

GAFFERS LOG



March 2012



The Official Newsletter of the Old Gaffers Association

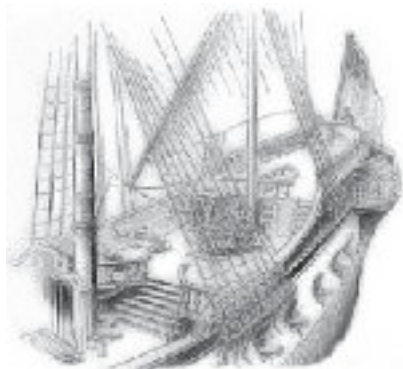
Cover Photo	2	
From the Quarterdeck	3	Colin Ming
From the OGA President	4	Mike Shaw
Minutes of the 2012 Annual General Meeting	5	
2011 OGA Financial Statements	8	Treasurer, Chris Brown (Ret.)
Calendar of Events	11	
The Editor's Guidelines for Submissions	15	Editor, Colin Ming
Log Book of Paddy Kennedy	15	Paddy Kennedy
Call For Photographs	23	Pat Dawson
Membership Subscription Rates	24	
Transiting the Panama Canal	24	Sue and Peter Farrer
Letters	26	
Invitation To Circumnavigators	32	Sue Lewis
Dolphin's Big Adventure	32	
Joining the Round Britain Challenge 2013?	36	
Trophy Report for March 2012	36	Sue Farrer
Western Canada and Pacific Northwest Area	38	John Moran
Bristol Channel Area	39	David J. Owens
Devon Area	40	Gill Hayward
Tying the Knot – Gaffers Style	40	
Dublin Bay Area	42	John Wedick
OGA Golden Jubilee 2013	44	
East Coast Area	45	Bernard Patrick
...a Belfast Barrister In His Leisure Time?	45	Sue Farrer
Northern Island Area	46	Peter Lyons
North Wales Area	47	Sue Farrer
Solent Area	48	Jessica Warren
Trailer Section	49	Mike Stevens
Cardiff Bay Rally	50	Mike Stevens
Peel Traditional Boat Weekend	51	Lynn Craine
Book Review	52	Pete Thomas
OGA at 50 ... the book	53	Viv Head
The OGA Photo Competition 2011 – The Winners	54	Viv Head
Sketches	57	Barry Healas
OGA Merchandise	58	
Classified Advertisement	59	
Welcome Aboard	62	
Old Gaffers Association Directory	63	

Cover Photos

This issue's front and rear cover photos were both entries in the 2011 Photo Competition.

Front cover – **Merlin Mid Channel** taken in June 2011 by Mike Garlick.

Rear cover – **Sotra** taken during the Dutch Classic at Hellevuetsluis, by Dirk Peters.



From the Quarterdeck

This issue features some excellent entries, including winning photographs, a marriage at sea (Congratulations to the happy couple!), a letter from an OGA member in the USA, an update on an adventurous family sailing to New Zealand and the Log Book of Paddy Kennedy on board the Naomh Chrónáin. Paddy unequivocally states “My only qualifications were that I am a member of An Árás Chronáin and play a few jigs and reels.” A new series starting this issue – **Sketches**—will showcase, fellow Gaffers around the areas. To be featured in this new series please send an email about yourself, of between five hundred and one thousand words and include a photograph(s).

Wikipedia – Looking for a new project? Wikipedia, “the free encyclopedia that anyone can edit.” http://en.wikipedia.org/wiki/Main_Page has no listing of the Old Gaffers Association. Should anyone decide to take on the task, please keep me informed.

In the last issue (December 2012, page 10) was **EmailJottings** from Marian Hammond, Mate of the Canadian area. It’s interesting to note, I’ve received numerous comments and emails about Marian’s accomplishment. Well done Marian!

While much of the world is enduring winter weather, here on Canada’s west coast, yesterday was a windless, balmy nine degrees under cloudless skies. Nevertheless my wife and I went out for a few hours, with friends, under auxiliary power. We were treated to spectacular views of snow-capped mountains and life on the ocean. There’s nothing like Spring-like temperatures and blue skies to remind us the sailing season is not too far away. Time to make all those minor repairs and ready for the summer!

Colin Ming – Editor

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The Newsletter is published four times per year: March; June; September; December. Cut-off dates for submissions are: February 1; May 1; August 1; November 1, before the following issue.

Authors The Editor welcomes submissions for presentation in the newsletter. Articles; photographs calendar events or other material considered in keeping with the theme of the newsletter, are gratefully received.

From the OGA President

The 2011 sailing season is over, the moorings deserted, the marinas, creeks and hard-packed solid with winterised boats. The Met man promises us a winter of snow and freezing conditions. Let us hope he is as right about this as he was about our promised BBQ summer. It seems remote as I write this in bright, still, Autumn sunshine, the water like a mirror. We certainly have had a varied season with some mighty blows and good weather at the beginning and end of the season. In The Solent, we had a sensationally exciting day for our Annual Race. It tested both boats and crew.

Your GMC continues to work on plans to celebrate our fifty years and you can watch our progress on the OGA 50 website. Do continue to post your thoughts and suggestions on the forum pages. A full newsletter is enclosed that sets out our plans so far. Do give us your reactions so that we can take account of what you want.

As you will see from the agenda for the AGM much is changing, including the Association's Rules. We have a new Log Editor and a new Treasurer proposed for election. In addition, our long-standing and much admired Secretary, Robert Holden, has announced that he will resign as our Hon Secretary at our AGM in January. Robert has in one way or another been involved with our governing bodies for nearly nineteen years and has been secretary for nine years. We owe him a huge debt of gratitude. He will miss us but perhaps not as much as we shall miss him and his wife, Jan, who has been keeping the minutes of our meetings for a similar length of time. As you will know, finding sense and clarity from the minds of Gaffers is a full-time occupation. As Robert says, "Jan and I came as a team... we go as a team. Maybe there is some young blood out there who would relish the role of Hon Sec. It is certainly diverse." Robert has been a model Secretary of our organization. He will be a hard act to follow. He is an enthusiast for our plans to celebrate 2013 and invented the idea of a Relay round Britain. I am glad to report that he has agreed to continue to help us keep abreast of Government and other official bodies' plans so far as they affect us and yachting generally. We shall have an opportunity at the AGM to say a proper goodbye to him and Jan.

The Association is very grateful for the work done by our retiring Treasurer, Chris Brown. He has been involved in a lot of extra work recently and we are most appreciative of what he has done. I should also like to thank all the Officers of the Association and the GMC. They have been involved in much extra work and anxiety arising from our 2013 plan: our thanks to all of them.

I hope the winter lay-up proceeds smoothly and without mishap.

Mike Shaw – OGA President

President's Welcome Address

The President, Mike Shaw, opened the meeting by welcoming everybody, and then announced that we should have one minute's silence to remember those OGA members who had passed away during the last year.

It had again been a busy year planning the celebrations for the OGA 50 – the Round Britain Cruise, the Cowes Party Event and the Legacy, involving the Lowestoft Shipbuilding School, National Historic Ships, and the RYA enabling courses to teach young people traditional shipbuilding skills, sailing traditional boats and giving them a special RYA qualification.

It had been a year of change; we are losing Robert Holden and Jan Holden. We owe a debt of gratitude to Jan, as Minute Secretary to the meetings. Robert will continue as Association Secretary until a successor has been appointed, and then continue his appointment of External Liaison Officer.

We are also losing Chris Brown, the Association's Treasurer, but are hoping to elect a successor this evening. The acting Gaffers Log, Editor, Colin Ming, is to be elected this evening, but was unable to attend the meeting. We are to elect a new Press and Communications Officer for 2013, improve internal communications and keep management groups better informed.

Minutes of the Annual General Meeting held at the Cruising Association on Saturday 14th January 2012

Present:

President Mike Shaw and the following officers; members and associates of the OGA: Dick Dawson & Pat Dawson; Robert Holden; Barry Healas; Alistair Randall; Sue & Pete Farrer; Peter Elliston; Tony Kiddle; Sally Critchley; Alan & Irene Aston; Paul Keogh; Rob Williamson; Peter Redmond; Peter Lyons; Alison Lyons; Tom Middlebrook; John Lowrie; Clare & Pete Thomas; Neil Hill; John Weddick; Michael & Jessica Warren; Ron & Beth Hanson; John Robinson; Stuart Yates; P Yates; Brian Hammett; Toby Bennett; Hugo Lane; Marian Shaw; Dan Shaw; D J Owens; Richard Giles; Davis Aisher; Bob Berk; Lena Reekie; Gordon Garman; Julian & Alison Cable; Barry Edwards; Lici Edwards; Martin Goodrich; John Scott; David Elliot; Rees Martin; Gil Hayward; Alistair Randall; Carol Laird; Maxine Lomas; Dick Wynne; Mike Robertson; Mike Stevens; Ian MacGillivray; Sue Lewis.

Apologies:

Colin Ming; Chaloner Chute; Jan Holden; Alison Cade; Chris & Sue Singer; Mike McCarthy; Lorna Hammett; Viv Head; Fred Winstanley; Jason Winstanley; Scott Metcalf; Yvonne Metcalf; John Cann; Mike Woodhouse; Claudia Myatt.

Approval of Minutes of the AGM held on 15th January 2011

Proposed: Brian Hammett

Seconded: Mike Stevens

Agreed unanimously

Matters Arising

There were no matters arising.

Hon Treasurer's Report (Chris Brown)

Chris Brown outlined the accounts as handed out to the floor and brought to our attention that although there was a surplus this year, income was down over last year, and expenditure was down. There had been savings by not publishing a year book which also saved the postage. Chris brought to our attention there was now a new heading for the OGA 50 costs.

There were no queries raised at the meeting and it was agreed to adopt the accounts as correct. Mike Shaw thanked Chris for all his hard work during the past few years and preparing the association's accounts.

Proposed: Alan Aston
Seconded: Sue Farrer
Agreed unanimously.

Hon Secretary's Report (Robert Holden)

Robert Holden gave his report, commented on his enjoyment in the role and was walking away with some sadness. He would still be in touch as External Liaison Officer keeping a watchful eye on EU Matters.

He outlined the Marine Conservation concerns and mentioned he had been in contact with a Russian sailing lady and was hopeful of OGA liaisons at St. Petersburg. He had been contacted by the sailing fraternity in the California Area, again hoping to establish connections there with the OGA.

Robert also introduced us to Rees Martin, of the Old Bermudan Association, which hoped to organise events in conjunction with the OGA.

Robert mentioned the GMC had not only been hard at work for the association in general, but had recognised the efforts made by the committees to organise the OGA 50 events.

Proposed Rule Changes

Mike Shaw announced that the proposed rule changes, as published in the recent Gaffers Log, were at the moment unconstitutional. They will be reviewed and presented to the members at the next AGM.

Election of Officers

Gaffers Log Editor – Colin Ming

Proposed: Robert Holden
Seconded: Mike Shaw
Agreed Unanimously

Association Treasurer – Gordon Garman

Proposed: Chris Brown
Seconded: Pete Farrer
Agreed Unanimously

Communications Officer – Sue Lewis

Proposed: Pete Thomas
Seconded: Dick Dawson
Agreed Unanimously

Mike Shaw then announced we are open to offers from members to take on the role of our Association

Secretary.

OGA Trophy Awards

Sue Farrer announced she was only able to award four out of the eight awards available this year, and these were:

1. The Gaffers Globe – Gordon Garman
2. Seamanship Trophy – Matthew Lockyer
3. Gaffers Tale Trophy – Gordon Garman
4. David Cade Memorial Trophy – Mike Stevens.

After the presentation Mike Shaw announced that Robert Holden was to be made an Elder Gaffer in recognition of all his hard work and dedication to the OGA. He also thanked Jan Holden for her services to the Association as Minute Secretary. Sue Farrer presented Robert with the Elder Gaffer flag and also an engraved glass each for Jan and Robert.

OGA 50 Presentation:

Barry Healas gave a screen presentation to the members, showing the aims of the OGA 50's planned Round Britain Cruise event, as shown on the special website set up for members to register their interest and find information relating thereto.

Barry introduced Jenny, representing the RNLI, who gave us an outline of the RNLI's involvement in the sailing event and how to fundraise, relating to the Relay Cruise, for the RNLI. Barry also announced that a representative from Yellowbrick Tracking planned to attend the meeting, but was unable to come. Gordon Garman, having had personal experience using the device, outlined the basic principles of the Yellowbrick tracking system. It is hoped all the Round Britain sailing boats will be using the system during their time at sea. This will enhance members' interest, knowledge of the progress and will be a basic safety device for those taking part.

There followed a general questions and answer time for members relating to the OGA 50. Mike Shaw encouraged potential skippers to get in touch and register their interest as soon as possible.

Sue Lewis mentioned there would be good publicity given to skippers signed up and there would be useful email coordination within those taking part.

Pat Dawson then gave us an outline of the planned Cowes Event in mid-August 2012. She asked members, in order to help her plan the event, to let her know their interest in attending the event, and whether they would be sailing.

Photographic Competition: Viv Head

In Viv's absence Pete Farrer presented the slide show of the winning entries. Winning entries will be featured in the Log throughout 2012.

Members' General Discussion Forum

Brian Hammett announced he had copies of the new Cruising Association Almanac if any members wished to purchase a copy. Mike Shaw thanked the Cruising Association for their continuing hospitality towards the OGA and for providing premises for the meeting.

Any Other Business:

There was no 'any other business' discussed and the meeting closed at 19.55 hours.

INCOME & EXPENDITURE ACCOUNT - YEAR ENDED 30 SEPTEMBER 2011

<u>INCOME</u>	2011	2010
	£	£
Subscriptions & Donations	29,840	30,770
Merchandise Sales	1,588	2,821
Advertising Revenue - Gaffers Logs	905	1,415
Bank Interest	493	425
Total Income	32,896	35,431
<u>EXPENDITURE</u>		
Gaffers Log Printing	9,690	9,016
Yearbook Printing	0	1,719
Merchandise Purchases	1,425	2,226
Stationery & Postage	3,048	5,459
Webbills	55	3,257
Travel & Subsistence	4,588	5,347
Area Funding	4,277	4,684
Donations & Subscriptions	100	150
oga @ 50 costs	3,123	0
Insurance	1,140	1,129
Photo Competition & Prizes	440	478
Bank Charges	556	809
Total Expenditure	28,482	35,080
Surplus before Tax	4,414	352
Corporation Tax	-85	-275
Surplus/Deficit for the year	4,329	77



BALANCE SHEET AS AT 30 SEPTEMBER 2011

CURRENT ASSETS

	2011 £	2010 £
Business Base Rate Tracker Account (Barclays)	10199	9,693
Current Account (Barclays)	2858	874
Paypal account	242	100
Standard Life 60-Day Account & Bonds	28406	27,932
Euro Account (Barclays)	29	248
Postage Float	416	425
Merchandise Stocks	3785	3,313
Debtors	474	1,017
Creditors	-2596	-4,114
Total income	<u>43,813</u>	<u>39,487</u>

GENERAL FUND

Balance from Previous Year	39,487	39,410
Surplus / Deficit for Year	4,326	77
	<u>43,813</u>	<u>39,487</u>



ADDITIONAL ASSETS - HELD BY OGA AREAS AS AT 30 SEPTEMBER 2011

These balances have been reported to the Hon. Treasurer by the Area

Treasurers and do not form part of the annual accounts or examination for this financial year.

Not all areas hold OGA funds.

In most areas the balances have been submitted to Area AGM's and ratified by the Local Area Members.

Despite the rules of the Association, this is not the case with all balances below.

These balances form part of the Associations general assets.

	£
Bristol Channel	354
North Wales	3698
Devon	1224
Dublin Bay	1140
East Coast	7126
Medway & Cinque Ports	403
Northern Ireland	2331
Scotland	508
Solent	7759
Trailer Section	100

2012 Calendar of Events

Start	Finish	Event	Location	Contact
February 23, 2012		Devon Carfers Informal Bat-together		Bill Hayward 01803 721274 honssecretary@devongaffers.org.uk
March 16, 2012		Northern Ireland OGA Poems and Pints	2000 hrs captains lounge Imperial Bar, Central Avenue, Bangor	Peter Lyons 01749 330046 peter.lyons@btinternet.com
March 24, 2012		Boat Shed Party Food and entertainment Sail on Ulma weather permitting	Port Penrhyn Bangor, North Wales	Sue Farmer 01270 874174 sue@pfarmer.co.uk
March 30, 2012		Devon Carfers 2012 Fitting out Supper		Bill Hayward 01803 721274 honssecretary@devongaffers.org.uk
April 16, 2012	April 17, 2012	The 15th Annual Slive Bay Shipyard School Launch Festival	Slive Bay Gabriola Island BC Canada	Slive Bay Shipyard School 250-247-8809 http://www.hoarschool.com/
April 17, 2012		Northern Ireland OGA A Titanic Cruise on the Joyce II Friday evening on the Lagan around the new Titanic Centre and the launching place of the great ship.		Peter Lyons 01749 330046 peter.lyons@btinternet.com
April 28, 2012	April 29, 2012	Solent OGA St George's Day Trophy races	Yarmouth, Isle of Wight	Dick Dawson 01983 760256
May 10, 2012	May 13, 2012	Queen's Diamond Jubilee Pageant	Windsor Castle	0844 581 4570 http://www.diamondjubilee-pageant.com/index.html
May 12, 2012	May 13, 2012	The Olympia Wooden Boat Ass.	Olympia WA USA	association@olywoodenboat.org
May 18, 2012	May 20, 2012	Cambeltown Classics	Argyll	Gordon Garman 77951 34889 GordonGarman@aol.com
May 19, 2012	May 20, 2012	Wooden Boat Festival at Maple Bay Marina	Duncan BC Canada	Carol 1 250-746-8482 carol@beca.ca http://www.maplebaymarina.com/whfbic.html

2012 Calendar of Events

Start	Finish	Event	Location	Contact
May 19, 2012		ODS - BC CA Boat Rendezvous & BBQ	Crescent Beach Area BC Canada	Colin Ming 604 586 7852 canadasec@oldgaffersassociation.org http://gaffers-canada.ring.com/
May 19, 2012		Pre-Swiftaine Classic Boat Regatta	Deer Harbor Orcas Island WA, USA	Mike Douglas 1 360 376 4066 info@deerharborwoodenboats.org www.deerharborwoodenboats.org/
May 19, 2012	May 20, 2012	Frank Fiedette Memorial Gaffers Race Skippers meeting, Port Lucc & BBQ	Sidney BC Canada	Barb Watson 250 655 1562 whitedragon@pacificcoast.net
May 19, 2012	July 27-12	Olympic Torch Relay	Various points throughout Britain	http://www.olympic.org/
May 26, 2012	May 27, 2012	Montique Harbour Small Boat Rendezvous	Montique Harbour Caillaro Island BC Canada	Jamie Orr 1 250 478 5038 jas_orr@yahoo.com http://members.stow.ca/jamie.orr/Montique/Montique.htm
May 25, 2012	May 27, 2012	Solent ODS Vermouth Old Gaffers Festival	Vermouth, Isle of Wight	Jessica Warren 07866 204400 solsec@oldgaffersassociation.org http://www.solentgaffers.org/
May 26, 2012	May 27, 2012	Lechlade Small Boats Get Together	Troy Inn Lechlade on Thames	Simon & Ann Cooper ann@findand.co.uk
June 1, 2012	June 2, 2012	Devon Gaffers Brixham Heritage Sailing Regatta 2012		Gl Hayward 01803 722274 honsec@devongaffers.org.uk
June 1, 2012	June 3, 2012	Classic Sail Carrickfergus	County Antrim	Alan Aston 02890 426497
June 2, 2012	June 5, 2012	Queen's Diamond Jubilee Thames River Pageant	London and area	Google search
June 8, 2012	June 10, 2012	Buck Park and Thames Boat Show		Ming Stevens 01793 287446

Start	Finish	Event	Location	Contact
June 22, 2012	June 24, 2012	Golowan Maritime Festival	Parsance, Cornwall	Roger Lowry 01738 390214 rogerlowry@talktalk.net http://www.golowanmaritimefestival.co.uk/index.html
June 27, 2012	June 30, 2012	Devon Gaffers Plymouth Classic Boat Rally		Gil Hayward 01000 722274 honssecretary@devongaffers.org.uk
July 6, 2012	July 9, 2012	Sucka Island Small Boat Rendezvous	Sucka Stone Park San Juan Islands WA USA	Jamie Orr 1 200 478 0220 jam_orr@yahoo.com http://members.ahwa.ca/jamie.orr/
July 13, 2012	July 15-16	Cardiff Bay Rally	Cardiff Yacht Club Winear Esplanade Cardiff	Mike Scowens 01792 207440
July 18, 2012	July 18, 2012	Devon Gaffers Start Bay Rally & Race 2012		Gil Hayward 01809 722274 honssecretary@devongaffers.org.uk
July 14, 2012		OCA-BC CA "Meet the Fleet" returning from Sucka Island Abardeen BBQ	Crescent Beach Area BC Canada	Colin Ming 604 596 7852 canadasec@oldgaffersassociation.org http://gaffers-canada.ning.com/
July 27, 2012	August 12, 2012	Olympic Games	London	http://www.olympic.org/
July 27, 2012	August 12, 2012	Olympic Games, Sailing	Weymouth Bay & Portland Harbour	http://www.london2012.com/sailing
July 27, 2012	July 28, 2012	Solent OSA Taittinger Royal Solent Regatta with a class for gaffers	Solent	Jessica Warren 07856 304400 solsec@oldgaffersassociation.org http://www.solentgaffers.org/
August 3, 2012	August 5, 2012	Peel Traditional Boat Weekend	Isle of Man	Michael Drama 447624 462146 mclark@manx.net www.peeltraditionalboat.org
August 10, 2012	August 12, 2012	Antigua at Anchor The alternative Olympics in Antigua	County Down	Alan Acton 02890 426497

2012 Calendar of Events

Start	Finish	Event	Location	Contact
August 11, 2012		Devon Gaffers Ottum Regatta Gaffers Race		Simon Jukes 01603 732274 hons@devongaffers.org.uk
August 14, 2012	August 28, 2012	St. Petersburg Classic Week	Russia	Marianna Mironova 7950 027 23 34 a.groshnikoff@port-hercules.co www.yacht-club-spb.com
August 17, 2012	August 18, 2012	Dublin Bay OGA Weekend		Johnny Wadell 0035327 99 76994
August 18, 2012	August 26, 2012 August 28, 2012 August 26, 2012	Conwy River Festival Hobby, Gaffers and Classics race day Conwy Quay Day		Pam Macdonald pam.macdonald@edmacdonald.com
August 23, 2012	August 26, 2012	The Tall Ships	Dublin	
August 31, 2012	September 2, 2012	Victoria Classic Boat Festival	Victoria BC Canada	classico@vnet.org http://www.classicboatfestival.ca/
September 2, 2012		Devon Gaffers Dartmouth Regatta RMURace		Simon Jukes 01603 732274 hons@devongaffers.org.uk
August 31, 2012	September 2, 2012	Traditional Salt Festival at Holyhead (Gaffers at Holyhead)		Sue Fomer 01270-674174 sue@portfomer.co.uk
September 3, 2012	September 05-12	Eleventh Annual Wooden Boat Rendezvous 2012	Deer Harbor Gross Island WA USA	Mike Douglas 1 206 376 4000 info@deerharborwoodenboats.org http://www.deerharborwoodenboats.org/
September 7, 2012	September 8, 2012	26th Port Townsend Wooden Boat Festival	Port Townsend WA USA	http://www.woodenboat.org/
September 8, 2012		Devon Gaffers Stone Gabriel Boating Ass. Regatta		Simon Jukes 01603 732274 hons@devongaffers.org.uk
September 23, 2012		Solent OGA Carnarvon Chase	Solent	Jessica Warren 07966 304400 solent@solentgaffersassociation.org http://www.solentgaffers.org/
November 3, 2012		Devon Gaffers 2012 Laying-up Lunch		Simon Jukes 01603 732274 hons@devongaffers.org.uk

The Editor's Guidelines for Submissions

All submissions to the *Gaffers Log* are most appreciated and the following are guidelines for sending material. Adobe created the PDF format, an excellent method of exchanging material across operating systems or computer platforms. However, it's of little use for submissions to a magazine, the end-user is unable to easily edit the document. Word documents, with their photos embedded are brilliant, but please also include all photographs and or graphics as high resolution and separately attached files. Please don't reduce image size to save bandwidth or compress JPG files. I can now accept documents in any version of Word. If you don't have access to Word, WordPad is a simple word processor and comes with all Windows OS.



Posters and Display Advertisements - must be camera-ready as JPG file or a Word document. By all means send a PDF file to indicate how it's to appear in the magazine; however please don't send a PDF as a replacement for the document. They must be no larger than an A5 sheet, portrait orientated, with margins of: Top 11mm, Outside 9 mm, Bottom 12 mm, Inside 10 mm.

Classified Advertisements - these give flavour and add interest to the magazine, but please don't send a website URL of your pride and joy and ask me to create an advertisement for you. Be sure to send text-ready classified advertisements. Try to include a photo; as they say it's worth a thousand words.

Log Book of Paddy Kennedy on board the Naomh Chrónáin

July 03 – July 25, 2004

Introduction Without any sailing experience and with three men I didn't know, we would set sail from Dublin to France in a Galway Hooker. My only qualifications were that I am a member of An Áras Chrónáin and play a few jigs and reels. Weeks before we left I was saying it to some of the lads in the áras and they looked at me like I hadn't a clue about what I was letting myself in for, and sure enough I didn't.

If God wanted us to fly he'd given us wings. If he'd wanted us to live at sea he'd have given us gills and maybe a fin or two. *Homosapiensevolvedon* land, but as the name implies (Latin for wise man) he's much smarter than he looks. He had the cop on to learn and teach his children. He was the first to think, recall ideas to his mind and write for others to learn. Developments in ship building, navigation and sailing led to the age of discovery and the shaping of the modern world. Isn't our planet covered in more than 80% water and we ourselves made up of 65% water... not that it would save you from drowning or anything. But there is really no need for all this justifying. The idea of escaping nine to five monotony, doing and learning something new is enough. Not to mention meeting new people and the hope of adventure.

Saturday July 03

The boat was moored on the Liffey beside *TheBrackenLass* near the financial centre in Dublin city. We were told to arrive at 08.00 and we were bang on time. The rest of the crew didn't arrive till well after 09.00. The crew being; Meself, James Ryan (Fellow Ceolteoir comrade), Paddy Murphy (Blacksmith, judo master and Sea Dog), John Galloway (A Belfast man originally, living in

Clondalkin the last 25yrs or so. He has his own boat and is obviously big into sailing) and the skipper Paul Keogh (Sparks, sailor, mechanic and shit stirrer extraordinaire, also from Dublin).

The forecast wasn't good but to me it looked like the weather and our mission could go either way. We loaded her up. We lifted ten crates of bud, five Jameson, ten crates or more of ould ciider and three crates of black, poitin with a whack; in the hold of the Irish Rover...the Naomh Chrónáin I mean. I brought my flute, my bodhrán and a couple of whistles and a harmonica. James brought a banjo and we had Richie Dunne's guitar on board... Oh yeah, there was food as well; a large bag of spuds, fruit, bits and bobs for navigation and lifesaving gear.

Departure was further delayed due to a ship ramming into the Eastlink Bridge. The bridge would have to open in order for us to escape to the sea. Unfortunately it was experiencing technical difficulties. By one o'clock the bridge opened, engines were humming so we and the Bracken set off. Down by Ringsend, past the point depot, and past the Poolbeg towers, travelling eastward but south bound to Arklow.

Before we left Dublin Harbour, someone was flying the Irish flag on one of the piers. To return the salute we raised and lowered the jib and, not long after, the clouds opened up, the sun came out and a fine west wind came with it. You'd want to see it, up went all 3 sails; big red canvas sails, full of a wind that ironed out any creases that might have been. The engine was turned off as we cut through the Irish Sea with Wicklow to our west. It's a beautiful coast line set on a sea of green with a view of tree covered hills, cliffs and cones of granite. You could see why Vikings, Celts, Normans and Saxons fought over this part of Erin.

By now The Róshane; a Dublin family crew on a Scottish Fife, were ahead of us along with the Bracken Lass. There was more than enough time to soak up the scenery and have a few draughts of good sea air before we neared Arklow and it was time to take down the sails. We brought down the jib with a squall almost on us. I grabbed it and pulled it on deck. I had the sheet in my hand when the squall hit and got into the sail I was holding. I was watching the block come down and hadn't twisted the canvass properly so it filled and leapt off the deck. It flapped wildly as I tried to hold on. But I let go... into the sea it went until Paddy casually sorted out the situation.

We moored up to the Bracken and settled down to the first of many pints with the crews of three Dublin boats. There is not much else to note on this date apart from the good looking tinker girl we saw in her two bare feet at the chipper. **Ye can't have them all, wha!**

Sunday July 04 – 05

We set sail early enough with clear skies, the sun shining and a light breeze. We passed several wind turbines and made our way along slowly. It would take us two days and a night to reach our destination, the Isles of Scilly off Southwest England. I recall someone saying; "If ye wanna get somewhere fast, don't go on a boat."

By nightfall the wind died altogether, we dropped sail and began our shifts. T'was around this time we were joined by four dolphins. They swam alongside us for a few minutes until they got bored and went to find better craic elsewhere. Paul and James were on one shift; John, Paddy and I on the other.

At night we all drank tae, avoided big cargo ships, gazed at the moon and the stars...and drank more tae. After every shift our present position was plotted on the chart. A simple enough affair with the aid of the GPS...the GPS or Global Positioning System was also used to keep the ship on course. The shifts gave one plenty of time for just sitting there thinking, and knowing we were away from home,

far away from the traffic and television, away from what people call reality. I kept losing track of the days and all.

Day broke with the morning star (Venus), very peaceful altogether. Lucky for me; I was on shift for both sunrise and sunset. By now we were south of the Tusker and the rule was made; **whathappens southoftheTusker, staysSouthoftheTusker**. In fact this log should be twice as long only Paul Keogh edited all the dirt out of it. We drank more tea and for dinner Paul put on a stew for everyone.

That evening land appeared and we began navigating the Scillies. Through Grimsby sound we went, which is almost complete sand when the tide is out. With the tide in you could see we were in over 30ft of water, sometimes a lot less. We made it in a few hours before the others and moored against **The Earraid**. **The Earraid** was yet another Dublin boat and much bigger than **The Naomh Chrónáin** and with all mod cons. **The Bracken Lass** was having engine trouble and **the Róshane** had stayed with them all the way back to Kilmore for repairs.

Sessiún Mór Uimhir a hAon; that night we had a few pints in the Mermaid (The nearest pub to the harbour) and met Mick, Benthan, George and Mark from **the Earraid**... Later on that night we had a session on the boat. It was dark and when the singing started songs were coming from every direction- boats on either side of us. We also had a crowd of Breton lads over who sang a load of Breton tunes for us. They worked very well with the bodhrán; no doubt they were tunes for their traditional dance.

A spectator on the pier wall was asked down and offered a drink. This was part of our mission. For we are ambassadors of The Áras, Dublin and Ireland; extending our hospitality, cans, merriment and music to all we meet.

July 06 – 07

We awoke to a fine day and weren't persuaded by Mick Hunt to leave quite yet. So we let him off. That morn we learned that another Hooker had arrived; **The Star of the West**. They'd got a hammering and a broken bowsprit to prove it. Most of them were from Connemara and they looked weather worn. It is an open boat, as they were traditionally and a smaller hooker with a crew of seven. It turns out they also made the Irish Examiner after driving into a fishing net and were towed in. One of the lads had to dive in with a snorkel to get the net off.

James and I decided to have a look at the island and went for a wander. We walked behind the village up through rows of small gardens. I'd say they were rented plots all south facing, with fruit, vegetables or exotic flowers.

Around the coast we found it was made of the strangest rock formations; curious face like shapes that you would think are ready to fall down. The post office was made of the same rock; Granite; the same stone found along a lot of the east coast of Ireland.

Sessiún Mór Uimhir a Dó – We return again to the Mermaid, this time we arrive armed. I've my flute and bodhrán, James has the guitar and banjo. We lash into a few jigs and pints as we go. Some of the people are quite interested; we got a few cheers and claps.

We had started early at 14.00 but by 18.00 the crews of The Star of the West, The Róshane and The Bracken Lass were all in and right for some hullabaloo. It was a classic session. Songs o plenty, and when the electricity failed and the candles were lit we sang even louder. Towards the end of the night we learned that they close shop at bang on 23.00. They'll even take the pint right out of your hand,

which Paddy Murphy was appalled to discover. He didn't let go and said sincerely, 'This is my property, you can't take it'. So he drank it up and was told he was barred.

That night meself, James and Capitan Paulo went to the night club. Paul left early and I let James with the pleasant blondie English girl we'd met earlier (Her family were from the island). So I, all on my own flew around the place like a looper and scabbed smokes off the ladies.

There was a hoor of a gale blowing when we got outside and I had no idea where we were going. But James' girlfriend led us back to the boat and it was amazing we made it the 20ft down the ladder in the condition we were in. We had a few more gargles in the cabin and eventually fell asleep...."Jamesie was a gentleman he only didle dee doe (EDITED), when he woke de next morning he was glad she didn't linger".

July 07 – 10

This was a relatively quiet day and night. We had a candle lit dinner with wine that night and then a few pints in a different pub up the road from The Mermaid.

The following morn we were bound for Brest. The tide was in and it was time to let the lines off. By this time I had decided to give up taking seasick pills (Stugeron). They were making my mouth dry and my brain slow. Further instructions to prevent seasickness were written on the box; "**Avoid alcohol**; CHECK, **Keep away from smoke**; The Bracken Lass was having more engine trouble and had to have the engine ticking over nearly all morning. The smoke was blown right in our faces as we prepared to leave...so CHECK again. **Avoid fatty foods**; we had a greasy fry for breakfast...CHECK

By 12.00 we were all well at sea. **The NaomhChrónáin, the Róshane, the Bracken Lass and the Star of the West.** In time we put up our sails and I noticed we had been taking a route out of the Scillies that had us way in front. Not that anyone was racing. We were heading almost due south and had time for tunes on deck. It was always a temptation to jump overboard it was such a fine day and the sea looked so clear.

Later on that afternoon Paul called on **The Bracken**; "Broken Lass, Broken Lass, Broken Lass, this is Naomh Chrónáin, Naomh Chrónáin over..." No response. Was the radio down or were they ignoring Paul taking the piss? He tried again this time saying Bracken Lass, Bracken Lass... They replied and we learned that once again the engine was giving them trouble. The outcome was that we dropped sail and turned the engine off in case they needed assistance, even though the trusty Róshane was nearer to them we would keep the convoy together and do a bit of fishing.

Wouldn't ye know it, shortly before night fall our radio gave up. No communication until the aerial was fixed. It was decided it was better fixed sooner than later. Paddy says; "I'll go up".

Now, I did say the weather was good, but that doesn't mean you won't get a decent swell. Up the 30ft mast he went anyway; Paddy being sixty something years of age and all. Of course he **was** in a harness and hauled up. Still it was some feat. The ship would rock from time to time sending the mast at a dangerous angle. At which time all he could do was hang on. I had to tilt my head back as far as it would go to watch, and I couldn't help thinking; one slip and he'll come down like a bruised bag of spuds and just as unconscious. He made it down safely in the end, and it turned out the fault wasn't above, but in the cabin.

That night we passed the shipping separation zone; where cautious navigation was essential. The zone

is used primarily by huge cargo ships travelling at high speeds. They always have right of way due to their size and slowness in changing course. After two or three shifts Venus again heralded the dawn.

Sometime that afternoon I recall the Captain ordered a clean up. I was wondering where to start when suddenly I found myself in a line handing crates of drink from one person to the other from bow to stern. When stocks were sufficiently full our clean up was complete.

We arrived in Brest at 14.00hrs to a scene of hundreds of masts and even more people. There were pipes playing, drums beating and a general din of the masses. After over 26hrs at sea this was where we would spend the week. Mark and George from the **Earraid** came out to us on a dinghy to show us in. We found our place below the quay in between two French boats, similar in size to the **Naomh Chrónáin** and just one boat down from **the Star of the West**. There were also huge galleons with four or more masts, thousands of yachts and fishing vessels. They were Norwegian, Swedish, English, Welsh and Scottish. But most of all French....and Breton in particular.

It was here we were greeted by Stefán who gave us all passes and Naomh Chronáin crew tags. Stefán, fluent in Irish and French also plays the mandolin and has a soft spot for whiskey.

That night we drank in a pub called The Tara Inn. A nice pub but as expensive as frigging Temple Bar, and believe it or not, it was owned by a Dublin family. We spent money free anyway and the next day decided we'd stay away from pricey pints and have the craic on the boats.

Sessiún Mór Uimhir a Thri – The word on the boats was there was a party on the Earraid. We brought our instruments and had to cross about four large ships, including Charlie Haugheys boat to get to it. I remember saying it to Paddy; “Is Charlie Haugheys boat here?” Paddy replied in a sailors growl; “THAT’S OURrrBOAT!” and with that heads turned, the French people on the boat beside us thought there was a row brewing. Paddy turned towards them like a Ringsend cowboy and smiled, then somehow conveyed to them that this was just a typical conversation; not malicious, just impassioned.

By the time we started playing we were well oiled. James was on the banjo, Richie Dunne on guitar and meself on the flute or bodhrán. Somehow the tunes flowed out like wine. From jig to song, bodhrán beat to reel, sweet, mellow or foot stomping when suddenly a group of girls from Sweden arrived, and they all had fiddles. But low and behold weren't we cursed. A pissy mist came down that made the bodhrán flat, all our instruments out of tune and all bows damp. People slowly began to leave as the mist turned to rain. We persevered until the rain cleared but by then the fiddlers were gone.

It turned into a sing song again. Until we woke Mick Benthán up and he came up all grumpified. He was saying he heard someone say; “Benthán’s down below on a knife edge”. He wasn’t a happy camper at all. Paul Keogh gave him loads and he went back to his bed. Everyone sang, sometimes “**We aalll saangtogether**” and more people arrived until the boat was again full of people from all over Europe.

July 11 – 14

Brest was constantly ruckus with people everywhere and bands playing on every corner. Our boat became a refuge for wandering Irishmen. I'd met a man in Tullamore a few weeks back who said he lived near Brest and gave me his phone number. I'd forgotten all about it when I heard a voice from up on the pier. He'd spotted the Irish flag and saw us having a few tunes and it wasn't long before he joined us for a gargle. Then there was a Cork man; Tom who lived in Athlone. He'd married a French woman and was on holidays in Brest so he was out for a bit of banter and craic.

One day James and I went into a bar and caught up with the boys from Gaillimh. One of the crew was asleep on the bar. We'd seen him asleep at the candlelit session in The Mermaid and he was at it again. It was hilarious when he woke up because he thought he was in Ireland. With eyes glazed and bloodshot he muttered; "Come on boys seriously, we have to get the bus to Ennis, we have to get the bus to Ennis," one of the lads replies; "We're in France Paul, in Brest"....."Ahh no, seriously...I have to get the bus to Ennis"...It took him a while but he finally came to his senses.

Brittany makes as many ciders as they do wines. They come in bottles that you open like a bottle of champagne. I was sure it was the finest cider I ever tasted when a local saw us and started in French. I couldn't understand a word of it, but Stefán translated; he was saying he couldn't stand to see us drink crap cider and swore he'd get us some good stuff that gave no hangover and was as sweet as honey. True to his word he sorted us out two days after... Truly it was delicious and much better than the other muck.

Then there was another session on the Earraid, with Pete and Eilish, an Irish couple living in Brittany, fluent French speakers and decent musicians. Their friend Jean played the accordion (A few lovely Musettes and Breton tunes too), we had a hopping session in the cabin. It was a small enough cabin so the sound was full in everyone's ears, the rhythm passed through feet and had eyes smiling. T'was one of those sessions with everyone perfectly in tune and together we hit the nail on the head. By around five or six that morn we were evicted and hit the streets until the Café opened. I had coffee with Pete, Eilish, Shane (From the Róshane) and two Breton girls. The sun came out and I was back at the boat by 08.00 with Tom Quirk and Mick Daly cooking breakfast.

Bastille Day was pure chaos. Everyone was getting inebriated and the place was getting messy. There was a fireworks display beyond the big galleons. I couldn't help but note the soundtrack was predominantly jigs and reels, although they did play a lovely tune from the French movie Amelie.

We saw a young fella who was kicking up shit get bet by the police. We saw loads of young people absolutely mad out of it. At one stage a group of lads surrounded us and I thought we were in trouble. We told them where we were from and what we were at, and suddenly all was cool. There is a definite affinity between Breton and Irish. Celtic ness is in the minds of a lot of Breton folks as it is in some of us. Although it annoys me when people go; "YOU HATE THE ENGLISH, YES?...SO DO WE". I don't hate any nation. All the English landlords are gone (Replaced by Irish ones), their Colonies have shrunk worldwide and as a people (Excluding Football hooligans and agro pissheads, ye get assholes everywhere) they are as civilised as anyone else. It is our own governments' corruption that concerns me.

That night we saw the police march down in two lines either side of the festival boundaries and herd every last drunk or sober punter out of the place.

On the same night there was a session on in The Tara. There was a fiddler, flautist, Jean on the accordion, 2 banjos, bodhrán and they were all Breton folks who knew as many tunes, if not more than I. James and Richie got in on it alright. But I missed most of it, being out on the streets observing the madness.

July 14 – 16

I think we all had enough of Brest by now. The 3 Native American bands playing the air from The Titanic over and over were starting to drive John Galloway crazy. Wave after wave of tourists and the lack of peace and quiet confirmed we should go. So Paul, John, James, Paddy, Tom Quirk, Mick Daly, Stefán and I went out to sea. The plan was to head for Duardenez.

It was soothing to be ploughing through salt water again. Everyone was at ease and the sails went up at our own leisure.

A heavy mist meant navigating the rocks to Duardenez would be dangerous. So we made for Camérre (A nice quiet little village where we ran into some of the Breton girls we'd met in Brest) instead. One of them was the captain of their all girl crew. Her father and a few of his cronies were there. That night we had a session under their canopy that hung over the boom. Even though we had minimal French and they as little English, we all stayed up till four in the morning yapping, singing, laughing and playing a few tunes. We shared our whiskey and rum; they fed us cheese, dried meats and bags of wine. They even gave us cigars.

At one stage there was talk of swapping crew the next morn. But morning came and all was quiet. We thanked them for everything and set off for Duardenez.

July 16 – 18

We arrived in Duardenez on Friday the 16th and tied up beside a French boat near the harbour walls. On Thursday we were moved out to moorings in the bay. Ships began to arrive. Most of those that were in Brest would come to Duardenez.

Our local there was to be La Mallamock; a pub the lads had drank in the last time they were over. The Guinness in general in Brittany is good. But by then I was converted to local cider.

SESSIUN MÓR UIMHIR A CEATHAR

Once again the crews of the Dublin convoy converged, we lit the fuse and the hoolie began. A sailor, self-styled, "The Last of The Cornwallians", appeared again with his guitar. He looked a bit like Popeye and spoke like a pirate.

We had the Ragamuffin, Who Put the Knife in Benthans Back, Fiddlers Green, Weile Waile, The Old Triangle, The Mother in law and many more besides. We had jigs, reels, a girl playing English bagpipes and an oul' fella getting rowdy.

Everyone was called on to sing. Paul Keogh shouted; "Johnny WEEDick (Wedick really) for a song!" Johnny; a big man just stood up to his full height, towering above everyone he swaggered and looked around him with a confident but comical smirk. Everyone saw the funny side and gave a big Hoorayyyyyyy...get hup ye boy ye! He smiled away and gave us a song.

A woman we'd only met was so delighted with the craic she bought a bottle of Rum for all to share. I'm amazed we all kept going for the whole three weeks. Between Tommy, Paul and John you'd wanna see the cocktails of drugs they had to take. Prescription stuff I'm talking now. Every night was a late one.

I think it was Mick Benthon put them up to it but a crowd of Breton lads began singing the English national anthem. They'd a few better Breton ones too and continued singing till well after closing, at around which time the stereo went on and everyone was going around the pub in a big human train dancing to the music.

Later that night, outside the pub I had the guitar and was singing a few songs. Some French man shouted a request; "Seven Drunken Nights," I shouted back; "NO NO...SEVENTEEN drunken nights!"

I recall seeing Benthon by the pub doors going on like a bouncer. He was man handling some fella by the scruff of his jocks and lobbed him onto the street.

That night we had a bit of hassle getting back to the boat until Shane's da, Conor came to the rescue in a dinghy. Thinking we'd no way of getting back, I'd been threatening to swim across. The lads weren't happy with the idea but to this day I'm sure I could have made it (It was a fine evening and the harbour waters safe as houses).

Then on the 18th we said farewell to Duardenez and set out for home via Newlynns, St.Marys and Arklow.

July 18-21

We were only a couple of hours at sea when the engine cut out. The weather was fine. Nobody panicked. Instead, it was decided we'd have breakfast and then think about it. The engine is 30 years old so we were called upon to pray to our Gods when it failed again, this time in a washing machine of swells. I woke up sliding around the bunk and realised the engine was off... I believe at one point we were going two knots backwards. They bled the engine over and over, and I standing around like a spare tit. So I hit the bunk and managed to get a good kip before my shift.

I awoke and noticed the fresh water dispenser was being used to keep the engine from overheating. The water tank was leaking and the dispenser had to be kept full as it was feeding the tank from above it. All our fresh water was gone by the time we hit Newlynns. So there was no tea for anyone. We made up for it with a pub crawl in Newlynns...all three of them.

I think it was Tom who finally cracked it but with the help of a local mechanic the engine was sorted. He charged a reasonable price, gave us two or three core plugs and the lads gave him a bottle of Jameson which he was absolutely delighted with.

The Bracken and the Róshane arrived that day soaked to the bone and that night we found they don't always rip the pint out of your hand in England. Eleven and even twelve came and we were still singing and drinking. I would have loved to have hit that place again (The Red Lion) but we went to the Scilly's instead. Tom had never been there before ye see.

We hit the Mermaid once again, this time merely as spectators. It was some sight though; I've never seen so many blondes in the one place. Most of them were wearing hot pants and in one of the many rowing teams that had been competing that day.

July 22 - 23

By nine o'clock we were gone again, on our way through Grimsby Sound, past the Hangman's Rock. In the distance waves were smashing off the rocks 40 or 50 ft into the air. When we left the shelter of the islands we ploughed through the biggest swells I'd seen yet. It was like sailing through the rolling hills of Cavan.

The sea is a constant changing landscape. It can appear choppy or smooth, sparkling, mirror like or dark. On that voyage home, at exactly N50°21.211 W006°23.709 we encountered a very unusual scene. By now the sea was dead calm. A thin white cloud covered the complete sky and horizon. Dark smudges choked the sea all around us. At first we thought it was oil or some sort of waste. Then it appeared orange, we went through rivers of the stuff for a few hours. I even took a sample of it and brought it home. Everyone came to the conclusion that it must be algae of some sort. Perhaps it was the phenomenon known as Crimson tide. I was in Dun Laoghaire only the other day and saw the same

orange foam in the bay.

The only other thing to note on our way to Arklow was the reappearance of Dolphins. It must have been a family of them, young and old. This time they stayed with us for over half an hour. You could almost touch them as they playfully rolled and jumped along each side of the boat.

We spent the night in Arklow and on Saturday we left for Dublin Bay.

July 24

The hills of Wicklow accompanied us on our way home. We sped home with the tide and the wind at eight or nine knots. When we neared Dublin the sea became very choppy. Waves were crashing over the bow that almost reached the tiller. We reached Dublin Bay and Tommy, Paddy and James went to take the sails down. Paul was at the tiller when the three of them got soaked. Three weeks sailing and it's only when yer just home you get drenched. No one was wearing wet gear either.

When we pulled up to Poolbeg a young fella came out on a dinghy and waved us in. There was a rowing competition on and a bit of bullshit regarding where to dock. There was a fella giving out shit about where we'd docked to unload. It seemed we were disturbing the rowers. Paul told them where to go and the young fella on the dinghy says to Paul; "Yeah....welcome back"

We were also welcomed by John's wife and Gerry Keane was there with a trailer for all the gear.

Mission accomplished. We were all home and dry...Well; home anyway. It was amazing and a credit to all that there were no injuries and no major arguments. Nobody puked, apart from James and that was sober and only because of a dodgy kebab.

Meself and James learnt about navigation, keeping the decks tidy and taking the sails up and down. We learnt why so many sea songs and tunes exist- **It is inspiring to beat sea.** We learnt that sailing is a great leveller and it is one of the few places where a great camaraderie exists.

I must admit I was looking forward to the sight of endless fields and hills, the smell of shrubs, grass and trees. Then I woke up. It was more likely the reality would be tainted air, speed bumps, roundabouts and traffic lights, at least until I go west or make for the hills.

Special thanks and much respect to the Áras Chronáin, to those that created the club and built the Naomh Chrónáin.

I hope Tom's dietician isn't too angry with him and finally thanks to Paul and the lads for having us, it was great to meet yis all and hear the stories...

There has been a suggestion to produce a book of photographs of members' boats as part of the golden jubilee celebrations. To do this we do need photographs. The Boat Register does have plenty of photographs from the early years but few recent ones. If you have a fine portrait photograph of your boat we would love to include it in this book. Please send it to me, preferably electronically, to boatregister@oldgaffersassociation.org

Please let me know who took the photograph as I will need to sort out any copyright issues.

Many thanks - Pat Dawson. (Boat Register Editor)

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Transiting the Panama Canal

By Sue and Peter Farrer

An opportunity like this does not come up very often. So when we were asked by friends Brian and Sue to help them take their 40ft. Yacht “Darramy” through the Panama Canal from the Atlantic to the Pacific we could not refuse! What an experience that was.

We departed Manchester Airport on the 3rd November 2011 with KLM to Panama City via. Amsterdam. Brian had arranged for Roger our taxi driver to collect us from the airport and take us to a hotel for the first night. Roger then picked us up on the 4th November and we did the touristy bit on land visiting Miraflores Lock which we would encounter by yacht on Tuesday,



8th. We watched a large car transporter transit the lock with only inches to spare – possibly the one which passed us in Poolbeg in May, again with inches to spare!! We also visited the museum. The construction of the Canal was only possible following the discovery a few years earlier that mosquitoes transmitted malaria, a disease which had plagued previous attempts. An integrated agenda of mosquito control was initiated that involved seven basic programmes which were strictly enforced, for example, drainage of all pools within 200yds. and grass cutting.

Gatun Locks are on the Atlantic side whilst Miraflores Lock into the Pacific. The first trial lockage of Gatun Lock was on Sept. 26th 1913. There are works on-going at this present time to expand the locks for larger vessels. It is hoped the opening of the new locks will mark the 100th anniversary in Sept. 2013 of the opening of the original locks.

The lock chambers are 33.53 meters (110 ft) wide by 320.0 meters (1050 ft) long, with a usable length of 304.8 metres (1000 ft). This determines the maximum sizes of vessels (Panamax) that can transit the locks. The lift of the two-step Miraflores locks is 16.5 m (54 ft) which as you can imagine is quite daunting for a 40ft. Yacht!

Mules are used for side-to-side and braking control in the rather narrow locks (narrow relative to modern-day ships). Smaller vessels are able to transit the canal with the use of manpower which is what we did.

Darramy was all set to go. She was supplied with tyres for port and starboard and the necessary warps for the line handlers. Brian had chosen to go through centre lock so we had four line handlers – two on the bows and two at the stern. Pete and I were stern handlers and other friends of Brian and Sue, Mark and Debbie were on the bows. We left Shelter Bay Marina on Monday on passage to Gatun Locks. On

route we collected our first advisor, Harold who helped us through the first three locks at Gatun. Quite a traumatic experience for our skipper Brian who, at first, was quite apprehensive about going through the canal. However, the advisors helped to keep him at ease.



There were four line handlers on shore who threw us **monkeyfists** for us to tie onto our warps which were then hauled in by the shore handlers. On board we had to control the lines on the main winches whilst Darramy was lifted up in the lock – the incoming water creates tremendous surges. Having gone through the last Gatun Lock in the dark we then entered Gatun Lake where we rafted alongside a huge buoy which was placed amidships. Harold then left us and was picked up by one of the tugs. We spent a very pleasant evening chatting about our experiences and getting ready for our trip



across Gatun Lake the next day. The tug arrived at 06.30hrs. to deliver our second adviser Francesco who was to guide us across the lake and into Miraflores Locks. Crossing the lake took us 5 hours in the torrential rain!! We were all texting friends to watch the Panama Canal web cam where with a bit of luck they would see us in the lock. What a relief for the skipper when we finally reached the Pacific. We went under the Bridge of the Americas and our advisor, Francesco, was picked up by tug and we motored into the Bay of Panama - Flamenco Bay - where we anchored amongst 50 other yachts. Mark and Debbie left us and returned to their yacht back at Shelter Bay. We spent a couple of nights anchored before heading for the Las Perlas Archipelago for a week's cruising.

On our journey to the Las Perlas we encountered whales breaching, a huge humpback whale on passage to the Antarctic and Dolphins playing with us for ½ hr. on the bows. We caught a large Spanish Mackerel which Brian promptly filleted to later bar-b-que which I have to say tasted divine.

Our experience ended with a visit to the old city of Panama and a farewell meal with our dear friends Brian and Sue before flying home. We thank Brian and Sue for asking us to join them for the transit of the Panama Canal and for making the holiday possible and we wish them many years of sailing in the Pacific and whatever life has in store for them for their onward journeys.

Sue and Pete Farrer

Mr. R. Holden
Hon. Secretary
Old Gaffers Association
6 Chatham Place
Ramsgate, Kent
CT11 7PT

20th January 2012

Dear Robert,

I understand some of our Members met some of your Members recently and spoke about the Erith Yacht Club Heritage Regatta which is to be held at Erith Yacht Club, Erith, Kent, on Sunday 24th June 2012. From what our Members said I understand that there was some interest from those Members in joining us on that day. However I am not sure if you would know about this event so I will give you a little background.

Erith Yacht Club has been the recipient of large grants from various bodies, the Olympic Legacy Fund and Sport England being the biggest of these bodies. As a consequence we have changed the face of the Club and have a large, new Clubhouse, training facilities, etc. As one of the oldest clubs on the Thames we also attracted, together with London Borough of Bexley, a large grant from the Heritage Lottery Fund to preserve our extensive Club archive.

One of the conditions of this grant was that we conduct a Heritage Regatta, in the main using our fleet of Hamble Stars with our Youth Members sailing the Stars together with our somewhat more elderly Star skippers.

We were hoping that we could attract some other 'Heritage' boats to join us over this weekend, when we are also holding the EYC Dinghy Open weekend. We would be delighted if some of your members might join us and enjoy our hospitality. We would be very pleased if some were able to come for the whole weekend and join us for Saturday evenings social event as well as the sailing events. Do you think some of your Members might be interested in this event?

As you are probably aware, this period is between the Queen's birthday and the Olympic period so security on the river will be tight and boats coming above Gravesend will need to be registered with the PLA so if any of your Members would like to join us please request that they contact me at the earliest possibility. I think they will find it a unique opportunity and we would be delighted to host members of your Association.

I sincerely hope that the Old Gaffers will be represented at EYC on this special occasion and hope to hear from you in the near future.

Very best wishes,

Val Torreggiani,

Hon.Secretary
Erith Yacht Club.

Dear Mr. Robert Holden,

From the border of the US and Canada on the Pacific coast, I am inquiring about boats which intend to participate in the festivals at Brest and at Douarnenez, July 2012. After reading about these festivals for years I went there to experience them myself in 2000 and again in 2004. Some friends have asked me if I could look into arranging a trip there in 2012. As a sailor, one of my interests and challenges at these festivals was connecting with crews to go sailing aboard traditional boats. Through perseverance I was able to do so, but I thought I would try to sort that out in advance. I have corresponded with many associations in France. Many of the larger and known vessels have been chartered by the festival organizers. Perhaps you know this.

If you could, would you to connect me with the owners of boats in your association which are likely to sail to these festivals and might be open to offering an experience of a lifetime for some sailors from the US. I am looking for opportunities for day sails in Brest, for the transit from Brest to Douarnenez, and during the festival in Brest. I am aware that many boats that go to Brest do not continue on to Douarnenez.

I have been in contact with some of the traditional charter boats organizations in the UK. There are a few wonderful opportunities to sail from Cornwall to the festivals and then return to Cornwall. Some of my friends are not up for that level of adventure. Unfortunately, these boats are not offering day sailings.

I have attached a photo of the type of boat in which I train youth. The origin of these longboats is from the archives of the Admiralty. They were replicated to celebrate the 18th and 19th century explorations of the northwest coast of North America, most notably and thoroughly by George Vancouver.



I look forward to your thoughts and suggestions.

Sincere regards, John Calogero

Hello John

Thanks for your email.

In replying I am copying in our Editor of our magazine Gaffers Log. As it happens he lives on the Pacific NW specifically Vancouver. He may be able to help by publishing your request in the next issue due out in March 2012, which might be quite timely for your request. You might also like to visit our website at oldgaffersassociation.org where you will find a Forums page where you can post your request. Might have to log in though.

I wish you well in your endeavours.

Regards, Robert, OGA Hon Sec.

Editor: I contacted John, by email and phone and he has since joined the North American area.

Festivals in Brest and Douarnenez, Brittany, France July 12-23, 2012

Participate in the two largest traditional boat festivals in Europe with John Calogero of the Northwest Maritime Center as your guide! For 12 days we will immerse ourselves in the many cultures and maritime traditions represented, first in the festival in Brest followed by the festival in Douarnenez, both on the Atlantic coast of Brittany. The trip includes hotel with breakfast, admission to the festivals, fees for sailing aboard traditional vessels, and transportation between Brest and Douarnenez.

You will join a small group of up to 10 participants in Brest on the afternoon of the 12th of July. The festival, titled this year as The Thunders of Brest, begins on the morning of the 13th. We will start with a tour of the kilometers of harborfront that make up the festival to get oriented to the various berths for the thousands of vessels, from the smallest of boats to class A tall ships. And, we will check out the shore exhibits, stages, and villages where we will enjoy the many cultures through art, boatbuilding, music, dancing, and food.

Five countries have been invited to set up villages: Indonesia, Mexico, Morocco, Norway, and Russia. The local Bretons will have a village, also. The Krys Ocean Race, a trans-Atlantic trimaran race from New York to Brest, is scheduled to finish during the festival. Fireworks are scheduled for the nights of the 14th, the National Day of France, and the 18th, the night before the vessels depart Brest. The 19th is the day for the Grand Parade of Sail the boats leave Brest and most of them sail south to Douarnenez.

We will shift to Douarnenez for its intimate festival where the maritime heritage movement in France began in the 1980s. Douarnenez is a picturesque fishing port that in recent years has hosted many competitive sailing events. The regions invited to exhibit at the festival are Catalonia and Galicia in Spain, and the Basque country. Also, Cornwall, north coast communities of France, and the Netherlands have been invited to display. As in Brest, many of the boats will leave port to sail each day. After breakfast on the 23rd the tour ends.

\$2895 + air; very small group: up to 10 participants

For more detailed information please contact:

OGA - BC CA member, John Calogero at calogero@rockisland.com

Dear Gaffers Log Editor:

The Wooden Boat Society of the San Juan Islands, is sponsoring a friendly wooden boat regatta the weekend prior to the 2012 Swiftsure Race for the enjoyment of wooden boat owners and crew members. Wooden Boat Spring Regatta will be held Saturday May 19th, Deer Harbor, Orcas Island. A no-host Skipper and crew breakfast will take place at the Deer Harbor Inn 8 AM Saturday. Later in the morning the Race will start outside the marina, course Deer Harbor, Wasp Islands and San Juan Channel route dependent on wind conditions. Two circuits of the course for the faster boats and one for cruisers, skipper's choice declared at breakfast. Potluck BBQ at Deer Harbor Marina with award ceremony, burgees awarded first three finishers racing and cruising starts. All other recipients receive regatta participation burgees. While the regatta is intended for wooden boats everyone is welcome, awards going to wooden boats only. Donations gratefully accepted in support the Wooden Boat Society and to help defray regatta expenses.

Deer Harbor Marina is offering special moorage rates for those remaining for the Swiftsure the following weekend. Please visit the society's website <http://woodenboatsocietyofthesanjuans.org/> for more information.

Yours Sincerely

Mike Douglas mikedouglas@rockisland.com

To the Editor of the Gaffers Log.

Further to my previous article in the December issue describing the details of events leading up to the cruise of Dolphin of Leith to South Africa in 1972, and the 2011 embarkation to the high seas of Iain and Vicki with their crew of Finn aged two and a half and Petra aged one.

Dolphin reached Gibraltar on December 12th and Laurie and I spent a week out there from December 14th. We are pleased to report that the ship and crew are looking good, and having escaped from the worst of winter, they have some sorting out to do! Plans as usual are in a state of flux, however, the next intended meeting place is in the South Caribbean, before the hurricane season restricts our travel plans.

I hope that anyone who wants to follow the voyage is doing so on Face book (you can read without joining or join and contribute) the address is: – **DolphinofLeith& theBig Adventure.**

My purpose in this article is to compare the respective cruises in 1972 and 2011.

1/ Dolphin of Leith

The hull has been massively reframed and strengthened with a waterproof collision bulkhead, and a deck replacement, but she has remained entirely in her Edwardian character.

The colour of the hull has been changed from the “White” which we entered in the “Lloyds Register of Yachts” when we bought her in 1972, to a more classic “Cream”, which plays down the rusty streaks, without heating up in the sun!

The mast and rig are as original and fittings are largely galvanised, but some stainless and toughnell have crept in, with jam cleats to make life easier. All the wire and bottle screws have been replaced with a larger size. To date, the only winch on board is for the 45lb CQR anchor.

The sails have over the years been updated from cotton to terylene, that said, the mainsail is nearly 30 years old, although there is not a single restitch! Owing to the overpowering weather helm, the boom has been shortened by four feet to finish level with the end of the boat and a magnificent longer bowsprit was given by friend. A topsail yard compensates for some of the lost area!

The 1908 Kelvin 4 hp Paraffin engine with no electrics has been replaced with a Yanmar 20 hp Diesel with electric start and domestic battery, supplemented with photovoltaic solar panel.

All the paraffin and gas lighting has been replaced with LED, and the paraffin lights on rigging boards replaced with masthead. What a blessing not to have to trim the wicks, fill the reservoirs and struggle up the deck every night. Even then, with the old dioptic lenses, one would shine into the water, and the other into the air! That’s where we got the maxima: – If it’s bigger than us, keep out of its way!

Not entirely all the paraffin lamps have gone; they retained the magnificent globe cabin lamp savaged from the Battleship Hindenburg scuppered in Scapa Flow during WWI, together with other artefacts about the boat.

Of course the kapok lifejackets have been replaced with gas inflation and my old army webbing harness with its rusty snap shackle has long since rotted away. Our old rubberised canvas oilskins and leaky wellies have been superseded by a whole generation of wickable and breathable wetsuits and

drysuits for the comfort of the cruiser. The fact still remains that you have to have a plan, get out there and coax the old girl along, keep lookout day and night, and make port against the rigors of the wind, currents, weather and seasickness, whilst feeding, clothing, sleeping and keeping the crew together. They do not intend to use either their life raft or their EPIRP!

2/ Navigation

In 1972 we set sail with a Binical compass with a sighting ring for bearings, a few Charts and a Walker log. As the sun became more usable, these were augmented by a plastic sextant, sight reduction tables, and a seven day clock. We started on noon sights, and after the Canaries where we went round all the cruisers comparing methods, we progressed to position lines. Our only radio was a Long Wave receiver with directional aerial which by comparing with the compass, could give us a bearing on Aeronautical beacons.

Meantime in 2012, Iain and Vicki have a stand alone Garmin GPS driving a Yeoman Plotter for paper charts, a selection of laptops with electronic charts with GPS dongles and a Tom Tom for use when hiring a car! They have all the necessary Almanacs and Pilot books, together with Routing Charts and "Ocean Passages of the World". They have VHF with DSC and an SSB transceiver with a "Gribb file" weather forecast decoder; although I don't think that it is up and running yet!

They have "Automatic Identification System", both "Receive(A)", and "Transmit(B)" and have a "Spider Track" satellite tracking system reporting back to New Zealand, similar to the "Yellow Brick" system in this country.

3/ Cruising policy

In 1973, we set off from Falmouth to face the high seas on route to Vancouver via the Caribbean, but befriended other cruisers going to South Africa. We ended up there after fourteen months, but of the other two boats, one sailed back to England, and the other sank in Brazil. Both couples were divorced!

Communications with parents were a problem! We fell into the habit of sending a letter home before we left port, and ringing up when we arrived at the next...to minimize the time without contact. It was not as easy as it sounds, we generally had to go to the post office, or the telegraph office and book a call. It could take a couple of hours, and then they might not get through that day, but usually we would get connected. Even better if we managed to succeed in reversing the charge, but more often on a bad line in a noisy place!

In 2012, things are very different, they have not got a satellite phone for use a sea, but, we can see their AIS(B) transmitter on the internet. When they get into port, they can phone us on the local network, and usually they get an internet connection in a marina, where they can Skype us from Dolphin's cabin!

Progress has been different! People said that we had gained lots of experience from our cruise, but we actually only entered eight ports, and those are the tricky bits! Almost all the dangers are coastal, and we used to sail 100 miles off before following the coast. Iain and Vicki have already entered fourteen ports, and have not yet been out of coastal dangers!

Although they are members of the Cruising Association, at least as useful for information has been the "cruising forum.com", available on the internet. They have had replies to questions as diverse as engine filter parts and availability of Calor gas, to questions about sterilization of the water tank and obtaining of indispensable supplies of "Vegimite"!

4/Children

A thorny issue! Some say that it's exposing them to danger, and others say that it's the University of life – and that's on dry land. However, as Laurie and I left UK with Iain aged 22 months, and Iain and Vicki left with Finn aged 27 months and Petra aged 9 months, I think that they have got their hands full.

There is no doubt that it is harder work for the parents, but, compared with a “standard unit family”, with one or both partners out to work, the family interaction time must be improved. It is not intended as a permanent way of life, and is not at the moment replacing schooling. I believe that the opportunities outweigh the disadvantages and dangers. Laurie and I did the same with our child, and our independent proof of lack of harm is that that child and his wife have chosen to do the same!

By the time you read this, the intrepid travelers should be in the Canary Islands as they intend leaving Gibraltar by the end of January.

Regards from anxious parents
John & Laurie Lowrie

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RBC50
INVITATION TO CIRCUMNAVIGATORS
A must anyone considering participation in the
2013 Round Britain Challenge

Time: 7.30

Date: 28th: April 2012

Where: The Nottage Institute, The Quay, Wivenhoe, Nr Colchester Essex CO7 9BX

The OGA East Coast Area invite you to an evening with speaker and author Sam Steele. Sam is an authority on the subject and author of **UK and Ireland Circumnavigator's Guide** published by Adlard Coles; now in its second edition. www.circumnavigation-uki.co.uk/

She's an excellent speaker and the venue is an attractive one!

Easy access by road and rail; only an hour and ten minutes by train from London Liverpool St.

£5 per person - includes buffet and drinks.

We need to know how many are coming and seating is limited, so please book early

For more information please contact Sue Lewis.

Phone 07900 242452

Email smlewis@btconnect.com



Dolphin's Big Adventure

Dolphin's first outing, after the major refit we completed before leaving to cruise to New Zealand, was to the Solent Old Gaffers Annual Race at the end of August last year. Famous now for being the year of 'The Squall', the race to Portsmouth showed us we had some significant stowage issues. In a nutshell, despite best efforts everything we owned ended up on the saloon floor en route. So it ended up being three weeks later and not the

planned one that we finally sailed away, without much fanfare, from our home port of Marchwood. It took a lot of hard work and some ingenious stowing but on 17th September we ventured out into the Solent bound for Lymington, and made it as far as Newport. A few days later we bade farewell to Iain's parents at Lymington, and headed west. It was only once we were through the Needles Channel on that flat-calm early morning that we really felt we were on our way and finally out of our back yard.

Dolphinof Leith is a 1904 gaff cutter, built as a one-off on Scottish Fishing Boat lines. She's a mere 28ft, and we are her 5th owners. The previous owners were Iain's parents, who bought her in 1973 and cruised her to South Africa with Iain as a toddler and back again in 1988 with two teenage sons. So when we decided to emigrate to New Zealand after we took over the boat, there was really only one way to get her there. Sail. With our two children, Finn aged 27 months and Petra, aged 9 months.



So after a beautifully calm run to Weymouth, followed by a tumultuous crossing of Lyme Bay, we eventually crossed the Channel from Torquay to Trebuerden, and then slowly made our way round the North West corner of France via the Chenal du Four and the Raz du Sein to Audierne, where we waited for the weather window for Biscay. It finally came at the very end of October. It was not the easiest of crossings: the, er, 'highlight' was bailing with a bucket out the forehatch after the forward bilge pump failed about 11pm on the first night because Vicki had helpfully left the plug out of the sink. Which won't happen a second time. The remainder of the crossing was a little less eventful, and we could finally enjoy some open ocean sailing in the sunshine. After 4 nights at sea we arrived in Gijon feeling much buoyed up by the experience and glad that possibly one of the hardest (certainly most anticipated) legs of the journey was over. **Dolphin** handled the crossing beautifully, as did the children - a lot better than we did! From Gijon we coast-hopped in legs of 2-3 days around Cabo Finisterre and down the Atlantic coast of Spain and Portugal. More than once we had the pleasure of dolphins playing in **Dolphin's** bowwave, which brightens up any mood. We experienced a gale in the marina at Bayona, which sustained some damage to the topsides, but fortunately nothing so strong at sea (a mere F7 whilst bailing in Biscay!). Upon rounding Cabo Sao Vicente onto the Algarve at the beginning of December we experienced the joy of flat calm seas, brilliant sunshine and a broad reach. For about 2 hours.

The final leg from Portimao on the Algarve to Gibraltar, where we are now, was perhaps the most eventful. It started with being becalmed in the late afternoon as we left, and just as night fell we got some wind, and at the same time saw what we assumed were 2 parachute flares off our port beam. We changed course accordingly and saw another vessel heading in a similar direction – only that vessel turned out to be the Portuguese Navy who then boarded us for an inspection. Which we passed with flying colours and were such good mates by the end of it that Iain had them sign the guest book. And we never did find out any more about the flares. In stark contrast, night 2 of that passage saw us running at 4 knots under staysail only and getting seriously drenched from waves and rain whilst hand-steering





through the Straits of Gibraltar in a system that we had not seen coming on any forecast we had looked at! Dolphin balances well on her sails when running or on the wind using basically a rolling hitch and a few well-placed shock cords, but when the wind is on the beam there's no option but to hang on to the tiller. Something we hope to rectify over the coming months. Thus it was a long night.

We finally arrived in Gibraltar in time for family visits and Petra's first birthday, and have enjoyed Christmas and New Year celebrations here with new-found friends. All along the way we have been delighted to find that the cruising community is indeed like a village – people are so friendly and willing to help, or just have a chat over a drink. A lot like the Gaffers really.

We do however now know more people in this marina than we ever did on our street in London!

From here, we are Africa-bound. We have run out of spaces and hidey-holes to store any more food or juice - we probably have enough to get us all the way to NZ - the rigging has all been checked and some more adjustments made, so it's time to move on. We plan a couple of short stays on the African mainland before heading to the Canaries, then Cape Verde which is our planned jump-off point for the Atlantic, most likely now in early March. After that, well, we'll just have to see where the wind is blowing.

We would both like to say a huge thank-you to all the Gaffers that supported and helped us during all the planning and preparation for this trip. Without a lot of the advice, expertise, general labour, beds, dinners and babysitting not to mention spare bits of kit and useful gifts from so many of them we suspect we would be planning on racing at Yoggaff again this year rather than enjoying tropical sunshine. Thank you.

For those that are interested, we have a Facebook page set up that we try and update with the general goings-on of Dolphin and her crew. You don't have to be a Facebook member to view the page, only if you want to contribute. If you Google search for Dolphin of Leith and the Big Adventure you should find us.

Good sailing

Iain, Vicki, Finn and Petra.

The Dolphin of Leith crew.

Page 33 lower; Dolphin undersail in the 2011 Solent OGA Annual Race.

Photo: Keith Allso of the Solent OGA.

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- ✓ Have you considered joining in the Round Britain Challenge 2013?
- ✓ Will you be trying to attend the Cowes event in August 2013?
- ✓ So, if you haven't already, what does it mean to register your interest on the website?
- ✓ It means that the organisers know you are there and thinking about it, and they will be able to take your ideas and concerns into account - it means you will start to receive regular email updates about the itinerary and the events along the way and at Cowes. You will be part of the development and planning which has already begun.
- ✓ All you have to do is go to www.oga50.org and register your interest. No obligation!

Trophy Report for March 2012

Trophies were presented at the Association Annual General Meeting on Saturday, 14th January 2012. Sadly, only awarded four out of the eight trophies this year.

Gaffers Globe

This is awarded to a member who has undertaken a major voyage (relative to their boat and experience).

Gordon Garman was nominated by a couple of members for his trip on his 31ft. 6in., J. Francis Jones designed yacht *Tantina II*, when she did the Azores and Back (AZAB) in 2011 and reported his trip in 5 parts in *Classic Boat* magazine.



The Award went to Gordon Garman.

Trailer Section Seamanship



Presented to a nominated member of the trailer section for an act of outstanding seamanship, commensurate with their experience and boat.

John Scott had been nominated by Matthew Lockyer who sailed with John in the *Semaine du Golfe du Morbihan* on a 13ft. Pooduck Island Skiff, *Julitta* and had to make emergency running repairs in difficult conditions when the tiller snapped off at the rudder during a squall. Matthew wrote me a good report on his trip and finally went on to say "he appreciates this is not a tale of oilskin clad adventurers in the open ocean, but there are other skills needed in a boat

where simply standing up or turning round needs teamwork.” He therefore proposed John for the running repairs that allowed them to sail in testing conditions for therefore proposed John for the running repairs that allowed them to sail in testing conditions for such a small open boat.

The Award went to John Scott member of the Devon Area.

Gaffers Tales Trophy

Awarded for the best article entered in Gaffers Log during the year and judged by the Editor of Gaffers Log, Colin Ming.

There were a number of good articles published in all the Gaffers Logs this year and it is always very difficult to pick any particular one out. However, Colin would like to nominate Gordon Garman for this Trophy for his article in the September issue Celebrating Tantina II's 50th Birthday. In this article Gordon started off by saying 2011 was always going to be a significant one, as not only would he officially become an OAP but that having owned Tantina for 29 years she would reach her 50th birthday. To celebrate both occasions Gordon decided to take part in the 2011 Azores and Back race from Falmouth to Ponta Delgada which he did single handed and which you have all probably read about in his five articles published in Classic Boat!



The Award went to Gordon Garman.



David Cade Memorial Trophy

Awarded by the General Management Committee (GMC) for the most outstanding contribution to the Association over and above the normal call of duty.

It was suggested by Viv Head that this person be awarded the David Cade Memorial Trophy for his services to the Trailer Section over the last nine years. The late David Cade wanted someone to set up this section as he and George Jago felt that the continuation of the OGA was dependant on encouraging youngsters to sail smaller gaff rigged boats. It is thanks to Mike Stevens and his late wife Marlene that we now have a strong trailer section. This trophy, as you know, is awarded by members of the GMC. After discussions it was decided to award the trophy to:

**Mike Stevens
North Wales Area and Trailer Section.**



Robert Holden

Because Robert was retiring as Hon. Secretary of the Association he was awarded Elder Gaffer status and was given an Elder Gaffer Flag. He was also given an engraved crystal whisky glass. His wife Jan was retiring as Minute taker and a similar glass was given to Jan. for her services to the OGA.

I hope you all have a wonderful sailing season during 2012 and please continue sending me nominations for all the trophies. It would be nice to award all our Association trophies and I look forward to receiving your nominations during 2012. and that I will be able to award all 8 trophies at the 2013 AGM.

Sue Farrer – Trophy Secretary

Western Canada and Pacific Northwest Area



The AGM of the OGA – BC CA which encompasses the area of the Pacific Northwest USA and British Columbia Canada, was held on 12th January, 2012 at the clubhouse in Westward Estates, Surrey, British Columbia

At 1815 Jamie Orr, the Area's Official Piper, piped in the Association's Officers to open the meeting. Skipper, Colin Ming gave a brief review of the events of the past year then asked for a moments of silence for the passing away of member Cheryl McIntyre. As there are no membership dues it was mentioned that donations would be welcomed to pay rent for the meeting hall and miscellaneous expenses.

Mate, Marian Hammond gave an account of the Viking Ship Munin's trip from False Creek, Vancouver to Steveston to take part in the Tall Ships visit.

David Jackson reported on the forming of a liaison between the OGA and the Surrey Sailing Centre involving mutual activities.

It was noted during the meeting, a movie of Munin's trip and the skipper's slide show were silently active. A static display of navigational equipment and John Hammonds's art work provided interest during the evening. A general discussion of proposed attendance at several local marine events took place along with the skippers request for ideas to celebrate the 50th anniversary of the Founding of the OGA to take place in 2013. Skipper Colin, strongly urged the holding of several on-the-water events for the coming boating season. The present state of officers was unanimously reinstated for the year 2012. It was decided to hold our meetings every two months with the next meeting scheduled for March 10, 2012. Thanks were offered to those members who provided food and general contributions to the well-being of the OGA. A pot luck dinner followed the meeting and then toasts were given to the Queen and to Canada.



John Moran – Officer of the Watch.

Bristol Channel Area

The attached photo is a reminder of sailing in the Bay this summer. This lovely boat is Chloe a Sou'wester 18 - partially built and fitted out by one of our members, Charlie Harris, sailing in Cardiff Bay. What a lovely sight!

Not a great deal of sailing activity over the winter, but some convivial times nevertheless. This year we held a Christmas Lunch/Laying Up meal, which was a great success, while some of our members took to the water and fetched Santa to the Cardiff Bay Yacht Club children's party the following day. No, I don't know where the reindeer fit in either, but by all accounts, it was a great success. We are holding a series of informal get-togethers every month, and despite the off season, people are still turning up. As well as a social occasion, it's proving a valuable think tank for establishing future events.

This year we intend to combine with the local sailing club regattas to put on some races in Cardiff Bay - all are welcome! Also we hope to engage in a 'Parade of Sail' being organized by the RYA as a pre-Olympics celebratory event. As it is also an attempt to increase public awareness of sailing, it is an excellent opportunity for us to promote the joys of gaff rigged boats to the public, including young sailors. We'll report on these and other events, in future editions of the Gaffers Log.



David J. Owens, Secretary of the Bristol Channel Area

Devon Area

Last November we held our AGM and Mike Lucas (Marie Louise) took over from Peter Lucas (Ripple) as our Area President. We were also pleased to welcome 2 new committee members Fleur Lewis and Giles Bowen. Fleur caused quite a stir on the River Dart last summer posing with husband, David on their beautiful 1898 gaff cutter “Pierette” in their wedding gear. Fleur would love to hear from anyone with knowledge of Pierette’s history. Giles is the owner of “Menna”, a 1969 35’ scaled down version of the famous “Dyarchy”.



Fleur and David on Pierette

Our winter programme has comprised monthly informal get-togethers in local pubs. In order to cover as much of the area as possible, venues have included Plymouth, Modbury, Dartmouth and Topsham.

The 2012 programme commences with our Annual Fitting-Out Supper at the Royal Plymouth Corinthian Yacht Club on Friday 30th March at 1930. This is a fantastic venue overlooking Plymouth Sound and we have Paul Greenwood, former fisherman, author and stalwart behind the biennial Cornish Lugger Race in Looe as our guest speaking on “Cornish Luggers”. It should be a great evening when we hope to also welcome members from Cornwall.

Other highlights in 2012 will be the Brixham Heritage Regatta 1/2 June, the annual Start Bay Rally and Race to be held over the weekend of 13/15 July in Dartmouth, Plymouth Classics based at Sutton Harbour over the last weekend of July and Dartmouth Regatta RNLI Race on 2 September.

It is important areas provide the programme of events wanted by their members. As Devon is a large county with 2 coastlines it is often difficult to get members to travel long distances especially over the winter months. Set out below is the feedback we obtained last year from a short questionnaire sent out to our members, which may be of interest to other areas.

Result of Members' Survey December 2010/ Spring2011

Compiled from returns of 25 Members

- 1) Location of Members

Bovey Tracy	
Crediton	
Dittisham, Dartmouth (2)	
Exeter (2)	
Exmouth	
Fowey (Not a member yet)	
Kingsbridge (4)	
Modbury	
Newton Abbot	
Plymouth (2)	
Salcombe	
Stoke Gabriel	
Tavistock	
Torquay	
Totnes	
Watchet, Somerset (2)	
Yeovil, Somerset	
- 2) Preferred location for meetings

Alternate between popular venues
Exeter but happy to travel
Any
Exeter; Exeter but happy to travel
Exeter but happy to travel
Plymouth
D/S/SB (3) or Plymouth (1)
D/S/SB or Plymouth
D/S/SB
Plymouth or D/S/SB
D/S/SB
Any
Plymouth
D/S/SB
Any
Plymouth (2)
D/S/SB or Exeter
D/S/SB = Dartmouth/Salcombe/South Brent
- 3) Preferred Venues:
Pubs or Sailing Clubs (2 members have young children).
- 4) Preference for types of Meetings:
Some primarily interested in Summer Sailing Programme. Others only interested in Winter Programme. Slide shows, Guest Speakers, Practical/ Training evenings all appreciated by some if not all members.
- 5) Summer Sailing Events

Members interested	
7	Brixham Heritage Rally
13	Start Bay Race
8-9	Dittisham Regatta
10	RNLI Dartmouth Regatta Race
2	Linking up with French Cross Channel Events
1	Plymouth Classics
1	Passage Race/ Cruise in Company
1	YOGAF
	Members who would like to crew on gaffers
1	for 1 of the above events

- 6) Gaff Boat Owners: 18 of which:
1 in construction; 1 in Med; 1 unable (? seaworthy); 1 being refitted; 43ft (LOD) Colin Archer (not yet a member); 36ft Gaff Yawl (Cleone); 30ft Cutter (Cautious Clara), Tamarisk (Puffin Bach); Heard Tosher 18 (Nutmeg); 2 x Heard 23 (Tregatreath & Mary Hay); 2 x Oysterman 22 (Ester & Mrs Mouse); Cornish Shrimper (Old Dan); 18ft Gaff Cutter (Eileen-Muriel); Oysterman 16 (Marie Louise); Salterns Tela (Swallow); 35ft Dyarchy style Gaff Cutter built Penarth 1969.
- 7) Members willing to be representatives of their local area on the committee
Names have been put forward so the committee hope to arrange informal “get togethers” in the Plymouth and Exeter areas this coming winter
- 8) Members prepared to give Talks:
A number of members have said they are prepared to give talks on various topics
- 9) Contacts with Sailing Personalities:
Limited contacts but 3 names-Ewan Southerby-Taylor(Ex Royal Marines), Mick Emmet (Author) and Nick Vass (Surveyor) have been put forward
- 10) Reasons for belonging to Devon Gaffers:
Have a gaffer. Want to meet like- minded people and share experiences.
- 11) Value for Money:
All members thought membership was value for money
- 12) General Observations
Many and varied including:
Keep it simple and local
Absorb Cornwall officially
Keep “Dogwatch” coming
Get more input from members for the Gaffers Log including technical subjects
Do more local advertising/promotion of Devon Gaffers through Sailing Clubs etc
Feel 2nd class citizen as have GRP hull
Have fish & chips on board at Start Bay Race weekend rather than a meal at a yacht club which does not welcome kids
Would like to have A4 sheet in cockpit of Devon Members and Boat Names

Gill Hayward, Hon. Secretary

Dublin Bay Area

The year ended with our Christmas Gathering held again this year in Poolbeg Yacht and Boat Club. There was plenty of festive songs and stories from both members and friends and a grand time was had by all .

2012 looks like another busy year especially with the Tall Ships coming to Dublin in August . We have arranged for our Traditional Sailing and Regatta weekend normally held in May to take place

the weekend 17/18/19th August at Poolbeg Yacht and Boat Club the weekend before the tall Ships are due, both in the hope of better weather than we have experienced last year and to facilitate visitors who might want to come to Dublin for the Tall Ships . Poolbeg is ideally located for visiting boat it is no more than a 10 minute walk from the main Tall Ships berthing area . Tim Magennis' winter series talks have resumed starting in January with Sean Walsh and a very informative **MarineDieselEngines installations and maintenance**. February 21st sees Pat Egan continue his circumnavigation talk, while March will have Adrian Spence down from the Black North to enlighten and insult in equal measure; we are all looking forward to that .

Welcome aboard to all our new members including three new members from Connemara home of the Galway Hookers . We hope we can work closely with their Hooker Association to further the aims of gaff rig sailing

We are working closely with NIOGA. and North Wales OGA. to co-ordinate activities in the Irish Sea not only this year but on an ongoing basis and with next years 50th anniversary celebrations looming .

We are looking forward to visiting the usual Irish Sea festivals at Portaferry, CarrickFergus, Peel, HolyHead and Ardglass. Some members have indicated that they intend attending the Brest Festival in July. Fair Winds and safe sailing to all .

John Wedick, Hon. Secertary

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East Coast Area

We had a very benign autumn here on the East coast, with almost summery weather and gentle breezes following our final regatta in September; so much so there were calls from members that sailing events should be rescheduled to October or November!

We had our area AGM in November and six boats made it to the Royal Harwich YC on their own bottoms; the event itself was very jolly with the business dismissed quite promptly, before an excellent supper.

A few items are worth mentioning; Graham Wadeson, our Minute taker for more years than he cares to remember, finally retired from the committee and was presented with the Bateman Tower trophy in recognition of his efforts.

We welcomed into the fold members of the Medway and Cinque Ports area, who have amalgamated with the East coast; in fact Robert and Lena sailed over from Kent in their lovely, and fast, wooden yawl Crow.

Area secretary Pete 'the Knife' Elliston made a point in his presentation to praise the YOGA's (Young Old Gaffers) for their enthusiastic support of last year's events and it was agreed we should continue to encourage more youngsters into the Association.

Our first 2012 event was the Annual dinner at the Royal Burnham YC on March 3rd, too early to report on in this issue, but everyone is looking forward to the first sailing event, the Easter Egg rally at Shotley. As usual, this incorporates a 'raid' by open boats to Harwich and the Fitting-Out Supper at Shotley. Details of this event and others throughout the year can be found on our website www.eastcoastclassics.co.uk

Bernard Patrick - Eastcoaster Newsletter Editor



What does a Belfast Barrister do in his leisure time?

If its Northern Ireland OGA member Adrian Spence he's shows a bar staff member at the Cruising Association how to put a Shamrock on the top of a pint of draught Guinness!!!!. Adrian is owner of a beautiful Bristol Channel Pilot Cutter which he has sailed for many years.

Photograph – Sue Farrer

Northern Island Area

We had a successful Craft Exhibition in North Down Museum in December where 12 of our NIOGA members put pieces of their work on show for a week. This was well received by North Down Museum and members of the public.

The NIOGA team of Bill and Bob Miller with Bee Thompson, after a late turn up, were the winners of the Block Trophy, for the NIOGA at Newtownards Sailing Club in January. We had a good show of NIOGA members with about 20 in attendance. Peter Lyons acted as Quizmaster and a great evening was had by NSC members and NIOGA. We are all looking forward to the rest of our winter programme and to Classic Sail Carrickfergus in June.



The Winners
Bob Miller, Bee Thompson, Bill Miller, Peter Lyons
and Laurence Baalham, Commodore of NSC

Peter Lyons – Hon Secretary

North Wales Area

To all those I have not already wished a Happy New Year may I wish you all good health and happiness in 2012 and most of all may we continue with our friendship.

Pete and I attended the Association AGM which was held once again at the Cruising Association at Limehouse Basin, London at the beginning of January. I presented the Association awards and a report and photographs can be seen elsewhere in this log.

We will be holding our annual boat shed party at Port Penrhyn again this year. The date for the event is the 24th March 2012. Weather permitting we hope to also have a sail down the Menai Straits aboard the good ship Vilma. As HW is around 11.00hrs. departure from Penrhyn will be 09.30hrs. to 10.00hrs. Places will be limited so if you fancy a sail and would like to come along please contact Sue Tel: 01270-874174 or email sue@psfarrer.co.uk and book in. Those who have attended in previous years have always enjoyed this beginning of season get together with old friends and the opportunity to make new friends. Good food, good music great Craic!!

Dates for the diary:

The OGA will have a stand at Beale Park and Thames Boat Show which this year will be held from Friday, 8th to Sunday, 10th June 2012 . Please contact Mike Stevens direct Tel. 01792-297445 for more information. Pete and I and Maxine will also be helping on the stand.

The Tall Ships will be in Dublin from the 23rd to 26th August 2012 – a spectacular sight not to be missed and remember Dublin Bay OGA will welcome everyone with open arms.

The Conwy River Festival will run from Saturday, 18th August to Sunday, 26th August 2012. Contact Pam Macdonald for more information on sailing activities email pam.macdonald@btinternet.com The Nobby, Gaffers and Classics race day will be on Sunday, 26th August 2012 and Conwy Quay Day will be Saturday, 25th August 2012.

Traditional Sail Festival at Holyhead (Gaffers at Holyhead) will be held from Friday, 31st August to Sunday, 2nd September 2012. No excuses for not attending – you know you will enjoy yourselves with the hospitality from the Holyhead Marina, Town Council and not forgetting the Holyhead Sailing Club.

Below are the words, to the tune of Wild Rover. Two years ago the speaker at our dinner an ex. winchman from Valley, Paul Trethewey. He penned this poem/song for us. Paul knew very little, if anything at all, about sailing gaff rigged vessels. Paul owns a power craft – need I say more! I think he has the jist of what we are about and portrays it extremely well in this song:

I've been a brave winchman for many a year,
I've been on many rescues without any fear
We went on a rescue one dark stormy night
T'was a 3 mastered schooner and she looked quite a sight!

Chorus:

And it's no nah hover,
No nay hover no more
Will I play the brave winchman
No nay hover no more.

We came to the hover right over her stern
But the size of her Mizzen gave us some concern
So a high line was lowered to the deckhands below
Off the ratlines I clattered but to the deck I did go.

Chorus

I ran to the patient, he was drunk in his pit
And the nurse that helped me was both pretty and fit
She possessed a nice smell and I found it bizarre
Of course I should have realised it was Stockholm Tar

Chorus

We were winched to the craft that hovered up high
And to the mainland we sped, it's much faster to fly!
So if you ever need a rescue, there's no need to mope

Just send for Brave Paul cos he's a "Dope on a rope"!

Let's hope that in 2012 we have fair winds, blue skies and most of all good fun and enjoyment with friends.

Sue Farrer – Secretary of the North Wales Area OGA

Solent Area News

We had an evening to remember at Ian MacGillivray's Firework Party on the 5th November, lots of great food, drink and a welcoming warm bonfire with the usual array of fireworks lasting through the evening. It was always good to have a chance to catch up in the late autumn with gaffer friends.

On Sunday 11 December we had a Christmas pub evening at Eling, Southampton, and gaffers gathered in the late afternoon at the Eling Tide Mill for a conducted tour of the mill, which has been working there for the last 900 years. Afterwards it was back to warm up in The Anchor Inn for supper and Sea Shanty singing, led by Ben Collins, with a group of gaffers providing the musical Gaffers evening.

The Solent Area AGM will be taking place on Saturday 18th February 2012. At 6.30 p.m. at Warsash Sailing Club, Shore Road, Warsash, Hants This year we'll have an after-supper quiz.

March 17, 2012 – RYA First Aid & CPR Day

April 7 we are planning a tour of the RNLI College at Poole, lunch included.

2012 Sailing Season Dates

May 25 – 27 YOGAFF Annual Race 7 – 9 September

July 21 & 22 Marchwood August 25 & 26th Bank Holiday Weekend, Bursledon

July 7 – 83 Creeks Race September 22 – Centenary Chase
Regatta

If anyone would like more information on the above Solent events then please do not hesitate to contact me. Jessica Warren jayis47@hotmail.com 01962 712529



Large and small gaffers at Holyhead (Google Earth 53 19'05.17"N by 4 38'28.19"W)

Trailer Section

Somehow, writing about sailing in January is a lot easier than writing in December, so despite the gentle reminders from our excellent editor, I have taken the art of procrastination as far as possible. However, in January, although as yet imperceptible, the sun is starting to rise once again in the sky, the days are lengthening and spring is on its way. So, thoughts turn more easily to the outdoors and the sea.

The Trailer Section has slowly matured into an accepted part of the OGA, and now is the time to look forward to see how it can be improved. Probably every UK Area has small boat members, and even if they do not trail their boats, they need to be catered for at a local level.

So, this year will see us considering if it is now time for the section to move on from its early roots that date from 2004. With austerity looming, there is a possibility that OGA members will find that smaller boats will enable them to continue sailing whilst finance is tight.

Informal discussions with members suggest that perhaps the Areas could appoint a small boat officer with responsibility for arranging events at a local level.

Already, North Wales and the Bristol Channel Areas are showing the way with their events at Holyhead and Milford Haven which bring small open boats and cruisers together at one event. Different races and events are arranged depending on the seaworthiness of the craft, but each evening, all members come together ashore for traditional OGA festivities and fun. This ensures that there is not any gap developing between the owners of large or small boats and helps to cement the Association together.

Mike Stevens – Secretary

Old Gaffers Association

The Trailer section in conjunction
with

The Bristol Channel Area

Cardiff Bay Rally - 13th-15th July 2012

Google Earth - 51 27' 31.60"N; 3 10' 21.89"W

Cardiff Yacht Club, TN 029 2046 3697, Winsor Esplanade Cardiff, CF10 5BG

Cardiff Yacht Club has invited the OGA Trailer section and the Bristol Channel Area to hold a rally at their club.

The club is situated inside the barrage at Cardiff and offers a huge inland sea (no tides) suitable for small boats. Two rivers, the Ely and the Taff, flow into this area and offer some interesting voyages right up into the heart of the city, or into the countryside. For the larger boats, the area offers sailing inside the barrage, or you can lock out and sail the Bristol Channel.

Best Approach by land – M4 to junction 33, take the A4232 and stay on it for a few miles, you will cross a number of bridges until you see a brown sign on an overhead gantry reading **Techniquet**. Leave at this slip road, which leads to a roundabout, turn right (second exit) into Dudley Street which leads directly to the club. Please note this is the Cardiff Yacht Club. There is also the Cardiff Bay Yacht Club on the other side of the Estuary.

Approach by sea – Use the Pilot books to enter through the barrage, and head for the club. If you wish to use the club pontoons, please contact them directly.

Booking – Please contact Mike Stevens 01792 297445 to arrange.

Accommodation – There is sufficient grass at the club for a number of tents and also quite a large parking area for campervans. Whether or not food will be available at the club depends on a number of factors, but this club is in a City and there are plenty of options for meals close by.

Launch and recovery – The main slip must be one of the easiest I have ever seen. As is usual on the occasions, we will have to adapt to the situation as we find it. Heavier trailer boats will most likely find some pontoon space; lighter boats may prefer to recover daily.

DISCLAIMER Neither the OGA, Nor any of the organisers and officials accept any liability for any claims arising out of this rally. Each skipper must follow the law of the sea and accept full responsibility as to whether or not they sail. Equally, this applies to the whole activity including camping, games etc.

Fees – Not yet fixed, but likely to about £20 per boat.



Peel Traditional Boat Weekend

Building on the success of PL11 and the 70 boat record entry, the twenty first Peel Traditional Boat Weekend is sure, once again, to live up to its reputation as the friendliest, most hospitable festival of the Irish Sea.

Boats and their crews enjoy excellent sailing; the use of up to date quayside facilities; craic; music and food second to none. To wake up on Saturday and Sunday mornings to a fresh kipper breakfast, delivered to every boat, is matched only by the banter at the two crew suppers where old friends catch up, new friendships are sealed, problems solved and experiences shared.

The finale to the Quick and Dirty Boat Building Competition is exciting enough for even the most seasoned of sailors. Designs are discussed and put to the test by valiant builders who race across the harbour entrance and back to prove their worth. A spectacle not to be missed.



The parade of sail is the icing on the cake as boat owners take the opportunity to show off their vessels to full advantage against a backdrop of Peel Castle and the green Manx hills. Tanned gaffs are pulled taut and boats flash their keels as they take full advantage of the wind and sea to add an element of friendly rivalry to the weekend which is celebrated at the prize presentation in the Sailing Club.

This year's event promises to be better than ever thanks to the support of sponsors Compass Pipelines and the hard work of the dedicated committee. All entrants will receive a friendly welcome and be part of a memorable experience.

To be a full entrant to PL12 boats will have to conform to one of these three boat types:

Be traditional plank on frame construction, with planking mechanically fastened to frame.



Set at least one four sided sail as part of her normal working rig.

Be constructed entirely of wood.

For more information and/ or an entry form contact:

Mike Clark - Chairman, Tel: +447624 450146, Email: mclark@manx.net.

Peel Traditional Boat Weekend www.peeltraditionalboat.org.

Cruising Hints Francis B Cooke ISBN 978-1-907206-01-6

7th Edition Lodestar Books 2011 www.lodestarbooks.com

It was a real pleasure to be asked to review F.B.Cooke's *Cruising Hints* which has been published by Dick Wynne of Lodestar books. As Charles Stock says in the foreward it condenses the content of many of Francis Cooke's previous books into one. This comprehensive 'sailing manual' is packed with a wealth of fascinating information views and opinions on all aspects of boat ownership from buying, maintaining and sailing as well as so many practical tips on boat handling and ownership essential to all those owning and sailing traditional craft. Although some of the articles were written over 100 years ago they are still very relevant today.

So much has changed in yachting since then, anchorages have disappeared, electronic equipment has made navigation simple, so many more people are afloat and sailing. Terminology has also changed – did you know that barnacles used to be known as nuns? However, many of our boats that we sail are the same or similar and we still sail in the same water. Throughout the book are fascinating short stories of various passages along the East Coast to and from ports and harbours from Lowestoft to the Thames. Many of the passages were made in weather conditions that we would not go out in even with all our modern safety equipment today.

There are sections on buying a boat, rigging, seamanship, fitting out and so much more. A large centre section has the line drawings and details of many yacht designed and built between 1900 and 1948. It is always nice to read about boats that many of us have seen and know still sailing having been restored or under a restoration programme. For example I saw *Nereid II* a few years ago in a rather poor condition in Maldon, but it is great to hear that she is now being rebuilt. I also look forward to seeing *Lona III* when her restoration is complete. I saw her for sale in 2009/2010 and was very tempted to take on the challenge.

This book is a must, to have on board or at home, full of detailed information and suggestions about all aspects of sailing. If you like looking at line drawings of some of the old boats that were designed 100 years ago, many still sailing today, interesting short stories with tips and suggestions this is the book you need.

Please note that this edition is only available from www.lodestarbooks.com

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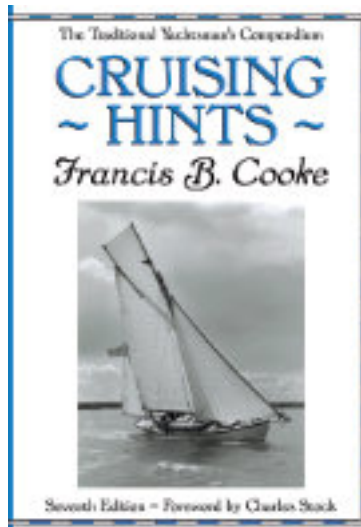
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Pete Thomas

(East Coast Area President Sailing Committee)





OGA at 50 ... *the book*



**The OGA is
to publish a
book in 2013
to mark the
Association's
First Fifty Years**

It is to be a celebration of the OGA's Golden Jubilee; an informative and easy to read style and lots of photographs & illustrations, with contributions from all the Areas including those overseas, and many individuals. It will be available to OGA members and the general public. Research and the gathering and editing of material is well under way, chiefly undertaken by Viv Head (BCA).

We need three things-

If you've been asked for a contribution and not yet submitted it please send it in as soon as possible.

We don't want any potential contribution to be left out

If you have haven't been asked but you have something in mind please get in touch to discuss it.

And most importantly-

We urgently need someone to take on the specific aspect of publishing and marketing the book. This will involve working with a potential publisher, the editor and the General Management Council (GMC) to the conclusion of the project in 2013. We currently have a broad outline of what is needed. If you have any experience in this area or the energy and drive to pursue it, please do get in touch.

To submit copy, register your interest for the publishing role or discuss any aspect of the project, contact the editor at: oga50book@oldgaffersassociation.org

2011 Photo Competition

Introduction As usual we have had a bumper crop of entries- well over 100 images including many from Holland and a first entry from Canada.

Selecting a short list in each category is a relatively ordered process because even amongst a good selection of photographs there are always some that stand out from the crowd. Thereafter it gets much more difficult. Sometimes the difference between a place and a highly commended is no more than a flick of spray.

There are four Highly Commended images in each category this year and even then there are some fine photos that haven't quite cleared the final hurdle. Those Highly Commended are not in any particular order, but share the honour of being in joint 'fourth place'. – *Viv Head*

SAILING SHOTS

Highly Commended

***Safety Boat* by Barry Healas**

A good study in concentration

***It Doesn't Get Much Better Than This* by Julian Cable** A sculptured sea and skyscape capturing the joy of being at sea!

***Restored Seagull* by Colin Ming**

A clear crisp photo of an unusual subject–this is what I do in the winter!

***Happy New Year OGA* by Han Wever**

Good angle on a frosted yacht snug in her berth



£25 Third Prize – *Early Morning Brew* by Mike Garlick

A superbly evocative image of a joyous awakening with the sunlight catching the spars and sail to perfection. You can almost smell the coffee.



£50 Second Prize – *Loch Linnie Sunrise* by Colin Ryan

Tranquillity Base with a hurricane lamp. A glorious well composed photo that draws you to an ethereal land in absolute silence. Wonderful!



£75 First Prize – *Atmosphere* by William Groot

It is not hard to see why this image has featured. Colours, reflection and mood have all been captured in a well composed photograph. The photographer took his opportunity well.

SAILING GAFFERS



£25 Third Prize: *The Washing Hangs Out* by William Groot

A glorious shot of a gaffer truly under full sail.- there stands a satisfied sailor- he can do no more unless he gets his handkerchief out.



£50 Second Prize: *Merlin & Polly Agatha* by Mike Garlick

An excellent photo of two fine ships racing side by side capturing all the majesty of big gaffers under full sail. A well composed shot.

Poling Off With An Audience by Sue Lewis

Sometimes it's not just about the sailing...

Golden Nomad to Belfast by Peter Lyons

Strong contrasting colours against a hazy industrial background.

Hardy Chasing Polly by James Pratt

An unusual shot from a tricky angle that works well

Orm by Joachim Van Houweninge

It just makes you want to be on board doesn't it?



Sketches – Barry Healas

After leaving Catering College I worked with my parents, who were Hoteliers, in the Highlands of Scotland. Soon after I left to work in Munich for a couple of years, eventually emigrating to the USA. I spent the next four years working in the Hotel Industry and ski instructing. That was during the time of the Vietnam War – the American Army decided to send me there. I decided that was not a very good idea; so bought a car, drove from Los Angeles to Panama and put myself and the car on a boat bound for New Zealand. American cars were in great demand in New Zealand and I was able to sell it at a profit. Years later President Ford issued an Amnesty and I eventually received my honourable discharge!

I spent the next two years in New Zealand where once more taught skiing. Before returning to the UK, I stopped in Australia and worked in the Outback for a year. I eventually moved to London and finished up owning a night club. From there I became a Regional Manager for a large hotel chain before being headhunted to help set up Burger King in the UK.

I later organized yet another business in Yorkshire as a ski tour operator escorting customers to the Alps and Scotland for weekend skiing trips. I finally settled in Cumbria, where I still live and owned a business selling catering equipment. I retired several years ago after suffering several strokes and a major heart attack. For rehabilitation I took up sailing completing the exams and qualified as a 1st Mate for the OYT Scotland. I joined the OGA seven years ago the year of its 40th Anniversary.



The rest, as they say, is history!

OGA Merchandise

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There is a nominal charge of £10. to non-member's.

Space has become available for additional commercial advertisements.
Please contact the Editor for details on Classified and Display Advertising
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FOR SALE Ferryman III OGA 1895 20ft Tops'1 schooner **An Old Gaffers' Dayboat**, GRP hull, nearly everything else spruce, teak, iroko, mahogany, bronze, aluminum and a bit of galvanised iron. Yanmar diesel, Barrow Boat tender, camping cover, road trailer. Lying SW Scotland. Free delivery UK mainland.
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FOR SALE Hindsight 9ft GRP simulated clinker dinghy with sailing rig, mast, lug, boom and lug sail. £1,800 ono. **Swallows and Amazons** without the maintenance! Varnished wooden gunwhale, rudder, tiller, centreboard, cover for centreboard slot, mast step and outboard bracket. Portable wooden bottom board. Two wooden thwarts, mast stepped in third. Rope fender. Two positions for rowlocks plus skulling bracket on transom. Rowlocks and Plastimo oars included. Built by Salterns Boatbuilders, Old Bursledon, Hants in 2008. Included: Sovereign Road Trailer, with Bulldog Euro Wheel clamp and keys.
Contact: Marion Shirley: 02381 787148, 07748 218444, 52marion@live.co.uk for more pictures or viewing in Southampton.



FOR SALE Price Reduced £14,500. Holman 9 ton gaff cutter / gunter sloop. Built Whisstocks 1964 of pitch pine and iroko on oak. 29ft oa 25ft wl 9.5ft beam 3.5ft draft. New sails and rigging, excellent condition, Kelvin engine.
Contact: David Skinner 01255 675358 or 07740 636158



FOR SALE £18,500. 1970 Peter Duck 28½ ft. Good example of Classic Design, Iroko on Oak Bermudan Cutter, Rotostay and Bamar reefing, Perkins Perama 29hp with 545 hours only. Koden Radar, Lofran's 12volt windlass, Simrad tiller pilot, Taylor's & calorifier heating, Holding tank, service batteries 2010 with full winter cover and much more. Laying ashore – Suffolk.
Contact: Neil Goldie Tel: 01473 659054; Mob: 07967 972745
neil.d.goldie@lineone.net



FOR SALE £18,000. Das Lied von der Erde (The Song of the Earth) is a beautiful, strong and well-maintained vessel. Built by Terry Heard, Mylor, Cornwall, 1972. 35' LOA Venus Gaff Cutter, strip-planked iroko on oak, sawn a steamed frames. Aries self-steer, self-draining cockpit, self-tacking staysail, clear foredeck. Currently lying near Aberystwyth. Delivery any part of UK or Northern Europe by separate arrangement.
Contact: Tom Compton +44 (0)1654 703048 email tomjcrompton@gmail.com Visit: <https://sites.google.com/site/venuscutter/>



CREW Req. Want to go to Brest and Douarnenez this year? Harbinger does too! She's almost certainly a Manx Nobby, built some time before 1917 and last restored in the late 1970s. Conversion from a Lugger to a Gaff Cutter probably occurred before WWII. She has 5 berths. Leave Southampton on 3rd July and return about the 31st with a changeover date of 16th to give as many as possible some time at Brest 2012 (13th - 19th). I don't expect anyone will be able to come for the whole trip, so email me with dates you can. I have two people already who are able to do the return half. Contact: Mike Sullivan (Solent OGA) mikesu@tiscali.co.uk



CREW Req. Maybird designed by Fred Shepherd, built by Jack Tyrrell at Arklow, Ireland in 1937 for Lt Col WCW Hawkes DSO, She is a gaff ketch LOS 55', LOA 43', Beam 12' and Draught 6' 7". Irish oak frames, pitch pine hull planking, teak deck and Columbian pine spars. She has been fully restored 2007-2010. She's had a very interesting past; she sailed to New Zealand from the UK in 1972 and spent the period 1975 to 2007 in New Zealand. Following her restoration I have sailed some 5000 plus miles in her. She won the Iolaire Block awarded by the Royal Ocean Racing Club for the oldest yacht to complete the 2011 Rolex Fastnet Race.

In 2012 will be cruising around Ireland and up to the West coast of Scotland. After the Fastnet race I sailed her back to Ireland to Arklow, where she was built 75 years ago and received a great welcome there. She is a very seaworthy sailing vessel. More details please go to www.maybird.co.uk or contact: Darryl Hughes catchthebreeze@maybird.co.uk

CREW Available to crew on a Gaffer or other traditional rig. I have no experience sailing gaff rigs, but have experience aboard Bermudian rigs. Crewed club racing around Belfast Lough and across

to Scotland for about 4 years. Day & weekend cruising around Tokyo bay and the Solent. Recieved Dayskipper and ICOC 2011.

I am based in London so generally can get to anywhere from the East Coast round to the Solent. I enjoy classic things and ride an old, but restored 1960s BSA and sidecar. I'm a chartered building services engineer, play the Northumbrian Bagpipes, I know a few sea shanties and I'm not bad at cooking. I would be particularly interested if someone is looking for crew for either the La Rochelle Race or the Brest and Douarnenez Festival.

Contact: Eric Maddison. Tel. Home 020 8371 9628; Work 020 7755 2457; Mob. 077 2031 2042; Email Eric.Maddison@arup.com

FREE to loving home - John Leather New Blossom 19ft 3in x 7 ft, Draught 4ft 6in centre plate down, 2ft 1in centre plate up, 2 berth cutter. Needs some attention.

Contact: Chris Barrett abarrett3@toucansurf.com



Looking for effective advertising in a magazine entirely dedicated to the Gaff Rig, Traditional Sail and those who appreciate and sail them?

The Gaffers Log is sent to all members of the Old Gaffers Association throughout the United Kingdom, Europe, Western Canada, the United States Pacific Northwest and areas of Australasia.

Please contact the Editor for further information log@oldgaffersassociation.org

Welcome Aboard

Area	#	Boats Member	Address
BC	5608	Mr Patrick Vyvyan-Robinson	Alltybrain, Llandefaelog Fach, Brecon, Powys, LD3 9RB
CAN	5568	Mr Chris Barker	1311 Moore Ave, Portland, TX, USA, 78374
CAN	5570	Mr Renato Rodriguez	203-6920 Gilley Avenue, Burnaby, BC, Canada, V5J 4W7
CAN	5571	Mr Randy Wheatington	32 Deerwood Place, Port Moody, BC, Canada, V3H 4X7
CAN	5572	Mr Bob Petersen	18212 Sandridge Road, Long Beach, WA, USA, 98631
CAN	5573	Mr Sandy Davison	6624 Harbour Hills Drive, Pender Island, BC , Canada, V0N 2M1
CAN	5574	Mr Dave Eirikson	203 Beechwood Avenue, Victoria, BC, Canada, V8S 3W6
CAN	5575	Mr Allan Creasey	107 Morningside Road, Fulford Harbour, BC, Canada, V8K 1X1
CAN	5576	Mr Randy Hay2045 181 Street, Surrey, BC, Canada, V3S 9V8	
CAN	5577	Mr John Calogero	272 Crestview Drive, Friday Harbor, WA, United States, 98250
DB	5580	Mr Jack Connick	Kilmore Quay, Co. Wexford, Ireland
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DB	5590	Mr Brian McGuinness	Tirgormley, Belturbet, Co. Cavan
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SOL	5564	Dr John Allen	11 Montgomeri Drive, Rustington, West Sussex, BN16 3TY
SOL	5565	Mr Dave Percival	The Hollies, Deadmans Ash Lane, Sarratt, Herts, WD3 6AL
SOL	5601	Mr Keith Hudson	121 Upper Brook Sreet, Winchester, Hants, SO23 8DG
SOL	5603	Mr Philip Oliver	The Lighthouse, Upper Guildown Road, Guildford, Surrey, GU2 4EZ
SOL	5604	Mr Nicholas Wilson	16 Tilmore Gardens, Petersfield, Hampshire, GU32 2JQ
SOL	5606	Mrs Ruth Taylor	33 Thornton Avenue, Warsash, Southampton, Hants, SO31 9FL
SOL	5607	Mr Tom Taylor	Scripps Byre, Foxhunt Green, Waldron, Heathfield, East Sussex, TN21 0RV

OFFICERS OF THE ASSOCIATION

Position	Area Code	Name	Tel. No.	Email Address
President	SOL	Mike Shaw	0203 602 4625	president@oldgaffersassociation.org
Secretary - Position Vacant		Pro Tem		
		Robert Holden	01843 582997	secretary@oldgaffersassociation.org
Treasurer	SCO	Gordon Garman	01700 505617	hontreasurer@oldgaffersassociation.org

OGA Positions

Boat Register	SOL	Pat Dawson	01983 760655	boatregister@oldgaffersassociation.org
Gaffers Log Editor	CAN	Colin Ming	1 604 596 7852	log@oldgaffersassociation.org
Membership Secretary	EC	Mike Robertson	01473 327115	membership@oldgaffersassociation.org
Minute Secretary	Position Vacant			

OGA Merchandise

OGA@50 Co-ordinator	LD	Ed Allan	020 7607 4772	edallen@waitrose.com
Publicity Co-ordinator	SOL	Barry Healas	01524 276258	bazhealas@tiscali.co.uk
Research Editor	BC	Sue Lewis	07900 242452	publicity@oldgaffersassociation.org
Sailing Committee Chair	EC	Viv Head		oga50book@oldgaffersassociation.org
p.m.thomas@talk21.com		Pete Thomas	01473 832808	
Social & Trophy Sec.	CNW	Sue Farrer	01270 874174	cnwsec@oldgaffersassociation.org
Webmaster	CNW	Pete Farrer	01270 874174	webmaster@oldgaffersassociation.org

Appointments

External Liaison		Robert Holden	01843 582997	robertjan@holdenrj.fsnet.co.uk
Research Editor	BC	Viv Head		oga50book@oldgaffersassociation.org

Area Secretaries and Representatives

Bristol Channel	BC	Claudia Myatt	01437 541201	claudia@claudiamyatt.co.uk
Canada	CAN	Colin Ming	1 604 596 7852	canadasec@oldgaffersassociation.org
Devon	DEV	Gil Hayward	01803 722274	honsecretary@devongaffers.org
uk				
Dublin Bay	DB	John Wedick	00353 (0) 539382993	dbsec@oldgaffersassociation.org
East Coast	EC	Pete Elliston	01206 391870	ecsec@oldgaffersassociation.org
France	FR	Yannie Cariguel		yannie.cariguel@old-gaffers.com
Lake District	LD	Barry Healas	01524 276258	bazhealas@tiscali.co.uk
Netherlands	NL	Ron Bos		secretaris@oldgaffers.nl
North Wales	Nwa	Sue Farrer	01270 874174	nwasec@oldgaffersassociation.org
North West	NW	Tom Middlebrook	0151 652 9744	nwsec@oldgaffersassociation.org
Northern Ireland	NI	Peter Lyons		gaffer.lyons@btinternet.com
Scotland	SCO	Neal Hill	0770 2279507	scotsec@oldgaffersassociation.org
Solent	SOL	Jessica Warren	01962 712529	solsec@oldgaffersassociation.org
Trailer Section	TR	Mike Stevens	01792 297445	trailersec@oldgaffersassociation.org
Western Australia	WA	Jeremy Stockley		jeremy@stockleys.net
Western Australia	WA	Alan Abbott	Editor, Baggywrinkles	abbottnet@westnet.com.au

Contact Addresses

Mr. Mike Shaw 11 Rowfant Road, London SW17 7AP	president@oldgaffersassociation.org
Mr Colin Ming 68 - 8254 - 134 Street, Surrey BC Canada V3W 6M2	log@oldgaffersassociation.org

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