

# GAFFERS LOG



SEPTEMBER 2014

## In this Issue:

Dutch Anniversary Tour

Summer sailing

Young Gaffers



NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING



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# Foreword



Lady helm race: OGADutch Tour

Abbey Molyneux, an apprentice at the Pioneer Sailing Trust, joined skipper Martin Goodrich on 'Gwenili' for the second part of the Dutch Tour. She was awarded the 'Lady helm' prize, leading all the way from Edam to Hoom.

Well, what a summer it's been! Area reports from p.36 onwards are crammed full of activity around our coasts from Campbeltown to Cornwall and the Solent to Southwold. The Trailer Section has been busy with small boat events offered alongside those for larger vessels by many Areas, and two trailer sailors ventured across the North Sea to join the Dutch OGA celebrations.

I made the trip from Harwich by ferry, to join the Dutch 10th Anniversary Cross Country Tour at Haarlem, with my bicycle, as our boat remains a restoration project. 70 OGA vessels took part and there are numerous tales to share. Some are already on the OGA website and 'Sailing by', others held over for the December Log. In this issue Dutch President, Cees van Spierenburg, sends his greetings overleaf, there's a report from Dirk Peeters (p.14) and an open letter from Sue Lewis on behalf of all UK participating boats (p.20) giving a 'flavour' of the whole Tour. Finally, for now, Rik Janssen sets a challenge to all Areas as they plan future events on p.24.

Alongside 'Summer sailing', this issue includes several young gaffers' tales, pushing the intended theme of 'Working boats' into December. The range of activities involving young people includes an inaugural OGA Youth Fund project in Dublin Bay (p.14), a 21 year-old fulfilling his dream to skipper a gaffer (p.12), a 23 year-old (pictured left) winning the Dutch 'Ladyhelm' race and 12 year-old Bethan sailing with her Grandad in the Bristol Channel (p.37). Watch out for more young gaffers in future issues of the Log, and on the website.

As the sailing season draws to a close, I do hope you enjoy this issue of Gaffers Log and look forward to receiving your contributions as you sift through your memories of a great summer.

The themes for December are 'Working sail', 'In the boatshed' and 'Late summer sailing'.

Beverley Daley-Yates, Editor (Log and online)

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Cover photo: 'Beeleigh' at YOGAFF, 2014  
by Keith Allso

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# From the Quarterdeck

We're still enjoying good weather for the sailing season, and by now many Areas are completing their annual events, for which I've been receiving good reports. It's heartening to hear that the weather has been kind, the attendances healthy, the organisation first class, and much enjoyment had by one and all. My hearty congratulations to all you hard-working Area event organisers, you are doing a really great job, and I salute you.

I strongly believe that the health of an Area is well reflected in the quality of their annual sailing events. These demonstrate the level of active membership, volunteerism and quality of leadership, all vitally important in bringing members together in enjoyment of our wonderful vessels and in OGA fellowship.

The Area events have many and varied formats, be it full-on racing, a cruise-in-company, a jolly good rally or muster, or just 'mucking about in boats'. These are all worthwhile activities. Visit the Area pages for reports from p.36 along with other articles throughout this issue of the Gaffers Log.

As I write, the Netherlands 10th Anniversary 'Cross Country Tour' is still in progress, with reports on p.20. This was an ambitious and highly successful event spanning 17 days, which shows us all what can be achieved.

Many members have by now completed their own solo annual cruises, to places far and wide. I've just returned from my fourth cruise in Northern Scottish waters, enjoying the calmest, sunniest weather I have ever experienced in the Outer Hebrides and the small Isles, with no midges whatsoever. My log tells me that in one day we enjoyed Muck for breakfast, Eigg for lunch, and Rhum for dinner!

Seriously though, it was wonderful cruising, with stunning vistas, and we enjoyed many truly magical anchorages in what has to be the best (and least expensive) cruising ground in the British Isles.

Sean Walsh, President



Sean Walsh, President

## What next?

Given the success of our 2013 Jubilee 'Round Britain Challenge' and the Netherlands 10th Anniversary Tour this year, I wonder if there is scope for an OGA cruise-in-company in 2015?

I welcome your opinion, and input, on how, where and when.

# Beste gaffelaars



Dear Gaffers, At the moment I write this I am still in the harbour of Den Helder (Netherlands) on my Colin Archer 'Cum Annexis'. It has been the last day of the Cross Country Tour (CCT) 2014, the celebration of the 10th Anniversary of OGA Netherlands. There are only nine boats left, four of them abandoned, 19 went homewards today. Many English had to use the standing mast route again, now through the Noord Hollands Canal, because of the weather, up to force 8 from the southwest, preventing them from sailing back home in the coming days.

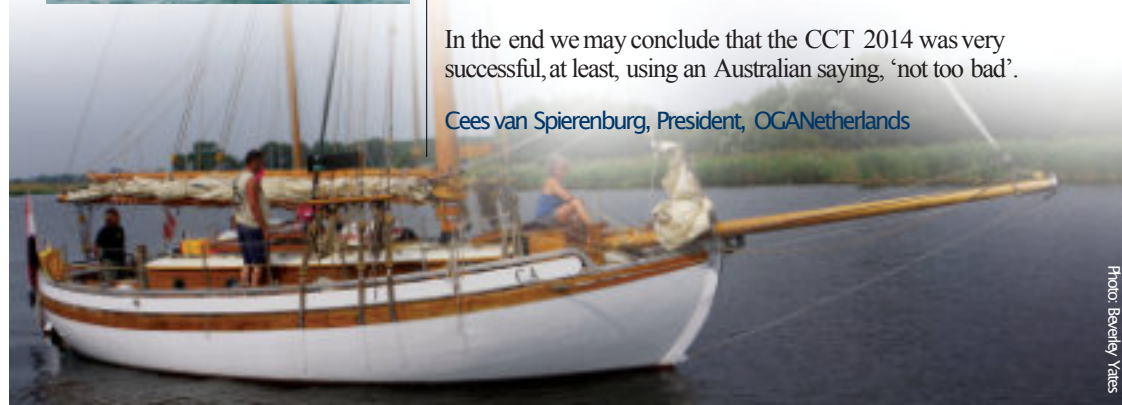
It has been a magnificent party for more than a fortnight since the start in Wemeldinge on 25 July and OGA UK has participated in it with at least 30 boats and one bicycle. This tour brought us on the Oosterschelde, Volkerak, Hollands Diep, rivers and canals with towns like Dordrecht, Gouda, Haarlem, Amsterdam, on the Markermeer, IJsselmeer and Waddenzee. From deep south to high north. Throughout the tour some 40 Dutch OGA member boats completed the impressive fleet, which attracted much interest from people ashore, local television stations and newspapers.

There have been festivities, music, dinners, survival sets and joy and laughter on many of the stops. Of course there were races in the open waters, a Happy Video Challenge, the Victoria Trophy (won by 'Maryll'), a painting contest and the successor of the RBC log that switched from boat to boat.

The British have proved to be great sailors, not being familiar to use their engines too often, many of these causing problems to their skippers during the Tour. But at any opportunity they hoist their sails. They had to get used to frequent use of locks and under so many bridges as well. The Dutch proved to be prepared to dirty their anchors, in spite of some critical British remarks about that.

In the end we may conclude that the CCT 2014 was very successful, at least, using an Australian saying, 'not too bad'.

Cees van Spierenburg, President, OGA Netherlands



# Yarmouth Old Gaffers Festival

*Solent Area Committee member; Simon d'Arcy, provides a lively report from this year's successful YOGAFF, with an appendix penned by fellow Committee member; Ben Collins in which he sets out the challenge of 'Log racing'.*

Once again the rain gods didn't have things entirely their way and for the most part Yarmouth was bathed in bright sunshine as the largest gathering of gaffers seen on the South coast since the OGA 50th Anniversary Festival at Cowes last year, gathered for YOGAFF. By Friday evening over a hundred yachts, dressed overall, had packed the harbour to near capacity; a truly stunning spectacle.

Our numbers were well up on recent years; with the mighty trawler 'Pilgrim', from Brixham, taking pride of place. We would learn later that a small electrical fire, quickly extinguished, just prior to berthing did little to dampen their spirits and enthusiasm; replacement parts quickly sourced, ordered and despatched to make good the damage.

Skippers, for the first time, as they arrived, headed for the harbour office to pick up their welcome packs. Thanks go to the Harbourmaster for generously offering us the facility and to Pat Dawson who meticulously put all the packs together, a Herculean task.

As the sun crossed the yard arm, over 80 crew gathered for 'Welcome drinks' hosted by Solent Committee members. The pontoon soon achieved a very jaunty list to port!

Then, many of us kitted out in our finest drinking trousers, for another 'First', repaired to the Yarmouth Sailing Club for

the hog roast and a night of folk and maritime music.

Dave Walters provided direction, accompanied by Ben Collins and Mark Hickman with other musicians who bought along their instruments. It became immediately clear to those with even half a musical ear, and despite many of them never having played together before, that talented musicians don't, it seems, need any rehearsal time. Well-crafted songs, both new and old, followed one another and made for a perfect evening, enhanced by the stunning views from the clubhouse up the River Yar; a stand of masts lit by the setting sun, the icing.

Another new event this year was 'All the fun of the water'. Ben Collins, taking inspiration from the Dutch clog racing seen at Cowes last year, introduced the Solent OGA variant: 'Log racing'. Limited to four teams, each was issued with an identical kit including a sheet of lead, paper clips, gaffer tape (of course!) string, bamboo and a hull fashioned from a log with a slot for a keel and

numerous holes drilled topside for mast and rig variations. No-one was brave or foolhardy enough to build a Bermudan!

Changing conditions meant that 'overcanvassed' was the cry as, out of nowhere, just before the race, the wind picked up. 'Tipner Typhoon' designed by Bernard Bowes obviously had her sail configuration spot on, carving her way up the course as straight as an arrow; the clear winner in every heat. It was a great success, to be repeated. Ben has promised to make more kits next year and reports on the event overleaf.

The 'Rubber flubber' races held next were arguably oversubscribed, with much jostling at the crowded start amid good humoured protests. Two courses were established with Dave Moore, powered by a vast golf umbrella on the downwind race, the clear winner. Entrants to the first race were limited to a single paddle and homemade sails with no other means of propulsion. Great fun was had by all, especially those watching their antics over a tricky U-shaped course!

## YOGAFF: 29 May-1 June

A cursory look out to sea on Saturday morning showed that race-bound boats would be forced to motor out to the start under a baking sun. Their limp sails hanging like washing barely stirred in the humid conditions. Fortunately an idyllic gaffer's breeze returned minutes before the main race began, making for a most enjoyable short competition. The fleet split at the start and, during the 'washup' over a much needed sharpener or two at the bar, certain skippers admitted to confusion; it happens!

After a good humoured and boisterous prize-giving, the Royal Solent hosted a fantastic buffet. Crews were then faced with a choice; stay and admire the wonderful view across the Solent from the club balcony, join local band 'The Accelerators' playing to a packed house at the Wheatsheaf pub or head for the harbourside marquee to listen and dance to excellent bands. Being of a certain age, many found just enough stamina for this! An added attraction was the 50 different ales on tap. Most, this scribe is ashamed to say, he had never heard of, yet alone tasted; but did his best to rectify!

An early start on Sunday morning in bright sunshine was necessary for those heading east to make best use of an exceptional flood tide. Without a breath of wind iron topsails were given reluctant exercise. Was I alone in that a well-deserved headache thumped in time with my trusty diesel?

Roll on next year; I may have recovered by then ... just!

Simon d'Arcy, Solent Area Committee



# If they race dogs, can we race logs?

The Dutch gaffers, as we all know, like to sail their grandparents' wooden footwear on the local canal. We Brits, it seems, have yet to find a way of sailing a Wellington boot or a 'Doc. Marten' on the local village pond. Somehow our boots just sink to the bottom.

In deference to last year's Dutch clog sailing competition at Cowes the Solent OGA Committee thought the matter needed further pursuit! It issued the challenge: 'Gaffers prove our worth (to the Dutch) as true and fair boat builders. We need an answer to the Dutch sailing clog, and we want it to be demonstrated at the 2014 YOGAFF festival'.

Men of normally sensible disposition set to work. A flurry of trials with brogues (too many leaky holes), Doc. Martens (too many lacing holes) and plimsolls (tendency to sink below the line) all proved fruitless. Wood was clearly the only material up to the job!

Quite how the idea of a sailing 'log' came up to mind remains unclear. But 'log' does have a clear rhyming connection to 'clog' and as things were clearly within the realms of poetry the Committee approved a little bending of the rules. 'Let the best log win,' came the call, 'if you can sail it!'

Here was a chance for fully-grown gaffers to prove their sailing skills in the small arena! Using the yacht-making components shown in our 'Logsailing kit', competing teams were challenged to find the best layout and rig to beat the rest, and to beat the clog!

There were experiments with different mast and keel positions and serious work on sail plans to get the best out of their craft. Getting the sail's 'centre of effort' directly above that of the hull was the first task.

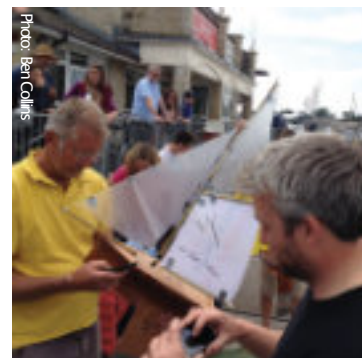


Photo: Ben Collins



Photo: Keith Allso

Crack quayside design teams were soon heads down at the water's edge. Rigs of all shapes and sizes could be glimpsed in hidden corners of the harbour. 24 hours was the challenge to get their craft to stay upright and sail a straight course to windward.

Race day dawned and crowds gathered on the pontoons. The Committee set a course and with all logs straining, the gun was fired. 'Typhoon', with her semi-rigid sails, made from the harbourmaster's discarded wallet files, set off at a pace, slicing the wind and keeping direction to the line. The spectators cheered and then at the rest of the fleet, a colourful gaggle of polythene sheet, string and bamboo, tacking this way and that, in the harbour breeze.

Each craft was a clear triumph of gaffer skill and British naval engineering. Next stop, perhaps an international event? Log vs Clog? Dutchmen watch out!

Ben Collins  
Solent Area Committee

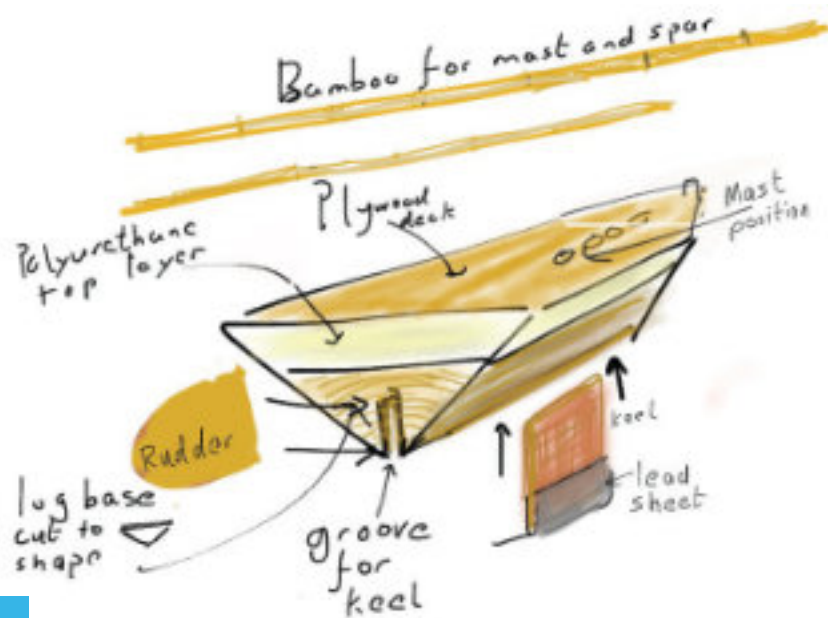


Photo: Keith Allso

# Peel Traditional Boat Weekend: 25–27 July

*Gary Lyons provides this lively account of his visit to Peel Traditional Boat Weekend on 'Ocean Dove', a Maurice Griffiths, Maplin class, in company with Tim Tomalin on 'Marie Louise', Fairey Huntsman and Paul Keogh aboard 'Naomh Crónán', the Dublin-based Galway Hooker.*

If your idea of an ideal sail is a close reach in an almost flat calm making 5 knots in about 10 knots of breeze, then you would've enjoyed the morning's crossing from Portaferry for this year's Peel Traditional Boat Weekend aboard 'Ocean Dove'. With daughter Niamh as crew, we enjoyed almost perfect conditions for the five and a half hour journey.

When we arrived through the swing bridge to good natured abuse and a generous welcome (and that was just from Mike the harbourmaster), we found the usual cornucopia of traditional sailing craft, motor launches and fishing vessels. Mike Clark had performed his patented, yet very secret 'sun dance', and the sun was blazing down upon the ancient Peel Castle, providing little or no shade for the yachts baking away quietly in the heat.

Peel is a special place, make it a priority, for no other reason than to get some respite from the rain, as the sun really does seem to shine there most of the time (honest!).

The Sailor's Shelter on the quay was base-camp 1 containing all the lovely ladies of the PTBW, doling out the necessary freebies, T-shirts, woolly hats (???) and vital information for skippers and crews. Base-camp 2 was Peel Masonic Hall, a mere stone's throw from the harbour, where food and drink were dispensed to us all in copious quantities.

Good fun was to be had on every day of the event. Crews could be found in the pubs all over town, sampling local brew. In Peel SC where the usual generous welcome was available, you could even leave your pint whilst taking a shower at the club's excellent changing facilities.

As usual the crews were spoiled beyond what any reasonable trad-boat event entrant could expect, with breakfast and dinner provided on a scale unsurpassed by other



Top: 'Naomh Crónán'  
Bottom: 'Ocean Dove'  
Photos: Gary Lyons

boating weekends. On Saturday there was a parade of sail with family crews of Lyons', O'Halloran's (Jacqui and daughter) and Smiths' (Frank and grandson) making 1 knot under full rig, returning to the harbour an hour later at 7 knots, totally over-pressed and only slightly sinking!

It was brilliant! 'Quick and dirty' boats were constructed quickly on the harbour tongue and raced in the harbour. Particular congratulations must go to the first ever ladies only build crew, well done Gabby and crew! Visit PTBW on Facebook for a full collection of photos, they're worth a browse.

Prizes were awarded, fun was had, banter was hurled and reciprocated from ship to ship, the overall level of craic was high (possibly even 90) and a great time was had by all. As usual congratulations need to be offered to the PTBW organising committee, both for setting up such a fantastic event (again), but also putting up with Mike Clark (the nicest man in the world) and his wild tantrums and overbearing personality! Also to the skippers and crews from all over the Irish Sea, and even farther afield, for making it along to a wonderful fun event, in an unsurpassed setting, in beautiful craft for a great weekend.

If you haven't been, simply get yourself along next year for the big anniversary event on 31 July - 2 August 2015. Visit the website for information: <http://peeltraditionalboat.org/>

Gary Lyons, Northern Ireland OGA

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# A young Old Gaffer (YOGA) . . .

*21 year-old Ed Roberts recounts how some of his dreams to skipper a gaffer on the East Coast are coming to fruition. As we go to press, we hear that 'Victoria' won Ed's first trophy in the Annual Classics Cruise this year by coming first in the Passage Race to Ipswich, 16 August 2014.*

As a young old gaffer, one of my many goals is to be able to skipper my own gaffer at many of the events up and down the east coast. As an active member of the East Coast OGA for a few years now, I've been lucky enough to be able to crew on some fantastic boats, thanks to the hospitality of many owners in the region. All this has done is fuel my desire to skipper my own gaffer, most specifically for the East Coast OGA Annual August Cruise.

This first became a reality for me in 2012, thanks to the loan of 'Dirty Girty', a 24' schooner, from Bob Berk the designer, builder and owner. After a fantastic week of cruising, racing and socialising, I left with a full trophy cabinet and desire to do it all over again.

Two years on, I've moved back to the east coast and my diary rapidly filled with OGA events. This time I have two boats to run and sail. Once again I have use of 'Dirty Girty', with her primary events being the East Coast Race and a trip to Holland to see the Dutch OGA in the autumn.

I have also been given use of 'Victoria', a police gaff cutter, to sail during the August Cruise. As with any gaffer owner who aims to do a full season of sailing I have a good-sized jobs list, but as I have to remind myself, sanding, painting, glueing and screwing is all part of the fun of 'owning' a boat.

The very top of my jobs list was to de-winterise 'Dirty Girty' in preparation for the East Coast Race on 5 July. This was to be a longer job than it should have been, as I decided she deserved a rub down and new coat of paint on her decks. Along with new paint, she's also been given a bowsprit designed and built by Pete 'the knife' Elliston. This bowsprit enables 'Girty' to fly an asymmetric spinnaker giving her a new burst of power whilst reaching.



Above: 'Victoria' Photos: Sarah Adie  
Right: 'Dirty Girty' Photo: Sue Feather  
Visit the Boat Register to find out more:  
[www.oga.org.uk/boat/victoria](http://www.oga.org.uk/boat/victoria)  
[www.oga.org.uk/boat/dirty-girty](http://www.oga.org.uk/boat/dirty-girty)

# sails against the old boys

## East Coast Race with 'Dirty Girty'

With a forecast of heavy rain and strong winds, it was looking questionable as to whether 'Girty' would be sailing at all. Saturday dawned and we set off into the Colne with an un-tested crew: myself as skipper, Craig Dibb helming, Anna Masters at the front and Vicky Blackburn in the middle, making an average age of 19 years. After four hours hard racing, a very wet crew crossed the finish line with only two boats ahead of her. Dan Tester led the whole way round in 'Sheila' and took line honours with Paul Winder sailing an incredibly fast race to finish second over the line on 'Maria'. After some hot food and some cold beers, a re-invigorated crew headed off to prizegiving where we were delighted to discover that we had taken the overall victory in the race (first boat overall on corrected time).

## August Classics on 'Victoria'

As I write, I've just finished an evening of sanding down the toerail on 'Victoria', ready for a new coat of paint. For the more seasoned boat owner reading this article, the jobs I talk about may seem small, but as a 21 year-old university student, every task is important and very often something new.

The first job to be done on 'Victoria' was to get her out of her mud berth at St Osyth and sail her round to a mooring at Wrabness on the River Stour. This passage was planned on a Thursday evening for the coming Saturday, to be undertaken by my girlfriend Evie, another young(ish) gaffer George Hutley and myself.

We slipped out of the mud berth at 12pm on the Saturday into the narrow channel of St Osyth's creek; this would be one place where the lifting centreboard would come in very handy. After an hour of wriggling along the narrow creek, just managing to stay off the bottom, we emerged into the Colne. That did appear to be the last excitement of the day, as the rest of the passage was a fetch in about 5 knots of breeze. With the August Cruise rapidly approaching, I've been taking every opportunity (although few and far between) to get out either sailing or working on 'Victoria'. The final piece of preparation for the cruise will be to don my goggles and swimming trunks to clean her undersides, as without a fresh coat of anti-foul she has gathered a cornucopia of marine life.

With everything starting to fall into place for the Cruise, I'm excited to get out on the water and mingle with some far more experienced gaffer sailors and to see how I fare. Look out for a report of the August Classics in the December Gaffers Log.

Ed Roberts, aged 21, East Coast Area



# OGA Youth Fund: recipe for success

When you're passionate about something, it's natural to want to share the feeling. How can you go about it? How do you share a passion for sailing traditional boats with people who are a world away from such experiences? One very successful way to do this was demonstrated by Sean Walsh and the DBOGA last May, as noted by the President, Tim Magennis in the Area report p.38 and illustrated here by Liam Begley, Mayfield Community School, Cork.

## Ingredients

A new OGA President on a mission to bring traditional sailing into the lives of young people (Sean Walsh);

A supply of traditional boats whose owners are willing to let teenagers loose on them (DBOGA provided three vessels);

Volunteers to supervise and train the young people on the boats. (DBOGA and two teachers from Mayfield Community School);

A venue to act as base of operations for the boats and young people (Poolbeg Yacht and Sailing Club);

A curriculum for the event (Stefan Ó Laoghaire, Sean Walsh and Liam Begley);

A bunch of willing participants (four girls and six boys aged 15-16, from Mayfield Community School, Cork);

Accredited adults to supervise the sleeping arrangements on the boats (Liam Begley and Marian Sweetman);

Some really cool commemorative polo shirts (OGA).

## Method

Put together a curriculum for workshops before and after the main weekend event using videos, talks, demonstrations and discussions to cover history, naming of parts, rigging, handling, building etc. (workshops were run after school by Liam Begley);

Select ten students (competition for places was keen);

Find boats and skippers ('Tír na nÓg of Howth', 'Naomh Crónán' and 'Rinn Explorer' were very generous);

Arrange for facilities at the base of operations (Poolbeg Yacht and Sailing Club were warmly welcoming);

Reassure the young people that it will be possible to charge their mobile phones (Poolbeg Yacht and Sailing Club);

Reassure the young ladies there will be electrical sockets for their hair straighteners (Poolbeg Yacht and Sailing Club);



After a great sail on 'Tír na nÓg of Howth' L to R: Liam Begley, David O'Gorman, Keith Kelleher, Alan O'Keeffe, Sean Walsh



Behind the boom L to R: Alan O'Keeffe, Liam Begley, Sean Walsh  
Before the boom L to R: Darragh O'Donovan, Keith Kelleher, David O'Gorman, Katie Ryan, Marian Sweetman Begley, Shauna Foley, Stephanie Crowley, Samantha Byrne, Thomas O'Donoghue.

Transport the young people to the venue (DBOGA volunteers met the group off the train and drove them to Poolbeg where they were warmly welcomed, fed tea and sandwiches and presented with their polo shirts);

Settle four girls and one teacher into a 28 foot boat tied to a marina pontoon (Marian Sweetman);

Settle six boys and one teacher into a slightly larger boat tied to a marina pontoon (Liam Begley);

Add a measure of excitement (towering cruise ships and ferries manoeuvring at close quarters all night);

Stir in lovely weather for breakfast on deck;

Show crews how to rig the boats (Skippers and DBOGA);

Set off for Dun Laoghaire to amaze the young people by letting them hand, reef and steer: learning by doing;

Invade Dun Laoghaire from the sea and swap crews around;

Pick your way through a competitive racing fleet in Dublin Bay as they converge on a mark;

Tie-up, have dinner and swap stories of the day in the clubhouse;

Fish for crabs using mussels and an old sock;

Challenge the locals and visiting boat crews to a pool competition. Feel at home among the boats;

Sleep on deck under the stars (for a few hours at least);

Fold in an overcast sky for breakfast;

Top off with award ceremony and gift exchanges;

Bake in a blessing of the boats festival for an hour and serve in a flotilla cruise up the River Liffey, with two bridge openings;

Finish off with a snooze on the train home to Cork;

Follow up with ten, keen, new gaffer sailors, looking forward to second helpings.

Liam Begley, teacher  
Mayfield Community School, Cork

# They trusted us with their boats

*Shauna Foley shares her impressions of the DBOGA 'Young gaffer' weekend when members 'trusted us with their boats'.*

Ten of us with two of our teachers got the train to Dublin on a Friday in May. Men from the OGA brought us to the club and welcomed us with food and drinks. We all got sailing tops. Everybody was so nice and very welcoming! After that we went down to the boats that we would be staying on and sailing for the next two days.

Our boat, the girls' one, was named 'Tír na nÓg'. It was a lovely boat and surprisingly big on the inside with five beds a kitchen and a toilet (called 'the head'). We were surprised because most of us hadn't been on boats like those before. It was very well looked after too. The boat that the boys stayed on was named 'Naomh Crónán' and that was a bigger boat with more beds.

We got up early Saturday morning and had breakfast, went back down to our boats and got set up for sailing to Dun Laoghaire. The men that own the boats taught us about sailing and how to do all the different things on the boat and let us sail too. I liked steering the boat best. We had lunch on the marina, went to a museum and then sailed back to Poolbeg later on. We had dinner when we got back and then we all got certificates. That night we walked around to have a look at the other boats and met some of the crews. Some of us tried sleeping on the deck of the 'Naomh Crónán', but it got too cold.

The next morning we stayed on our boats for the blessing of the boats ceremony and then sailed up the River Liffey through two open bridges. Apparently this doesn't happen very often. We got off the boat by the O2 concert hall, took the LUAS tram to the train station, and then got the train home.

It was a great weekend, very interesting and enjoyable. We met lovely people, who were interesting and fun, and they trusted us with their boats! I'd love to do it again!

Shauna Foley, Mayfield Community School, Cork



Top: l-r Shauna Foley, Katie Ryan  
Bottom: Samantha Byrne on 'Rinn Explorer'  
Photos: Marion Sweetman

Visit the News pages on the OGA website for more reports:  
[www.oga.org.uk/news](http://www.oga.org.uk/news)

# OGA photo competition 2014

Competition organiser Mike Garlick outlines the competition rules, summarises the categories and brings more 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 (new category)

The photographer is encouraged to use their imagination and interpretation, bringing out the human story, situation or atmosphere.

### Young Photographer (under-18)

Open to under-18 photographers.

## Rules and submission

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

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

All entries must be via the OGA website where the Rules and Guidance notes for submission are available to download.

[www.oga.org.uk/photography-competition-2014](http://www.oga.org.uk/photography-competition-2014)

In the June issue, we looked at choice of camera, and taking control of it. On the next two pages, I'll cover some basic points on technique and composition, using pictures as examples. Composition is the basis of all photographs, a totally subjective art. It's your chance to express yourself. There's no right or wrong, but guidelines may help. Try to 'see' the image in your mind's eye before pressing the shutter. Will the photo convey the message or atmosphere that you want?



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# OGA photo competition 2014

## Top Tips



1

1-3

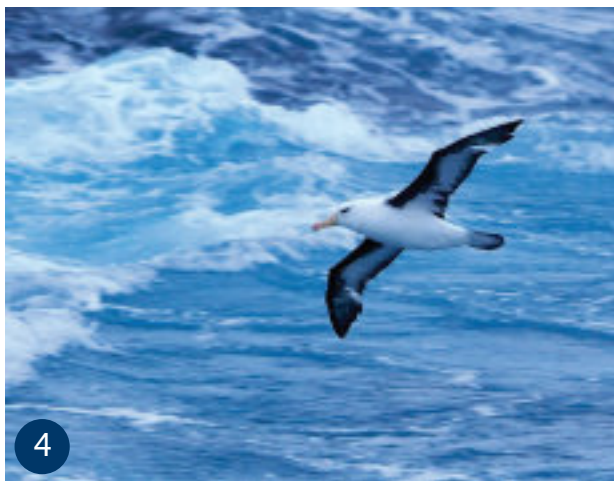
Choose 'portrait' mode for a vertically orientated shot and 'landscape' for wider scenes. Don't be afraid to fill the frame with a deliberate crop, but don't clip off small bits. Include only the necessary, cut out the clutter.



2



3



4



5

4-5

The eye should be drawn into and across the picture, so offset the subject and have it facing or moving into the scene, rather than out.



6



8

10

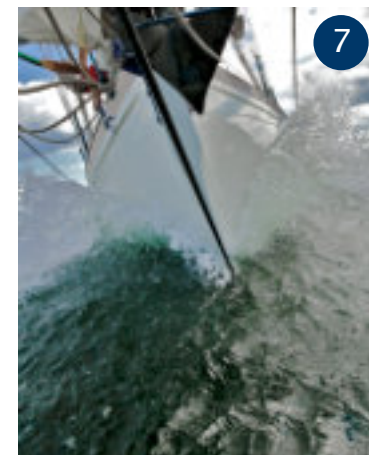
Moving subjects can be followed by the camera 'panning', to blur the background and convey motion. With these the subject, or at least part of it, must be sharp. There's a higher risk of failure, but also more chance of pulling something out of the bag.

That's all for now, I'm looking forward to seeing some great shots this autumn and will get more technical next time.

Mike Garlick, OGA Photography Competition organiser



10



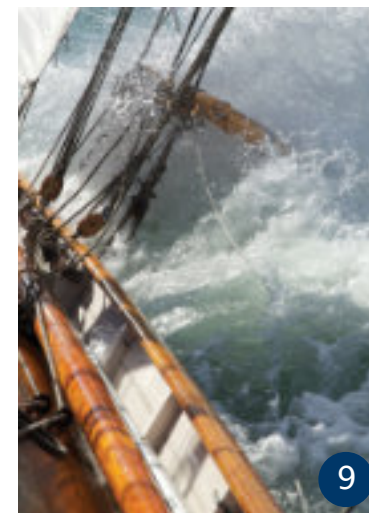
7

6-7

Try varying the shooting position to give more impact, high or low.

### 8-9 Action shots

Fast shutter speeds can freeze action as in shot 9 at 1/1000sec. A slow shutter speed, as in shot 8, for example at 1/40sec, gives more atmosphere.



9

# Netherlands Cross Country Tour...

Dear Cees,

*You invited us to celebrate your 10th Anniversary with you, promising a tour of the waterways of your country and a few parties. Well it was just one big party! We have made new friends and admired your beautiful gaff rigged boats. You guided us and spoilt us rotten, and we loved it.*

Gaffers large and small from south, east, and even the west of the UK made the journey to the Netherlands to swell the numbers of your fleet for the CCT. The number of UK boats equalled that of Belgian and Dutch participants, but you didn't seem to mind. We couldn't have felt more welcome. Thank you!

What have we brought back with us from our trip? Memories, photos, prizes, even an excellent printed 'Tour Guide' full of interesting information. Ideas too: from the Wemeldinge weekend the East Coast Area have added your water jousting game to their Ipswich Regatta programme and the Solent are considering running a 'Set your own course and sail it within the time limit' race.

We devoured delicious local mussels in Wemeldinge, paella in Gouda, roast chicken in Edam, an absolute mountain of seafood in Enkhuizen and tasty cheese everywhere we went. You even gave us survival packs of bread, fabulous fish soup, beer... and more cheese! We drank your special 10th Anniversary beer, some fearsome Belgian brews, Dutch genever and bitters, and really anything and everything we were offered, sometimes in considerable quantity.

We went under fixed bridges and lifting bridges and through swing bridges (mostly without incident), across aqueducts, in and out of locks, under more bridges. Some of us even waited for bridges we didn't need to wait for because we weren't too sure of our air draft. We rafted up in your historic harbours and anchored in your lovely lakes. We struggled to pronounce your names and the names of your towns and rivers, but you humoured our efforts.

Our engines let a few of us down with failures of gear boxes and seals, blocked inlets and faulty fuel pumps. One of us couldn't go backwards which made stopping for bridges hazardous, another could only go backwards which was no less impractical. But you helped us, advised us, rescued us, even towed us, and we thank you!

Openletter to Cees van Spierenburg, President of the Dutch OGA, on behalf of the OGA and all the UK members who participated in the NL10 Cross Country Tour 2014

29th August 2014



## an open letter



Top: Wemeldinge (Claudia Myatt)

Left: Cheese shop in Gouda  
Crowded lock (Claudia Myatt)  
Survival pack (Beverley Yates)  
Below: The fleet at Wemeldinge  
(Erik Frenks)

We enjoyed our walking tour of Dordrecht, the feisty shanty choir outside the Museum Cafe in Gouda, the close-up view of the backwaters of Amsterdam, the opportunity to sail a traditional Dutch 'botter' or a 'schouw' on the IJsselmeer and the historic preservation and restoration projects you showed us in Enkhuizen and Den Helder.

And on top of all that you gave us prizes for everything, and sometimes for nothing at all.

We came because you invited us and because you took part in our 50th Birthday events with such enthusiasm and in such numbers. Some of us gained the confidence to make the long trip because so many others were joining in, and there has been a lot of appreciative talk amongst us of the feeling of community and the support network which helped the short-handed boats and the less experienced sailors along.

In the end some of us were forced to set off for home before your planned events were over, due to work and other commitments and ominous weather forecasts. Those concerned did so with great regret. Those who stayed to the very end enjoyed sailing on the IJsselmeer and more history and heritage in Den Helder. As you may know it has taken some of us rather a long time to get home but we have returned with some great memories of an unforgettable experience. We look forward to seeing you all again!

Best wishes and the very biggest and warmest THANK YOU!!

Sue Lewis, OGASecretary  
writing on behalf of all UK participating boats in OGANL10, 2014



# 62 boats converge on Wemeldinge

*Dirk Peeters, one of the organisers for the southern part of the Dutch Anniversary CrossCountry Tour (CCT), reports on the first weekend in Wemeldinge.*

Already on Thursday 24 July the first ships arrived in the formal lock of Wemeldinge. 'Sepia' is the first British boat, followed by the Dutch 'Windbreker' and 'Sotra'. Many hands helped in building up the tent, stage, tables and benches. Computers, screens, sound, lights and decorations were put in place and the chilly tent got a naturally warm and cosy feeling.

On Friday it became really busy. We expected 62 ships and they all had to get a place in the lock. The organisation of this was perfect and when the reception started at 18:00, about 98% of the expected ships were moored.

The reception, provided by members of the OGA in the south, was flooded with drinks and snacks as it silently changed into the 'Ship and chips' free stage. Several participants, young and old, brought their artistic talents on stage for an evening with a great atmosphere. The fact that the drinks were free until stocks were exhausted will have helped, I'm sure. At 23:00 the last barrel of 'Gaffel' beer was finished. The tone for the weekend was set.

On Saturday morning at 08:00, during the briefing for the competition 'Four hours of gaff', several skippers had noticeable traces of the devastating night before. Nevertheless, the first boats left the port around 08:30, for the race that would start at 10:00.

With 38 boats on the water and a beautiful sunny day, the



Photo: Frits van der Mark

audience could follow the ships pretty well from the shore. The purpose of the race was to sail as many miles as possible in four hours, to determine a course, taking into account wind and current. Because of the lack of wind and the current, it became a challenging and frustrating match for many skippers.

After a delicious mussel meal, it was time to award the prizes. Results as communicated at the awards ceremony:



Photo: Frits van der Mark

3rd: 'Hedwig Maria', Adriana van der Sman  
2nd: 'Gwylan', Florent and Florence Meganck  
1st: 'Sepia', David Pennison

Line honours: 'Teasel', Martin Hills, within half a minute for 14:00 over the line.

Prize for sailed distance divided by 4: 'Molly Cobbler', helmed by Mary Gibbs, had sailed exactly four miles!

There was another winner, but . . . because Mary sailed solo, had a higher calculated speed and had sailed her first match at all, the competition committee, in its wisdom, decided she deserved the prize.

A fantastic band made the whole place go crazy that night. Then Sunday was a day of rest. From 14:00 there was entertainment and one could take a walk. Some groups of people chose to play petanque with accompanying pastis. For the little kids there was more entertainment. The 'ring rowing' competition turned out to be a huge success with beautiful winners. At 18:00 there was a BBQ, an award ceremony for 'ring rowing', farewells and thanks to the countless volunteers. The chat lasted long into the night.

The whole weekend we could take the advantage of the beautiful weather because we ordered this weather, but our budget was gone, and on Monday morning 28 July a fleet of around 40 vessels left Wemeldinge in pouring rain for the continuation of the 'CrossCountry Tour' to the North.

Dirk Peeters, OGA Netherlands (Belgium)

Visit 'Sailing by' for more tales from the Netherlands Tour  
[www.sailing-by.org.uk/netherlands-tour](http://www.sailing-by.org.uk/netherlands-tour)



Photo: Claudia Myatt

Photo: Frits van der Mark

# A challenge to all OGA Areas

*Rik Janssen, OGA NL10 co-ordinator and skipper of 'Cine Mare', lays down a challenge to all OGA Areas. How can we get more friends with the same hobby: 'traditional boats and rigs'?*

For me, and I hope for others, the Netherlands Tour has augmented friendships begun during the Round Britain Challenge. People too busy organising things for us then, I could meet now, others that I missed or weren't present, I've now got to know, and enlarged my personal OGA family even further.

I think it's a waste not to keep working on getting more friends with the same hobby, being 'traditional boats or rigs'. For me, the OGA is a group of people, not just a fleet of boats. The problem as I see it, and actually experienced it again this year, is getting our own boats at all the different OGA events (and back!!) at the right time. Of course it's nicest to show up with your own ship and challenge other boats, but if you can't find the time or the proper crew, or the distances are too far to travel, there should still be a way to be part of events in different OGA Areas.

I would like to challenge every Area to start thinking of, and making plans, to travel people as well as boats. For starters we might include: listing boats that are short-handed, starting crew pools of members that like to crew in other Areas, giving extra bonus points to boats in the handicap to skippers that host distant friends . . . Are there any other ideas to help make it happen?

Maybe I'm just too sensitive because of the name of my boat, 'Cine Mare', which is Irish for 'overseas family'.

But I hope to get feedback on this idea, for it might only live in my mind after a wonderful four months last year on the Round Britain Challenge, and two weeks this year on the Netherlands Tour. Talk in your Area Committees, and at your AGMs, then let me know what you think.

Rik Janssen, OGANetherlands  
email: [inst@xs4all.nl](mailto:inst@xs4all.nl)

**"For me, the OGAs  
a group of people,  
not just a fleet of  
boats."**



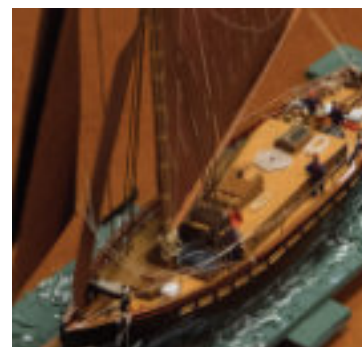
'Cine Mare'  
Photo: Frits van der Mark

# A letter to the Editor. model boats

Reverend David Mumford has written to your Editor with a special offer.

"Now that I've 'hung up my robes', I have more time to spend in the boatyard, or 'ship room' and would be delighted to build a few models for OGAmembers."

Read on, and if you're interested, please contact David for a chat:  
+44 (0)1323 730323



Born in the late 1920s, I was taught to row at the age of three. My pride and joy was a 23' cutter, built just after the war. Our young children spent many a happy hour off the Yealm and Plymouth Sound. But when 'Jonty' went round the Mewstone with the latest family member, just six weeks old, the skipper was criticised severely by the grandparents.

Recovering from a minor stroke in 1998 found me making a replica fishing boat, based on skills learned as a 16 year-old at a toyshop in Exeter. The vessel now sits with 170 models in our 'Ship room', and I'm currently on Yard No. 209.

I've had many commissions including gaffers, commercial vessels, warships and recently a 'sandbagger'; US scallop boat requiring eight crew to keep it afloat but only two to sail it. The most challenging commission was Dick Whittington's ceremonial barge, with a copy of the original plans, written in old English, being returned as incomprehensible.

An early commission was a model of 'Egret', the elegant schooner owned by author George Henty. Soon after delivery it seems there was a plan to steal the model and ship it to the States. I last saw it locked in a secure room somewhere in Hertfordshire.

I've exhibited my fleet of models in Sussex and Kent, in aid of the RNLI. Mark, skipper of the Eastbourne lifeboat, opened my first show at Bexhill, wearing full offshore kit.

Gaffers Log makes for a splendid read. It was news of Barbara Runnall's single-handed voyageround Britain in 'Moon River' that prompted me to offer her a model at half-price. She was delighted and I look forward to her returning from this year's travels to collect her model and hearing from any other members who may wish to commission a model of their boat.

My model of Jolie Brise was awarded in 2013 for the first time, reported on the OGA website and pictured left.

[www.oga.org.uk/trophies/jolie-brise](http://www.oga.org.uk/trophies/jolie-brise)

Reverend David Mumford

# Noticeboard

## Advance Notice of OGAAGM: Saturday 17 January 2015

I know, I know, the season's barely over, but why not get the date in your diary and book a winter mini-break in London to meet up with fellow gaffers from other Areas?

There's a snazzy new look promised for the London Boat Show and this time we have a venue for our meeting and dinner which is right next to the Show. Order dinner on the night to suit your appetite or budget. If you wish to stay over, there are lots of hotels around, and last year the best deals to be had were here.

Our private bar will be open from 5pm and supper will be after the AGM from 7.30pm. Contact me, Sue Lewis, details opposite, with numbers for dinner in advance please!

### Getting there

If you've been to the Boat Show before you'll know that Fox Excel is on your righthand side as you walk from the Custom House DLR stop to the Show entrance. So even if you don't plan to go to the Show it is extremely convenient for the DLR.

### Supper

Supper orders will be taken in the Conference Suite, after the meeting, from Fox's main Menu which you can view online: [www.foxbars.com/menus](http://www.foxbars.com/menus) You can keep it simple and low cost, or make an occasion of it with a slap-up dinner. Our private bar in the Conference Suite will be open from 5pm till late, please make use of this rather than the main bar upstairs, as we have a minimum tally to reach to avoid paying room hire. Gaffers, you know what you have to do!



Sue Lewis, Secretary

The GMC is keen to hear your views on any OGA matters. Contact me by phone: 01255 507550 email: [secretary@oga.org.uk](mailto:secretary@oga.org.uk)

**Our AGM will be held on Saturday, 17 January 2015 at 6pm in London**

Conference Suite, Fox Excel, Warehouse K, Excel Centre, 2 Western Gateway London E16 1DR

## No candidates yet for Treasurer. Your OGA needs you!

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. We have no candidates as yet and time is running out. If you think you can do the job (or would like to nominate a candidate, with their consent) please email the Secretary as soon as possible.

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.

## Rewarding our achievers

Looking back over your sailing season can you suggest fellow members, young or not so young, whose seamanship or contribution to the Association should be rewarded?

After last year's bumper crop of winners it would be great to award every single one of our national trophies this year.

Nominations are invited for:

Outstanding performance by a member under 25 (Alan Hidden Memorial Trophy)

Outstanding individual act of seamanship (Cape Horn Trophy)

Major voyage relative to boat and experience (Gaffers Globe)

Skipper and young crew for sailing achievement (Grumpyll Cups)

Outstanding seamanship by Trailer Section member (Seamanship Trophy)

Outstanding contribution to the OGA (David Cade Memorial Trophy)

It's easy: just let the Secretary know who you'd like to nominate and why. Email or ring the Secretary, Sue Lewis: [secretary@oga.org.uk](mailto:secretary@oga.org.uk) 01255 507550 with your nominations.

For 2013 winners and more information about each trophy visit the website: [www.oga.org.uk/trophies](http://www.oga.org.uk/trophies)

## Have you updated your boat details in the online Register yet?

Turn to the inside back cover for information about the Boat Register project and help on how to get logged in, p.59.

## OGA50 legacy: Youth Fund, first grants made!

In the June issue of Gaffers Log (p.8) OGA President Sean Walsh explained our vision for youth sailing in the Areas. The GMC has agreed criteria for awarding grants from the Youth Fund. At its meeting in May, GMC confirmed a maximum grant of £500 for an OGA Area project and a maximum grant of £200 to a non-OGA project proposed by an OGA Area.

Some money was made available (up to a maximum of half the available Fund, which stood at approx £4,200) and OGA Areas were invited to submit their ideas. Not all proposals received matched the criteria, but we are delighted to report two proposals have so far been supported:

### Dublin Bay

The Dublin Bay Area ran a gaffer sailing experience for 10 teenage students from a school in Cork. The weekend in May involved three boats from DBOGA and two teachers. A formal programme was prepared including safety briefing, sailing, talks, videos and the Shackleton Exhibition at Dun Laoghaire. DBOGA applied for a grant to pay for OGA Youth Project polo shirts embroidered "I've sailed a gaff cutter" for all participants, to be presented with a certificate of completion at the end of the weekend. Cost £400. Read reports in this issue (p.14) and at [www.oga.org.uk/news!](http://www.oga.org.uk/news!)

### Solent

The Solent Area intends to run a youth sailing day, though efforts so far have been thwarted. In the meantime the Solent Area proposed Hamble Sea Scouts for a grant from the OGA Youth Fund towards purchase of a new fixed VHF radio for their gaffer 'Stonechat'. Cost £200. We look forward to a report for the next edition of Gaffers Log.

Anyone wishing to have more information about the criteria, to make a proposal, or to receive full details of proposals received, please contact the Secretary.

Reports following the award of grants will be published in Gaffers Log and on the OGA website.

# Up Channel and Down Channel



Photo: VivHead

Six OGA boats fell into line astern, waiting for the green light. The cavernous locks entice skippers to leave the trusted waters of Cardiff Bay to take on the challenge of the Bristol Channel. High tide in the channel starts at 9m above mean low water springs and can reach as high as 14m. With a great deal of mud at low tide, the huge rush of water four times daily stirs up a creamy mulligatawny soup every time. It can also kick up a wicked chop in some wind over tide conditions.

Passage planning for small boat skippers has to be taken seriously, and so does the weather. In this, we were fortunate indeed. For in the midst of a wet and windy period of early 'summer', this long-planned cruise in company was blessed with clear blue skies and a good sailing breeze; F3 gusting perhaps 4 or 5. We had picked the perfect day.

We hear from Viv Head, skipper of 'Fleur' and Commodore of the BCA about a couple of evening events, a week apart early in the summer. One up channel and one down channel, the Bristol Channel, that is. Unsurprisingly for this part of the world, the OGA boats 'went with the flow'. Turn to p.36 for more from the Bristol Channel Area.

Cornish Crabbers embraced the size of the boats; 'Jezebel', a 17 footer was the smallest with 'Evenstar', a 24 footer, at the thick end. In between came the 18ft Sou'Wester 'Chloe', 19 foot Memory 'Arwen', then a couple of 20 footers, St Piran and 'Charlie'. Also joining us was honorary gaffer 'Lola', a beautiful Yarmouth 23.

We shared the lock with a smart yellow rib and a well-preserved Westerly Centaur heading out on a two-day passage to Seafair Haven in West Wales. What a joy it was though, to see the lock mostly taken up with neatly painted hulls, wooden spars and red sails furled ready for the offing. Unshackled from the tall lock gates, it did not take long for the fleet to disperse. But with the westerly astern and the tide beneath the keel carrying us north-east, all enjoyed a satisfying downwind passage.

Following the line of the coast, we turned at the red can at the entrance to the Newport channel.

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## "A great day's sailing and a good start to the season"

Most of the boats had put a reef in and kept it in, some of the gusts were quite fierce. All except for 'St Piran' that is, who shook hers out in a futile attempt to get back in amongst the leaders.

It was always going to be a longer return, beating to windward and so it proved. Endless tacking and decisions; stay close inshore or head out into mid channel for longer tacks. Those who pushed to seaward had the better of it; boats closer inshore sometimes getting acquainted with the same landmarks several times over.

With a course that took her out almost to the Monkstone Light, 'Jezebel', the smallest boat in the fleet, was first to return to Cardiff Barrage. The lock gates operate twice-hourly in each direction and the other boats made their way in over the next hour and a half. There were no prizes, or dramas, just the satisfaction of a 25 nautical mile passage safely made in some of the trickiest waters around.

A great day's sailing and a good start to the season.

Seven days later, after some prolonged bouts of thunder, lightning and torrential rain, the fleet of small gaffers set out once again, this time on a passage down channel. The plan was to circumnavigate Flat Holm the nearest of the Bristol Channel's two Viking islands, and turn with the tide somewhere off Sully.

Once again Charlie seemed to have pulled in a few favours with the weather Gods; the sun shone and the wind was a light sou'westerly veering westerly. Setting off, it was a little too light and struggled to get much above F1. 'Chloe', 'Evenstar' and 'Jezebel' were back, joined now by 'Puffin' and 'Fleur'.

Once the boats had escaped the clutches of the barrage, sails were raised and just able to fill; to begin a delightful sideways drift. It was a scene that might have been imagined by Samuel Coleridge Taylor when writing the 'Rime of the

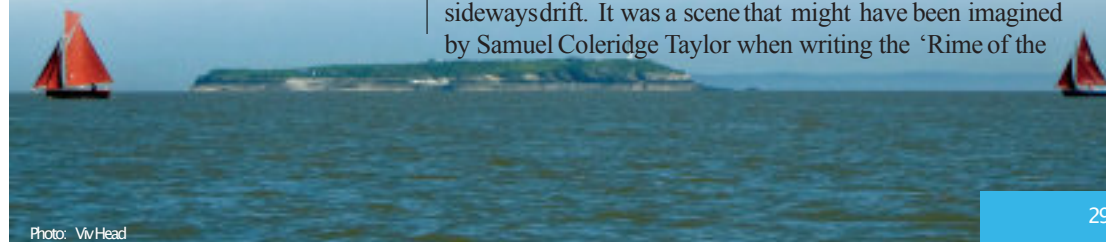


Photo: VivHead

# Up Channel and Down Channel cont.

Ancient Mariner' just across the water in the small town of Watchet: idle as a painted ship upon a painted ocean.

Pleasant though it was, it was the tide that was carrying us, not the wind. In attempting to pass north of Flat Holm we were pointing more east than south but our course was distinctly southwards. Then the flat, oily water began to eddy and swirl and suddenly the tide was on the nose, rushing sideways across channel as a result of being swept into two streams by the island. It was engines on for everyone.

Rounding the lighthouse on the north east corner, keeping Flat Holm to starboard and Steep Holm to port, we picked up a mid-channel breeze to revel in a magical sail in the sunshine. Except that 'Chloe' and 'Jezebel' kept tight to the Flat Holm shore and found themselves caught in a windless and tideless pocket; they watched all others sail into the distance as they worked slowly out of it.

But the fleet were more or less together again by the time we reached Sully Bay on the Welsh coast. The tide turned with very little slack and with wind and the flow now behind us, we were caught up in the headlong rush back up channel, crabbing sideways around the not-to-be-missed Raine port hand buoy and into the sheltered waters off Penarth. It only remained to negotiate the lock without being bullied by the fisher boys and we were back in the embrace of Cardiff Bay.

What a splendid day. Merlin the magician could not have conjured up such good weather on two consecutive Thursdays, and him being a Cornishman under his honorary Welsh cloak. Thanks to Charlie Harris for making it happen.

Viv Head, BCA Commodore

**"it was the tide that  
was carrying us, not  
the wind"**



Photo: Viv Head

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'Rainbow' 1897

# Welcome aboard!

| AREA NO. | BOAT                 | MEMBERS' NAMES                             | POSTAL ADDRESS                                                                   |
|----------|----------------------|--------------------------------------------|----------------------------------------------------------------------------------|
| BC       | 5873                 | Mr Stephen Jones                           | Highmead, Nurston, Rhoose, Vale of Glamorgan CF62 3BH                            |
| BC       | 5893 Daydream        | Mr Keith Midlwin                           | Woodlands, Backwell Hill, Bristol BS48 3EJ                                       |
| EC       | 5882                 | Mr Simon Gilbert                           | 3 Watts Naval, North Elmham, Norfolk NR20 5LT                                    |
| EC       | 5887                 | Mr Robert May                              | Hogg End, Hogg End Lane, St Albans AL3 6RE                                       |
| EC       | 5889                 | Mr Roland Kenward & Mrs Ruth Kenward       | Sunnyfield, Southfield Road, Chislehurst, Kent BR7 6QR                           |
| EC       | 5898                 | Mr Justin Flower                           | Crossing Cottage, Bromeswell, Woodbridge IP12 2QB                                |
| LD       | 5876                 | Mr Neil Thompson & Mrs Pauline Thompson    | 45 Ash Grove, Kirkclevington, Yarm TS15 9NQ                                      |
| LD       | 5878 Redwing         | R. Adm Tim Chittenden                      | Barn House, Dean, Workington, Cumbria CA14 4TJ                                   |
| OS       | 5888                 | Mr Geoffrey Allen                          | 71 Bd de la Republique, Grand Fort Philippe, 59153 France                        |
| SCO      | 5886                 | Mr Luke Moloney                            | 24 Queen Street, Dumfries DG12 2JF                                               |
| SOL      | 5874 Le Moulin Vert  | Mr Andrew Roan & Mrs Tamia Roan            | Threshers Cottage, 23 Lowbourne, Melksham, Wiltshire SN12 7EB                    |
| SOL      | 5879                 | Mr Toby Shapeero                           | 147 Catherine Way, Batheaston, Bath BA1 7PB                                      |
| SOL      | 5880 Sally Lightfoot | Mr Graham Woodward & Mrs Patricia Woodward | 4 Gainsborough Mews, Titchfield, Hants. PO14 4EX                                 |
| SOL      | 5884                 | Mr David Lyons                             | Castle Barn, Castle Lane, Wallingford OX10 0BN                                   |
| SOL      | 5885                 | Mr John Frampton & Mrs Jacqueline Frampton | 13 Arle Close, Alresford SO24 9BG                                                |
| SOL      | 5890                 | Mr Tom Guy & Mrs Katie Guy                 | 11 Hoylake Road, Portsmouth PO6 1BH                                              |
| SOL      | 5891 Molly           | Mr Nigel Anderson & Mrs Sue Anderson       | 33 Mariners Quay, Littlehampton, West Sussex BN17 5DA                            |
| SOL      | 5892                 | Mr Stephen Rutter                          | 149 Landguard Road, Southsea, Hants. PO4 9DS                                     |
| SOL      | 5895                 | Mr Stephen Akester                         | Needles View, Kings Saltern Road, Lymington SO41 2QH                             |
| SOL      | 5897                 | Mr Jon Tacey                               | Waylands, Hurstbourne Tarrant, Andover SP11 0BD                                  |
| SOL      | 5899                 | Mr Richard Jacobs                          | Danesfield, Foxcombe Road, Oxford OX1 5DG                                        |
| SW       | 5875                 | Mr Stephen Rear & Mrs Christine Rear       | Berry Wormington Farmhouse, Cheltenham Road, Stanton, Broadway, Gloucs. WR12 7NH |
| SW       | 5877 Island Swift    | Ms Jojo Pickering                          | 35 Belgravia Street, Penzance TR18 2BL                                           |
| SW       | 5881                 | Mrs Jayne Rawlins                          | Glendene, Beacon Road, Kingswear, Devon, TQ60BS                                  |
| SW       | 5883                 | Mr Mark Darley                             | 311 Seymour Lane, Mill Valley, CA 94941, USA                                     |
| SW       | 5894                 | Mr Peter Goad                              | The Old Barn Studio, Lower Tregame, Mawnan Smith, Falmouth TR11 5JP              |
| SW       | 5896                 | Mr Stephen Brown                           | 45 Spring Meadow, Lydney, Gloucs. GL15 5LF                                       |
| SW       | 5900 Majala          | Mr Nicholas Morant                         | Garden Flat, 94 Cambridge Gardens London W10 6HS                                 |
| SW       | 5901                 | Mr Peter Gerrard                           | Hafod, Chillington, Kingsbridge TQ72JX                                           |

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

Introduced to gafferism in a 23' gunter sloop on the east coast of Scotland as a child, I've sailed a variety of boats and my 12' Tideway dinghy, 'Panorama', built 1960, is still going strong. So, I was an 'old gaffer' by nature long before becoming one by name. A chance to meet other OGs came with the Norfolk Raid, 20 miles from my home at Hickling Broad. My plan to sail down Friday, camp aboard, and sail back Sunday was thwarted by the weather as I beat an honourable retreat to Hickling on Friday with gusts at force 7 from exactly the wrong direction.

Saturday it poured and was still blowing hard but looked better in the afternoon. After a painfully slow beat to windward, enforced stop at Potter Heigham to take the mast down, and the wind falling away as the evening drew on, I reached Bureside Holiday Park to find a neat line of OGA boats moored up against the river bank.

Made most welcome, we shared the barbecue and music on an impressive array of instruments;



penny whistle, squeeze-box, drums, guitar and human voice. Seated in a grand circle and treated to rich and comic improvised entertainment, my favourite was a 'blatantly riggist ditty' about the evils of the Bermudan rig. Is this the OGA 'anthem', I wonder?

As the sparklers died, and luminous wands were handed round, I retreated to my boat hoping for a quiet night. I have a good quality boat tent which I needed as the rain fell for a couple of hours. My problem was the noise, not the wet, with rain keeping me awake. My sleeping platform is the bottom boards raised to thwart level with a Thermarest mat which rolls up very small. Once settled in, it's very cosy, so long as there are no motorboats chugging by creating waves it's at least as comfortable as sleeping ashore. On the Broads, hire boats have to moor up after dusk and not many private boats sail through the night, so all was calm.

Sunday morning was grey and windless. Keith Mosley, rally organiser and owner of the beautiful David Moss canoe yawl 'Bunny', which at one time I coveted, provided a briefing at 10am. The main fleet was to sail to Ludham, home of the famous Hunter fleet of engineless cruisers. I joined the OGA fleet and as they peeled off to Ludham continued north to Potter Heigham and home. It rained until I reached Hickling. But the wind was favourable so I could forgive the weather gods anything. In my experience people are particularly friendly in bad weather, especially when braving the elements. From Potter Heigham up to Martham I met the entire Hunter fleet beating down while I sat comfortably on the bottom boards with the wind at my back, the reverse of the day before when I'd met them on the same stretch. We hailed each other like old shipmates.

By this time a nice breeze had filled in and held until I reached Whispering Reeds Boatyard. As usual the open water of Hickling provided the best sailing of all. The return passage took an hour less than going out including an extra half hour at Potter Heigham to eat my lunch. All in all a very satisfying couple of days' sailing and a perfect introduction to the ways of the OGA.

Our NOG note comes from new Trailer Section member, Richard Crockatt, inspired by the 50th anniversary celebrations to make membership of this noble order of sailors official. He joins the Norfolk Raid on 5 July. See p.52 for a report and photos.

# 'Shamrock', Tamar sailing barge



*Joe Lawrence of the National Trust, Cotehele Quay, spoke at the SW Gaffers 'Fitting out lunch' in April 2014. As promised, he now tells us about 'Shamrock', the last fully restored working Tamar sailing barge. Ketch rigged, she was built in the Stonehouse yard for Frederick Hawke in 1899.*

## Dimensions

Length: 17.5m (57ft 6in)  
 Beam: 5.51m (18ft 1in)  
 Hold depth: 1.62m (5ft 4in)  
 Hold area: 6.7m (22ft) x 3.5m (11ft)  
 Main mast height: 12.5m (42ft)  
 Registered: 31.71 tons gross

Named after the unsuccessful Irish challenger for the 10th America's Cup Race in 1899, 'Shamrock' is considered to be the most advanced Tamar sailing barge ever built. It was a conscious effort to design a vessel capable of carrying maximum cargo for her size on minimum draft at the lowest operating and maintenance costs.

For 20 years 'Shamrock' hauled fertiliser between Plymouth and Torpoint Manure Works, sold in 1919 to a group of stone quarrymen and converted, to comply with the Board of Trade regulations, for trading to the coasts of Devon and Cornwall. After a long varied working life she ended up being used as a scrap iron store in Hooe Lake, Plymouth.

'Shamrock' was acquired in 1973 by the National Maritime Museum with the National Trust and taken to Cotehele Quay as a full restoration project, completed in 1979.

She's now permanently berthed at Cotehele Quay, a National Trust property on the River Tamar, Cornwall and visited by thousands of people annually. When possible, she is taken downriver to join events and celebrations in Plymouth Sound such as Classic Boats and Saltash Regatta.



Above: Painting (19th century undated) by John Dyke, photographed by Giles Clotworthy Copyright National Trust

Top left: Alec Friendship

Top right: P. Allington

Bottom right: James Hunter

Visit the OGABOAT Register:  
[www.oga.org.uk/boat/shamrock-2](http://www.oga.org.uk/boat/shamrock-2)

At present the National Trust are researching possibilities of equipping her with an engine, which will allow her to travel the river more often. The partnership between the National Maritime Museum and the National Trust will be coming to a close in 2015. Without this original combination of strengths and foresight from both parties, 'Shamrock' may have remained in Hooe Lake until just a few timbers were left to remember her by.

Joe Lawrence  
 National Trust, Cotehele Quay



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



*The BCA report comes from three contributors. Mike Stevens urges us not to miss Seafair Haven 2016, based on this year's event. John Laband gives an update on 'Working Yacht 1' and last but by no means least, young gaffer, Bethan Head aged 12, reports on an evening sailing with her Grandad.*

Held every two years, Seafair Haven is one of those rallies not to be missed. Everything is there; interesting voyages, skippers' dinners, folk singers, Welsh choirs, orchestras, joined up camping, launching and mooring and some great places to sail. Yet there's a delightful 'unorganised' feeling to the Rally, and the sailor feels free to do their own thing. Behind the scenes people have been hard at work, arranging everything to perfection. This year, in the second week of June, even the weather came to the party.

Voyages were pleasant, sometimes challenging, but always rewarding. Each village that we arrived at put on a special welcome. My particular favourite was the trip up the drying creek to Creswell Quay, which I have done a few times in

fair and foul weather. We ran up with a following wind of only f2, to arrive at the village where the whole place had turned out. There was an enormous barbecue, local folk singers with guitar, mandolin and more entertainment for a large crowd of sailors and locals. It was hard to leave, but the place is very tidal and the call of the sea soon drew us away to beat into a gentle wind that had wafted us up the creek.

Some of us did it under sail, others motored, but we arrived back at Lawrenny as the tide fell away at sunset. A rising moon saw us take a few more pints in the Lawrenny Arms, still magically tied to the river. Later, we dragged ourselves away to the campsite for a well-earned rest.

Make a note now to come to Seafair Haven in 2016!

Mike Stevens, Trailer Section Secretary



'Saskia Blue' sailing the Haven

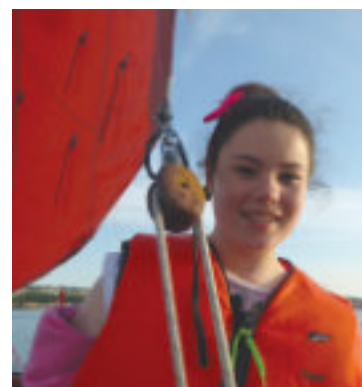


New hounds for 'Working Yacht 1'

*John Laband built the 54ft gaff ketch 'Working Yacht 1' more than 20 years ago. She's been in the water for most of the time since, on a mooring up the river Axe, in Somerset and more lately at Portishead Marina. Featured in the June issue of Gaffers Log, skipper John reports on a summer refit.*

The mast has been well protected with paraffin and linseed oil with Ronseal shed paint for a few coats. This summer I spotted some rot and further investigation found a nest of insects at the hounds. Originally made of holly oak, blown down in a gale, it's done well but finally succumbed to rot. The Douglas fir of the main mast looked pristine, so I used that for the new hounds. The galvanised rigging wire has been treated with epoxy tar. I find this sticks well on rusty mild steel and doesn't stain the sails. Pity about missing some of the best sailing we've had in years, but at least it was a pleasure to get the work done in ideal conditions.

John Laband, Bristol Channel Area



Bethan Head, 'Sailing with Grandad'

On the evening of Monday 14 June my Grandad took me out sailing on his boat. His boat is a lug ketch called 'Fleur'. At first I was a bit scared that I would fall in but my Grandad reassured me saying 'sailing boats like these gaffers, hardly ever tip over', plus I was wearing my lifejacket.

When we got out of the pontoon and into the bay my Grandad let me have a go at helming the boat. At the beginning I wasn't that good but I soon got the hang of it. I even learnt how to tack. In total there were six boats, five of them had beautiful red sails but one had cream sails. The wind was very light, 'too light' Grandad said. There weren't many other boats out except a speed boat which kept making the water choppy.

We all sailed in close company which was real fun and Grandad was talking to the people on the other boats. They called me 'his little helper'. At one point I remember we sailed around a buoy but one of the other boats got a bit too close! We were out for a few hours, I really enjoyed it.

Bethan Head, aged 12, Bristol Channel Area

President: Tim Magennis  
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Óg, is a two-letter word in ancient Irish meaning ‘young’, according to Tomas De Bhaldraithe’s classic Irish-English dictionary. For some time now the current president of DBOGA has been scrambling the remnants of his brain to come up with some verbal device whereby Óg could be introduced into the OGA’s official title, without offence, as a kind of recruitment device to attract Irish youth into membership. DBOGA Óg seemed initially to fit. But somehow the impact was not there.

Then OGA President and Committee member, Sean Walsh, came up with an idea, and was selected to head a project team to meet the challenge head on. They scored a bull’s eye with an event to entice the young.

Over a weekend in May, ten 15-17 year olds travelled from Mayfield Community School, Cork to Poolbeg in Dublin’s River Liffey. DBOGA members provided gaff-rigged vessels. None of the students had ever sailed before. The inaugural project was a total triumph. The aim was simple. Provide a realistic gaff-rig sailing experience and instruction under the aegis of the OGA Youth Sailing Project.

Two of the teaching staff, Liam and Marian Begley, were crew members on Sean’s fast ‘Tir na nÓg of Howth’ (Land of the Young). Their commitment to the project proved crucial in getting approval from school management and in the selection of suitable participants. There were briefings on gaff working boat sailing, the significance of Galway Hookers in the Connemara and Island culture and economy, along with the work of oyster fishermen in Falmouth, working on their boats similar to ‘Tir na nÓg’.

Marian and Liam accompanied and supervised their young group. The DBOGA team organised the vessels, the food, the polo shirts and the sailing team. The project was fully risk-assessed. Responsibility was shared between DBOGA skippers and the two accompanying teachers. Each student



Mayfield Community School pupils on board a Galway Hooker.

Photos: Liam Begley

Published with the permission of Mayfield Community School, Cork

received an OGA Youth Project embroidered polo shirt, with the simple declaration: ‘I’ve sailed a gaff-rigged vessel’. See full reports on p.16 - 18 and the OGA website.

After the Youth Sailing Project, Sean Walsh commented, “the boys’ crew tacked the Heard 28 the last mile upriver, against a strong ebb, all the way to their Poolbeg berth. They had learnt the ropes and the language, the youth on the helm replied, ‘Ready’. ‘Leeho’, said the helm as he tacked, and there was furious activity on the four winches as the staysail and jib were brought in, lee-side runners let off, and pulled in on the weather side, as the big mainsail came across. A wonderful end to a good sail on a gaffer.” Later reports from Cork told of the youths’ excited exhibition of their OGA gear, while the male members, according to Liam Begley, ‘revelled in the shock value to be had from declaring that while in Dublin they had slept on a hooker’.

## Bank Holiday Festival: June

A few weeks later an estimated 70,000 sightseers flocked to the banks of the Liffey for the hugely colourful Dublin Port Company’s annual June Bank Holiday weekend ‘Riverfest’. The festival introduced the first flushes of summer, much to the delight of the classic Cossack Ballet dancers and singers from the Georgian State Museum of music, theatre, cinema and choreography, to give these distinguished first time visitors to Ireland their officially approved title performing on the quayside.

DBOGA played a major part in organising this considerable holiday festival featuring the notable fleet of Howth 17s tacking up and down river backed by a plurality of tall ships. Out on the bay, ideal sailing conditions ensured good racing for the coveted Leinster Plate, retained by ‘Ainmara’, skipper Dickie Gomes, in future to be competed for exclusively by gaff-rigged craft.

Tim Magennis, DBOGA Area President

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The Crouch Rally started our summer season and included a barbecue at North Fambridge, race downriver to Burham and meal at the Royal Corinthian YC. The weather is notoriously wet and windy, but there was only a sprinkling of rain and Roy Hart's gaff-rigged Dragon 'Greensleeves II' won the Inde Coope and Allsop Trophy.

Weather reports leading up the Mistley Rally on 28 June were pretty grim: heavy rain, showers, thunder and lightning, so we anticipated a rather subdued affair. The weather didn't deter stalwart Eastcoasters though. With nine big boats, five smack boats and a motorboat, we decided to run two races concurrently. Unfortunately, the wind failed as the start gun fired, so they had to be abandoned in favour of reaching the Mistley Thorn for an excellent pub lunch. The fleet sailed back to Wrabness beach for an evening bonfire and party as the sun went down.

Weather influenced the East Coast Race on 5 July too, with only 30 boats starting in the gusty 20+ knots. 15 finished as the smaller boats struggled, but the eight smacks racing enjoyed the heavy weather. With beer at the smack dock,

'The Motley Crew' provided close harmony singing to accompany discussion of the race, followed by the 'Phoenix Revival Jazz Band' serenading supper at Colne YC. The Sunday Parade of Sail in more benign weather conditions, found a good fleet of gaffers and open boats enjoying the hospitality of Wivenhoe SC.

The East Coast premier small boats event is 'Swallows and Amazons' at Walton & Frinton YC. Once again, the forecast predicted foul weather, not ideal for a camping event! However, winds were light and a shortened course saw some great racing before the last boats home were foiled by the wind dying away



Mistley Rally Photo: Sue Feather



Bawley 'Gladys' Photo: Sue Feather

completely. 'Neva' took the trophy and the promised electrical storm broke during supper. The wind returned in time for ten boats to sail to Horsey Island, and a walk around in real 'Swallows and Amazons' style.

Southwold Rally started life as a big boat event, but now attracts small boats, to sail up the River Blyth. With too few big boats to run the Sole Bay Race on Saturday, Southwold SC fed us well, as we washed the meal down with local Adnams ale. There was a peaceful sail upstream on Sunday, under the A12 to a point where a collapsed bridge prevents further progress.

As I write, several boats hoping to join the August Classics Cruise on 16 August remain stranded in Belgium after the Netherlands Tour. Find out about Eastcoasters 'going Dutch' p.22 and the 'young gaffer' winner of the August Classics passage race p.12.

Alison Cable, Eastcoaster Editor

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Younggaffer Maddy sculls 'Ripple' at the Norfolk Rally

# North East

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Secretary: Jim Bell  
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web: [www.oga.org.uk/areas/north-east](http://www.oga.org.uk/areas/north-east)



A dismal Saturday (copious rain but neither wind nor visibility) saw the start of the Blyth Quayside/Coastal Rowing Festival where the OGA was represented by Peter Gosling in 'Emma & Kate' and our newest members from Blyth Tall Ship Project, 'Greta Isabel', with the newly restored Northumberland lugger 'Sandpiper'.

Unfortunately, engine trouble kept 'Romilda' away from Dutch waters, but 'Step Back in Time' represented the North East as one of three trailer sailors participating.

We've received an invitation to co-operate in the Blyth Tall Ships event in 2017, to start the year of the departure of the 'Williams' expedition. Mystified? Find out about fascinating aspects of the North East, and our wider maritime history, at the Tall Ships website: [www.blythtallship.co.uk](http://www.blythtallship.co.uk)

Jim Bell, Area Secretary

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



# Scotland

President: Gordon Garman  
Secretary: Neal Hill  
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Fair winds and sunshine meant boats attending Campbeltown Classics made up in enjoyment what was lacking in numbers. We welcomed David Grainger and his magnificent 'Happy Quest', a lesson to us all watching him come alongside in the Loch under sail. Engine problems? No. David sails without engine or electrics on board.

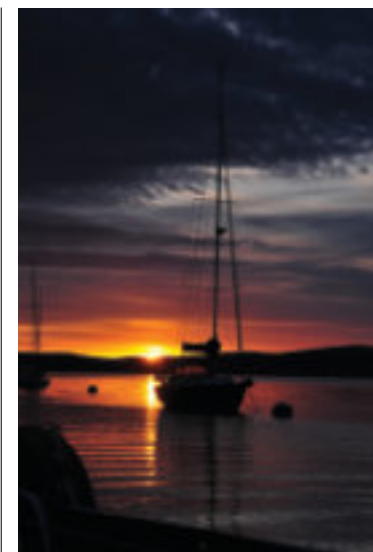
Friday was fine and sunny so there was a bit of visiting each others' boats then in the evening a meal together at the Ardshiel Hotel. Famous for its large selection of malt whiskies, a dedicated few remained after the meal to sample some. I'd like to report that we didn't make much impression on the 460 malts the hotel claims to stock.

Saturday was wet with no enthusiasm for sailing. It became a day for cleaning cookers, brasswork and anything below deck. By evening the weather had dried up for the short walk to Campbeltown SC for our evening meal. Included was the chance to sample more whisky, this time from J & A Mitchell, owners of several Campbeltown distilleries. It was a great privilege to try these cask strength whiskies. Thanks go to Frank McHardy for organising the tasting, his stories and descriptions.

As a reminder, these are what we sampled: Springbank 1999 local barley, Springbank 2001 from Sherry cask, Longrow 2004 from Port cask, Longrow 2003 from red wine cask, Kilkerran 2004 from Port cask, Kilkerran 2004 from Rum cask.

Sunday dawned fine with a good breeze for passages home. Thanks go to Frank McHardy and Campbeltown SC for their hospitality and to Campbeltown Loch Berthing Company for their very generous discount, in what could be their last year running, as there are development plans afoot.

Neal Hill, Scotland Area Secretary



A night's peace before the bustle of Campbeltown Classics  
Photo: Gordon Garman

## Invitation to visit 'Reaper' again

We've been invited to repeat last year's very special visit to 'Reaper' and the Anstruther Fisheries Museum. If tide and weather permit, a short voyage on 'Reaper' may be possible. The date is not yet finalised but will be a weekend in late September or early October.

Numbers will be limited, so if you are interested in attending, please send your expression of interest to Neal Hill.

We'll be pleased to welcome members from both sides of the border.

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## Conwy River Festival: 9 – 17 August

*The Nobby, Gaffer and Classics Race took place on Sunday, 10 August, and sadly, adverse weather conditions prevented the Annual Race taking place midweek. Bob Angell, skipper of the Nobby, 'Comrades', provides this report.*

The race briefing was held in the North Wales Cruising Club, with the main topic being the imminent arrival of Hurricane Bertha's tail, and the forecast of a F9 gale later. The decision was made to broadcast in the morning on CH72. At 0845 the call went out: the race is on.

Unfortunately, most of the ten boats registered decided not to go out. Sadly, no classics at all. Only three boats ventured forth to face the flat calm seas, light winds and sunshine. A sensible triangle course was set in the north deep area next to the Great Orme, sailed over high water.

The Nobby (Morecambe Bay Prawner) 'Spray' had the best start and stayed in front for the whole race, followed by 'Minelvia', then the Nobby 'Comrades', sailing the entire race with her topsail stuck half way up the mast! With the light winds it was a slow, gentle sail around the course, shortened to two laps so the boats would not have to push the big tide back into the river. This turned out to be a very good decision. Whilst the gaffers were mooring up in the river the forecast gale suddenly arrived. Modern boats still out in the bay got the full force with winds over 30 knots and heavy rain in minutes. The weather gods were smiling on the gaffers for a change.

Bob Angell, North Wales Area

## Results

1st large Nobby and 1st overall: 'Spray', skipper Tom Middlebrook

1st small Nobby: 'Comrades', skipper Bob Angell

1st old gaffer and 1st small gaffer: 'Minelvia', skipper Graham Carter

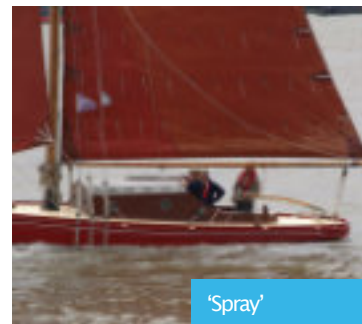
Best turned out boat: 'Spray'



Beale Park Show Photos: Pete Farrer

North Wales Area AGM is on Saturday 25 October 2014, Holyhead SC, at 5pm, followed by dinner in the upstairs restaurant.

A three course meal of two choices for each course costs £17.00 including wine. Space is limited. Please contact Sue Farrer as soon as possible to book your place and choose your meal.  
email: [nwasec@oga.org.uk](mailto:nwasec@oga.org.uk)  
phone: 01270 874174



## Beale Park and Thames Boat Show: 6 – 8 June

Once again the weather was good for this year's show. Mike Stevens organised the OGA stand and thanks are extended to all those members who offered to help. We sold merchandise, signed up a couple of new members, handing out membership forms to others. Nine boats were displayed in front of the stand and on the lake with commentary for the activities on the lake by Peter Farrer.

Our stand had moved slightly but this didn't deter the many visitors coming to chat about the Association. Our encampment made a good focal point for everyone to get together in the evening. Jon Dyke always manages to rustle up enough wood for a campfire, I think he hides it from one year to the next. Mike Stevens entertained us with his guitar playing and singing. All in all an excellent show and well worth the OGA having a stand.

## Traditional Boat Festival at Holyhead

This year will be the 8th year of running the Traditional Boat Festival in Holyhead at the end of August. Look out for a report in the December Gaffers Log and a news item on the website this month [www.oga.org.uk/news](http://www.oga.org.uk/news)

Sue Farrer, NWASecretary



# Northern Ireland

President: Peter Chambers  
Secretary: Peter Lyons  
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# Solent

President: Dan Shaw  
Secretary: Marion Shirley  
email: solsec@oga.org.uk



On 20 June NIOGA met in Portaferry, Co. Down for a weekend of sailing, music and craic. Friday evening saw boats arriving and crews assembling in the Sailing Club to meet old friends. 'NaomhCrónán', the Dublin based Galway Hooker, was back for the first time in five years. Paul Keogh and his team were made very welcome. Adrian Spence brought 'Madcap' to her last event, before changing hands and leaving for France.

On Saturday we enjoyed an illustrated talk by James Elliot from the Portaferry and Strangford Trust about the history of schooners trading to Portaferry and Strangford Lough over the last 200 years. James' family owned some of the trading schooners, as part of their wholesale business.

Following the talk and skippers' briefing 13 vessels, six of them gaff rigged, set off at 1300, a fine sight. The course took the boats out of Strangford Lough to the Bar Buoy and back to Portaferry on the incoming tide in fantastic weather. Wall-to-wall sunshine and a light breeze made life

comfortable for those who were held by the changing tide at the mouth of the lough.

'Blue Chip', Leslie and Jessie Hughes' Cornish Shrimper, was declared the winner and at the prize-giving, all boats were presented with the statutory bottle of wine. Adrian Spence gave the usual address, leaving no skipper unscathed and the Gaffers Boat Band, Alan, Irene, Carol and Peter, played for the crowd. A great weekend, well up to the usual Portaferry standard, roll on next year!

Peter Lyons, NI Area Secretary



Jessie, Adrian and Leslie



YOGAFF 2014, report pp.6 – 9  
Photos: Keith Allso

At the time of writing, I'm still just in the Netherlands, at Breskens. I hope, by the time you read this, to be in Southampton.

Yarmouth Old Gaffers Festival, p.6 was a great success with over 100 boats attending. I was particularly impressed by the willingness with which members volunteered to staff our information booth and with the new members who were invited to assist with fun on the water. YOGAFF was followed by a peaceful weekend in the harbour at Bembridge, visit the website for a report. Members were invited to tea by Mark and Rosie Hickman, and entertained by Mark whose songs draw on his unique and life-long association with the area.

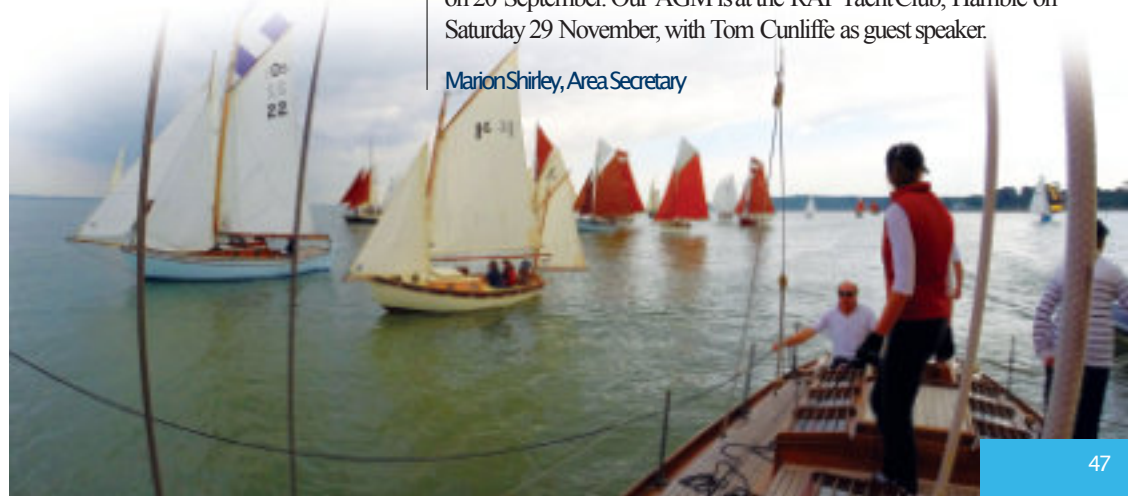
Bembridge was the starting point for at least one of the eleven Dutch-bound Solent boats, which included two trailer sailors and three single-handers. Our Dutch gaffer friends put on an amazing two weeks of racing, playing, eating, partying and travelling in the canals and inland waterways of their homeland. We appreciated their warmth and humour along with the sights and sounds of Holland from bridges and cheese markets to carillons. The weather, until blasted by the remnants of hurricane Bertha at the end of two weeks playing havoc with homeward plans, was startlingly good.

We're looking forward to Bursledon Regatta, the theme this year is 'Circus'; it should not take much for our members to appear as clowns. Our Annual Race and Rally is on 5 September and the season closes with the Centenary Chase pursuit race at Yarmouth, on 20 September. Our AGM is at the RAF Yacht Club, Hamble on Saturday 29 November, with Tom Cunliffe as guest speaker.

Marion Shirley, Area Secretary



Down the Narrows Photos: Peter Lyons



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



Following on from the lunch in February at Port Navas YC and the visit to Gweek Boatyard, Don Garman organised the Helford River Rally, 16 - 18 June. It was a great success and Don is already planning a similar rally for next year, so put 15 - 17 June 2015 in your diary. In 2016, he has plans for a cruise from Fowey to the Helford before visiting the Fal, and finally arriving at the Falmouth Classics.

The SW Gaffers' committee is delighted that the OGA is now truly represented across the South West. It is also evidence that with the right man in place, you don't need lots of small Areas with all the bureaucracy that entails. SW Gaffers are very grateful to Don Garman, and his colleagues, for their efforts and to Sue Lewis for introducing us to Don.

The annual Start Bay Race & Rally took place over 4 - 6 July. It followed a well-established programme with the pontoon off Dartmouth YC providing a good base for socialising. The adverse weather on Friday caused a couple of yachts to withdraw but 15 crossed the line for the OGA Annual Race on Saturday afternoon. Conditions were ideal for a good sail round Start Bay. We were pleased to welcome Ian Terblanche's 'Trasnagh' (1913 Islands One-Design by Alfred Mylne) and Pete Nash's 'Little Tern' which he designed and built himself, based on a Claud Worth 1920

*The South West report has three contributors. Secretary, Gil Hayward, provides an overview with event reports from Steve Lorraine and John Gallagher.*

SW Gaffers Laying up Lunch and AGM is on Saturday 8 November 2014, Abbey Inn, Buckfastleigh.

Tell us what you like and would like us to do differently, put the date in your diary and come along. There will be changes to Officers.

## Handicaps

### A view from the South West

The Annual Race proved the OGA needs to address the handicap issue. THCF does not work with the arrival of modern lightweight gaffers on the scene. SW Gaffers does not feel the new RYA Cruiser Handicap works for their events, and is looking to introduce a modified handicap system so that both traditional gaffers and modern gaffers can enjoy competitive sailing together.



'Devon Maid' celebrates her 100th year

design. Both made a lovely sight, and we do hope they will return next year.

'Trasnagh' took line honours, collecting a fine array of awards at the prizegiving in the Royal Dart YC, including youngest crew member. On Sunday there was a cruise in company to Stoke Gabriel for a ploughman's lunch at the River Shack Cafe. All in all, a very satisfying event for both participants and organisers. It was also pleasing to see Steve Lorraine's Heard 28 'Aeolus' come up from Cornwall and to welcome Jim Bell (NE Area Secretary) and his wife to our Crew Supper on their way home from a holiday in France.

By the time you read this we'll have held our first River Dart Rally, mid-August, and will be coming to the close of sailing events for 2014. SW Gaffers have tried to organise a sailing programme which appeals to a wide cross-section of members, and we look forward to welcoming you to our Laying up Lunch and AGM on Saturday 8 November.

Gil Hayward, Area Secretary

### East of Eden: a Cornish view on the Start Bay Rally

When you keep a boat in the Carrick Roads it's very easy to slip into a routine of finding a quiet anchorage or popping over to the Helford for lunch. So the invite to the Start Bay Rally was a great incentive for us to go on an adventure to the other end of the SW OGA region. We had had a thoroughly good time at the Helford Rally a few weeks earlier so we needed little encouragement to set off for the festivities in Dartmouth.

Plymouth Classics Photos: John Gallagher



# South West cont.

The pontoon outside the Royal Dart YC had been reserved for all of us providing a great base for the festivities, the Club itself being very welcoming with showers and a friendly bar. Being in town it was a perfect location. There was a superb meal there on the first evening where we met up with Gaffers old and new. The following afternoon had us all racing in the bay in perfect conditions.

That evening we were guests of the Royal Dart YC where we enjoyed another excellent meal followed by the prizegiving. Amazingly we had won a prize in 'Aeolus' which rounded off the day nicely. The next day had us all heading up river to Stoke Gabriel for a final lunch get together. All in all a great event which we enjoyed very much and are looking forward to future events.

Steve Lorraine, 'Aeolus', Cornwall

## Sutton Harbour Plymouth Classic Boat Rally

The last weekend in July saw 63 boats sign up before we closed the entries for Plymouth Classics. Sadly, a few could not make it including the lovely 1902 gaff cutter 'Ripple', recently restored William Fife III Bermudan sloop 'Rosemary III' and 'Cornubia' a grand Bristol Channel pilot cutter. But we were very fortunate to have two Dunkirk Little Ships, 'Tom Tit', made by Skentelbery's, Plymouth and 'Elvin'.



WWI Torpedo Boat CMB9/DCB1



The most remarkable motorboat to attend was a newly renovated WWI Motor Torpedo Boat 'CMB9/DCB1' by Thornycroft, launched in 1916. These boats were very much secret weapons, and as Coastal Motor Boat 9 of twelve made, she saw action on the Dover patrol. Being 40' and weighing only four tons with a 250HP petrol engine and hydro fins she had the element of surprise in that she could move at an amazing 40 knots, fire her single torpedo off the stern after doing a rapid turn about in front of the target and whizz off. In 1918 she was converted into a prototype Distance Control Boat with twin screws and wireless controls installed so that she could be fully controlled into action by an overflying plane. And all this nearly a hundred years ago! DCB1's activities are still classified but she is thought to be the only one made and is listed on the Register of Historic Ships as were a further six boats attending.

A total of eight boats were a hundred years or over with the gaff yawl 'Cleone' launched in 1860 being the oldest. But amongst the younger there were gaff cutters, Bermudans, sloops, yawls, luggers and two schooners, one a gaff and the other an interesting staysail schooner.

We changed the berthing configuration this year putting the three fine gaff rigged Island Trust youth training ships along the old fish boat wall whilst all the other boats were berthed together, stern on to the big hammerhead pontoons. Dressed overall they made a fine spectacle for the visiting public from afar as well as the several hundreds who came onto the pontoons.

'Devon Maid' which took part in the first OGA race in the Solent in 1959, when she was owned by Fiona Beale, had her 100th birthday this year. This was obviously cause for a 'street party' on the pontoon with a ceremonial cake presentation, singing, drinking and a lot of craic.

The sun shone down on the Rally in many ways with two good days of racing in good force 3 and 4 in the Sound, good music, lots of merriment and a fine camaraderie. It was a pleasing success.

John Gallagher, SW Area



Gaff schooner 'Flower of Caithness'



*Keith and Marion Mosley bring this report of the first rally on the Norfolk Broads, 4 - 7 July 2014, which proved to be a great success. Watch for the date in the OGA calendar and join us on The Broads next year.*

After last year's successful English Raid, organised by Neville and Val Khambatta on the Norfolk Broads, we decided it was time the OGA Trailer Section visited The Broads.

13 boats and 21 people arrived at the Bureside Holiday Park at Oby, near Thurne Mouth. Bureside is a quiet, friendly campsite with a good slipway onto its own private dyke providing access to the River Bure a hundred metres or so from the junction of the Thurne and Bure Rivers. This allows a choice of three different directions to suit almost any wind direction. It's also only a ten minute walk from The Lion pub in Thurne, which provides excellent food.

All the boats were different and under 16' long, ranging from Gordon Bourne's very traditional West Cheshire Clipper Dinghy through to Colin Cummings ultra-modern canoe yawl, 'Pathfinder 3'. The biggest boat was Malcolm Goram's 'Picarooner'; the smallest was probably Lil Downey's West Wight Scow.

The weather on Friday was bright and sunny but a F4 south westerly was blowing interspersed with some vicious gusts. A few intrepid sailors put up their sails, with a reef or two, while others motored and one boat rowed. Later arrivals had the benefit of slightly less wind, but significantly a reduction in the strength of the gusts. Nigel and Bob from Erith Yacht Club in Kent looked particularly impressive in their Hamble Star as they returned from their trip up the Bure.

The wind eased considerably by Saturday morning, the remainder of the fleet arrived in time to make for Ranworth Staithe. The wind, initially from the south west, swung to be more of a westerly soon after the start, and what had been a reach up the Bure became more of a beat.



Above: Mike Stevens on the River Thurne

Below: 'Phoenix', a Woodnut, returns from Ludham  
Photos: Keith Mosley



This kept everybody on their toes in the narrow river, with several boats visiting the reeds. Nevertheless, everybody made it to Ranworth for lunch in the Maltster's Arms or Granary Coffee shop. The trip back was much quicker though the wind had eased considerably. Some of those starting later were slowed further by the 180° shift as the sea breeze kicked in. Soon after the last boat returned to Bureside, new member Richard Crockatt arrived in his Tideway dinghy, having sailed down from his home port of Hickling. Read Richard's new Old Gaffer article on p.x.

On Saturday night we held a barbecue and ceilidh. Mike Stevens led the singing ably supported by Malcolm Goram, Lil Downey, Jo and Paul Masters. Annie Rogers played Morris tunes on her melodeon, including a beautiful rendition of 'Princess Royal'.

Sunday dawned very overcast with a light westerly wind. The fleet headed for Womack Water and Ludham Staithe. Soon after we started the rain began! By the time we reached Ludham we had some very soggy sailors. The East Coast posse commandeered the bus shelter to eat their lunch in the dry whilst the remainder repaired to the Kings Arms.

One or two boats journeyed home on Sunday evening and more left on Monday morning, so six boats began the trip down the Bure towards Acle and Stokesby. Nigel and Bob in the Hamble Star and Lil and Steve Downey in their West Wight Scow turned back at Acle Bridge, leaving the remaining four boats to drop their masts to get under the bridge and continue to Stokesby for lunch. A glorious sail back up the Bure was a suitable finish a wonderful weekend.

Thanks to all those who turned up to make it such an enjoyable weekend. The weather was not brilliant, but was much better than initially forecast. The company was excellent with lots of new friends made as well as old hands re-met. There was an interesting range of boats; new and old, traditional and modern. Thanks too, to Donny and his team at Bureside for making our stay so enjoyable.

Keith and Marion Mosley

'Pathfinder 3' heading for Ludham





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Choose from our two designs illustrated opposite, either a topsail cutter with smaller lugger (logo 1) or an elegant stylised gaffer sailplan (logo 2). Both are available on high quality polo shirts and fleeces.

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

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|              |        |        |     |      |       |
|--------------|--------|--------|-----|------|-------|
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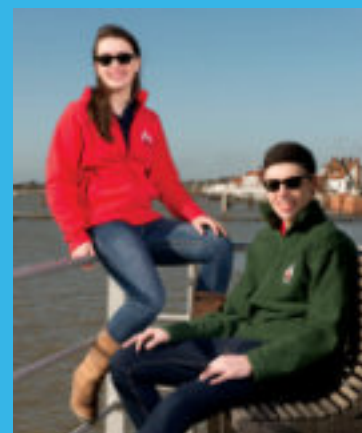
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## New designs!



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](mailto:treasurer@oga.org.uk)

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**Gimli**

Memory 19 built by Salterns, 2009, open cockpit version with two berths under the foredeck (complete with bunk cushions). Epoxied below the waterline by the builders and carries a Tohatsu 6hp (professionally maintained) in a well. Black hull with sand coloured decks, she's a real head-turner and sails beautifully. As Classic Boat said of another yacht, she is 'part of the modern tradition of fast, retro-styled daysailers', except that she's fine for weekending and indeed we have spent a week or more on board. Price negotiable: [vickiflashman@gmail.com](mailto:vickiflashman@gmail.com)

**Puffin Bach**

Fine example of a Tamarisk 24 topsail gaff cutter: sturdy boat with very sweet lines capable of serious cruising. Designed by David Cannell, completed by North Cornwall Marine 1987. Combines the practicality of a GRP hull with charm of wood above the gunwale. A real delight both to see and to sail. Vetus M2.D5 diesel engine has run less than 600 hours in excellent condition. Very full inventory, excellent condition, ready to sail away. Lying Topsham. Price: £15,000 on <http://cokerwood.webplus.net>  
David Lovelock: 01935 891328 | [lovelockda@gmail.com](mailto:lovelockda@gmail.com)

**Marney, Cape Henry 21**

Big sister to Cape Cutter by Dudley Dix. LOD: 21' LWL: 19' 10" Beam: 8' Draught: 16" 4' 5" NZ move forces sale. Epoxy/ply construction, launched 2009. Teak laid decks, c/b, 4 berth, galley, heads. Fitted out for extended coastal cruising, autopilot DSC VHF, AIS plotter/fishfinder/wind instruments. Positive buoyancy, roller reefing on jib and staysail. Lifting 8hp Yamaha 4-stroke outboard, electric start, remote control. Road trailer. Built with no expense spared, ready to go. Lying ashore Falmouth under cover. Price: £20,000

Peter Goad: [p.goad@virgin.net](mailto:p.goad@virgin.net) | 01326 251072

**Ro an Mor, 26' GRP Falmouth workboat**

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Price: £18,500

Michael Feather: 01284 830634 | [michaelfeather@gmail.com](mailto:michaelfeather@gmail.com)

**Pluggier, gentleman's dayboat**

1920's 17' clinker gaff rigged sloop ketch. Stuart Turner P5m inboard (good runner). New sails 2009, full inventory, braked trailer. Decks require some attention. Price: £3,800 Malcolm Goram: 0791 7675820



Photo: Tony Pickering

**Janner, Heard 28, Falmouth Working Boat**

Hull built 1984, 28' LOD, c. 5' draught. Gaff cutter rigged with large 'racing' rig, steevabe bowsprit c. 13.5'. Originally built for racing, Janner's sail number (42) is her Falmouth racing number. A cabin was later added to convert her to cruising use. GRP hull, epoxy coated below the waterline and copper coated, wooden decks and coach roof. Four berths in two cabins, galley with Taylor's cooker and sink, chart table, hanging locker, heads, diesel cabin heater. Range of sails including topsail. Perkins Perama M30 Diesel engine with new gearbox 2012. Taylor's paraffin cooker (2 hob and oven), Taylor's 079D diesel cabin heater, Jabsco manual toilet. Currently lying ashore, Essex.

Price: £36,000 | [heard28janner@gmail.com](mailto:heard28janner@gmail.com)

**Amphora**

Holman 26. Built Whisstocks 1963. Good sails. Sole 10hp diesel. 4 berth, good chart table and new galley. Recent major refit with new keelbolts, windows and hatches. Amphora won the OGA East Coast Race 2013 (Bermudans). Whole boat in excellent condition. Lying at Walton-on-the-Naze, Essex

Price: £6,250 David Skinner: 01255 675358 or 07740 636158

**Daisy**

Memory 19 gaff rigged dayboat. Open cockpit version with two berths under foredeck. Sound overall condition and ready to sail. Centreplate replaced last year and mainsail the year before. Wykham Martin roller furling. Braked trailer included, fully serviced this year. 5hp Tohatsu outboard in a well, 4 yrs. old and regularly serviced. Easy and fun to sail single-handed or with a group and ideal for exploring shallow estuaries.

Price: £7,800

Richard Boyles: 01803 845761 | [richardboyles@btinternet.com](mailto:richardboyles@btinternet.com)

**Mevagissey Tosher 20**

LOD 20ft, LOA 27ft. built 1975. Now in need of a new home. Balanced lugsail yawl. 6 hp Petter diesel engine. Day cabin with twin berths. Loose footed mainsail and mizzen. Wykeham Martin roller foresail. Single axle galvanized road trailer. This little craft is much admired, but now regrettably needs some TLC. Health issue forces reluctant sale. Price: £3,750

Chris Ennis: 07703131686 | 01903 261217

[surveyor1@talktalk.net](mailto:surveyor1@talktalk.net)

**Swallow**

Tela, 2005, built by Salterns. Classic design based on a Bristol Channel pilot boat. Very pretty and quick. Good condition. Wooden spars and trim. Located near Dartmouth. Cost £10,000 second-hand (including trailer). Reasonable offers.

Pleasetext John Wynn: 0797 1842541

**Charlotte**

Morecombe Bay prawnier, built 1908 and lying afloat at Cardiff. Fitted with a marinised Ford diesel engine and wood burning stove. New main sail purchased last year but not fitted. Owned for 30 years by two brothers who passed away within a few months of each other. Charlotte's timbers are thought to be sound, though she is almost certainly in need of some TLC.

She has been regularly boarded and watched during recent months. Price: £4,000, the family is keen to sell and offers are invited.

Mike Johnson | [michaeljohnson346@btinternet.com](mailto:michaeljohnson346@btinternet.com)

01495 243529 or 0771 7088732

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**Deadline for next edition**

Send advertising copy, photos and other articles for consideration to the Gaffers Log Editor by 26 October 2014:  
[log@oga.org.uk](mailto:log@oga.org.uk)

**Online Boat Register**

In June (p.33) we gave details on how to log in to the Boat Register, find your boat, check her records and add more information and photographs. It's good to see that members have managed to fit this in during a busy summer sailing. A few have had problems, but this has been very easy to sort out and over 200 boats are now published with photos. If you haven't visited the Boat Register yet, please find a few minutes to log in and take a look around as the autumn evenings draw in. There are the published boats to browse through and you can update your own boat's record, with photos and information. Let us know if you have any problems and we'll do our best to respond promptly.

Use the forms from the centre of the 2014 Yearbook to help us to keep the Boat Register ownership records up-to-date.

There is still a substantial paper record to add to the online Boat Register. Let us know if you would like to help with this. Please let us have your comments and ideas, we're keen to know what's good, what isn't so good and what could be improved on the website as well as the Boat Register.

Pat Dawson, Boat Register Editor

**Keeping the website and Gaffers Log lively and interesting**

The Gaffers Log and website are only as good as your contributions. Please be sure to send reports, photos and video for our YouTube channel, race results, local news and other nautical tales that you feel will be of interest to the wider OGA membership. Themes for the next issue are Working boats, In the boatshed and Late summer sailing.

Beverley Daley-Yates,  
Editor (Log and online)



Claudia Myatt: 'Else' gets a tow from 'Cine Mare' on passage to Haarlem