

GAFFERS LOG

JUNE 2014

In this Issue:

Pilot Cutters

Racing & Insurance

Winklebrigs

Fitting out



NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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June 2014

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Foreword

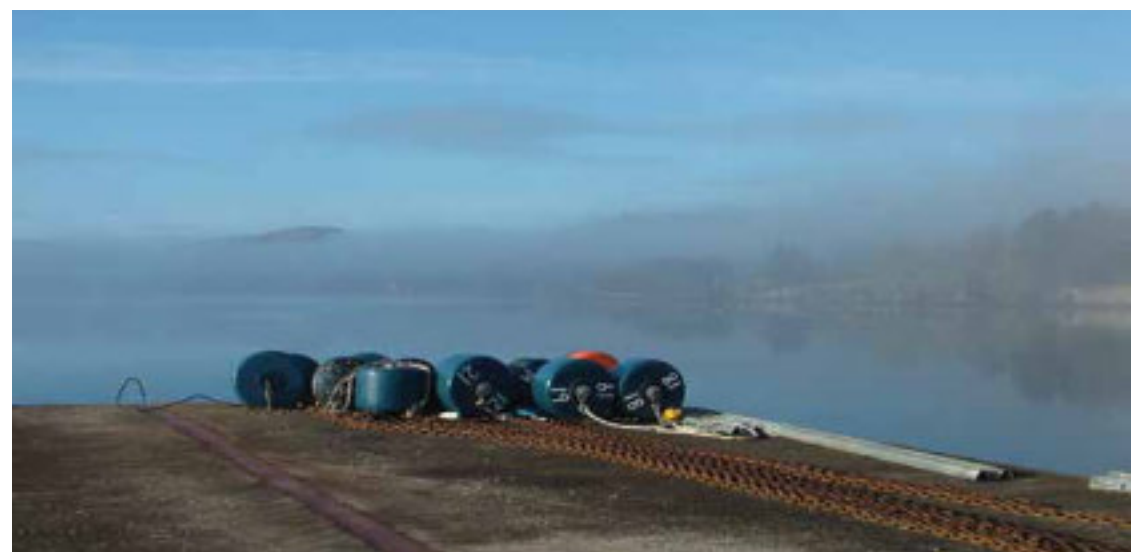
It's May Day. Dull, damp and distinctly chilly as I put together the June Gaffers Log, here in land-locked Derbyshire. Not ideal weather today, but there have been enough sunny days to feel Spring is in the air, and I hear that many of you are already out on the water.

Two reports from early season racing caught the copy deadline, the East Coast p.15 and Solent p.48. A young gaffer reflects on YOGAFF, and as this issue hits your doormats there's been plenty going on. DBOGA has another great line-up, then there's Up and Down Channel in Cardiff Bay, Beale Park, Lake District Rally, SeaFair Haven and the Campbelltown Classics. Send your reports to update the website, and browse the 14 Area pages in this issue to find plans for the future and what's been happening since February.

Themes for June were 'Fitting out' and 'Spring sailing', attracting plenty of contributions. This issue illustrates the wide range of our fleet, from winklebrig to pilot cutter. Reviewed by one of our advertisers, Simon Winter, we bring a timely article about insurance and Lodestar Books, another new advertiser, offers a sailing 'snippet' with a wintry theme, p.19. The Dutch OGA10 update, an article from 1996 as a taster for Douarnenez 2014 and offer from the skipper of SIF for a trial sail in the Med. all reflect our international connections. We've packed a lot in, and I do hope you all find something of interest.

I look forward to receiving reports, photos and thoughts for the website and September edition of the Log. Themes for the next issue are 'Summer sailing' and 'Working boats'.

Beverley Daley-Yates, Editor (Log and online)



One of the photos on the 'fitting out' theme came from Scotland. Mist on the jetty at Ardoran Marine, Loch Feochan, south of Oban, where the yard had brought moorings ashore for winter servicing. Come March, they're laid out on the jetty to await a lifting barge and diver to replace them. Photo: Neal Hill, Scotland Area Secretary

From the Quarterdeck

It's that time of year again when launch fever sets in. Boat-owners, and well-organised crews, will already be launched, or finishing final tasks before the gentle splash, as she re-enters her natural element. It's a busy time, and an exciting process, as we anticipate the coming season, finalising plans for Area Events, looking forward to sunny summer cruises.

Our Annual Area Events are arguably the most important activity each season, allowing us to enjoy the company of our Fellowship, meet friends from adjoining Areas who sail over to support us, and have a jolly good time in the process.

Your March Gaffers Log had a comprehensive Area Event Guide. I urge you to review it, decide on which events you can attend, and notify the Organiser as soon as possible. They will appreciate early registrations.

Our beloved OGA is evolving. It's developing a new, fresh, look on our website, Gaffers Log and online Boat register. We have a new OGA logo, all good, I believe.

The website is where we can look for recent news. I've just seen news of our youngest Solent gaffer, Alex, born 11 April, son of Hannah and Dan. I understand he's already been out sailing in Southampton Water, and 'took to helming like a duck to water'. That's what I call youth sailing. Welcome aboard Alex! Please take the time (as Solent did) to keep the Editor up-to-date with current OGA news and events.

Meanwhile, Pat Dawson is doing terrific work on the online Boat Register. She reports in this issue on how it's coming along, p.33. The Yearbook, mailed with this Log, includes a handy four-page form to update your details. The more accurate the data, the better the online Register will be. I urge you to review your details and update if necessary.

The Youth Project is one of our main objectives this year, having been an OGA aim for some time. With a budget in place we can implement something in every Area. Do take a look at pp.8 & 20 for some general guidelines and a little encouragement to get stuck in this year.

Sean Walsh, President



Sean Walsh, President

Wishing you a terrific sailing season!

Seeking a new Treasurer

Finally, I give notice that our able Treasurer, Gordon Garman, is retiring from his post this year. We need to enlist a replacement.

If you think you have the ability to take on the task, please contact our Secretary, Sue Lewis.

OGA Trophies

Are you interested in taking on the role of Trophy Secretary? Please send expressions of interest for this role, by the end of August 2014, to: Sue Lewis, secretary@oga.org.uk

Who should be awarded trophies in 2014?

Remember to look out for potential award winners throughout the season.

Nominations should be submitted by 31 October 2014
www.oga.org.uk/trophies



The OGA has nine Association trophies, awarded for a wide range of activities, and open for 2014 nominations. On pp.24-27 we hear from the recipient of the Bristol Channel Area, 'Hidden Challenge' Trophy, 2013.

Sue Farrer, North Wales Area Secretary, has managed the process of calling for nominations and co-ordinating judging and presentation of the Association awards for eleven years, and has decided to step down. Sue says it's an enjoyable and rewarding role. The GMC is keen to find a willing volunteer to take Sue's place. As Trophy Secretary you keep in touch with activities around the Areas and offer recognition for members' achievements.

Marlene Stevens Memorial Award

Mike Stevens reports on an award presented in memory of his late wife, Marlene.

My late wife Marlene Stevens loved the OGA. For many years she had suffered depression, and when we started sailing again with the OGA, the change in her was remarkable. Sadly, she passed away in 2008, and as the years have rolled on, I have long wanted to institute an OGA award to remember her name.

At the end of last year, when I circulated the Trailer Section with Sue Farrer's plea for nominations for OGA awards, I received a huge number of replies nominating Pete and Sue Farrer, which made it awkward because Sue is the Awards Secretary. Pete and Sue have for so many years given so much of themselves to the OGA and never got anything back in the way of recognition. What better recipients could there be? On Saturday 15 February 2014, at the Holyhead Sailing Club, I had the greatest pleasure in presenting this award to the Farrers.

Mike Stevens, Trailer Section Secretary

110° is OK by me

Sam Llewellyn, one of Britain's great storytellers, reflects on his relationship with gaffers from early childhood on Treco, Isles of Scilly to the coasts of Ontario and back again for a sail on Luke Powell's Scillonian pilot cutter 'Agnes'. Sam is Editor of Marine Quarterly, a journal of the sea, well worth subscribing to.

I've always regarded myself as a stranger to gaffers. After all, life is too short for lumbering up to windward, 110° between tacks. But the other day some past boats were surging through my head, making me realise that actually there have been several gaffers in my life, and that large spar up there has produced a lot of fun.

The first specimen was 'Shearwater', a hefty una-rigged gaffer that lived on Treco, Isles of Scilly. She yawed and flapped her way round the rocks and tiderips of Scilly under the tiny hands of me and my Scillonian cousins, while the grown-ups drank gin on the terrace, secure in the knowledge she was uncapsizable. This was disproved by my cousin Whizz, who managed to turn her over with a High Court judge on board. But by then we had learned the rudiments, so it was generally assumed to be the judge's fault and we went on our way rejoicing.

At some point we moved to Canada, where we had a shack on a rock on Georgian Bay, a body of water built on the scale of the North Sea, but less salty. In a nearby town I found an Ackroyd dinghy, 1930s catboat with charming lines, inverted and being used as a camping shelter by a troop of Sea Scouts. The Sea Scouts were complaining because the holes in her planking let the rain in. It being shortly after the invention of Sikaflex, we bunged up the worst of the holes, reinstated her gaff rig, stuffed sleeping bags, a frying pan and a guitar under the half-deck, hauled up her gigantic mainsail and set off up the shore. Here, soothed by the cry of the loons and the Dornier hum of a trillion mosquitoes, we initiated ourselves into the cruising life. She was a delightful boat. The ice got her at last, and her bones are somewhere under a lagoon off Go Home Bay, Ontario.

"away you go on turbo boost, twenty tons of you, 47 feet on deck and about ten more of bowsprit"

A few years later I found myself owning 'Gloria', a Cornish Crabber Mark 1. She combined the worst of more worlds than you'll find in the average spiral galaxy. She had the sailing characteristics of a shoebox, pointed like a sawmill worker and had accommodation I will not describe except to say that it has left me with a lifelong prejudice against heads on a boat 24 feet long. Later, I should say, I owned a Cornish Shrimper, which unlike the Crabber was a pure delight.

Lurking in a shed we had 'Lucille', a Drascombe Longboat and therefore, I suppose, a gaffer. 'Lucille', cabinless, with a heart-stopping sheer, is an object so stable that a large person can walk round the gunwale without producing any significant degree of heel. Mostly the children swipe her to go camping. When you can get your hands on her, it is possible to hang on her two masts an astonishing variety of sails, including spinnakers, mizzen staysails, squaresails, watersails and the crew's underwear. She is an excellent boat for camping, singing and hauling large numbers of pots. Then I bought a Bermudan on Ebay, spent a year doing it up, got used to tacking through 90° and lost the faith.

Until, that is, the great Luke Powell took us sailing on 'Agnes', one of the eight Scillonian pilot cutters he's built. Agnes's sails are cut from cloth like marquee canvas, and there is not a winch on her. At first sight she looks as if she's going to need a couple of platoons of SAS men to get all that stuff up into the sky. But she is so beautifully put together that the sails whistle up the mast with no more effort than a spot of medium-heavy shrimping, and get their final tweaks from smooth-running hardening tackles. Trim her up, and she trucks along as if on rails, with a faint pull to weather to give her gigantic tiller some feel. Haul up the topsail and the jib topsail to funnel the breeze over it, and away you go on turbo boost, twenty tons of you, 47 feet on deck and about ten more of bowsprit, leaving everyone else panting in your wake.

It is at moments like this that the sensible person realises that there is more to life than tacking through ninety degrees.

Sam Llewellyn, Editor, Marine Quarterly
www.themarinequarterly.com

OGA50 legacy. Youthsailing

Already, in the early days of our 2014 sailing season we see youth participation in our events. It's very encouraging, and we now need make the most of that early tide to increase Area participation in this project.

I know from your correspondence that many Areas have firm plans. It's probably a good time to outline our aims for the youth sailing project and identify what we wish to achieve. This note is not a guideline. We will provide guidelines to Area Secretaries.

The 'aim' is to provide an introduction to gaff-rig sailing for younger sailors, hoping some of them will join our Fellowship at some stage. Ideally, an adventurous, and enjoyable day's sailing for young participants, with an opportunity to feel the life in the tiller, lend a hand with the sails and experience what it's like on our vessels at sea.

Combining it with an Area Race would give an extra dimension of competitiveness, greatly increasing the fun and probably somewhat easier to organise than a 'specialevent'.

Ashore briefing activities could be 'safety briefing and lifejacket fit', 'learning the ropes on a gaffer', 'learning to throw a line ashore'. All these may benefit many a gaffer crew too.

Ideally, we could involve local youth groups, inviting youth leaders to share supervision. This would be more important for projects of more than one day. Given our contact is relatively short, say a day or two annually, we know there is no requirement for police 'vetting', but having 'vetted' youth leaders involved would be a welcome bonus.

We do, of course, have a primary duty of care for the youngsters' safety. This is similar to our responsibility for any other 'invited guests' on our boats, except that with youngsters aboard, we are more alert.

So, it can be as simple as you wish, or a little more ambitious, maybe a weekend, provided it's well organised and adequately supervised. It's your call.

We have a budget, enough to fund some quality polo shirts for youth participants along with necessary expenses. Polo shirts will be embroidered with 'OGA Youth Project', showing off our new logo with a gaff cutter image and 'I've sailed a gaff cutter'.

So, let's all bear a hand, and make a real effort to get this important project launched in your Area.

Sean Walsh, President

And, while we are on the subject of Young Gaffers, meet Fyn Mitchell . . .

YOGAFF: from tot to teenager



Teenager Fyn is looking forward to his eleventh year sailing at YOGAFF 29 May - 1 June 2014, and reflects on some of the changes he has seen. The June Log went to press too soon to report on this year's event, but keep an eye on the website and the September Gaffers Log to find out what happened.

My name is Fyn Mitchell and I sail with my Dad, Steve, on our plastic gaffer 'BlackJack' which is a 1995 Cornish Crabber. This is our third season sailing her and before that we had a lovely old Cornish Shrimper called 'Spray' which was great until I could no longer stand up down below.

We used to trail 'Spray' all over and one year took her to Denmark, but the highlights of my sailing years has always been the Yarmouth Old Gaffers Festival on the Isle of Wight. This year will be my eleventh year of attendance. We have raced most years, and have even won some races.

Whether it is because I only remember the good weather or not, the sun always seems to shine at YOGAFF. I have made many friends over the years. Friends I only ever meet at Gaffers events and it is always good to catch up. I have noticed many changes since I first went, and am in two minds about the 'improvements' in the harbour, or should I call it the marina now? It was always fun to be rafted on the piles having to row ashore but now, although my Mum prefers the walk ashore, I am not so sure.

I think the best evening is always the Thursday when we all meet up for the first time, before it gets too crowded, and I am sure this year will be no different.

YOGAFF feels as though it has always been part of my sailing life and I hope it continues to be so.

Fyn Mitchell, Solent Area, aged 14

Top to bottom:
Photo opportunity aboard the lovely 'Roma', 2006
Collecting some silverware, 2008
Fyn outgrows the Shrimper by 2013
Photos: Steve Mitchell

A very French festival

As we look forward to the Douarnenez Festival, 24 – 27 July 2014, Royston Raymond reflects on his visit to Brest/Douarnenez 18 years ago in 'Pleiades'.

'Pleiades' a Tamarisk 29 gaff cutter with crew of three, left Alderney, 6 July 1996, on passage to l'Aberwrac'h. With fog and light breezes delaying progress, we crept into the Rade de Brest just over a week later, picking up one of the waiting buoys, so thoughtfully supplied by the festival's organisers.

Sleeping aboard a small sailing boat is like a return to the womb. The ribbed interior and gentle motion in a liquid element reinforce an illusion of warm security and bring a deep slumber that no amount of eiderdown on land can bring. A most hideous din hurled me out of this pre-natal torpor into the cold light of dawn. My wife swears I underwent a form of yogiclevitation and hit the deck-head three feet above my pillow. 'Pleiades' shook as though struck amidships by something very big. A second concussion reverberated through the hull. In a dim, half-awake daze it came to me that a French Navy frigate, moored 500 yards away, was saluting the 14th of July with 24 guns.

The next three days provided an unforgettable display of traditional sail. We had a grandstand view of a non-stop stream of smacks, topsail schooners, barquentines, Thames barges, Dutch botters, Mediterranean xebecs and huge full-rigged ships like the Ukrainian 'Chersones' paraded out into the Goulet to show their paces.

Ashore the quays were packed. Some million and a half sightseers poured into Brest over that weekend. I took almost an hour to push 300 yards to a baker's son the front. It was barely possible to see the ships for people and the scores of sideshows and exhibitions. One was tantalized by snatches of folksong and shanties or glimpses of traditional crafts such as rope-making or caulking. The hypnotic whine of the Biniou (the Breton bagpipe) hovered over the inner harbour like a Celtic mist of sound, drawing spectators to witness the intricacies of Breton circle dances.



Flotilla of smaller boats
Norwegian square-rigger 'Statsraad
Lehmkuhl'
Photos: Royston Raymond

Take-away food crunched underfoot and overflow effluent from the 'porta-bogs' oozed across the cobbles, but the crowds appeared uniformly happy, good-tempered and considerate. The police presence was discrete, to the point of invisibility, despite a threat by recently redundant dock workers to spoil the occasion with demonstrations.

On the second day we ventured forth to do our bit towards providing a spectacle for the punters. For the crew this was no time for tourist gawping as constant alertness to the movement of a myriad of other participants was essential. In a brisk northerly breeze two Dutch barquentines thundered around a buoyed course, all sail set and manoeuvring with the abandon of a pair of racing dinghies. Scarcely were cameras focussed to take a shot of this superb display than we had to put about sharply to avoid a large ketch on starboard tack. Amid this melee of boats racing, showing off or just boating, rules of the road had to be backed up by courtesy and common sense, and it worked. I saw only one collision during the whole festival.

Wednesday 17 was the day of the race or, rather, parade of sail from Brest to Douarnenez. To organise 2,700 vessels into three classes and ensure they all started in order and on time was more a hope than a reality.

'Pleiades' arrived late at the starting line. A solid mass of sails filled the mouth of the Goulet. I expressed disappointment to my all-women crew at our poor start and asked them to check whether we had gone the right side of the buoy. 'Why?', 'Because I don't want to spoil a chance of winning our class.' They fell about with mocking laughter. Bloody feminism has a lot to answer for!

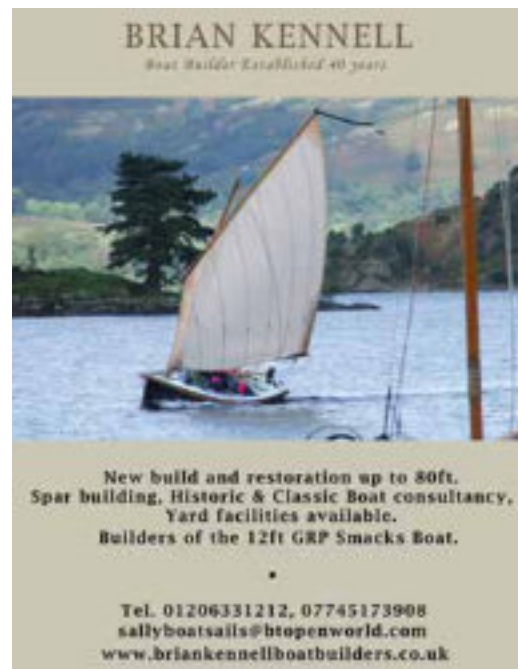
Being a fully paid-up coward I was secretly relieved at having avoided the cut and thrust commonly indulged in by keen racing types on such occasions.



The pleasures of owning a Winklebrig

The boat was designed and built by Eric Bergquist in Cheshire, of Memory 19 and Morecombe Bay Prawner fame. It's a simple gaff-rigged sloop, designed to be easily towed by a 1980s family car. Consequently it has a relatively low ballast ratio, but high form stability. It's been described as 'a good family day sailor offering excellent accommodation for one'. I can certainly vouch for the latter, and know it can take two for extended stays comfortably. I've even heard of families spending holidays on them, though not sure I'd do that, the boat's only 15' on the waterline. However, I did spend the OGA50 festival in Cowes on 'Puffin', and was disappointed when it had to come to an end.

122 are recorded as having been built, and the whereabouts of at least half are known. There's one in the States, Australia and New Caledonia. They're popular in Holland as they suit the canals well, and I'm thinking through the feasibility of trailing mine there.



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There's a thriving website for Winklebrig owners and admirers at www.winklebrig.org

Winklebrigs are very pretty boats and head-turners everywhere. They do well in inland waters and are fine for modest coastal passages. I understand they have crossed the English Channel. There is a particularly well known one on the East Coast, 'Winkle', whose owner Martin Cartwright has modified her to sport six sails instead of two, and is found in Morbihan, Venice, SeaFair and Southwold.

Despite their sailing limitations, they engender huge loyalty. Every year I tell myself I must get something more seaworthy for my sailing ground, the Bristol Channel (p.36), and every year I tow her somewhere and say 'to hell with changing her'.

David Owens, Secretary BCA



Tollesbury Rally: Easter Saturday

We bring a short report from the East Coast Area's first event of the season, an Easter weekend rally at Tollesbury, famed for its maritime heritage. Eight East Coast OGA smack's boats formed the core of the fleet racing the course set by Tollesbury Sailing Club, represented by just one Winklebrig, 'Fidget'.

Sailing single-handed, I was on the edge of needing to reef, having only one person's ballast, that being me. So one reef was set before the race start, then shaken out, then set again, and our one minute gun was fired.

Being the only single-handed boat, and therefore the only one with a reef in, I decided to start on a 'long' port tack, while everyone else crossed the flood stream on starboard. A risk strategy can pay off if you're the most disadvantaged. We were plugging against wind and tide.

I had no timer, so began counting from 60. When we started, it was immediately clear I should have gone for starboard. Three minutes later the wind dropped a little and I had to head up and shake out the reef, by this time the fleet was rounding the first mark, a quarter of a mile ahead, I had a lot of work to do, now being 12th.

Two and a half hours later, through a long complicated course, I had tried every trick in the book. The centreplate up downwind and minimal rudder to reduce drag, I put all the weight in the boat forward to reduce the transom drag, and stayed in as shallow water as possible against a strong flood tide, the deep water carrying me back. A final placing of 4th wasn't the result I was looking for, but good enough for the first race of the season.

Clive Robertson helming 'AWOL', East Coast Area

Visit the website for a full report, results and more about Tollesbury

www.oga.org.uk/news/easter-tollesbury-report-and-results

Top: 'Puffin' Illustration: Claudia Myatt
Left: 'AWOL' at the Tollesbury Rally
Photo: Alison Cable

Keep safe, keep insured:

OGA members organising Area events are sometimes confronted with 'Can I join on the start line?' or 'My entry's in the post' instead of receiving a race or event declaration in advance. Pete Elliston, East Coast OGA Committee member, shares his experiences of insurance. We're grateful to Simon Winter (Simon Winter Marine Ltd.) for reviewing the article prior to publishing and providing a general footnote.



Boats, racing and Insurance. Peter Elliston (aka 'Pete the knife') looks at the issues and Simon Winter from Simon Winter Marine Insurance gives us his professional view.

It is essential for any OGA event or race that the organiser knows how many vessels and people are taking part and that they have adequate insurance cover. Numbers on board (skipper and crew members) should be declared in advance, and it's likely to become a requirement that the skipper must verify this figure to the committee boat before the start, to allow for any late crew changes. This information is essential in the case of an accident resulting in search and rescue.

Protecting all participants at OGA events: third-party cover

The owner/skipper, or their representative, must complete a declaration in advance of any event, whether or not there is likely to be racing, to confirm that the boat carries adequate, valid, third-party insurance.

The purpose of minimum insurance cover requirement is to ensure that, in the event of an accident, claims by a third party (another boat or person) will be met. Claims may result from damage to a boat or, more importantly, injury to a person or bystander, or fatality. Although we never like to think about these things, remember, it could be you or a member of your family who is involved in an incident. Participants without third-party cover could be faced with unlimited damages if a case goes to court.

Nautical insurance: gaffer 'Reverie' and others

There's plenty of 'myths' and the following is based on generalisations, based on my own experiences insuring boats, so always check with your own insurers.

Third party or comprehensive?

Third-party only insurance may be bought for less than £100 annually for most OGA boats and doesn't need a

"the onus is on the insurer to ask the question, 'Will you be racing?'"

"third-party insurance may be bought for less than £100 for most OGA boats"

"I'm not sure if I have racing cover"

are you covered?

surveyor's report as, not surprisingly, the boat isn't relevant. Third-party protects the owner against claims by others (the third party) and generally includes racing (but check your own policy details). What will definitely not be covered is damage to your own boat or rig and often salvage.

Comprehensive insurance covers any manner of risks, depending on the wording of the policy, including third-party cover. However, cover against damage to your own boat can contain exceptions, and this is where it can get confusing, so here we get down to my own experience.

What about the rig when racing?

Our boat 'Reverie' has comprehensive cover which would normally exclude the rig whilst racing. This is the only point where there is any reference to racing in the policy and means that, if I put the rig over the side whilst racing, I could not claim for its repair or replacement. So, nine years ago, I opted to add the rig cover into the policy, at a premium of course, and have racing cover for the boat's rig, over and above the normal cover.

Are you the Committee boat, or rescue boat?

In future, 'Reverie' may take the role of committee/start boat and thereby put ourselves in a possible position of risk. I contacted my insurer, telling them that the start line could be only a few boats wide with some of the boats being 10 tons. Not surprisingly I was told that as we were covered for racing (ie racing is not excluded) we were covered for what could be considered 'positions of danger' and if we wanted to act as start boat, we were covered. The same applies to participants taking on the role of Safety boat.

Dinghies: racing and taking 'trips around the bay'

When checking out the dinghies, a Mirror, smack boat and Wayfarer, the word racing isn't mentioned. On phoning the insurance company, I was informed that racing is automatically part of the cover for any dinghy.

What about cover for my sailing dinghy, if I take out members of the public for 'trips round the bay', introductory sailing experiences etc.? I was told I'm covered so long as I don't take any money or make any charges.

In summary

Col. Regs. make it everyone's responsibility to avoid an accident, no-one has right of way. If you have no insurance at all and wish to take part in OGA events, get at least third-party cover. If you have third-party insurance, you should be covered against claims by others while racing. If you have comprehensive insurance, it will include third-party cover, but it may be prudent to ensure it covers the rig when racing, if that's what you want.

If you hear the expression 'I'm not sure if I have racing cover' it's more than likely that it

If in doubt ask your insurer

means the rig is not covered but claims by a third-party are, which is the bit we are really interested in as a race committee and as fellow participants. Many different companies offer marine insurance and this information has been gleaned from a range of them as they all seem to offer the similar conditions. The important thing is to ask questions of your insurer and get the answers in 'plain English' which they do mostly pride themselves in. If you read the policy document, anything listed as not covered or excluded is just that, and every question I've asked specifically has turned out to be covered.

Peter Elliston, East Coast Area Committee Member

Footnote by Simon Winter, Marine Insurance

The Consumer Insurance Act 2012, which came into force April 2013, fundamentally changed the disclosure requirements for private individuals. Previously it was the duty of the owner to disclose material facts (including racing) to insurers. If not you would run the risk of invalidating your cover. Now the onus is on the insurer to ask the question, 'Will you be racing?', rather than the owner needing to declare it as a material fact. Many yacht policies continue to renew each year based on old proposal forms which may have answered 'no' to racing. Our advice is to continue to declare any changes in your circumstances etc., but particularly racing. Basically if you are in doubt about any change, you should disclose it.

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Wintry passage in a bawley



We had brought the Buxey Beacon abeam

At the Bench Head, course was changed for the Buxey Beacon. The tide was low, and this course would take us over the tail of the Knoll and right across to Bachelor Spit. The change of course brought the wind on to our quarter, and we carried on at speed.

"We shall probably touch," said the owner philosophically, "but I don't mind that."

In a Leigh bawley he need not mind; she is built for the job. She can bump on the hard shoals and take no harm. Like the Whitstable 'yawls' she can dry out in an exposed anchorage, and refloat safely under conditions of weather that would knock the bottom out of any ordinary yacht.

But she did not touch; the water calmed ominously for a time, and then again the waves began to be steep and foam-capped. We had crossed the Knoll and were in the deeper water again. Once more, the lumpy sea gave place to a dirty-coloured expanse of shoalwater, and then again came the lively steep waves of a tideway. We were across the Bachelor Spit and were bringing the Buxey Beacon abeam.

Now we had to gybe. And I, in my innocence and folly, had been accustomed to say that a gybe on a bawley is such a harmless affair! I did not altogether relish the 'harmless' prospect now, with that whipping mainsheet and those hefty blocks.

"Mind the blocks don't brain you," the owner cheerfully enjoined, as he ducked down in the well, and I put the tiller up. I ducked mighty low as those blocks went over!

Lodestar Books, publishers of 'new and neglected nautical writings', provide this short extract from a forthcoming title by H. Alker Tripp, 'Under the Cabin Lamp'.

Find their advertisement on p.13 and more extracts on 'Sailing by'.

Noticeboard

Youth Fund

The GMC is considering applications from OGA Areas for funding youth events this year, p.8.

The objective is to get young people, aged 15 - 25, sailing on gaffers (ideally OGA members' boats) for a day or a weekend. We want them to have an inspiring experience leading them in their future sailing career to gravitate towards gaffers and the OGA.

We will make initial grants to Areas shortly, more details will be published in the next Gaffers Log.

One condition of funding will be that we receive reports and pictures of the event, so watch out for those too.

Boat Register: online!

We are delighted that the Register is now up and running online and we are also delighted that Pat Dawson will not, after all, be retiring from her post as Boat Register Editor.

Pat has put in hundreds of hours of conscientious work over a period of several years on our archive for which we are all hugely grateful, we really cannot thank Pat enough.

The online Register is ready for you to browse, p.33 & 59. We'd like to encourage all members to request access, log in and update or upload information and images.

www.oga.org.uk/register-home

Steve Daley-Yates and Alistair Randall have also worked incredibly hard to create the online Register and to link it to the member database. What they have created is a huge asset to the OGA and will grow to become, we hope, an asset to the world of traditional boats.

We thank them heartily for all the work they have done, and Beverley Daley-Yates too for her ongoing work on uploading photos and documentation of instructions.



Your views ...

The GMC is keen to hear your views on these and any other OGA matters.

Please email your comments to Sue Lewis: secretary@oga.org.uk

Recruiting more new members

You can do your bit to help us to recruit new members!

Ask your Area Secretary for copies of our smart leaflet, presenting the OGA. Please pass these on to those you meet in the course of your season sailing.



Handicapping

Handicapping is being reviewed in the hope we can do more to include modern gaffers.

There will be no changes to the current system for 2014, but we will be running all Area race results through an alternative system, the new RYA (NHC) system, to see how this stacks up.

Race Officers shouldn't face an extra burden of work as Pete Thomas, Sailing Committee Chair, will do this and send feedback to the Areas as soon as possible after races.

Paypal account re-instated

We apologise for the inconvenience to some members of the temporary disappearance of our Paypal account. This is now up and running again and you can use it to pay the Association Treasurer for membership renewals and merchandise. All you need, if you have a Paypal account, is the email address of the treasurer: treasurer@oga.org.uk. Please make sure you let the Treasurer know how much you have paid and what for.

Volunteers needed to help run the Association

Gordon Garman has come to the end of his term of office, so the important role of Association Treasurer needs to be filled from January 2015. Is this something you might consider taking on? For more information contact Gordon by email treasurer@oga.org.uk

Whilst relevant experience would be very useful, a lot of work has been done to rationalise and streamline the tasks, particularly those concerned with annual membership renewals. Gordon is handing over a well-oiled machine.

Could we have a volunteer to help look after the Association's trophies? Assistance with any aspect of this would be much appreciated, so please let the Secretary know how much (or little) you might be able to do to help, p.5.

Sue Lewis, Secretary

OGA photo competition 2014

Competition organiser Mike Garlick announces the competition rules, explains the categories, introduces plans for online submission and brings us some tips on how to impress the judges.

OGA photo competition 2014 categories

Sailing Gaffers

Here the boat is the star; at work, at rest, at play.

Life at Sea

A new category, where the photographer is encouraged to use their imagination and interpretation, to bring out the human story, the situation or the atmosphere.

Young Photographer

Open to the under-18 photographers, whom we are keen to encourage to enter.

Competition rules, 2014

Eligible photos must have been taken between 31 March and 30 November 2014.

They must not have been entered for any other photographic competition.

Entry will be via the OGA website where the Rules are available.

2014 prizes are nautical books and will be awarded at the AGM, January 2015.

www.oga.org.uk/photography-competition-2014

How to impress the OGA competition judges

A magic formula for photographic success? Dream on! Like gaffing sailing this comes from competence at the basics, an eye for the moment and more than a dash of good luck. But help yourself by good preparation.

Firstly, choice of camera

This is always a compromise and is even more so when taking into account the demands of photography on the water. The 'ideal' camera will be weatherproof, tough, able to zoom and have adjustable controls. It must also be always available for use at the drop of a hat, or sheet.

Viewfinder or LCD screen?

For me this is a no-brainer. With a viewfinder you see the composition exactly. The camera, held close, becomes part of your body helping avoid crooked horizons and camera shake. Settings can be seen in the viewfinder and changed on the moment and focus point confirmed instantly. And when you press it fires!



LCD screen?

Hands up if you can honestly say that you can see anything in it on a sunny day? Then you have to fiddle with electronic menus to zoom in or out or to change settings, you still can't see what's happening and when you finally press the button it takes enough time to tack an old gaffer before the shutter fires. No wonder that so many pictures are taken on the 'Auto' or 'Program' setting.

Secondly, know your camera

No, that's wrong, you must dominate the camera. With digital cameras there's no excuse for not having it as an extension of your body. Play with all the settings until they are second nature and experiment with different techniques. Then delete.

Controls to learn about

Exposure mode

All will offer a tempting 'Auto' or 'Program' mode where the camera does all the thinking for you and in return will guarantee that it will give you a technically faultless picture with absolutely no imagination, interpretation or inspiration. Fine if you're just taking a selfie at the G8 Summit, but not for thinkers like Old Gaffers.

Try Aperture Priority 'A' mode

Here you choose the aperture, 'f' number, or size of the lens opening and the camera adjusts shutter speed to suit. A narrow aperture, high 'f' number, say f11, f16, f22, will give greater depth of focus, good for landscapes and wide views. Wide apertures, f2.8, f4, give a short depth of focus which is good for concentrating attention on the subject of the picture.

White Balance

For ease of use this is often left in the auto AWB setting, but here it will miss the subtle cool and warm tones of early morning and late evening light, the landscape photographer's dream moments. Use 'Daylight' setting, usually a little sun symbol.

Enough for now, but more totally unbiased opinion will follow in the next Gaffers Log, by which time you will all have mastered the basics on your top of the range DSLR!

Mike Garlick, OGA Photography Competition organiser

'Working Yacht 1', Bristol Channel Area

'Working Yacht 1' is a 55ft ferro gaff ketch built by her skipper, John Laband, during the 1990s. Often sailed single-handed, on this voyage she had a crew of two, and was awarded the BCA 'Hidden Challenge' trophy, 2013.

It was early May, and we'd anchored off the white mark at Minehead to wait for the tide and go ashore to collect firewood which I'd spotted on a previous trip. It was sunny and calm but the light breeze 'on the nose' (which we all know about in the Bristol Channel) meant we were motoring towards Ilfracombe along the N Devon coast to have a look at the latest addition to the harbour infrastructure, Damien Hirst's sculpture, Verity.

We were on the way to Lundy to await good weather to make passage to the Isles of Scilly, intending to join the OGA Round Britain Challenge (RBC) fleet, planning to be anchored off St Mary's in calm weather after a perfect trip down the English Channel. Well, it wasn't quite like that.

May is usually a good time to get going (if there is a 'good time' in these waters) but not this year. We were off Lundy for a week, as low after low battered the island. I've dragged from this anchorage before but the solution seems to be a CQR anchor, 4m of heavy chain then nylon 3-strand to the boat. Some people like this because the stretch in the nylon helps prevent snubbing loads to the anchor, which can easily jerk it free. I've started sending a second anchor down the line with a large shackle to ensure easy sliding and, with its own line attached to the lifting eye, it's not too difficult a job to raise and lower. Well worth the peace of mind it imparts. Initially I sent it halfway down, to help increase the catenary, but after seeing it hurled out of the water repeatedly like an Orca with a seal, I have taken to sending it to the bottom where it rests against the chain and seems to do a good job helping to hold everything on the bottom.

We had to be confident in the anchor because there was no alternative but to abandon the boat and explore the island, and excellent tavern. We had to collect water, carry it down the hill with the aid of a pole between two people



Windswept anchorage in the lee of Lundy Island
Swallows taking shelter
Photos: John Laband

"we heard those never to be forgotten words of the forecast NW, gale force 10, imminent"

If you are an OGA member you can find out more about 'Working Yacht 1' online at the OGA Boat Register:
www.oga.org.uk/boat/working-yacht-1

and slinging the 25l can from the pole. It was amazing to see how well protected the anchorage was from the gale force westerlies and how rough it was around the island. There was a sizeable swell in the anchorage, especially on the ebb, and this made landing and launching the dinghy very interesting, especially with the water on board and two adults.

On researching this problem there seemed to be a lot of different methods all with their advocates, which usually means there isn't a universal method, so we developed our own. On the way in to the beach and before getting entangled in the surf, drop an anchor (perhaps 10kg) with a light floating line attached. The rest of this line which has to be quite long, say 50m, has to pay out with no tangling. One way to make this happen, we found, is to stuff it all in a bag, although I expect a reel would be best. Pay out the line from the bow and row the boat backwards towards the beach. As you reach the breaking surf, hold the boat with the bows towards the waves and it's an easy job to pay out the line and keep everything under control until you reach the beach. Take the line up the beach beyond the high tide line and secure it there. When you come to launch the dinghy, the line is ready to be used to help pull the boat through the surf towards the anchor which lies in calm water. Stuffing the line back into the bag as you go has prevented tangles so far. We used an 8mm polyprop line which was quite springy and bright yellow and had been discarded because it was unmanageable, perfect for this job though.

At last we set sail for Padstow, in a NW F5-7, but unable to make this heading as it was too fine in the conditions, so reluctantly turned back to Lundy having sailed 13nm. The sail back was very fast, exhilarating sailing at 7-8knts, with 9-10 at times.

Back in the anchorage we heard those never to be forgotten words of the forecast. NW, gale force 10, imminent. Why we had so little warning I'll never know, but it's a feature of this area that weather forecasting is often unreliable. I surmise that it's because the weather systems are often forming overhead and being unpredictable about their intentions.

'Hidden Challenge' trophy winner, 2013

This was the storm which caused havoc in the marinas of south Cornwall and cut off the electricity supply to many in the peninsula. We were close to the centre, due to travel up the Bristol Channel. Lundy offers excellent shelter in the usual anchorage for gales from west to south, but if there is any north or east in it, then you should get moving. We had two choices, it seemed, but here I may not have chosen the best option. The best cover from winds in the north was in the lee of the island off the south side close in off the high ground, surrounded by rocks and inside the tidal race that sweeps by offshore. Very recently this alternative has made it into the Cruising Association handbook as a recognised anchorage of refuge. It can only be imagined what these waters must have looked like a century ago, with many sailing craft anchored in the Roads. We weighed anchor(s) and went to have a look. It was clear that the cliff offered excellent protection from the north, but rocks everywhere and I imagined the bottom shelving steeply. If anything went wrong we would not be able to get round Rat Island back into the anchorage against the gale force northerly. We would have to let go of Lundy and then what?

I imagined becoming embayed in Bideford Bay in a gale force northerly, or trying to run up-channel desperately keeping offshore of a North Devon lee shore. Ilfracombe would be impossible. Trying to go west, avoiding Hartland Point, didn't look such a good idea either. So, no sea room in a northerly.

"I imagined becoming embayed in Bideford Bay in a gale force northerly"

The other factor was the new moon, so pitch blackness as well. We motored back to the usual anchorage and prepared ourselves. We anchored as close in as possible with two anchors out and measures to avoid chafe around the bow fitting. Some small buoys around us gave a good transit to estimate dragging and they became my friends throughout that night. I put the engine in slow forward to try and take some strain off the anchors but this caused some yawing around the cable, but still I think it was a useful measure. The waves got up considerably and we watched them career past in the half light to crash against the shore quite close behind us.

I had earlier considered abandoning the boat to look after herself and try to get to dry land, but there was some resistance on board to this plan. In any case, landing the dinghy would have been extremely hazardous with what seemed like a 2m swell. We tried it once, and were unceremoniously pitched off the landing ramp.

It was necessary to stay exposed in the cockpit all night in the torrential rainfall. It's surprising how time flies when you're enjoying yourself!

At some stage in the night, a fishing boat joined us and moored to a heavy mooring buoy. Another useful transit and with its bright lights a companionable presence as it plunged, pitched and rolled. I will remember that buoy for another occasion and hope that it's

ground tackle has been inspected in the recent past. We had to endure about six hours of the strongest wind before it moderated. But then another report it would veer more into the north. That really was the end of our Lundy holiday.

Mooring to that same heavy buoy we prepared the triple reefs in the main, making sure to tie in the other reefs first so as to save work later. With some trepidation, we set course SW, and emerging from the wind shadow of the island, we found ourselves in a moderating NW5-7, good visibility and just the dying storm swell to give us a majestic scene. The boat rode comfortably to the beam seas as we charged down the North Cornish coast towards the Pendeen. Adding more sail as the wind moderated, then through the inshore passage at Longships, round into Mounts Bay, past Mousehole and anchoring at last off Newlyn.

The OGA Isles of Scilly rendezvous had been cancelled and the RBC fleet had become dispersed, making it its own way to Dale in Pembrokeshire. We just had time to put back some of the blue paint washed off the bow sections, before setting off with a magnificent sunrise illuminating Mounts Bay from behind St. Michael's Mount.

We didn't see another vessel until we also reached Dale, after a short stop in the Pool outside Padstow. The trip over from Padstow to Dale was worth mentioning, because it really was trouble free, the F3-4 NW breeze kept going all day and we made it in one tack across the tidal streams, only motoring towards sunset as the wind died. All sail was raised and the tiller pilot, operating on a semi-balanced trim tab off the trailing edge of the main rudder, kept us on course.

Dolphins accompanied us for many miles west of Lundy. We were in time to enjoy the excellent supper organised by the BCA to host the RBC fleet. We would so much have liked to continue on around England and Scotland, but our holiday time was used up, and we had to plan the return trip.

We hope there will be another chance to join this cruise in company without having to wait another 50 years.

Jacqui Fumeaux and John Laband, BCA



Working Yacht 1' underway
Photo: John Laband

Welcome aboard!

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
BCA	5846 Paradox	Dr Adrian Moran & Mrs Susan Moran	18 Ravens Walk, West Cross, Swansea SA3 5RG
DB	5843	Mr Brian Comerford	
DB	5844	Mr Frank de Groot	Clovelly, 14 Galtrim Park, Bray, Co Wicklow, Ireland
EC	5845	Mrs Lindsay Bartrop-White & Mr Keith White	42 The Hyde, Ware, Herts. SG12 0ER
EC	5847 Wendy May	Mr Dick Durham & Mrs Cathy Durham	88 Leigh Hill, Leigh-on-Sea, Essex SS9 1AR
EC	5850	Mr Peter Lewis	13 Long Road, Mistley, Manningtree, Essex CO11 2HN
EC	5851 Iona	Mr Doug Dickens	33 Swithland Ave, Leicester LE4 5BQ
EC	5853	Ms Helen Denning	Excelsior Trust, Harbour Road, Oulton Broad NR32 3LY
EC	5854	Mr Tom Cook	21 The Glebe, Hawley, Camberley GU17 9BB
EC	5857 Seamew	Ms Clea Rawinsky	14 Chapel Road, Burnham on Crouch, Essex CM0 8JA
EC	5867 Swanti	Mr Andy Stephens & Ms Jill Moore	19 Cherry Glebe, Mersham, Ashford, Kent TN25 6NL
EC	5869	Mr Edward North	77 Ospringle Road, Faversham, Kent ME13 7LG
EC	5872 Ocean Dundas	Mr Chris Turner	59 Main Road, St Lawrence Bay, Southminster CM0 7NA
NE	5860 Kathryn & May	Mr Alan Kemp	8 Gordon Street, Amble NE65 0AT
SCO	5856	Ms Catherine Holt	28 Angler Road, Salisbury SP2 9PB
SOL	5848 Sonnet	Mr James & Mrs Fiona Roy	4 Hamble Cliff Stables, Westfield Common SO31 4NA
SOL	5855	Mr Fergus Taylor	Dauntsey's School, West Lavington, Wilts. SN10 4HE
SOL	5858	Mr John & Mrs Patricia Ballinger	371 Wimborne Road, Oakdale, Poole BH15 3ED
SOL	5859 Phoenix	Mr Robert Spackman	2 Chalk Pit Cottages, Shere Road, W Horsley KT24 6EJ
SOL	5862 Ellen	Mr Christopher & Mrs Alison Wigdor	The Alding, Grayswood, Surrey GU27 2DE
SOL	5863 Bronte	Mr Paul Smith	Hole House, Freshfield Lane, Haywards Heath RH17 7HQ
SOL	5864 Casuella	Mrs Caroline Keen & Mr Patrick Keen	8 Baring Road, Cowes, Isle of Wight PO31 8DA
SOL	5865 Mahler	Mr Terry Coles & Miss Samantha Fenton	7 West Avenue, Farnham, Surrey GU9 0RH
SOL	5866 Polly	Mr Mark & Mrs Lisa Pollington	12 Wises Firs, Efton Nerve, Reading RG7 4EH
SOL	5868	Mr Eric Crossfield	Flat 3, 54 Vincent Square, London SW1P 2NR
SOL	5871 Dolphin	Mr Chris Wood	60 St Andrews Road, Southsea PO5 1EU
SW	5849 Joyance	Mr Antony & Mrs Jane Hale	Little Elms, Muckwell Barns, Kingsbridge TQ72 5EW
SW	5852	Mr Hugh Langworthy	Trinity Sailing, Pump Street, Brixham TQ5 8ED
SW	5861	Mr Simon Winter	Overmass House, 68 Beer Road, Seaton, Devon EX12 2PA
SW	5870 Flat Sea	Mr David Patuck	Chatsworth, Broadway Road, Ilminster, Somerset TA19 9RX

A NOG note (from a new 'Old Gaffer')

Being born in Newton Heath, Manchester in 1960 I became very familiar with smoke and trains, but boats did not figure much in our particular neighbourhood.

Like so many other sailors, my first introduction to boats came with a suggestion from the school librarian that I might like to read a book by a man called Arthur Ransome and I was loaned a copy of the 'Big Six' for which I will be eternally grateful.

The life described was so wildly different to my own that I was immediately drawn in. I quickly became fascinated with all things nautical and, in particular, with that segment of sailing relating to Stockholm tar, bronze fittings, boats you sit in (rather than on) and any sail which was not one of those odd Bermudan things.

I did not get much chance to sail until my parents moved to Ramsgate and I went to the Grammar School. Thursday afternoon was 'sports' and I could not believe my luck when it turned out that, instead of hitting or kicking things, there was an option to join the school sailing club which operated out of Ramsgate Harbour.

It transpired that the 'sailing club' consisted of me and two others! I had read more sailing books than you could shake a stick at but had next to zero practical experience. Clearly a minor

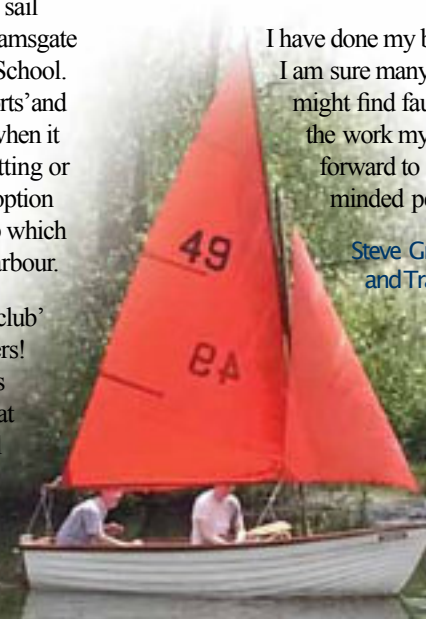
consideration like that was not going to stop me. In fact the other two lads had no experience whatsoever and, as we left school following 'A' levels, one of the two then admitted to us that he had never learned to swim! Nevertheless we had, over the years, built up quite a bit of practical experience sailing around the North Foreland and to Dover in our plywood GP14, forever trying to outrun the teacher nervously puffing on his pipe in the under-propelled safety boat.

Over the years I have had a variety of Bermudan rigged boats up to 42 foot but the furthest I have ever sailed in my own boat, primarily due to work commitments, is weekends in Calais and time spent in the northern French canal network.

I sold my last 'big' boat about 18 months ago and decided to get right back to basics. No marinas, no lifting in and out and no cruising the same area over and over again, too afraid to go too close into shore. My wife bought me a 13 foot clinker effect GRP boat hull which I have been fitting out at home.

I have done my best with 'Guillemot' and, whilst I am sure many professional boatbuilders might find fault, I am pleased to have done the work myself and am very much looking forward to some happy times with like-minded people in the Trailer Section.

Steve Griffiths, East Coast Area and Trailer Section



Our second NOGnote comes from new Trailer Section member, Steve Griffiths from Deal, Kent. He launched 'Guillemot' on Monday 5 May, fitting her out himself at home.

Are there any more NOGouts there who'd like to share their first impressions of the OGA through the Gaffers Log?

Fitting out what does it mean to you?

Acres of varnish?

In preparation for taking 'LilliB' to the Netherlands this summer, I've replaced the rusty old mild steel stem head with new stainless steel, installed a new DSC radio and AIS transponder, and we're referring to varnish areas in acres.

Mike Robertson, East Coast Area

Seek and ye shall find . . . (Matthew 7:7)

'We'll take the sides out and see.' He did, followed by bridge deck and cockpit seats. Sure enough, water had penetrated sheathing and ply. I stripped the port side deck and sanded 'til dark. Returning next day, it had gone, waterlogged on the underside. I uncovered ancient repairs in the stern deck, and ripped that out too. I joked we were at the back, so there could be no more rot. But a piece of ply, encased in fibre glass for nearly 40 years, came away in dusty handfuls with the remains of steel screws. 'East Breeze' is being put back together, with a daunting list of tasks still to do. But there, that's boats for you. I'll be ready for YOGAFF, and who knows where after that?

Marion Shirley, Solent Area Secretary

Antifouling at East Head, Chichester Harbour

I'm owner of 'Black Jack', 'naffer' plastic gaffer, on the water all year round and, the biggest job at the start of the season is to pick a decent weather window to beach the boat for a scrub, polish and antifoul. East Head is a beautiful spot, rounded off with BBQ on the beach as the sun sets, using the boat as a windbreak.

Steve Mitchell, Solent Area

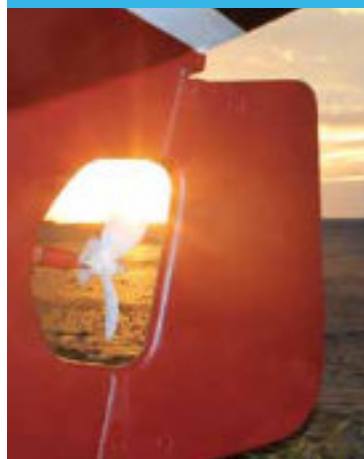
Stepping the mast puts Barry's back out

I was just making sure the halyards were going through the correct pulleys, when chaos ensued! I had to step the mast at least five times and next day discovered my 'fitting out' had put my back and shoulder out. It was off to the physio. to put my body back into working order and the sails are still not on. I think that's a task for when the weather warms up!

Barry Healas, Lake District Area



Stem head, Mike Robertson



'Black Jack', Steve Mitchell



New use for a bike stand, Steve Yates



Cylinder before



Cylinder after



Piston before



Piston after

What about the sea cocks?

The typical OGA skipper is a multi-skilled chap or lass, turning their hand to the odd bit of welding or skimming the inside of an engine cylinder as easily as splicing an eye on a halyard. Those of us less mechanically inclined, more at home with a Cisco router than a Bosch one, are both daunted and inspired by these practical folk.

One of the great things about 'Robinetta' is she's never been perfect, giving owners before Alison and me the confidence to have a go. She has three fine old bronze cone-style sea cocks and all were in dire need of a service.

The trick is to use the inner cone as a tool to grind both itself and the cylinder smooth. Cover it in abrasive paste and then rotate in the cylinder until both surfaces are smooth. The danger is that it will end up oval or with a ridge and the seal won't be perfect. Choosing a grinding paste available in the UK needed a little research. Chemico understood what I needed and I'm very pleased with their gunk.

In an ideal world one would remove the sea cocks from the boat and turn steadily in a continuous rotation. On 'Robinetta', removing and refitting the cylinders would be more work than the rest of the exercises so I did it in situ. Space being confined I could typically only turn the cone a quarter turn without replacing the spanner. After some time following the instructions to make full turns, I went for a quarter turn back and forwards motion which allowed a lot more force to be applied. I rotated by a quarter turn frequently to try to keep things even and not distort the cone or the cylinder.

Completely removing the abrasive grease at the end is very important. We need smooth running and minimal wear, but a good seal. I'm quite pleased with the results. The movement is smooth, and so far, watertight, as we set out on our summer cruise.

Julian Cable, East Coast Area
www.robinetta-log.blogspot.co.uk/

The Irish river curragh

On 30 April NIOGA members joined members of Cockle Island Boat Club to hear a talk about the Irish river curragh by Bruce Crawford, a man who needed a small boat to visit a couple of home-made crannogs (lake dwellings) built in a restored millpond in Crawfordsburn.

Bruce and his wife Heather decided a coracle type craft would be suitable and visited Wales to learn about coracles. On returning home, Bruce found difficulty in finding ash lathes, as used in Wales, so started researching the Irish origins of this type of craft. He discovered Irish examples from pre-recorded times right up to 1938, being used on the River Boyne for fishing, either in pairs or as single craft. Constructed differently from the Welsh coracles, the Irish used hazel rods throughout for the frame with cowhide to cover the craft. Known as river curraghs, the word coracle had not made it across the Irish Sea.

The frames, or ribs as we would know them, at approximately an inch diameter, were pushed into the ground, forming the shape of the top of the finished craft. Lighter hazel rods were woven around this cage to form the gunnel. The weave used for this was very strong incorporating three rods twisted as well as woven. When the gunnel was finished the rods were bent across the craft to form the bottom. There was a lot of tying together and trimming, as well as leaving weights on the upturned boat for a couple of weeks.

Once the frame was carefully removed from the ground it was covered with a tanned cowhide and held in place with a continuous leather thong. After a lot of finishing work and construction of a seat, using leather to fix it in place, Bruce had a finished craft. He made a wooden paddle and the boat was ready for the river.

Bruce has made about 30 curraghs, befriending another river curragh maker in Co. Offaly. These two are retaining this traditional skill of curragh making, and the curraghs on show at the Boathouse, Groomsport, Co. Down are magnificent craft, light but obviously strong. Well done to Bruce for his efforts in making this historic craft.

Our thanks to Bruce and his son Ross, for the presentation and to Cockle Island Boat Club who facilitated this wonderful evening.

Peter Lyons, NI Area Secretary



Photos: Peter Lyons
Curragh: Bruce Crawford
www.brucecrawfordcurraghs.co.uk

OGA50 legacy: Boat Register

Pat brings us up to date with news of the online Boat Register. Members can login and see the boats already published but there's plenty more to do. Can you help us in any way?

At last! The Boat Register is online and accessible to logged in OGA members. I am glad some of you have already taken the opportunity to get your login details to take a look around, helping us during the initial testing period. Alistair Randall, Beverley and Steve Daley-Yates have done a wonderful job in developing an online Boat Register of which the OGA can be justly proud. It's now open for members to request access, with nearly 200 boats already published for browsing by logged in members. There are over 3,000 boats in the Register, unpublished until we have some photos for them. We're grateful to several photographers for their contributions, including Sue Feather, Viv Head, Steve Yates and Keith Allso. If you have collections of photos, free of copyright restrictions, that you're willing to share, please contact Beverley Daley-Yates log@oga.org.uk

Every member who has a boat in the Register can access it and update the records. If you haven't looked yet, I encourage you to do so. There's a very large paper record which still awaits scanning and upload, to supplement information already available. This will be a massive task and we hope that other OGA members will come forward to work with us. If you're interested in getting involved, contact me for more information about how to help. Ideally, we'd like to have representatives from all Areas of the OGA.

There remains a considerable backlog of updates following the three months transition from paper and laptops to a fully-fledged online system. I'm catching up quickly and pleased to report that many of you are sending your details. Please continue to do so, and don't think your boat is too new or too small to be included. It is, after all, a register of all OGA members' boats, so both Bermudan and motorboats may be included, many of which are classics in their own right.

Pat Dawson, Boat Register Editor
boatregister@oga.org.uk



Netherlands and the Med

Dutch OGA10 'Cross country tour'

Rik Janssen and members of the Dutch OGA are looking forward to welcoming UK and Irish members to join their 10th birthday celebrations. Keep up-to-date with preparations by visiting the website:

www.oga.org.uk/article/oga-nl-cross-country-tour



Could this gaff schooner be your 'old gaffer' on the Med?

SIF is for sale, with offer of a trial cruise this summer

I am looking for a new owner, or owners, for SIF after 29 years with her. Her home port is Saint-Tropez and she's well known on the Mediterranean classic yacht racing circuit since 1985. SIF is a 'normal' classic yacht; too small to interest the rich 'investor yachtsmen'! My wife and I cruise SIF by ourselves; she is fun to sail, very well equipped for cruising and is set up for easy maintenance. For OGA members who may be interested in her, there are berths available for participation in this summer's regattas and cruises. Visit the website for dates and berth availability. Contact me if you would like to sail on SIF, with the hope that you might consider making an offer for full or part ownership. Price: £95,000 or offers. William MacInnes: +33 494 97 41 40 | +33 603 65 68 66

<http://sif1894.wordpress.com>
macinneswecosse@gmail.com

SIF features in the OGA online Boat Register; login and visit www.oga.org.uk/boat/sif-0 to find out more about this remarkable vessel.

Latest news

Plans are well underway for our Cross Country Tour, and we hope you have all registered now. Members on our mailing list will be receiving updates in due course.

Rik Janssen: oga10@oldgaffers.nl

Photos: Sue Lewis



Building and sailing 'Aimie'

We hear about the pleasures of building a dinghy from Jane and Andrew, who sail on Ullswater in the Lake District.

Andrew decided to build 'Aimie', a Paul Fisher design Stornoway, 12' centreboard dinghy with a high peaked gaff.

This was purely a challenging project for something to do as he'd never actually sailed a boat, but had previous experience of boats as a young boy, sailing on the sea with Dad, off the Fylde coast of Cleveleys, Lancashire. Oh, and he had built a canoe.

The fact that you only buy a plan, meant measuring, cutting out (no jigsaw then) stitching and taping, the job took a lot longer than anticipated. Extra time was needed for the hardwood laminated centreboard and rudder. Then there was the painting. Building 'Aimie' did take a lot longer than planned, over 12 months, I think. During this time we started to sail at Glenridding and purchased a Lune Pilot to learn in.

We're extremely proud of 'Aimie', Andrew has made an excellent job of building her, and over the last ten years we've had a lot of fun as she's slight and very responsive.

Jane & Andrew Greaves, Glenridding SC, Lake District



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Bristol Channel

Commodore: Viv Head
Secretary: David J. Owens
email: bcsec@oga.org.uk



Dublin Bay

President: Tim Magennis
Secretary: Gerry Murtagh
email: dbsec@oga.org.uk



The start of the season has come as something of a surprise. The winter hasn't been cold, but it has certainly been winter. The chilly, wet weather seemed to endure forever, but most of us have now fitted out and ventured onto the water. Thanks to the considerable efforts and enthusiasm of Charlie Harris, we shall be sailing every Monday night in Cardiff Bay as there's a critical mass of gaffers in the locality. Viv Head, Commodore, has rejoined us from New Zealand, via Antarctica, and will be joining us on Mondays.

Instow begins its programmes soon, so the BCA regions will be characterised by two 'hotspots', in Cardiff and North Devon, with predominantly solo sailors elsewhere.

We're not short of suitors for our attention. Neighbouring clubs or organisations want us onboard, if you'll excuse the confused metaphor, and I expect we'll be represented everywhere. We're invited to join Barry YC, Bristol Channel



Pilot Cutters, Lydney YC and the Forest of Dean festivities, as well as Portishead for 'Round the Holms' and SeaFair Haven.

Two key events this year from Cardiff will be forays into the Bristol Channel for a day sail. Small beer after the exertions of the RBC heroes and heroines, but challenge enough for our small open boats, given our notorious tides. We'll report back on these events online and in the next Log.

In the meantime, it is a question of shake down sails, seizing weather windows of opportunity, and fine tuning the rigging.

Or maybe spending far too much time chatting amiably on the pontoon or in the bar.

Are we the only Area where messing about in boats has sailing as only one of its key components?

David Owens, BCA Secretary

'Windless winklebrig reflected in Cardiff Bay on early season gaffers night sail'

Photo: Viv Head

'Puffin', sailed and owned by David Owens

DBOGA members and supporters judged the early days of May to be merrier indeed, when the last two weeks of April brought heaven-sent dry days to boost boat preparation for the new season.

Two other items boosted their enthusiastic endeavours: the announcement by the Dublin Port Company that their June Bank Holiday Riverfest, which last year drew thousands of Dubliners to the River Liffey Quays, is to become an annual event. Then came the news that David Grainger and his speedy 'Happy Quest' will, weather etc. permitting, return to Dublin to join in this year's gala promotion from 30 May to 2 June.

'Happy Quest' was the acclaimed winner on the occasion of DBOGA's first race for its splendid Asgard Trophy. She will, hopefully, be competing again in spacious Dublin Bay, this time for the DBOGA's other singular trophy, the Leinster Plate.

As if all that was not enough 'Happy Quest' should be dicing with her equally speedy opponent, 'Tir Na N'Og of Howth', owned and helmed by OGA President, Sean Walsh, himself.

On top of all that the Howth 17's will again be racing in the Liffey past seven tallships and just to add a note of high culture to the entire proceedings, the classic Cossack Russian Ballet, will perform on a large River Platform.

All this just over a stone's throw from O'Connell Bridge in the very heart of Dublin.

Oh the thrill of it all!

Tim Magennis, DBOGA President



'Happy Quest' in 1997
Photo: David Grainger

President: Robert Hill
Secretary: Lorna Hill
email: ecsec@oga.org.uk
web: www.eastcoastgaffers.org.uk



We've been busy with shore-based events starting the year when our new President and Secretary hosted a Burns Lunch at their home. Much haggis, beer, and wine were consumed! The following week Sue Lewis gave an interesting talk about her adventures in 'Bonify' during the OGA50 RBC. The fish and chip supper was excellent too.

A fortnight later found us at Pin Mill SC for another film night. 'Whisky Galore' stands the test of time, even funnier when watching with people who understand how difficult it can be to row a laden dingy! The meal was tasty, with pictures of gaffers stencilled on the tablecloths to make us feel at home.

We were eating again at the East Coast Dinner, hosted by the Royal Burnham YC. Everyone dresses for our most formal occasion of the year. Kees Koomen, our Dutch East Coast member, was presented with the Cape Horn Trophy in person (March Log p.23). There was a raffle, and then a bottle of Tobermory Single Malt on wooden tray with tasting glass was auctioned to raise £99 for the ECOGA.

A dozen people attended a sail clinic at James Lawrence Sail Makers in Brightlingsea for a crash course in sail First Aid, hosted by Mark Butler. Each participant was supplied with a sail 'palm', needle, some thread and a piece of flax. Mark began by demonstrating the rudiments of 'herring' stitch to show how a slit sail could be safely repaired enabling the boat to get to its destination where a more thorough repair could be effected.

The first sailing event of the season went off well, with the Tollesbury Rally on Easter Saturday (p.15). With grey skies at first, the sun was shining by the end of the race, when everyone retired to Tollesbury SC for a well earned drink before heading to the Kings Head for supper and prizegiving by Robert Hill, Area President. Thanks go to Steve Meakin, the organiser and all the other helpers from the Tollesbury SC who provided safety boats as well as an excellent breakfast on Sunday morning.

The summer sailing calendar is crammed full. There are events every fortnight in June, and every weekend in July, before a pause for breath before the August Cruise from 16 August. There's something for everyone, whether you want to race in

large or small boats, sail in company, or just come along for one of the meals and a chat. We're able to run so many events due to the hard work of the voluntary organisers, so many thanks go to them all.

Details and reports of our events are on the EC website, so please visit www.eastcoastclassics.co.uk for entry forms and information if you fancy joining in with the East Coast gaffers.

Alison Cable, Eastcoaster Editor



Prizewinners at the Tollesbury Rally
Mike McCarthy, 'Tempus' safety boat, wins the Seamanship Trophy
Sara Adie, 'Papa Stour', 3rd, wins a hand-made sailcloth bag by Cormorant Sails
Photos: Steve Yates

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'Rainbow' 1897

Chair: Des O'Meara
Secretary: Jim Bell
email: nesec@oga.org.uk
web: www.oga.org.uk/areas/north-east



EAST COAST RACE

We held an open meeting at the Coquet YC, Amble on 27 March and welcomed a few new members. Area organisation took a step forward when Des O'Meara agreed to take the Chair.

Representatives of Royal Northumberland YC, the Coastal Rowing Associations of Blyth and Amble, Blyth Tall Ship project and North East Maritime Trust also attended to make plans for the coming season:

- 19 - 20 July: Blyth Town Maritime Festival
- 16 - 20 July: OGA Race within East Coast Sailing Week
- 16 - 17 August: Scotch Queen 70th anniversary, Grimsby
- 23 - 25 August: Newcastle-upon-Tyne Traditional Boats

The level of interest shown indicates the likelihood of a good turn out at these events, in expectation of experiences similar to last year! Full details will be published on the website. We're also hoping to have representatives join the Netherlands OGA10 Cross Country Tour and the 500th anniversary of the founding of Marstal, Aero, Denmark.

Jim Bell, Area Secretary



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'Advent' Photo: Richard Ciles

Brightlingsea July 5th 2014

For more information visit www.eastcoastclassics.co.uk

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Holyhead Traditional Sailing Festival



29th – 31st August 2014

Holyhead lifeboat open day
holyhead-lifeboat.co.uk



Suitable for vessels from 10ft to 80ft

For more details and programme contact Sue Farrer: 07527530309

See the video at <http://holyhead.northwalesoga.org>
email: nwasec@oga.org.uk



North Wales

President: Scott Metcalfe
Secretary: Sue Farrer
email: nwasec@oga.org.uk
web: www.northwalesoga.org



North Wales Area AGM
Saturday 25 October 2014,
Holyhead SC, followed by dinner in
the upstairs restaurant at 7pm

I hope you're all ready for the coming sailing season and look forward to seeing you on or off the water during the year.

Local member, Fred Winstanley, sadly had a stroke last September, forcing him to spend time in hospital, returning home to Blackburn in January. He and Angela are well known on the Irish Sea circuit, travelling from OGA event to event on their 16 ton Hilliard 'Moonflower'. It's been a slow recovery for Fred, but every day sees an improvement. 'Moonflower' is back on her berth and Fred has been aboard to welcome her back.

Once again, Mike Clark welcomes the OGA to the Peel Traditional Boat Festival, 25 - 27 July. Contact him for more information and to register: 04476 24450146 mclark@manx.net

Sunday 10 August sees the Annual Nobby, Gaffers and Classics Race during the Conwy River Festival with Wednesday 13 being the OGA Race. Contact the Sailing Committee Chair sailing@conwyriverfestival.org or phone Conwy Harbour Office 01492 596253 for details.

The Traditional Boat Festival at Holyhead, 29 - 31 August, is a date not to be missed. 2014 is the 8th year of this event and plans are well underway. Sue has met with the Town Council, Head of Ynys Mon County Council, the Harbourmaster and members of Holyhead Maritime Museum. The event attracts strong support from Holyhead Marina, Holyhead Town Council and Stena Line Port. Sean Walsh, OGA President, has promised to make every effort to attend, the first time an OGA President has visited our Area in ten years.

Holyhead Sailing Club is our host and the RNLI Holyhead Lifeboat will have their open days over the same weekend. The RNLI roadshow will be in attendance, so don't forget to bring your lifejackets for testing.

Sue Farrer, NWASecretary

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President: Dan Shaw
Secretary: Marion Shirley
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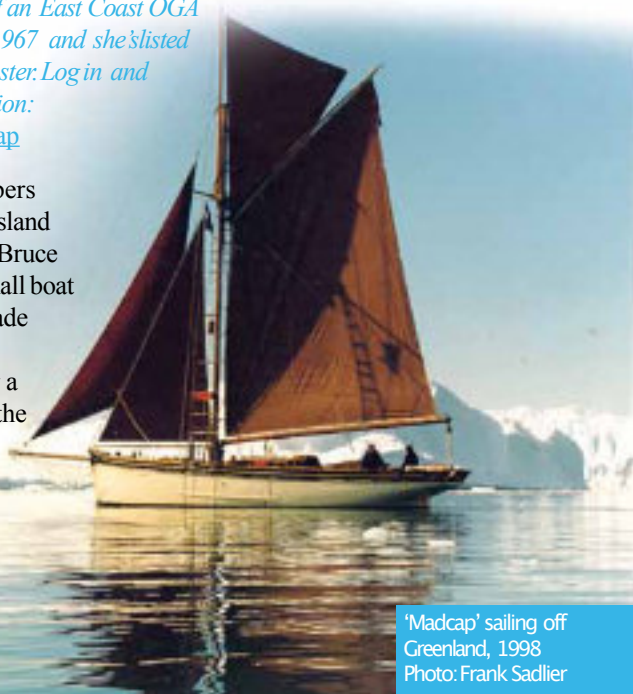
On 28 February about 40 NI gaffers and members of the RNIYC attended a talk by Adrian Spence, skipper of the oldest Bristol Channel pilot cutter in the world, built 1875 and still sailing. Adrian has been sailing and working at 'Madcap' since 1993, when he brought her from Chichester to Strangford Lough, Co. Down. During the talk, he offered a flavour of some of his adventures since restoration work began on 'Madcap' in Bangor by Joe Pennington.

After her restoration, Adrian took 'Madcap' on cruises to Greenland, around Ireland, France, Spain, and many destinations in the Mediterranean before going to the Azores. He finished the talk with last year's cruise from Carrickfergus to Spain, cut short when the rudderstock broke a day and a half south of the Isles of Scilly. After failed attempts to sail back, they called the coastguard for a RNLi escort into Hugh Town. After some time in Hugh Town waiting for wood, they safely returned to home waters. Our thanks to Adrian for his talk, RNIYC for use of the venue and all the members who turned up to make a really worthwhile evening.

There's a tale on 'Sailing by' of an East Coast OGA member sailing 'Madcap' in 1967 and she's listed in the OGA online Boat Register. Log in and take a look for more information:
www.oga.org.uk/boat/madcap

On 30 April NIOGA members joined members of Cockle Island Boat Club to hear a talk by Bruce Crawford, who needed a small boat to visit a couple of home-made crannogs (lake dwellings) in Crawfordsburn, see p.32 for a full report, with pictures of the Irish currachs.

Peter Lyons, Area Secretary



'Madcap' sailing off Greenland, 1998
Photo: Frank Sadlier



Lunch at The Ship Anson, Portsmouth
'Doing what gaffers do best'
Skeleton of the dog in the Mary Rose Museum, 'The dog and bone'
Photos: Marion Shirley

The Solent Area AGM took place in February on a day when some members had been up all night attempting to ensure that parts of the south coast were not washed away in ferocious storms. It was a small event but perfectly formed, with a presentation by Solent members who had taken part in the 2013 Round Britain Challenge. Reporting on the best and most challenging moments they gave advice to those aiming to undertake the circumnavigation in future. I am most grateful to members who generously contributed gifts for the raffle, contributing further by buying tickets to see whether they could win them back again.

A week later, members congregated at Alton Station (Watercress Line branch) to join a train pulled by the aptly named engine, Lord Nelson. It was totally dark and impossible to see where we were going. The set included a real ale bar with galley serving hot food. Only two members missed the train, joining it at the other end of the line on its first revolution, and no gaffer was ejected. I did ask other people to write about this event, but afterwards, nobody could remember it.

Although we understand the press gang, formerly operational in and around Portsmouth, has not been seen for some time, we were pleased to welcome a full complement of members for our visit to the new Mary Rose Ship Hall and Museum. The Trust has done stunning work in conserving the remains of the ship and thousands of artefacts ranging from fleas and peppercorns to the full skeleton of a dog (perfectly adapted to catching rats), ship's chests and myriad personal and nautical effects. There are even facial and bodily reconstructions of key ship's crew members. We can't recommend the museum highly enough and The Ship Anson on the historic Hard did us proud for lunch.

At the time of writing, I begin to hear reports that members' boats are in the water, we're testing the online registration system for YOGAFF and planning our raid on Bembridge Harbour in July.

Marion Shirley, Area Secretary

President: Mike Lucas
Secretary: Gil Hayward
email: swsec@oga.org.uk



Secretary: Mike Stevens
email: trailersec@oga.org.uk



The Fitting Out Lunch on Saturday 12 April at China House, Plymouth marked the end of our winter shore-based activities. Speakers were Shaune Blight, 4th generation boatbuilder, skipper of 'Shamrock' and Joe Lawrence, Head Ranger of the National Trust, Cothele Quay. 'Shamrock' is reputed to be the last surviving Tamar Sailing Barge and it's remarkable she's survived given her life expectancy was about 30 years. She faces major challenges going forward. 'Shamrock' was at Plymouth Classics 2013, John Gallagher presented Shaune with the Spirit of Plymouth Classics trophy. Watch out for an article in the September Log.

8 February found 30 enthusiasts of traditional sailing rigs braving the wind and water to gather at Port Navas YC for a splendid lunch, our first meeting in Cornwall for several years. Members travelled from Devon, Falmouth, Helford and Helston. We do hope the lunch will herald a new era for OGA members in Cornwall. We were invited to visit Jon Bray's 40' traditional craft under construction at Gweek Boatyard. A massive project, proving how much can be achieved in a relatively short time. Jon only started last July.

South West Gaffers have tried to organise a summer sailing programme which will appeal to a wide cross section of members. We look forward to welcoming you. June will be a great time to be in Cornwall, immediately following Falmouth Classics there's the Helford River Rally 16 - 18 June: www.oga.org.uk/article/helford-rally-16-18-june-2014

4 - 6 July is the Start Bay Rally and OGA Annual Race, with a prizegiving supper in the Royal Dart YC. The pontoon off Dartmouth YC is reserved for the weekend and we'll cruise in company to Stoke Gabriel for Sunday lunch.

Sadly through lack of support the gaffer class has been dropped from Dartmouth Regatta for 2014, so why not join us at Plymouth Classics at the end of July?

Gil Hayward, Area Secretary

Jon Bray's project at Gweek Boatyard. For more pictures, and latest news on progress, visit his blog: www.westcountrycutter.blogspot.co.uk



16-17 August: River Dart Rally at Dittisham-on-the-Dart

An opportunity not to miss with storage, camping and launching available, to enjoy an informal race for the gaffer fleet, parade of sail, cruising in company and lots of fun ashore. Numbers are limited, so please sign up early. Details and entry forms on the OGA website: www.oga.org.uk/article/river-dart-rally-16-17-august-2014

Ideal for large and small boats, with Sunday lunchtime BBQ and 'Old Gaffers' Sea Shanty Group.

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

There's plenty for trailer sailors this summer on the East Coast, South West and Wales, with information on the website and from Trailer Section Secretary, Mike Stevens.

4 - 8 July finds a new gathering in Norfolk, to include cruising and racing on the River Bure with a base at the Bureside Holiday Park at Oby. Full details on the website: www.oga.org.uk/news/norfolk-gathering-oga-trailer-section

12 - 13 July, stay on the East Coast if you can for the annual Swallows & Amazons event on Walton Backwaters, as guests of the Walton & Frinton YC. Full details and entry forms on the ECOGA website: www.eastcoastoldgaffers.co.uk/events/oga-swallows-and-amazons-2014

7 - 11 August, visit Clywedog SC, Llanidloes for the Trailer Section Rally and on 9 August, join the Party at the Pill. 2014 marks the bicentenary of Pembroke Dockyard and Trailer Section members are invited to join the celebrations.

29 - 31 August: Traditional Boat Festival at Holyhead, p.42.

12 - 14 September, join members of the Glenridding SC, to sail and race on Ullswater. Barry Healas: 01969 667719.

25 - 29 September, come to Lechlade on the Thames to round off the year, no sailing, just mucking about in boats.

Mike Stevens, Secretary

Every kind of weather.

Continuing our theme of pilot cutters running through this issue, we hear from skippers of the four participants in one of the first Solent events of 2014. Next year, the organisers hope to be able to award the 'non-pilot cutter' trophy. Thank you to Nick Beck, 'Amelie Rose' for sending this report and photos.

Well OK, we didn't have snow, or as far as I remember, hail, but strong winds and light, sunshine and a bit of damp did make an appearance along with four of the prettiest big gaffers from the Solent area gathering for the fifth episode of the St George's Trophy out of Yarmouth, Isle of Wight.

For 'AmelieRose' the trip from Poole to Yarmouth was a bit of a drift carrying the tide up to Hurst Narrows in the sunshine of a lovely spring Thursday. It was the only time over the next few days that 'Amelie's' log read under 4 knts for more than the time it took to tack, but at least it gave us the chance to rig up the topsail and jib top in preparation for the first day racing on Friday.



Strong wind and light, sunshine and showers as 'Amelie Rose' is captured on camera by Phil Cogdell, 'Annabel J'

the 2014 St George's Trophy

With the dubious new, cross-tide pink pontoons at Yarmouth, safely negotiated, we were soon enjoying the company of 'Jolie Brise', 'Annabel J' and 'Polly Agatha' with their respective crews gathering at Royal Solent YC for briefings and beers. The 2014 format included up to 4 'sprint' races a day, should we remain keen and there be enough wind to keep the fleet on the move against the strong tides this end of the Solent. Looking at the forecast the strongest element of the day ahead was more likely to be the amount of water falling from the sky.

Sure enough, emerging from the harbour for our first start it was pouring down, but there was a reasonable F3-4 blowing to keep us on the move. The first course was posted and off up-tide we went with the fleet rapidly settling into their task of trying desperately to hang on to 'Jolie Brise', chasing her rapidly departing stern as skipper Toby Marris once again exercised her considerable sail wardrobe.

Both this course and those that followed proved to be excellent tests of skippers' and crews' abilities to drive the assembled pilot cutters hard, even in lighter airs, and before long a pecking order began to emerge. 'Jolie Brise' was to lead the way all day with 'AmelieRose' gamely snapping at her heels, making use of her relatively big rig and smaller size to overpower both 'Polly Agatha' and 'Annabel J'. That said, if skipper Phil Cogdell on 'Annabel J' had pinpointed a couple of the marks a little less accurately by bumping into them, she may well have featured more in the standings that were posted in the evening.

As the wind died and more rain appeared, the fleet agreed to call it a day after race 3 heading gratefully for the showers, just as the clouds cleared and the sun finally appeared to help dry out our thoroughly wet weather gear.

The scores so far? JB 3 pts, AR 6 pts, PA 10 pts, AJ 11 pts (all on handicap). With the forecast set for F5-7 from the south tomorrow, there was all to play for as 'AmelieRose' would surely suffer the penalty for smaller size and weight against AJ's reputation for enjoying a blow.

St George's Trophy

Day two dawned as sunny and windy as day one had been wet and light-aired. Predictably as we squared up for the start, JB and AJ were spotted happily setting topsails whilst PA and AR opted for full mains and working jibs. For 'AmelieRose' this was to make it an exciting and work intensive day for the crew as she regularly buried her caprail travelling upwind, even with the main sheeted well out. But it did allow us to keep up with the bigger ships and we were happy with our third place, behind 'Polly Agatha's impressive first on handicap over 'Jolie Brise', who, along with 'AnnabelJ', had thought better of her topsail during the race.

With the boats all now wearing approximately the same canvas, races 2 and 3 were to drop back into a familiar pattern, especially when PA found difficulty gybing forcing her to reduce canvas (and ultimately to retire). 'AnnabelJ' just couldn't keep AR behind her as 'Amelie'screw repeatedly showed themselves capable of handling her power to weight advantage (though hauling in the main for the gybe was a four-man job). The outcome of day 2 was JB 4pts, AR 7 pts, AJ 10 pts, PA 11 pts.

An excellent prizegiving dinner at RSYC saw 'Jolie Brise' lift the trophy for the second year running, with 'AmelieRose' in a gallant second (again!). 'AnnabelJ' just pipped 'Polly Agatha' for third place. Yet again no other gaffers or traditional boats turned up to claim the 'non-pilot cutter' trophy which was a shame as all agreed that it had been a truly awesome weekend's sailing, the real winners being all the crews who joined us.

Next year's event will hopefully run 17 - 18 April 2015 and we really hope to see you all there. It will be organised by Kim Hartley. If you'd like to get involved, drop him a line. hartley.kim@icloud.com or 07795 480254

Skippers:

Nick Beck, 'Amelie Rose',
Phil Cogdell, 'AnnabelJ'
Toby Marris, 'Jolie Brise'
Kim Hartley, 'Polly Agatha'



OGA in the News

Youngest gaffer, Alex, takes the helm with Dad, Dan Matthews on Southampton Water, Good Friday, 2014, aged one week.



National Historic Ships UK supports youth training programme

The International Boatbuilding Training College (IBTC), Lowestoft provided an introductory series of maintenance courses including joinery, sail repairs, rope work, plumbing and electrics for five Shipshape Heritage Partnership Project (SHTP) trainees in March. They're pictured here as they embark on their 12-month placements with partner organisations during a visit to the Time and Tide Museum, Norfolk. All five are members of the OGA and we look forward to welcoming them at Area events this season.



From the left:
Tom Cook, Sea-Change Sailing Trust, Maldon, Essex
Fergus Taylor, 'Jolie Brise', Dauntseys School Sailing Club, Solent
Helen Denning, Excelsior Trust, Lowestoft, Suffolk
PJ, IBTC trainer
Hugh Langworthy, Trinity Sailing Foundation, Brixham, Devon
Catherine Holt, Scottish Fisheries Museum, Anstruther, Fife

Obituary: Robin Patmore, 1937 – 2014

Robin Patmore, East Coast sailor, long time member and enthusiastic supporter of the OGA, died on 25 March after a short illness.

When I first met Robin, almost 50 years ago, he had just taken delivery of a new boat, a Yachting World 14ft Dayboat, clinker built by Lou Walker at Leigh in the traditional way, with steamed oak ribs and shiny copper rivets. Robin admired craftsmanship and tradition above all else. In the Dayboat, Robin and Helen cruised extensively up and down the East Coast. Robin was a dedicated cruising man and not the least interested in racing, although I did persuade him once to enter the Dayboat in the Nore Race, starting off Southend pier.

But his heart wasn't in it and we were very late at the start, so Robin said, 'let's sail around Canvey Island instead.'

With marriage came children and with them came the need for a proper cruising boat, so Robin bought a 24ft Bermudan 4 berth cruiser, wooden and traditionally built of course, with a Stuart Turner twin as auxiliary power. Robin was a chartered mechanical engineer, but this engine tested his expertise to its limits.

In 'Marynette', the whole family cruised the English south coast, with forays across to France and Holland. It was on one of the return trips from Antwerp that Robin gave me my first experience of night sailing. Helen and family had gone back on the ferry, leaving Robin and me to bring the boat back home. No Decca or GPS then, he just said 'head for the loom of that light and keep Belgium to port, I'm going to bed.' Quite an initiation for a dinghy sailor, but he was very good at instilling confidence in beginners like me, and I learned a great deal, especially after he and I bought a 28ft Peter Duck ketch between us. The partnership worked very well for 16 years and 'Goosander' covered many miles, including a three year circumnavigation of the British Isles by Robin and Helen.

Although the Peter Duck was a fine cruising boat, and looked after us very well, Robin always dreamed of owning a really superbly crafted boat; lead keel, bronze fastened, teak decks etc., and he found this in his last boat, 'Great Days'.

In 'Great Days', Robin and Helen enjoyed many cruises, always returning to the East Coast and taking part in the Old Gaffers gatherings, so it seems appropriate that their final major voyage was down to Cowes for the OGA Jubilee in August 2013.

Thank you, Robin, a great seaman, teacher and friend.

Bernard Patrick, East Coast Area



Obituary: Alison Cade, Elder Gaffer



Alison Cade on 'Storm', Jubilee Rally, Cowes, 2013

It is with great sadness we report that Alison Cade passed away on 19 February 2014. Alison's husband David was OGA President from 1995 until his death in 2002 and Alison was appointed Elder Gaffer when he passed on in recognition of her unstinting support of the Association.

Alison was born at Reading in 1938 where she went to the Abbey School and afterwards trained as a radiologist at the Battersea Polytechnic, which profession she followed both before and during her first marriage.

Following her marriage to David in 1973 Alison was introduced to the OGA and was his background support as he was in turn Solent Area Committee member, Association Newsletter Editor, founder President of the Cinque Ports Area, and finally Association President. During this time she accompanied David on many of his travels round the OGA Areas, and provided good cheer and hospitality on the numerous occasions their house at Rye was used as a committee room.

Alison made sure that the family gaff cutter 'Storm' was kept in commission after David's death and she sailed 'Storm' to the annual Solent Gaffers races and to the Yarmouth Old Gaffers Festival every year, where she also assisted on the OGA stand.

It was a great delight to her when 'Storm' reached her 100th birthday in 2010, 48 years of which were in Cade ownership.

Alison had tremendous energy and enthusiasm and somehow always managed to fit everything and everyone into a busy life. Apart from family responsibilities, which at times were onerous, she was for many years librarian of the Thomas Peacock School at Rye, and sometime member, patron, president or chairman of many local organisations.

Alison was a devoted and loving wife, mother, grandmother, and friend. She left two daughters and four grand-daughters.

John Denner, Solent Area

Second new merchandise design available now

In the last issue we launched a new design featuring two boats, a larger topsail cutter and small lugger, chosen to emphasise the diversity of gaffers (Logo 1). By popular demand we have now added a second design (Logo 2) to the range with an elegant stylised gaff sailplan.

When ordering make sure you specify which design you want and whether you would like your boat name or any other text added. You can order online via our own website, by email or by phone. As always with mail order postage costs there is a saving to be made by ordering multiple items.

Logo 1 with two boats: On lighter coloured shirts 'OGA' will be embroidered in navy blue (or as you specify) and on the white polo the larger boat in the logo will be embroidered in cream.

Logo 2 with single sail plan only: Embroidered in white on dark coloured shirts and navy blue on white shirts (or as you specify).

Men's, ladies' and children's pique polo (poly cotton 65/35), 'Fruit of the Loom' in five colours navy, red, sky (light blue), white and heather (grey).

Men's, ladies' and children's zip-through fleece (100% polyester) 'Fruit of the Loom' in three colours navy, red and bottle green.

Sizes available as follows:

Men's (3XL available in polos only, not fleeces)

Size:	S	M	L	XL	XXL	3XL
Chest:	35/37"	38/40"	41/43"	44/46"	47/49"	50/52"

Ladies' (XXL available in polos only, not fleeces)

Size:	S	M	L	XL	XXL
	10	12	14	16	18
Chest:	32"	34"	36"	38"	40"

Children's

Size:	3-4	5-6	7-8	9-11	12-13
Height (cm):	104	116	128	140	152
Chest (in)	22/24"	26/28"	30"	32"	
	34"				

Costs

	Polo	Fleece
Men's	£16	£28
Ladies'	£15	£28
Children's	£12	£19

Boat names can be added in a choice of three type-faces which will be illustrated on the website.

(Prices include VAT, but not postage & package)

www.oga.org.uk/shop
for a link to online ordering

email
sales@blackjackdesign.com
phone Suzanne
+44 (0)1621 786686

New designs!



Order the OGA merchandise below (and not the new clothing) from Ed Allen by email, phone or via the new OGA website, stating clearly what item(s) you require.

Payment is by cheque, payable to 'Old Gaffers Association', or PayPal using the email address treasurer@oga.org.uk

All prices include postage and packing to UK addresses.

OGA burgee (triangular)

12"	£18.50
15"	£20.00
18"	£23.00
24"	£26.00
30"	£33.00

www.oga.org.uk/shop
to order online with PayPal

email
merchandise@oga.org.uk
phone Ed Allen
+44 (0)20 7607 4772

OGA flag (rectangular)

12"	£22.50
15"	£25.00
18"	£28.00
24"	£55.00
30"	£70.00

OGA50 flag £8.00

Small items

OGA tie £11

OGA enamel lapel badge £6.00

OGA plaque (engraved with boat name & number) £21.00

OGA teatowel £5.50

CLEARANCE OFFER ON CLOTHING

We have a limited range of clothing embroidered 'Old Gaffers Association'. Order clearance clothing below, only from Ed Allen, stating size and style preference, at these discounted prices.

£20: navy crew-neck smock or tan lace-neck smock

£20: navy sweatshirt or navy fleece

£12: navy polo shirt

**Ferryman III, sail no. OGA1895**

20' topsail schooner, 26' with bowsprit. Old Gaffers Dayboat eligible for Dinghy Cruising Association, full camping inventory inc. camping cover. Complete refurb. 1996-1999. GRP hull, nearly everything else spruce, teak, iroko, mahogany, bronze, aluminium and a bit of galvanised iron, mainly the lifting centreplate. Yanmar YSE87hp inboard diesel. Seven sails inc. reefing squaresail on foremast. Road trailer and free delivery, UK mainland. Lying undercover SW Scotland. FY3 is a one-off, difficult to value, no reasonable offer refused. Seller is now a genuine old gaffer.

Hamish Wilson: 01848 331651 | 07889 666550

wilson@blackchub.co.uk

Patience

23' gaff cutter designed and built by Peter Atkins of Poole, 1993. 7' 8" beam. 2' 8" - 4' 8" draft plate up/down. Hull BSS 1088 marine ply, multi-chined clinker laid, using modern wood epoxy saturation technique system. 5hp 4-stroke in well. Three berth. Chemical toilet. Alcohol stove. Chart table. Echo sounder. Teak laid decks. Teak & mahogany exterior trim. Ideal single-handed sailing. Photos from first plank laid to launch. Ashore at Ridge Wharf, Wareham, Dorset.

Price: £9,800 | Ted Robins: 0781 5008989 | farnold@btinternet.com

Sea Pig: restoration project

A Deben Cherub, built 1931 by Eversons of Woodbridge, class no. 4. Currently out of the water at Heybridge Basin needing an enthusiastic person to complete her restoration. Much work has already been completed, she's virtually re-ribbed removing all ribs previously doubled to restore correct shape. New cabin sides, decks refurbished and recovered. She comes complete with full rigging and barely used sails. Farryman inboard diesel in need of attention included in sale. Main work left is to rudder hangings, deadwoods and a new rudder. Also needs re-caulking. Where she is currently stored there is the possibility of access to a large workshop and power and water are right alongside. Price: £2,500 | Colin Edmond: edmond.lockkeeper@gmail.com

Ro an Mor, 26' GRP Falmouth workboat

Built 1978. Traditional layout with GRP hull. Well ballasted with lead keel. Very stable, comfortable for passagemaking. New 28hp Beta engine. Deep cabin with two good berths and galley, folding table, small multi-fuel stove. Fore-cabin has room for double bunk with sea toilet under. Electrics include GPS, marine radio and depth sounder. Ashore at Mistley boatyard, Essex.

Price £18,500

Michael Feather: 01284 830634 | michaelfeather@gmail.com

www.michaelfeather.co.uk

**Fancy**

This wooden oak lady needs a little attention and love by her new owner. Built 1912, she has been in dry storage near Rotterdam for three years. We're looking for a real OGA man or woman who will love and take care of Fancy for the future. Sale includes new gaff sails, good running four stroke Yamaha, boat tent in two parts (overnighting) and unbraked trailer (specially made for Fancy). Seller can bring the boat to Calais, Hook of Holland, Rotterdam or IJmuiden at buyer's expense. Price £3,500 Jurgen van der Eyk, Netherlands: +31 6 48410417

Minelvia

Hillyard 4 ton built 1937, Littlehampton. Pitch pine on oak, Wykeham-Martin roller furling headsail, staysail, and gaff main. All standing rigging renewed last year. Beta 13.5 bhp diesel. Par marine toilet in forepeak. Simrad tiller pilot. NASA solar panel battery charger. Kelvin Hughes VHF. Winter stored ashore in own cradle (included). The boat is in fine condition but the present owner, who is just one year older than Minelvia, is not weathering so well and regretfully wishes to hand over the helm. Price £6,000

Graham Carter: 01492 592676 | gccarter@btinternet.com

Calypso

Beautiful 18', Bermudan 3/4 rig cutter built by Ponshardon Shipyard, Falmouth, 1930s, reputedly designed by Warrington Smyth. 4'2" draft she sails like a dream. Dolphin 12 h.p. direct drive petrol engine. SSR registered. Limited accommodation for extended cruising, two berths (settee/comfortable pipecot) for weekend/fine weather cruising. Has carried her owners safely Weymouth to Eastbourne. Based Cowes, frequent visits to Poole Harbour. Sale includes everything down to cutlery and crockery as it all fits nicely, with essential bits like radio, GPS, etc. We would like to think there are still discerning people who would love to have a wooden boat with a piece of history. If you feel able to offer a good home, please contact us for more information. Price: £8,500

Julia Richards: 01983 241090 | 07867 926828

Molly Oxford

28' GRP Heard 28. Relocation for sale. Gaff cutter built 1987 by Robertsons of Woodbridge. 5 berths in 2 cabins. Teak over ply decks, iroko coachroof sides and cockpit. Self-draining cockpit. Spars and mast F. Collar. Cherry interior. Draws 1.5m. 8.6 tonnes including 5.5 tonnes lead ballast. Perkins M30 engine rebuilt 2008 with Hurth gearbox (new 2009) and Vetus controls. Taylors brass cooker and Taylors brass paraffin heater. Blakes Lavac toilet. Spacious interior with headroom 5' 11". 80w Sunware solar panel. Lying Portsmouth. Full survey December 2013. Featured in Classic Boat magazine. Price: £46,500

steven@mollyoxford.com | www.mollyoxford.com

**Golden Nomad**

A Cornish Crabber Pilot Trader, built, 1981 by Cornish Crabbers, Rock, Cornwall. Gaff ketch rig. Much loved and updated over the last 25 years by her present owners. LOD: 30ft+bowsprit, beam: 9ft 6in, draft: 3ft 6in plate up. New main mast 2014, new mizzen 2010, re-rigged 2013. New jib furling foil 2013, new Maxwell electric windlass 2013. New sails 2008, good electronics. Engine: Yanmar 30hp 2008. Price: £37,000

Alan Aston: 0792 1050400 | 0289 0426497

alan@marinomarine.com

Storm

26' Bawley, built 1910 by Bundock Brothers, Leigh-on-Sea. Much loved boat of David and Alison Cade, twice owned by Maurice Griffiths. Listed in June 2013 Classic Boat in top 250 Hall of Fame. Sadly for sale for family reasons.

Price: £4,950

Please contact 01952 812525 in the first instance for information.

SIF1894

'Could this be your old gaffer on the Med?'

Turn to p.34 for a special offer of a trial sail. and more information about this OGA vessel 'For Sale' based in St. Tropez.

Wanda

Wanda is a Harley Mead design gaff cutter first launched in the 1930s. She is incredibly fast, close winded and is spacious down below. Wherever she travels she never fails to inspire and impress. Due to illness she is reluctantly up for sale.

Mark Ryan: markryan1981@gmail.com | 07886327754

www.wanda1930.info

Mercury 15 hp 2 stroke outboard motor

The most powerful outboard motor you can still pick up and carry. The same engine as the Mariner. Comes with a 25 litre tank. Hardly used, having run for less than 30 hours.

Price: £800 Edwin Bracken: 07774 425047 0208 407 9702 email:

ck273@live.co.uk

**NHS-UK photography competition**

Following last year's involvement with National Historic Ships UK, the OGA is sponsoring a category in their competition. The closing date is 31 August 2014.

There are five categories, and an award to the overall winner.

Visit the NHS-UK website for full details and featured photos:
www.nationalhistoricships.org.uk/featured_photos.php

OGA50 legacy. OGAonline & in print

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www.oga.org.uk

www.sailing-by.org.uk

Contact the Editor

log@oga.org.uk

Contact the Boat Register Editor

boatregister@oga.org.uk

Browse the online Boat Register

Nearly 200 boats are already published, out of a total of over 3,000. Logged in members may browse the boats at www.oga.org.uk/register-home

On your first visit 'Request access' to get your OGA username and password.

Log in and open 'My account' to find links to your own boat(s). Please take some time to check the details.

Your boat may be 'unpublished' if it does not have a photo, once you have provided a photo, it will be published.

Advertising in Gaffers Log

Adverts are placed in good faith.

Neither the Gaffers Log Editor, nor OGA, shall be held responsible for content or accuracy.

Non-commercial advertising in Gaffers Log is free to OGA Members. Other adverts may be placed, for a fee, at the Editor's discretion.

Deadline for next edition

Send advertising copy, photos and other articles for consideration to the Gaffers Log Editor by 6 August 2014:
log@oga.org.uk

Can you help us to update the online Boat Register?

Pat Dawson, reports on the online Boat Register p.23. But any database is only as good as the data it holds, so we're seeking your help. If individual members can provide information, correct errors and omissions and help us to update the data, the results will be more interesting for everyone. Contact Pat or Beverley with offers to help and do provide feedback about the online Boat Register.

In the Annual Yearbook 2014, there's a centre-page form for updates. Your Membership Secretary, Alistair Randall and Boat Register Editor have worked hard to 'tidy up' the data for the Yearbook. This has resulted in some boats, which were not in the Boat Register, no longer being listed in the Yearbook. If you can't find your boat in the Yearbook, please send us details by email or return the printed form.

Keeping the website up-to-date

Please be sure to send reports, photos and video for our YouTube channel, race results, local news etc., that you feel will be of interest to the wider OGA membership.

Feedback and future plans

It's been great to receive the large virtual 'postbag' of feedback and comments about the new website and Gaffers Log. Thankyou, everyone, for taking the time to write.

We want to keep developing in print and online to suit members' needs, so please continue to let us know your thoughts and what you'd like to see in future. The next 'new feature' is an online entry form for the OGA photo competition (p.22).

Beverley Daley-Yates,
Editor (Log and online)



Steve Mitchell: 'Fitting out' at East Head, Chichester Harbour