529<br>solsec@oldgaffersassociation.org   |
| <b>May</b>                                    |                                                                               |                                                                      |
| <b>29<sup>th</sup> April – 8<sup>th</sup></b> | <b>1<sup>st</sup> Liverpool Boat Show</b>                                     | Sue Farrer<br>01270 874174<br>cnwsec@oldgaffersassociation.org       |



‘Greensleeves’ with Roy Hart and Mike Peyton at the Maldon Town Regatta 2010

# OGA and related traditional boat events 2010/2011

|                                                  |                                                                                                                                                                      |                                                                                                                                                                                                                           |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>June</b>                                      |                                                                                                                                                                      |                                                                                                                                                                                                                           |
| <b>30<sup>th</sup> May – 5<sup>th</sup> June</b> | <b>Semaine du Golfe de Morbihan</b><br>With free mooring 2 weeks before and 2 weeks after for foreign boats                                                          | Anne Morice<br>0033 2 97 62 20 09<br>annemorice@semainedugolfe.com<br>website:<br><a href="http://www.semainedugolfe.com">http://www.semainedugolfe.com</a><br>Anne Burlat<br>0033 6 81 33 09 86<br>burlat@grand-large.fr |
| <b>July</b>                                      |                                                                                                                                                                      |                                                                                                                                                                                                                           |
| <b>14<sup>th</sup> – 17<sup>th</sup></b>         | <b>Côte d'Opale Maritime Heritage Meeting et Fête de la Mer</b><br>Boulogne sur Mer                                                                                  | Marcel Charpentier<br>or Laureline Vallat<br>0033 3 20 52 46 98<br>website:<br><a href="http://www.patrimoine-maritime.com">http://www.patrimoine-maritime.com</a>                                                        |
| <b>15<sup>th</sup> – 17<sup>th</sup></b>         | <b>Bristol Channel Area</b><br>Clovelly Maritime Festival<br>An opportunity for OGA members to add their traditional boats to this well-established harbour festival | Perry Crickmere<br>01437 541201<br>perry@starfishbooks.co.uk                                                                                                                                                              |
| <b>27<sup>th</sup> – 31<sup>st</sup></b>         | <b>Hellevoetsluis</b><br>12 <sup>th</sup> Dutch Classic Yacht Regatta                                                                                                | Coerd de Heer<br>coerd@opkoers.nl                                                                                                                                                                                         |
| <b>August</b>                                    |                                                                                                                                                                      |                                                                                                                                                                                                                           |
| <b>26<sup>th</sup> – 29<sup>th</sup></b>         | <b>North Wales OGA</b><br><b>Holyhead 5<sup>th</sup> Traditional Sail Festival</b>                                                                                   | Sue Farrer<br>01270 874174<br>cnwsec@oldgaffersassociation.org                                                                                                                                                            |



'Anything goes' East Coast August Classics cruise 2010

## Barging about – A Motoring Interlude

“Ha ha!” I smirked. What a laugh! Old Harry, who knows the Severn Estuary like the back of his hand, had piled up his barge, the “Elmdale”, on the long spit at the mouth of St. Pierre Pill – and in broad daylight and calm weather too! Stifling my mirth, I piloted “Swift” up the entrance channel into the Pill, raising my hand solemnly to Harry and Keith who stood disconsolately on her deck.

“Swift” was my first cruiser. On finishing my National Service in 1956, I parted with all my savings and for the now unbelievable sum of £245 Gus Lee and Boswell, fishing boat builders in Gt Yarmouth, built me a 1½ tonner based on the hull of a MkII Silhouette. I made the spars, a barge sailmaker made the cutch-tanned sails and my sister sewed up the bunk cushions. For another £5 British Railways transported her to the River Severn where I hired a hand-operated beam crane on the quayside for 2/6d and launched her. I rigged her with a high-peaked gaff mainsail (twin topping lifts, throat and peak halyards all led aft) and foresail on a Wykeham-Martin furling gear. She was not fast or close-winded, but she was handy and stood up well to her sail. In her I pottered up and down the Severn Estuary and the upper Bristol Channel every spring and summer weekend, exploring all the pills and rivers.

Back at St. Pierre I picked up my moorings and furled the sails, then sculled leisurely ashore in the Club punt. By this time the fast-falling tide had left the “Elmdale” high and dry, and I strolled down the firm mud to join the unhappy pair. I kicked the side of the barge hard. She didn’t budge.

The “Elmdale” was an old Humber Keel which plied the Severn Estuary carrying cargoes of stone for the Severn River Board. Harry would take her up the Wye on the tide, lay her alongside the quarry in Tintern for a day or so to load, then drop down-river on the ebb to St. Pierre Pill, where he had moorings. On another flood tide he would go up the Severn to take the ground alongside the bank and discharge the stone wherever it was required. She had very bluff bows, and the hood ends of the planks met the stern at right angles. Powered by an old Gray semi-diesel engine, in smooth water she had a top speed of a fraction under four knots but faced with a brisk head wind and the short chop it always raised in estuary she made no head-way at all, just relying on the strong tides to move her.

“Nothing I can do to help, I suppose?” I gleefully offered, safe in the knowledge that there was nothing anyone could do – or so I thought.

“As a matter of fact there is,” said Harry, slowly, “I’ve promised to take the missus to a dance in Lydney tonight, so you can help Keith here bring her into the Pill on the next flood.” And there was no getting out of it!

It was the end of October, and darkness came early. As the tide began to fill the Pill I sailed “Swift” in under her jib, laid her alongside the end of the Club’s floating jetty, lit the lamp in her cabin and, taking a powerful torch, made my way to the “Elmdale”. The tide still wanted a few feet to wet her rudder so climbing the ladder up to her deck I hailed Keith and we went down into the focs’l to brew a mug of tea (the obvious preliminary to commencing any enterprise). Before she floated the engine had to be started.

This was installed in what had been in her sailing days the master's cabin, and we climbed down the ladder under the poop deck. A closed-circuit cooling system consisting of some rubber hoses leading to a forty gallon oil drum full of fresh water enabled starting whilst still aground. Keith removed the plugs of the old diesel, put in each a little twist of touch-paper, lit them with a match and screwed them back in. Then he primed the cylinders with an old oil can.

All was ready. He lifted the decompressor valve and we threw ourselves upon the starting handles, one fore and one aft, turning faster and faster. Keith let go the valve. Nothing happened. Once more the whole performance was repeated, this time with success. The old engine wheezed into life.

On deck again, we found the barge now afloat and swinging to her hook. It was pitch dark with not a break in the low cloud to show us the stars. I sounded with a pole to see what water we had under us, then we turned to the windlass to get the anchor.

The handspike windlass was hailed as a great advance when it was first introduced into ships and it then underwent a long period of technical development. Unfortunately its evolution ceased at the end of the thirteenth century. Long handspikes are inserted into square holes at each end of the barrel which is then given a quarter turn, hauling in the cable about six inches. The spikes are then removed and fitted into the next available holes .....and so on.....and so on .....

In addition Keith and I lacked the vital ingredient to make it really efficient – namely half-a-dozen lusty medieval seamen plus a large boatswain with a cat-o-nine-tails. So we had to do without. Link by link the cable came in, and every couple of fathoms a stopper had to be clapped on while the turns on the barrel were worked back to the far end. But at last the anchor was home and we were under way on the dark face of the water.

All we had to do now was find our way back into the Pill, heading first East away from the spit, then South out into the channel behind the Charston Sand, then West until we could turn North up into the entrance. We had no compass of any kind (Harry spurned any navigational instrument more complicated than his eye-ball), no lights other than my torch, nothing apart from a couple of shafts for sounding, and the Charston, Chapel Rock and Redcliffe lights winking away though a night as black as bilgewater.

Aboard "Swift" I had made the entrance to the Pill in the dark before but I had a hand bearing-compass and a lead line to guide me in, and a *much* smaller vessel to boot.

Standing right forward waving my hand-lantern ineffectively from side to side in the vain hope of picking up the way in, I shouted vague instructions to Keith who was on the poop leaning his backside against the enormous tiller as he steered. I thought I caught an occasional glimpse of what could have been the edge of the mud, but in the Severn the water is the colour of cocoa.

At last the torchlight picked up a clump of grass ahead, and another wide on the starboard bow. "Helm hard a-port, Keith!" I shouted, "We're as good as in!" But instinct told me that all was not well. I shone my torch down on to the bluff stem. No bow-wave - in fact the waterline was a good six inches above sea level. I sounded.

We were back on the Oaze. In this part of the Severn you don't run aground in the ordinary way, the water just gets thicker and thicker until you come to a halt. This had happened to us. Further peering into the murk revealed nothing but saltings ahead. The engine was put astern (for what it was worth); the big shaft was put out over the sternhead and we both heaved and shoved. There was a hundred tons of stone in the hold, plus several tons of bilge water, plus the "Elmdale" herself to move. It was no good.

I glanced at my watch – it wanted less than half an hour to high water. Back to the shaft we went with re-doubled efforts, but the only results were beads of sweat and muttered oaths. I had visions of old Harry returning next morning to find his barge in the middle of a field, cows grazing peacefully round her.

With a range on big springs of fifty feet, the tide above the Shoots does not behave in normal fashion according to the rule of twelfths and all that sort of thing. The last few minutes bring a rapid rise, then the level begins to fall while the flood still runs hard up-river for at least twenty minutes. This last surge at high water was sufficient to lift her. She stirred gently, and started to move astern. This time we kept further out, for if we ran aground again we *should* be stuck, but at this distance we could see nothing but a few yards of muddy water. Why on earth hadn't I set up a pair of leading lights on the bank? We only had a vague idea of our heading from the Redcliffe Light high up on the cliff. If we closed the shore we risked hitting the putty – if we stayed out we would never find the Pill. I began to feel like a powered version of the "Flying Dutchman" - doomed to sail the Severn seas for ever.

But then our luck changed. A long express train, brilliantly lit, thundered across the embankment at the head of the Pill – just as we happened to be in line with the entrance. The reflections suddenly paved a golden pathway on the water, leading straight in, and we steered up it smartly. All too soon we were plunged back into darkness, but we knew where we were and which way we were heading. I returned to the focs'l head, and my torch picked out the banks on either side, then the welcome light of "Swift's" cabin lamp hove into view to guide us the rest of the way.

Keith brought the old barge gently alongside her giant mooring buoy, nudging her punt out of the way.

I leant far out over the bulwark with the boathook.

"Have got, Keith!" I shouted, and heaved a great sigh of relief.

**David Grainger BCOGA**

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David Grainger's *Happy Quest* at Gaffers at Holyhead 2010, complete with fiddler

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## Arthur John (Jack) Gardiner 1917 - 2010

JACK was born in Tonbridge, Kent, England, to Arthur Stanley and Florence Gardiner. Arthur Gardiner was serving his country in the Canadian army at that time, but unfortunately perished in France before Jack was born. His mother, a nurse, then raised him to adulthood.

At an early age it became apparent that he had a gift with his hands; in woodwork, music and art. At the age of 18 he commenced his apprenticeship as a shipwright at Shoreham, which he completed in 1938. During this time he was exposed to large wooden yacht and work boat construction.

In 1938 he married Clare, a union that lasted 71 years. Jack's second world war years were spent as a Royal Navy hard-hat diver based at Cape Town. South Africa, being a Commonwealth country, Clare and their two children, Jean and John, were allowed to join him. Their second son, Roy was born during this time.

At cessation of hostilities he was de-mobbed with the rank of Sub-Lieutenant. He then worked as a shipwright and diver in the London area and at one time the family lived aboard a Thames barge. A few years later the decision was made to move to Australia where the government had agreed to employ him as a diver. He thought he was being sent to Sidney but his first job was in Adelaide. Later the Federal Government sent him to WA working on the enlargement and deepening of Albany harbour. This project took a number of years and while in Albany he was also sent away on other diving jobs within the State. At the finish of Albany harbour, he was transferred to Perth and lived in Palmyra. His work for the Public Works Department as a diver included the form work on the harbour bed for the South Slip and channel markers on the roads outside the harbour. In his spare time he built a number of boats for his family who also participated in their construction. When Jack retired from full-time employment, he went back to his love of old-type sailing vessels, building at least two gaff-rigged boats which he and Clare could manage with ease. Many years were spent sailing up and down the coast being looked after by his mates at Harbour and Lights.

In the early nineteen eighties he joined with some like-minded sailors in forming the Old Gaffers' Association of Western Australia, a member of which he remained to the time of his death. He became the first Life Member of this association in May 1999.

Jack was a frequent contributor to the OGA newsletter (now published under the banner *Baggywrinkles*) and the subjects covered all aspects of sailing, boat construction and sailing history—many with extremely accurate drawings. His last articles appeared in February of this year.

He is survived by his wife Clare, three children, eleven grandchildren and 14 great-grandchildren.

Fair winds Jack

### WAOGA

*Editor's note: Jack's obituary is taken from the May edition of 'Baggywrinkles' the OGA magazine for Western Australia (WAOGA).*

*Jack was a founder member of WAOGA.*

Evening sky red and the morning grey  
Brings the dawn of a fairer day;  
But the evening grey and the morning red  
Makes the seaman shake his head.



Summer memories. Sunset about 100 miles west of the Hebrides.  
Photo Gordon Garman Scottish OGA

When the sun goes down behind a bank  
A Westerly wind you will have to thank:  
If the sun goes down as clear as a bell,  
An Easterly wind as sure as hell!

These rhymes, some very well known, were told to me by “Skipper” Bill Groves, a Master Mariner in sail who had made many passages round the Horn in commercial square rig.

**David Grainger**

Dear Phil

You may like to publish a piece about the Taittinger Royal Solent regatta, held in Yarmouth last weekend. The main thing is that this year we had 9 gaffers – enough to give us our own start.

Once again, expectations were exceeded at The Taittinger Royal Solent Yacht Club Regatta 2010 with a record number of entries and increased attendance to the shore side activities. Held over the weekend of 14<sup>th</sup>-15<sup>th</sup> August, the regatta, based in Yarmouth, Isle of Wight, included two days of racing in the Western Solent for 150 keelboats and dayboats with a hectic choice of onshore entertainment. The regatta opened in the early evening of Friday 13<sup>th</sup> August and any fears of cursing the event with an inauspicious date were swiftly dispelled at the official Taittinger Reception held in a marquee on the lawns of the Royal Solent Yacht Club (RSYC) with 600 crew and guests enjoying the limitless hospitality of the French champagne house from sundown and into the mid-evening.

The racing fleet was split into two groups: the White Group including International 6 Metres, International Dragons, Folkboat, X One Design (XOD) and Yarmouth One Design (YOD) starting from a line inshore off Yarmouth Green just to the east of the RSYC clubhouse and Black Group with IRC 1, IRC 2, Swan Classic Class, Classic Cruisers and – for the first time at the regatta – a class specifically for Old Gaffers, starting from a line just further offshore. By mid-afternoon, the rain had disappeared, but the breeze followed suit leaving the entire XOD fleet kedged off Yarmouth and the three pilot cutters - *Polly Agatha*, *Annabel J* and *Amelie Rose* - similarly anchored and static in the foul tide. Those who kedged successfully and were patient were rewarded when the northerly breeze filled in and all yachts finished within the time limit.

Saturday evening featured the keynote social event of the regatta held at John Caulcutt's waterfront property, The Towers, located adjacent to the RSYC with a record number of 1,500 guests passing through the gate into the lawned garden of this landmark house. The party's success has raised funds for Prostate UK, the charity founded by the late Kit Hobday, a World Champion dinghy sailor whose involvement with inshore and offshore youth sailing programmes included the Cowes-based Bear of Britain Sailing Academy.

Initially, the final day of racing on Sunday started with grey skies and a cloud ceiling that barely seemed above masthead-height as the fleet were sent off in 15 knots of NNW breeze. However, unlike the first day of racing, the breeze held and as the weather cleared to a fine, sunny afternoon, all classes finished racing in time to return to the clubhouse for lunch and drinks prior to the prize giving.

Bob Fisher's Solent One Design, *Rosenn*, took first place in the Old Gaffers class and Malcolm McKeon's *Windflower* and Richard Rouse's *Charmina* took second and third.

Yarmouth is now firmly established as one of the most gaffer-friendly ports around. The Royal Solent has been a friend to the Solent Gaffers since the 1980's, when gaffers were first included in their annual Centenary Chase. The Yarmouth Old Gaffers Festival has relied on the Royal Solent to provide race management for our fleet for the last 14 years and now the club welcomes gaffers to their Regatta, one of the Solent's most popular sailing events. The social side is very active and the opening Taittinger champagne reception is free!



For the first time at the regatta a class specifically for Old Gaffers



*Dick Dawson*  
*Solent Area OGA*

### *Scotland*

September saw the fourth annual Closing Muster for the Scottish OGA area, and although the weather was less than helpful, a good time was enjoyed by those on the few boats that managed to get to Loch Fyne. With boats visiting various places around the Loch, there were tales ranging from thigh seas overcome to reports of some refreshments consumed – well it was an OGA event!

Tarbert and Portavadie were the two most visited locations, although a couple of boats had a very convivial night at Kames before sailing in company round the corner into Loch Fyne in order to continue their end of season festivities. One boat that did visit Tarbert reported that they found themselves in the middle of Tarbert Music Festival. In the past this has been an event to avoid due to the extremely loud ‘pop’ sounds emanating from all over the town. What a pleasant surprise was the considerably toned down event proved to be. One very good and versatile group played a variety of folk, country and modern(ish) music, and the whole event was such that back at the boat, one could actually get to sleep, after a dram or so, without the boat vibrating in time to the sounds.

The last Saturday of the week saw the assembled company gather at Portavadie where friendships were made or renewed, and a rather pleasant dinner in the excellent restaurant closed the formal part of proceedings. However it was some time in the not so small hours that the party finally broke up, a fair indication that all enjoyed the chance to continue the OGA tradition.

Thoughts are turning to fitting out now that almost all Scottish mooring areas are devoid of boats, although it can be reported that one or two brave souls are already planning next year’s cruises. If the plans recently overheard come to anything there will be a number of interesting trips to report in 2011.



This shows the EXACT location of the rock at the Eastern entrance to Cuan Sound. In this instance the only damage was to the skipper’s pride

In the meantime there are moves to start firming up ideas for the OGA 50<sup>th</sup> anniversary celebrations. One problem that we have in Scotland is that although we have one of the smaller memberships, we have by far the longest coastline of any of the areas, possibly excepting Canada. As a result, the suggested relay around the UK coastline will need some real commitment, so if any Scottish 'Gaffers' can contribute in any way please let me know. In the meantime it is hoped that some joint discussions with the other areas bordering the Irish Sea will prove constructive.

The festive season will be upon us by the time this issue of Gaffers Log reaches you, so it is with great pleasure that we wish all a happy Christmas and all the very best for 'Guid Ne'erday'!

**Gordon Garman**  
**Area Secretary**  
**Scottish OGA**

### ***Bristol Channel***

#### **Bristol Channel area gets knotted**

Splicing and ropework are an essential part of traditional boat seamanship, but the skills are hard to pick up from a book. Only a small number of members gathered for the area AGM at Portishead Cruising Club, but after the business of the day was done the table was cleared for Perry Crickmore to demonstrate some tricky but useful splices, including braid on braid eye splice, multiplait eye splice and Flemish wire eye splice.

#### **Seafair Haven 2010**

The first week of July saw the return to Milford Haven of the SeaFair Haven festival when 160 vessels participated over the course of eight days. The weather inevitably played its part, a threatening low pressure system was hovering for a day or two before the start on Friday the 2<sup>nd</sup> of July. Consequently some larger vessels arrived early, others took shelter in ports en route and were late arriving; yet others didn't make it at all.

The weather remained changeable throughout the week but some good sailing breezes and sunny spells sprinkled through it ensured there was a decent amount of good sailing even if some of the planned events were curtailed a little. The Old Gaffers were well represented with its own section in the larger boats and in the Sail & Oar brigade they turned out in force.

The event began with a guided passage the for sail and oar flotilla up the Pembroke River to enter Pembroke pool lying below the towering ramparts of Pembroke Castle. It was a popular beginning with some fifty-five vessels making the trip. Unfortunately, a strong wind warning became a reality and more than thirty of the boats were forced to lie up there overnight and throughout the following day.

Tuesday saw the Boatswain's Lunch at Coedcanlas when 150 vessels of all sizes packed into an isolated upper reach of the haven where crews paddled, waded or were ferried ashore. Food, drink, music and a sunny afternoon on the grass made for a great lunchtime bash. Many boats had drifted lazily up river in the morning but the turning tide and a freshening breeze ensured a busy getaway and a spirited sail back, especially for the smaller boats.



Warnings of rain on Thursday did not put too many off, and a good 15 knot sailing breeze saw some fifty vessels from different flotillas descend on Angle Bay, with crews getting ashore for a glass of ale and a steaming bowl of seafood chowder at the welcoming Point House tavern

Other events included a cruise for larger vessels out of the haven and around Skomer and Skokholm Islands, finishing with an exciting sail through the infamous tidal race of Jack Sound. There were also guided passages for Sail & Oar boats to the upper reaches of the Cleddau Rivers to Haverfordwest and Cresswell Quay for a BBQ and musical entertainment.

The Parade of Sail on the final Saturday had a damp air to it as vessels waited patiently in the rain under the Cleddau Bridge for the West Country trading ketch *Irene* to catch up. A plea from one soggy sailor over Channel 72 to *'get on with it'* was followed by a response from another small boat that retorted- *'you shouldn't be here if you can't cope with a bit of weather'*! What is a sailing life without such banter eh? With everyone arrived on station, the larger boats set off, leading a fleet of vessels a 130 strong, down the waterway into a brisk south-westerly, before returning to Brunel Quay for the public day on the quayside where stalls and entertainment abounded.

The Pembrokeshire Adventure Centre or PAC as it is known hosted one part of Sail & Oar fleet with the other at Lawrenny. The facilities, organisation and launch and recovery assistance received by the Sail & Oar fleet were nothing less than outstanding. With the added advantage of the Lawrenny Arms at Lawrenny (funnily enough) and a café on site at PAC, they were excellent venues indeed and created lively gaffer communities. Other boats were based at Neyland Marina which was regarded as the central organising point for the event.

Milford Haven is a fantastic sailing venue, offering something for boats of all shapes and sizes. Its lower reaches can accommodate vessels of any size, as it does on a daily basis with large tankers and ferries arriving and departing. While the upper reaches are quiet havens of peace and solitude, ripe for exploring in a small boat. This year's event was heavily supported by the Milford Haven Port Authority and it hard to find anything to criticise about the arrangements. By the nature of the Haven, with various rivers spiraling off the main waterway, there are limited opportunities to base so many vessels of differing categories all together.

This was my first SeaFair Haven and I will be back in two years time, if not before. BCA are harbouring thoughts of organising a similar if somewhat smaller event in alternating years.

### **Viv Head BCOGA**



Fleur with Viv Head at the helm. Photo Roger Plaice BCOGA

## Heritage Afloat Wales

Wales now has its own branch of Heritage Afloat to celebrate and preserve the rich maritime history of the Welsh coastline. To mark the launch of Heritage Afloat Wales, OGA members were invited to Cardiff Castle for a day bringing together all things watery. An open topped tour of the docks and Cardiff Bay Barrage was followed by exhibitions and gathering all off the varied and enthusiastic societies and individuals concerned with maritime heritage.

Our very own Tom Cunliffe rounded off the afternoon with an entertaining and knowledgeable talk on Bristol Channel Pilot cutters.

**Claudia Myatt**  
**Area Secretary**

## Northern Ireland

Our 'so laid back it's horizontal' event had a sad start this year, as many of us attended Duncan's funeral in the morning, before heading down to Ardglass. However, it would appear that Duncan was looking down on us – he sent us the best weather we've had at Ardglass in quite a few years! Friday afternoon was spent gently taking in the sun, and the drink... Gary learnt a hard lesson about being specific to lawyers, when Spence did exactly as he was asked and threw a nice glass overboard. After a pleasant BBQ, we headed up to Manny's, the pub of choice. Peter Bates was quiz master, with his lovely assistant Pat. The questions were a good mix of unbelievably difficult and heart-stoppingly obvious. But in the end a winner has to come through, and it came to a draw between the united Madcap team and the B Sharps, consisting of Carol Laird, Mandy Finch, myself and Becky Laing. After that, the night continued, long into the morning for some participants... Saturday dawned bright and possibly too early for Alan Aston – his, rather important, birthday was celebrated all day long. (As Irene said, there are good sides to having a Gaffer event clash with his birthday – she didn't need to invite everybody to a surprise bash, we were all already there!) So he received multiple renditions of Happy Birthday, and presents and cards of varying degrees of hilarity and coarseness... And how else to celebrate a birthday and a sailing weekend than by having a 'back to school' Sports Day? Participants foregathered on the little bit of beach at around 3pm to compete in an Egg and Spoon race, a Sack Race and... (drum-roll) Three-Legged Inflatable Croquet. Much laughter ensued. Winners may have included Irene Aston, Carol Laird, Tim Tomalin and myself and Mandy. Spence deserved a prize for not doing as he was told! Another BBQ in the evening, followed by a slow meander up to Manny's. As we arrived up the road, we discovered the Friendship Band, as part of Ardglass Festival, was performing. Inside the pub, the lounge was soon very crowded with both Gaffers and Band members. A very pleasant night ensued. Sunday dawned a bit too early for quite a few boats hoping to make the tide, but as a lot of members had things to do and places to be on Monday, it was just the way of it, so our weekend was cut off a little sooner than normal.

NI Gaffers returned to Portaferry with much delight the following weekend – the weather was pleasant, the company even better; a gentle race was held on the Saturday, and a painting competition over the weekend (the winner was our very own Leslie Hughes). A few Dublin Bay members made it up too – and all were agreed that it was just fabulous to be back in Portaferry again, after a decade. Our thanks to Portaferry Sailing Club, the Portaferry event committee, and Eilish Wylie for bringing the weekend about.

Only one NI boat made it over to Holyhead, but by the sounds of things, they caused enough damage for ten. I'm sure a report on this will be told elsewhere...

Our AGM was held on the 22<sup>nd</sup> Oct, and it was well attended and very productive in discussion. We were glad to welcome Sean and John from DB as guests. The new committee consists of Peter and Alison Lyons, Gary Lyons (they're taking over...) Ian Wylie, John Cleary, Mandy Finch, Richard Tomalin, George Laing, myself and Alan Aston. Peter Lyons was elected Commodore for the year.

Next up, the Annual Dinner on the 26<sup>th</sup> Nov, and the Arts and Crafts fair opening the 7<sup>th</sup> Dec at 7.30pm – hope to see you there!

**Danielle Hicks-Gallagher**  
**Area Secretary**

### ***Medway Cinque Ports***

After a slow start the season finally got under way with several boats making it to the Swale Match. It had been decided to forgo the Annual Race this year due to the lack of support and bad weather in the past few years.

In August, Crow, Nokomis, White Moth and Kajan sailed over to the East coast for the Classics, a thoroughly enjoyable event as usual with good food, good company and some good sailing despite the intervention of poor weather. The East Coast organisers did a magnificent job, arranging, disarranging, and re-arranging events and venues to keep the fleet in touch and crews occupied. We would like to thank them very much for a great week.

The boats were barely back on their moorings when the Thames Revival festival was upon us. Last year's event had whetted everyone's appetite to attend. So this year Emanuel, Nakomis, White Moth, Linea and Sheemaun made the trip up a very choppy river Thames to Tower Bridge and entered a dock full of historic craft of every shape and form. From the barge May to the little police boat Victoria and from the motor Launch Blue Bird of Chelsea to the tiny launch Angelina, it was a feast for the eyes for anyone interested in historic craft. There, followed a weekend of activities with plenty of time to talk, visit other craft, swap ideas, reminisce, meet old friends and make new ones. The weather was kind and the period costume worn by many crews added to the feeling of having stepped back in time. Monday brought the rude awakening of grey skies and gales so that many opted to stay put and take the opportunity to see something of London. Towards the end of the week, when the weather had calmed down, the boats headed home with a host of happy memories.

After our AGM on the 8th October we organised a cruise down the River Medway to enjoy a visit to the Medway Yacht Club. All the local boats were in commission and on the water but somehow never managed to meet up at the planned destination apart from Lizzy and another sailing friend! The club was, as always, most welcoming with good company and lovely food for which we would like to express a big thank you.

Our final event of the year is to join in the fireworks celebrations at the previously mentioned club on Saturday 6th November.

After Christmas we start our pub meetings, the first venue being 'The Rose in Bloom' in Joy Lane, Whitstable on the 8<sup>th</sup> of January. Our second venue will be at 'The Three Tuns', Lower

Halstow on a date yet to be announced. All are welcome especially members that we don't see very often. For all details contact Yvonne on 01795 581912

**Ann Mason**  
**Area Secretary**

### ***The Trailer Section***

Once again the year draws to its close. Most trailer members will have taken their boats from the water and thoughts turn to varnishing!

It has been a good year, the weather not too bad and the sailing fine. But none of this would have been possible if it was not for the work of members who don't sail but contribute greatly to the running of the club by their efforts in the background.

Race officers, organisers, treasurers, galley slaves, hot cup of tea in the nick of time providers, sympathisers with those who came last. The list could be endless, but in the main they are the ladies of the OGA and without them, we would probably not exist.

It can be a miserable experience standing on a cold windy beach with the flags, hooter and stop watch. Dunning the members for their rally fees can be daunting. Paying the club for the launching and keeping the account of it all can mean a weekend of bother. Selling raffle tickets can be a chore too many. Slaving in the galley cooking a fine Saturday night meal for members and guests (sometimes a total of 60 people) requires dedication.

And in the Trailer Section at least, after all that effort, they could expect to be pampered a bit, but no, they are asked to sleep in a tent!



*Waiting for the tide at Seafair (Milford Haven)*

We who sail see ourselves as the backbone of the OGA, but no, we are not, it is the supporters who make this all possible and on behalf of the Trailer Section I should like to send them our thanks.

**Mike Stevens**  
**Area Secretary**

### ***British Columbia and Pacific Northwest Area***

Congratulations to OGA members David and Heather Jackson for winning third place in the fall series of the Surrey Sailing Club on Boundary Bay.

OGA Skipper, Colin Ming and his wife Janet led a young co-ed church group on a canoe camping trip to Stave Lake. The canoes were trailered to the lake. The young people then paddled fourteen canoes, a distance of fourteen kilometres, to their campsite. Colin and Janet used their double-ended lugger, Northern Star, as a safety boat. Several days later, on the return trip, the lugger was used as a tug and towed seven canoes, each with two aboard and their gear, back down the lake.



**Northern Star with her babies in tow and Colin Ming at the helm**

Local members John and Marian Hammond attended the Vancouver Wooden Boat Show with the Viking ship Munin. They were moored next to the Master, a restored steam tug that for many years worked out of the Vancouver area. At the end of September Marian and John assisted OGA member Bob Ingersol, to sail his boat GAIA from Vancouver to Pender Harbour.

John Hammond reported his woodworking shop is now up and running and is expecting to start boat building

The association is planning a dinner AGM for its first anniversary event in January.

***John Moran, Officer of the Watch***

## Solent

### **Bursledon Regatta August Bank Holiday Weekend**

Some of the local Solent Gaffers arrived at the Elephant Boatyard for this weekend and were greeted by the Taj Mahal backdrop to the pool in front of the Jolly Sailor Pub. Quite a few of the crowd dressed in Indian style of saris, and Colonial British army, with a few Elephants around, not wholly out of place in the yard. There were some great dressed dinghies in the parade before the wonderful firework display that ended the day. It was a breezy morning on Sunday for the Gaffer race and once again the Solent was a lively backdrop for those taking part.

Many thanks to the Elephant Boatyard for enabling us to moor up and enjoy the weekend.

**Chichester Rally 11 & 12<sup>th</sup> September 2010** Emsworth Yacht Club was the place to be this weekend, but again the weather put quite a few of those intending to sail there off but Ocean Pearl provided the base of the gathering and the local Chichester Boats were welcomed aboard by Nick and Vanessa for the DIY BBQ and quite a few other members turned up as well by car so a great gaffer evening ensued. Many thanks to Nick and Vanessa for their kind hospitality again.

### **Centenary Chase 25<sup>th</sup> September 2010**

The Royal Solent Yacht Club always invite the Solent Gaffers down to this weekend to take part in their pursuit race on the Saturday afternoon, and in spite of it being a breezy weekend 18 gaffers took part in the race whilst a few others lounged in the harbour taking in the last of the September sunshine.

Mark Woodhouse in Foxhound carried full sail and romped around the race set and of course was first boat and Solent Gaffer over the line The weekend continued in the Royal Solent Yacht Club with a curry supper enjoyed by all and marked the end of our sailing season.

### **Winter 2010 / 2011**

We have arranged an interesting selection of events over the coming months to entice our local gaffers to get together starting with Fireworks in early November, a talk on Thames Barging late November, and Sea Shanty singing in December to get us tuned up for Christmas. In March we are turning more serious with a Sea Survival course and looking at the Solent waters beneath those choppy waves – should be interesting !

***Jessica Warren Area Secretary***



Steve Evatt  
with Nellie B



## *North Wales*

The week long festival provided racing and cruising for a number of classes of cruising and day boats as well as a range of shore-side activities. The race programme included Gaffers and Classic racing and also the annual Nobby race, which comprised a fleet of local and visiting Morecambe Bay Prawners in this popular class. On their first day of racing the Nobby/Gaffer/Classic fleet left the harbour on the ebb-tide, light winds resulted in a few retirements. Bob Angell was one of those who remained tenacious to the end and was rewarded with first place overall for his “nobby” ‘Comrades’, with Graham Carter also sailing an excellent race in ‘Nimrod’ which was the second gaffer and also first in the small boat (under 20ft) class.

During the mid week OGA race the honours were taken by Adrian Farey in ‘Lassie’ with ‘Nimrod’ once again Graham Carter sailing well in second place. After further days of quayside entertainments, it was time for the Nobby, Gaffers and Classics final race. A fleet of 18 boats passed over the start line at the Abbey buoy off the Great Orme. The flat sea and light northerly wind allowed topsails to be flown with the fleet making a wonderful spectacle for holiday makers on the Deganwy and Llandudno shores. The race was very competitive with the big nobbys ‘Cachalot’, helmed by Andy Williams, and ‘Polly’, helmed by Tony Mead vying for position. ‘Lassie’ was hampered by a poor start and whilst she made up a lot of ground she was unable to compete for the top places on this occasion. ‘Polly’ took the line honours, followed by ‘Cachalot’ which was awarded the Tony Price Memorial Trophy for first on handicap. Tom Middlebrook’s Liverpool based ‘Spray’ was 1st in the Small Nobby class. ‘Seiriol’ took honours in her class, with ‘Swn y Don’ also amongst the top awards. The Port Penrhyn based Nobby ‘Lassie’ was a well deserved recipient of the ‘Best Turned-out Boat’ award. ‘Dreva’ was in Conwy but unfortunately unable to make the race and ‘Polly’, ‘Cachalot’, ‘Nimrod’, ‘Lassie’, ‘Comrades’, ‘Quest’ (with Dennis Wright on board), ‘Ethel’, ‘Hannah Hambleton’ and ‘Moonflower’ were just a few of the well known boats who also contributed to the spectacle.

### ***Graham Panes***

#### **Traditional Sail Festival in Holyhead 3<sup>rd</sup> – 5<sup>th</sup> September 2010**

See pages 17-20 for a full report.

#### **Area AGM and Dinner - 23<sup>rd</sup> October 2010**

The area AGM was held on the 23<sup>rd</sup> October 2010 at Holyhead Sailing Club and was attended by members most of whom had travelled a good distance to be present. No contentious matters and as usual the meeting went very smoothly.

Members were informed of Association changes to the Committee in that Phil Slade stepped in to edit Gaffers Log and Alistair Randall stepped in to cover the role of Membership Secretary. Official members would be elected at the Association AGM in January 2011. Sue thanked Holyhead Sailing Club for their hospitality and use of the club for the meeting. The annual dinner followed in the restaurant at the Sailing Club where Stan laid on a superb 3 course meal. An excellent talk was given by the guest speaker Paul Trethewey – an ex. Winchman from Valley Airport. He spoke about many of his experiences as a winchman some of which were most amusing. Following the meal most retired to the bar for a few night caps.

***Sue Farrer***

***Area Secretary***

***North Wales Area***

## East Coast

### August Classics Cruise

In the last Gaffers Log, I reported that we were keeping our fingers crossed for good weather for our August Classics Cruise Week. Well, I think we need more practice in the occult because the weather was decidedly unpleasant at times. But this didn't prevent a record forty three gaffers and classic bermudans squeezing into Ipswich marina for the start of the event on August 22<sup>nd</sup>. The sun shone, it stayed fine and there was enough wind for the sailing, sculling and rowing races in the fun regatta. Also, the water was warm enough for the dinghy football, which was fortunate as that's where most competitors finished up.

But the weather went rather downhill after that, with gales and rain, recovering enough towards the end of the week to hold four races, with Kestrel winning the prize for best gaffer overall, and Random taking the bermudan trophy.

The weather failed to dampen the social scene, of course, with barbecues at Ipswich and Pin Mill, dinners at Ramsholt and Levington, and music every evening, so that the crews of the fifty two boats taking part finished the week happier, if heavier.

But, with our weather, who would be an event organiser? So our thanks must go to Pete Thomas, Pete Elliston, Brian Hammett and their team for ensuring the week was so enjoyable - if rather unpredictable.

(Even after the event finished, the weather had a final trick to play; there was barely enough wind to get the boats home).



### Pin Mill Regatta

The Pin Mill SC have been very helpful to the East Coast Gaffers in the past, loaning their clubhouse to the 'wooden wanderers', so this year we made a concerted effort to support their regatta, fielding no fewer than fourteen gaff rigged entries, including the amazing 'Fatso the Bagger', a modern interpretation of an 1800's American sandbagger, about 20ft on the waterline but a sparred length of 50 ft.. This required four or five crew on trapezes to keep it, more or less, on its feet and when they could get it going in the right direction, it was very fast. It was naturally first at the finish by more than 20 minutes, but the winner on corrected time was the 1886 ex-police boat Victoria; a victory for the handicapping system?

### Maldon Town Regatta and OGA Anniversary Rally

This is our final on-the-water event of the year and provides the most spectator sport, as the finish of the second of the two races is off the end of the Maldon promenade and draws

## Around The Areas

a considerable crowd. In contrast to the calms of the last two years, this year we had more than enough wind, forcing the thirty seven gaff and classic entries to reduce sail, even the smacks kept their topsails bagged.

The morning race took the fleet downwind from West Mersea almost to the Colne, followed by a very long beat back to the finish at Osea. The 100 year old Hardy was first on elapsed time, but the winner on handicap was the beautifully restored Saltair. Maria was the first of the big smacks, with Primrose winning the smaller smack class.

After lunch at anchor off Osea, it was time for the so-called Parade of Sail up to Maldon; the fact that there are no handicaps, and prizes are being competed for, leads to some exciting sailing to the finish off the end of Maldon promenade. (In earlier years, the finish was higher up the river off the Hythe, with the sailing instructions reputedly directing skippers to 'leave the Queens Head to port'.)

Once the fleet was moored up, there was free beer for the crews and then prize-giving, after which Old Gaffers and friends retreated to the Maldon Little Ship Club, where it all began forty seven years ago, to enjoy another splendid Anniversary Dinner.

### Over the Winter

By the time you read this we will have had our AGM and end of season party, more social events will have been organised and we'll be looking forward to the Annual Dinner on March 5<sup>th</sup> next year.

Keep up to date with our website [www.eastcoastclassics.co.uk](http://www.eastcoastclassics.co.uk)

### Bernard Patrick ECOGA



**W**e all admire those immaculate restorations but if you've ever thought it would be quicker and easier to build a new one, you should read about today's affordable new gaffers in the practical bi-monthly magazine from Pete Greenfield and friends. WaterCraft is available from good newsagents or £6 inc p&p from: WATER CRAFT, BRIDGE SHOP, G.WEEK, CORNWALL TR12 6UD. For further information, call **01326 221424** or see: [www.watercraft-magazine.com](http://www.watercraft-magazine.com)



Discover the New Gaffers in  
**WATER CRAFT**

## *The Lake District*

At the beginning of the year when there was a drought here in the Lake District and Ullswater was not filling up with water we assumed that we would have a superb summer of sailing. As soon as the hosepipe ban was introduced into the Lake District the heavens opened up and the rain never stopped. So this year at the campsite I was able to introduce a marquee where people could shelter when trying to put up their tents. This was provided by my main sponsor the Orange Tree Hotel in Kirkby Lonsdale. This was greatly appreciated by all I feel. The weather forecast over the weekend was not very promising so consequently approximate 5 to 6 boats never arrived. However 22 boats did arrive from all parts of the United Kingdom and on the Saturday we had two great races, one for the Orange Tree Hotel Cup and the other one first past the post.

Although the winds were fickle it was a fantastic sight to see all the different coloured boats and sails sailing around Ullswater on the Saturday. Unfortunately on Sunday, the weather deteriorated and it rained, so a free day was declared for everybody to do as they wished. As usual on the Saturday night for the prize giving we retired to the Travellers Rest where we all enjoyed a good meal and a bit of a singsong. This was inevitably choreographed by Mike Stevens with his guitar before a few more instruments appeared to support him .

There is a 15 min video of this regatta which can be seen on the website [www.sailinginthelakes.com](http://www.sailinginthelakes.com)

**Barry Healas**  
**Area Secretary**



Lassie of Chester. Photo Viv Head BCOGA

The Editor places advertisements in the Log in good faith. Neither he, nor the OGA, shall be held liable for their content and accuracy.

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Non members please contact the Editor.

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

## Syrinx

Pilot Cutter built in GRP by Cornish Crabbers 1991 and fitted out by Bridgend Boat Co at Newton Ferrers. Carefully maintained by original owner. 27hp Yanmar diesel regularly serviced and overhauled in 2008. Traditional open plan layout below, sleeps 4 in comfort. Interior finish in Columbian pine. Taylors paraffin heater, fridge unit, GPS, DSC-VHF, Tillerpilot etc. LOD 30'. Lifting keel (draft 3'6" plate up), legs.

Price £51,000

Contact: Giles Gostwick 07773 898504; email giles.gostwick@which.net for full details and more photos



## Artemis

North Quay 19, 1998, lying Bosham. 7.2m LOA, lifting keel giving 0.5m draught, mainsail and four headsails (jib, genoa, cutter jib and staysail) all in excellent condition. 4HP Yamaha outboard, portapotti, road trailer included.

Price £8,000

Contact Barnaby Wiener on 07976 424468

Email barnabywiener@yahoo.co.uk



## Lydia – 20' OD Gaff Cutter

Sailing this season after 5 year restoration. Designed C M Duff, built at Wicor Boat Yard, 2 berth, teak on oak, clinker, shallow draught with bilge fins, epoxy coated. Arun sails incl topsail, Coombes mast and boom, retractable bowsprit, Wykeham-Martin furling gear both headsails. Fully equipped incl new Honda outboard, gas cooker, portaloo, compass, radio. Includes galvanised 4 wheel Hayling trailer. ying pontoon berth Chichester harbour.

Price £9,500

Clinker tender with new outboard also available.

Email david@mtchl.com or

Telephone David Mitchell on 02392 413760



## Winona

Victorian gaff rigged yacht built in the 1890's 23ft long on deck, beam 7ft and a draught of 4ft 6 inches. Built somewhere on the south coast. Oak frames and Elm with an epoxy coated ply deck, straight bow and a counter stern. Mainsail, foresail, 2 jibs that are set from an 8ft Bowsprit that can be run inboard, and a spinnaker. 2 berths with a chemical loo. The boat is complete with everything for sailing, but does not have an engine. Seagull outboard engine. Sailed and maintained regularly. When not being used the boat has always been covered up, at present lying on a mud berth Maldon, Essex.

Price: £1,800 ONO

Contact Peter Money on 01268-735358



## Two Sisters

Itchen Ferry Gaff Cutter. Built 1904 on the Itchen River. 24' on lwl and 8' beam with two tons of ballast in the hull. Iron shoe on the keel. She is in reasonably good condition. New stem post, new transom, eight or nine frames and a new bowsprit. Cutter rigged with gaff main, two headsails and topsail on a topmast. Sails are in excellent condition. There is no engine but there is an outboard bracket on the transom. Lying East Llanion Marine, Pembroke Dock, Pembrokeshire

Offers in the region of £3,000

Contact David James on 01646 683764



## Roxanne

Falmouth Working Boat (Heard 28) Gaff Cutter, commissioned 1996, LOA 28'7" (excluding bowsprit), beam 10'0", draft 5'0", two cabins, 5 berths, Part 1 registered, Registered Tonnage 6.26 tons, GRP hull, marine ply and Iroko topsides, wooden spars, SKB sails, slab reefing main, hank-on staysail and jib. Yanmar 3 cylinder diesel, Viking life raft serviced to 2012, gas system renewed 2009, 30m chain plus 30m warp, fisherman and plough anchors, GPS, depth sounder and fixed VHF. Second owner. Last 9 years kept in heated shed during winter months and when not cruising. Lying East Coast.

Price £32,500.

Contact: Derek Millward, Tel: 0047 41 40 6182,

email: derek\_millward@hotmail.com



## ITEMS WANTED

Simpson Lawrence 'Sea Horse 513 hand anchor windlass' last produced in 1985. Good second hand one sort. Contact Mr R J Raymond on 01481 822249 for further details.



| OGA MERCHANDISE – 2010 / 2011                                 |                                                                                                                  |                                                            |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| Item                                                          | Sizes                                                                                                            | Price                                                      |
| Crew Neck Smock – Navy<br>– with embroidered logo             | Small to XXL<br>(some sizes may be subject to delays in delivery – supplier requires orders of 20 items minimum) | £22.00<br>£1.75 embroidered boatname<br>P&P £5.00 per item |
| Classic Breton Smock – Tan<br>– with embroidered logo         | Small to XXL<br>(some sizes may be subject to delays in delivery – supplier requires orders of 20 items minimum) | £22.00<br>£1.75 embroidered boatname<br>P&P £5.00 per item |
| Heavyweight Fleece – with embroidered logo                    | All sizes available<br>From small children to large adults                                                       | £20.00<br>£1.75 embroidered boatname<br>P&P £5.00 per item |
| Sweatshirt with embroidered logo<br>Available in many colours | All sizes available<br>From small children to large adults                                                       | £16.00<br>£1.75 embroidered boatname<br>P&P £3.00 per item |
| Polo Shirt with embroidered logo<br>Available in many colours | All sizes available<br>From small children to large adults                                                       | £16.00<br>£1.75 embroidered boatname<br>P&P £3.00 per item |
| OGA Tie                                                       |                                                                                                                  | £7.50<br>P&P £1.50                                         |
| OGA Enamel Brooch for caps, ties, lapels etc                  |                                                                                                                  | £4.00<br>P&P £1.00                                         |
| Rectangular OGA Membership Flag                               | 12”<br>15”<br>18”                                                                                                | £16.00<br>£18.00<br>£20.00<br>P&P £1.50 per item           |
| Triangular OGA Burgee                                         | 15”<br>18”<br>24”<br>30”                                                                                         | £14.00<br>£17.00<br>£19.00<br>£21.00<br>P&P £1.50 per item |
| OGA Plaque<br>Boat Name and OGA Boat No. required             | Don't know your boat no.<br>– contact Pat Dawson on 01983 760655, boat register@oldgaffersassociation.org        | £17.50<br>P&P £2.50 per item                               |
| Gaffers Tea Towel<br>Designed by Claudia Myatt                |                                                                                                                  | £ 3.50<br>P&P £0.75 per item                               |
| Heritage Afloat Membership Flags                              |                                                                                                                  | £25.00<br>P&P £2.50 per item                               |
| <b>SPECIAL OFFERS – DISCONTINUED STOCK</b>                    |                                                                                                                  |                                                            |
| OGA Cool Bag                                                  |                                                                                                                  | £2.00<br>P&P £2.00 per item                                |
| OGA Ski Hat                                                   |                                                                                                                  | £ 4.00<br>P&P £1.00 per item                               |

All these items can be purchased on the OGA website [www.oldgaffersassociation.org](http://www.oldgaffersassociation.org), or contact ED Allen on [merchandise@oldgaffersassociation.org](mailto:merchandise@oldgaffersassociation.org), Tel: 020 7607 4772.

## OFFICERS OF THE ASSOCIATION

|                      | Area Code           | Tel. No.      | OGA E-mail Address                     |
|----------------------|---------------------|---------------|----------------------------------------|
| PRESIDENT            | SOL MIKE SHAW       | 0208 672 8082 | president@oldgaffersassociation.org    |
| SECRETARY            | MCP ROBERT HOLDEN   | 01843 582997  | secretary@oldgaffersassociation.org    |
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| NEWSLETTER EDITOR    | BC PHIL SLADE       | 0033233345320 | log@oldgaffersassociation.org          |
| MEMBERSHIP SECRETARY | EC ALISTAIR RANDALL | 01525370565   | membership@oldgaffersassociation.org   |
| BOAT REGISTER        | SOL PAT DAWSON      | 01983 760655  | boatregister@oldgaffersassociation.org |
| WEBMASTER            | CNW PETE FARRER     | 01270 874174  | webmaster@oldgaffersassociation.org    |
| MINUTE SECRETARY     | MCP JAN HOLDEN      | 01843 582997  | secretary@oldgaffersassociation.org    |
| SOCIAL & TROPHY SEC. | CNW SUE FARRER      | 01270 874174  | cnwsec@oldgaffersassociation.org       |

**SAILING COMMITTEE CHAIR POSITION VACANT**

**CONTACT ROBERT HOLDEN FOR DETAILS**

|                     |                 |              |                         |
|---------------------|-----------------|--------------|-------------------------|
| AREA REPRESENTATIVE | LD BARRY HEALAS | 01524 276258 | bazhealas@tiscali.co.uk |
|---------------------|-----------------|--------------|-------------------------|

### Area Secretaries and Representatives

|                 |                  |              |                                     |
|-----------------|------------------|--------------|-------------------------------------|
| BRISTOL CHANNEL | BC CLAUDIA MYATT | 01437 541201 | claudia@claudiamyatt.co.uk          |
| CANADA          | CAN COLIN MING   |              | canadasec@oldgaffersassociation.org |

**CORNWALL POSITION VACANT**

**CONTACT ROBERT HOLDEN NATIONAL HON SEC**

**DEVON POSITION VACANT**

**CONTACT ROBERT HOLDEN NATIONAL HON SEC**

|                     |                       |                 |                                      |
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| NETHERLANDS         | NL HUGO ZWANENBEEK    | 0031 35-5389235 | nedsec@oldgaffersassociation.org     |
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OGA Website: [www.oldgaffersassociation.org](http://www.oldgaffersassociation.org)

### Contact addresses:

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BCOGA

