

GAFFERS LOG

ISSUE NO. 85 DECEMBER 2014

In this Issue:

Trailer sailing

AGM 2015

Membership renewal

OGABoat Register



NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING



Contents

- 3 • Foreword
- 4 • OGAAGM: Saturday 17 January, 2015
- 5 • From the Quarterdeck
- 6 • Family sailing in the Lake District: Dan Houston
- 8 • First Channel crossing in 'Alice Pellow'
[Cruising in Company to the Netherlands, 2014](#)
- 10 • Aspirations to own a big gaffer
[A young gaffer tell of his sailing experiences](#)
- 12 • Ullswater Rally report: September 2014
- 14 • Lump hammers and cold chisels
[Young gaffers report on progress with 'Annelis'](#)
- 16 • Maintenance tips for Wykeham Martin furling gear
[Julian Cable brings us another of his handy hints](#)
- 18 • 2014 Photography Competition: extended deadline
[More top tips from Mike Garlick](#)
- 20 • OGA in the News: Northern Ireland and Netherlands
- 22 • Hamble Sea Scouts: Youth Fund and 'Stonechat'
[Report on the Award and archive tale from 2006](#)
- 25 • OGA Photography Competition: rules and prizes
- 26 • Noticeboard
- 28 • East Coast Race, July 2015: smacks steal the show
[Photographic report and the online Boat Register](#)
- 30 • Welcome aboard and 'a NOGnote'
- 30 • OGACruising in Company: register interest for 2015
- 32 • OGATrailer Section: a brief history
[Celebrating Mike Stevens' ten years as Secretary](#)
- 36 • Around the Areas
- 54 • 'Going foreign' in a trailer sailer
[Sue and Dave Pennison take 'Sepia' to Holland](#)
- 56 • OGAMerchandise
- 59 • Book Review and Members' adverts
- 63 • OGAonline and in print: Boat Register report
Centre-pages: forms to pull out, complete and return

December 2014

Editor: Beverley Daley-Yates
+44 (0)797 0943135
log@oga.org.uk

Please submit material for the
March edition by 26 January 2015

GENERAL MANAGEMENT COMMITTEE (GMC)

President: Sean Walsh
president@oga.org.uk
Secretary: Sue Lewis
secretary@oga.org.uk
Treasurer:
treasurer@oga.org.uk

Membership: Alistair Randall
membership@oga.org.uk

Sailing Committee Chair: Pete Thomas
sailingsec@oga.org.uk

AREA SECRETARIES

Contact details on Area pages

OGA BOAT REGISTER

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

GAFFERS LOG PRODUCTION

Graphic design: Steve Daley-Yates
Print and fulfilment: Northend

MERCHANDISE

Ed Allen: merchandise@oga.org.uk
+44 (0)203 638 2330
www.oga.org.uk/shop

Cover photo: Bonita,
Frits van der Mark

Foreword



With the evenings drawing in, there's time for all those jobs we leave until the winter. To remember the great summer we've had, why not sort out some photos and enter the OGA Photography Competition? The deadline has been extended until the end of December! See p.18 for more top tips from Mike Garlick and p.25 for previews of prizes and a reminder of the rules.

We've unearthed the Gaffers Log paper archives from their storage boxes, and aim to feature people, boats and events in future issues. We're also using the archive to populate 'Sailingby' and the online Boat Register. Do let us know what you think of this historic 'twist' to articles in the Gaffers Log and online.

Previously known as the 'Newsletter', the A5 format with colour covers became Gaffers Log in Spring 1993. This issue is no. 85 and future Logs will be numbered.

There's information about the AGM on page 4 and a reminder about OGA membership renewals. Please use the forms in the centre-fold to let us know about changes in your membership and/or boat details.

There's a theme of youth running through this issue again. A teenage contributor reports on his Ullswater win (p.10), two 'young gaffers' explain their plans to rebuild a ferro hull (p.14), our NOG report is from a 19-year old boatbuilding apprentice and Hamble Sea Scouts receive an OGA Youth Fund award (p.22), with an archive 'snippet' from the youth of 2006.

The other major theme is a celebration of trailer sailing, on the occasion of Mike Stevens stepping down as Secretary of the Trailer Section. Contributions are drawn from many sources including Pete and Sue Farrer (North Wales Area), Tessa Hodgkinson (East Coast Area), Dan Houston (Classic Boat), Dee Holladay (Bristol Channel), Sue Pennison (Solent Area), Barry Healas, Mike Stevens and Keith Mosley (Trailer Section).

[Beverley Daley-Yates, Editor \(Log and online\)](#)

OGAAGM: Saturday, 17 January 2015

AGM agenda

1. President's Welcome
2. Apologies
3. Approval of minutes of the last meeting (Gaffers Log, March 2014, pp.10-15)
4. Matters arising from minutes of the last meeting
5. Treasurer's report and presentation of accounts
6. Review of subscription charges
7. Secretary's report
8. Membership report
9. Report on investment in online communications to date
10. Gaffers Log and website: report from the Editor
11. Boat Register: report including options for 'going public'
12. Proposals for further online developments: website, Boat Register, photo archives
13. Report on the Youth Fund
14. Election of Association Treasurer
15. Members' questions

After the main business of the meeting, either before, during or after dinner depending on timings:

16. Results of OGA Photography competition
17. Presentation of Association Trophies



Fox@ExCeL venue for this year's AGM

OGAAGM

venue and timings

Where?

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

When?

Saturday, 17 January 2015
Private bar opens: 5pm
AGM starts: 6pm
Supper from 7.30pm

Arrangements for supper

We'd love to meet as many members as possible at the AGM, and have a sociable dinner after the business of the meeting. We'll award the Association trophies and announce the winners of the OGA Photography Competition.

No need to book to attend the meeting, but we do need you to let the Secretary know, please, if you'd like to have supper. You'll be ordering from Fox's menu on the night, but we'd just like to know numbers in advance (if you change your mind, just let us know).

email: secretary@oga.org.uk
phone: 01255 507550

Election of Officers

Nomination for Treasurer of the Association: Tony Kiddle
Proposed: Alistair Randall
Seconded: Dan Shaw

From the Quarterdeck



Photo: Conn Walsh

To renew your membership or update your boat details by post, rather than email or online, just turn to the centre pages of this issue of the Gaffers Log.

It will only take a few minutes to review and, if necessary, complete the Membership Renewal and Boat Register forms, then pop them in the post before the Christmas rush.

Cruises in Company, 2015

We're planning a couple of OGA 'Cruises in Company' during 2015, one to St Malo, possibly taking in Paimpol Festival, and another to West Cork taking in the Glandore Classic Regatta.

See p.30 for more details and do please register your interest by email now.

Ben Collins for St Malo:
bmcengland@aol.com
Sean Walsh for West Cork:
sean@dlms.ie

Our 2014 sailing season has come to its rather gentle end, weatherwise, here in the Irish Sea at least. What a good season it has been. We had pretty fair weather, with a generous amount of sunshine. The comprehensive Area reports in your September Gaffers Log show an active season in all OGA Areas, with some truly outstanding events.

What with business and domestic duties, plus my three week Hebridean cruise, I only managed to attend the DBOGA and Holyhead events where I had a whale of a time. These highly enjoyable events were the result of many meetings and lots of hard work by Area committees. Indeed that story is similar in all Areas. As President, on behalf of the membership who enjoyed our many and varied events, I wish to express our appreciation and thanks to all those committees and volunteers for their hard work in 2014.

The Dutch OGA are to be congratulated for their wonderful welcome and outstanding organisation of the 'Cross Country Tour, 2014'. I'm delighted to report that Netherlands President, Cees van Spienburg, has accepted our invitation to join the Association AGM. If you haven't already done so, do organise your trip to the 2015 AGM in London, and hear at first-hand our plans for next year.

We're making a large investment in online systems to enable better access to data and improve communications. A huge effort is going into the online Boat Register and we need your help in ensuring boat data are accurate and up to date. I'm asking all OGA boat owners to check your online Boat Register details. Visit www.oga.org.uk/user/login and request access to the OGA website if you haven't already done so. Log on to visit the online Boat Register, and edit your boat if you have one. It is our responsibility as boat owners to ensure our boat data are correct, and illustrated with good photos wherever possible. It's up to us all to help make our online Boat Register the 'gold standard'.

I look forward to meeting as many of you as possible at the AGM in London.

Sean Walsh, President

Family sailing in the Lake District

As part of this issue's celebration of trailer sailing, Dan Houston, Editor of Classic Boat, shares experiences of an enjoyable family holiday on the fells and water in the Lake District. Dan trailed a Kittiwake 16, loaned by Roger Wilkinson of Kittiwake Boats. Teenagers Hector and Archie had a whale of a time.

Even for saltwater sailors, the Lake District offers some great sailing. With scenery among the best in England the little lakeside towns are pretty destinations to head for in a two or three hour sail. It always seems to be green, though the soaring mountain peaks with buttresses of rocky crags, spewing carpets of grey slate scree, add drama wherever you look. The tiny dots of white, like distant daises, are actually sheep. The place is usually quiet enough to hear the resonant bleating, as a flock disperses over the high fells.

The surrounding mountains create some good sail-training, providing unexpected wind-shifts as local katabatic gusts come barrelling out of hanging valleys with sudden gale-force squalls. You learn to watch for these, usually appearing as catspaws of wind, dark patches moving across the water. Too quick and local to make the water choppy, they're

powerful enough to have you capsized in seconds.

There are good places to hire boats, and on recent family holidays we've driven around the eight mile long Ullswater to hire Lune whammels at Glenridding.

However, the best way to enjoy the lake is to have access to a boat at all times. The Kittiwake 16 is an ideal family boat, gaff rig and leg of mutton mizzen allowing balanced sailing in all conditions. It's a big dinghy, seating six or seven very comfortably, but it's also handy for two, or even one to sail.

My car has a tow-bar and my only concern was towing a boat would make us that much slower. I needn't have worried. It's summer traffic jams which determine your arrival time more than whether you're doing 55 or 70 mph.



The boat on its trailer towed like a dream, even backing it into a space among caravans at a service station seemed easy.

We felt our sons' excited anticipation at having a boat to hand a couple of minutes' walk from our rented cottage. On our first sail there was a lot to learn, explaining peak and throat halyards and how the 16 was rigged, but the boys got the hang of it very quickly. After a couple more 'tutorials' they were able to take the boat off on their own.

It meant that after a day on the fells the boys could take the boat out for an hour's sail, enjoying the last breeze of the day in the surrounding peace of this spectacular countryside.

Towing a boat there had made the lake much more accessible and added a new dimension to our family holiday.

Dan Houston, Editor, *Classic Boat*
www.classicboat.co.uk



Hector and Archie Houston enjoy having a boat to hand during their holiday on Ullswater.

Photos: Dan Houston

First Channel crossing in 'Alice Pellow'

With so many tales from the Netherlands this summer, some stories were 'held over' from the September Log. Dave and Kay Percival decided the OGA Dutch Anniversary Tour; 24 July-10 August, 2014 provided a great opportunity for a first attempt at a Channel crossing in 'Alice Pellow', their Cornish Crabber pilot cutter. Sailing in company would be perfect, plenty of help and advice along the way. 'Easypeasy', or so they thought, but not at first, as they recount here.

Our initial thoughts were to leave at the end of June giving us over three weeks to get to Wemeldinge, stopping everywhere possible on the way. But 'Alice' had a few surprises up her sleeve and during a quick jaunt across the Solent to Cowes, with a couple of friends who hadn't sailed before, our magical journey into the unknown on 'Alice Pellow' began.

Coming out of Chichester harbour, setting off west, we settled down for a nice sail, kettle on, sun out, and suddenly a deafening cracking noise from above turned out to be the mast breaking up and falling into the sea. Not very fair on the couple who had never been sailing before, but particularly cruel to us as we were hoping to leave for Holland on the Monday. A bit of excitement with the excellent Hayling Lifeboat and we were back at Emsworth in tatters. Totally dejected we sat on our old boat 'LeMoulin Vert' with new owners, Andy and Tamia, mulling over the problem with a few beers. Nothing could be done until Monday, 'don't give up' they said.

Contacting Collars Masts and Oars on Monday first thing for a new mast started off with a disappointing four-week lead time. Talking to Jeremy and explaining the whole OGA NL tour problem he became extremely keen to help. OGA members must be great customers, breaking stuff all the time, but that takes nothing away from a guy who pulled out every stop

possible to get our mast built and get us to Holland. Thanks Jeremy. I drove the mast bands to Oxford on Wednesday and there it was already glued up waiting for shaping. Start to finish, delivered to Emsworth in just ten days. Amazing.

We re-rigged her, made our peace by putting a 2014 coin at the mast base, repaired everything else and managed to get away with eight days to spare.

We started to hear of other gaffers on their way with some already there. So much for cruising in company we thought. Leaving Dover for our first Channel crossing was exactly what we didn't want, fog. We put it off for as long as possible and set off as visibility improved. Through the shipping channels watching the AIS taking bearings, it was all fine and far less stressful than anticipated. At least with the traffic separation zones you know which way they're coming from. We spotted some tan gaff sails just off Calais, and found our first gaffer, Alan on 'Hyrst of Eremue'. So we sailed together all the way.



going Dutch with the OGA



Photos: Dave & Kay Percival

The wind picked up so we carried on to Dunkerque as our first stop. Alan was single handed in his lovely Yarmouth 23 so together our next planned stop was Nieuwpoort, Belgium. A bit more difficult with a F5 blowing just off the nose, so we had to motor sail the last part.

Here we found 'Alice' wasn't quite done yet. The engine died outside Nieuwpoort in a terrible onshore swell. Quickly unfurling the jibs we had to sail into the approach rocking and rolling all over the place. Luckily we had a harbourmaster on the radio giving us landing instructions and he sailed us up to a hammerhead towards the end of the river.

Somehow this seemed a lot more traumatic than the mast breakage. Turns out we had the dreaded diesel bug in our tank. A clean out of the tank, filters and bank account soon put this right and we were on our way again. But we were beginning to think someone was trying to tell us something.

This latest problem actually gave us more determination than ever to get to Wemeldinge, so when the toilet seat flew off entering Blankenberge, we couldn't stop laughing.

As the sea had been a bit lumpy for a few days, we went in to the canal system at Vlissingen. The trip was fantastic, tacking up the river for fun arriving at Wemeldinge in time for the welcome party on Friday night and getting a superb round of applause from all the gaffers there.

What an achievement, but that journey was just to arrive for the start of the real tour. The Dutch Cross Country Tour was brilliant. We made many new friends Dutch, Belgian and English. I'm sure there will be many reports on what went on, and places visited, but we would like to say a massive thank you to our Dutch friends and organisers for an incredible tour, superb care and great parties, of course.

It turned out as such a massive adventure from start to finish, just under 1000 miles, given the chance, we wouldn't change any of it.

Dave and Kay Percival, Solent Area

Aspirations to own a 'big gaffer'

Matthew Wood, 14-year old OGA family member from Conwy, North Wales, talks about his introduction to sailing along with experiences of sailing in the Lake District, Wales and Scotland. He shares his aspiration to own a big gaffer when he's older.

I started sailing at the age of 11 on a family holiday in the Summer Isles of Scotland. The weather was glorious and we spent a few days at the Summer Isles sailing school having an introduction to sailing.

At the end of a fantastic week we circumnavigated Tanera Mor in a Wayfarer dinghy. This experience got us well and truly hooked on sailing, and the next year when we went up to Scotland my dad booked us on a day sailing on a 36' Danish gaff ketch named 'Birte Marie', this was a fun day and my first experience of a big gaffer, but there was no wind so we ended up mostly motoring.

It was shortly after this that my mum saw an article in the paper on traditional boat sailing in the Lake District featuring Glenridding Sailing Centre. We were in the Lake District at the time so we decided to go along. We found the sailing centre to be a very nice place with friendly staff and had a great weekend sailing a gaff rigged 17' Lune Whammel. We all had some sailing lessons from the great instructors Steve and Gordon and I passed my RYA level two earlier this year.



'Mehefin' Photo: Barry Healas

It was after a few weekends sailing the Whammel that my parents decided we needed a boat of our own and bought a Drascombe Lug yawl named 'Gurgl'.

Because we now owned a traditional boat we wanted to get to know other people with traditional/old boats so we joined the OGA and went on to sail 'Gurgl' in our first Orange Tree Cup at Ullswater. After running aground and jamming our centreboard, we came a slightly embarrassing second to

“... when I am older, I aspire to own a big gaffer such as a Morecambe Bay prawner and sail around the world...”

last. Despite this, we had a great weekend and saw many lovely boats such as 'Winifred' a classic Herreshoff half rater and a pretty clinker dinghy named 'McCavity'.

Seeing the enjoyment that we got out of it, my auntie decided to take up sailing and bought a 12' Lymington River scow named 'Otter' which she keeps at the Glenridding SC. From my point of view, this was great as 'Otter' is light and nimble enough for me



Racing on Ullswater Photo: Barry Healas

to sail singlehanded, and also has a traditional rig and looks.

We go up to the Lake District on a lot of our spare weekends, therefore I spend a lot of time sailing 'Otter' around Ullswater. On one memorable occasion with my friend, we got caught out in a force 6 gusting 7, but somehow managed to survive without going over! Nearer home we sometimes sail on Llyn Bala, but we have not yet sailed on the sea. The nearest bits of salt water to us are the Conwy Estuary and the Menai Straits which look a bit daunting for a first outing on the sea in a small boat.

Back in the Lake District, I decided to enter 'Otter' in the 2014 Orange Tree Cup and my friend Rhys crewed for me. We got a good start as we slipped over the

line just as the horn sounded and set off up the lake. The wind was very light and for the first 10 minutes we were first, but on the downwind leg, two bigger boats got their spinnakers out and ghosted past us. We were lucky because as we sailed past the second to last buoy the wind farther up the lake died completely. The boats behind us were left becalmed with their sails limp!

We drifted across the line in third place and received another honk from the horn. Later on, the results were announced in the pub and to our disbelief we came first on handicap. Extremely pleased that we had won, we were the youngest competitors sailing the smallest boat.

I sail at every opportunity I get and when I am older, I aspire to own a big gaffer such as a Morecambe Bay prawner and sail around the world.

Matthew Wood
North Wales and Trailer Section family member

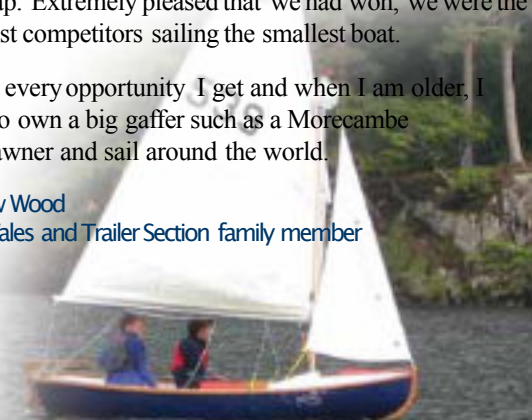


Photo: Barry Healas

OGA Ullswater Rally: September 2014

Two youngsters took first prize in 'Otter' at the OGA Ullswater Rally in September; attended by boats trailed from as far afield as Essex and Wales. Read 14-year old Matthew's article on p.10.

It was bright and warm on Saturday morning, but the lake was like a mirror, flat calm. Like all good sailors we made a cup of tea and waited. A good contingent turned up from Wales to sample Ullswater's delights, one hailed from the Essex coast and others were local, making nine boats in all.

At 11am a postponement was agreed, pending some wind arriving, which it duly did around lunchtime. Some boats went out for a quick check of the conditions and to get the feel of the lake, then all assembled for a race start at 2pm.

Matthew and Rhys in 'Otter' made a cracking start over the line as the last hooter went, hotly followed by Helene and Doug in 'Newty'. The wind freshened for a great departure up to the first buoy, cunningly placed near the shore. After rounding it the Swallow Bayraider 'Mehefin' was clearly in the lead rounding the second island and off in search of the second buoy. Then the wind dropped forcing many boats to struggle in the still conditions.

After a challenging course, 'Mehefin' came in first, followed by 'Pathfinder 3' and then 'Otter'. On handicap we were all delighted to find the youngsters in 'Otter' had taken first prize, the Orange Tree Cup.



All repaired to the Travellers Rest for the presentation, a well earned pint, supper and song.

Sunday started damp, dark and drizzly and again a lot of tea was drunk and yarns exchanged. Finally the clouds turned a lighter shade of grey so all boats set off for a picnic at Silver Bay. After lunch all played 'last to leave the lee shore' and methods employed were various, including getting your wife to row, starting engines, and giving people a good push.

A great weekend, and the best for some years weather-wise, roll on next June.

Dee Holladay, Bristol Channel Area



Above: 'Otter' wins the Orange Tree Cup on handicap, helmed by Matthew Wood, crew Rhys Williams (see p.10)

Left: Lune whammels on Ullswater
Photos: Barry Healas

Yacht Insurance Classic Boat & Motorboat Specialists

For a quotation please call

0844 988 6134

www.simonwintermarine.co.uk

Pilot Cutter parade of sail – All insured with Simon Winter Marine

Simon Winter Marine Limited is an Appointed Representative of Winter & Co (Marine) Ltd
Winter & Co (Marine) Ltd is authorised and regulated by The Financial Conduct Authority

Christian Topf Design

Never mind the rowlocks it's . . .

Classic Marine

www.classicmarine.co.uk | tel: 01394 380390

Lump hammers and cold chisels:

We hear from a boatyard on the River Deben, Suffolk, where Josh Masters, aged 19 and Sam Doman, aged 25, are re-building a 40' ferro-cement gaff ketch with plans for sailing adventures. Josh has grown up sailing on the family gaffer, 'Clytie' and has been active in the OGA. He now works as a marine mechanic. Sam trained at IBTC and has sailed in the Pacific and Atlantic. He works as a shipwright in Woodbridge.

'Annelis' is a 40' ferro-cement gaff ketch, built in the 1980s, based on a Falmouth pilot cutter by her designer, Percy Dolton. She attended many of the classic rallies including Falmouth in 1993 and 1994, Plymouth 1996 and Brest 1992 and 1996. Built as a cruising boat, her commissioning owner sailed her in much of the Mediterranean. It was from Menorca where her next owners, Paul and Jo, bought her.

After three months sailing in the Med. with their three children, the boat was laid up for several years. During the lay-up her rig was found to be damaged from dry rot at the hounds of the main mast. Paul returned to bring 'Annelis' back to England under a jury rig, but upon launch it was discovered she was taking on water, not at all good for a ferro hull! Eventually the leaking lessened, allowing Paul to cross from Sardinia to the south of France where she was hauled out and travelled back to the UK on a lorry.

In email chat with a friend the idea to do a sailing trip came about. We got as far as planning routes and suggesting destinations, but lacked the critical element, a boat!



'Annelis' is in the OGAonline Boat Register: www.oga.org.uk/boat/annelis

Josh and Sam invite interested members to 'like' their Facebook page 'Annelis', or take a look at their blog for updates on progress: <http://ketch-annelis.tumblr.com/>
Photos: Josh Masters and Sam Dorman



re-building 'Annelis'

After a more serious discussion, we agreed to take 'Annelis' on from Paul and Jo (my parents). Having remained in a yard in Melton since 2010, and as a result of her condition, she had become a considerable re-build project.

Starting work: summer 2013

In order to repair the hull we needed access from both sides of the skin. With the damaged areas below the level of the ballast, we started by removing the ballast to gain access. This was a mammoth task as the ballast consisted of lengths of steel rebar set in concrete. With a concrete breaker, lump hammers and cold chisels we spent hundreds of hours upside down in the keel. We believe the hull was damaged from the steel bar in the ballast rusting, expanding, and cracking the hull. The rusting occurred from air voids in the concrete, present from when it was cast. This proved to be the case when we removed the ballast. Due to the extent of the damage, we removed all ballast from the entire boat.



Preparing the hull for repair involved chopping out the damaged hull, preparing the edge of the skin, welding in new stringers and tying in six layers of steel armature then rendering the hole with a special cement mix, allowing 28 days of controlled curing before the next step.

Having repaired the hull, we turned to replacing the ballast. This was a relatively quick job in comparison with removing the old ballast. After sourcing two ton of iron ingots and steel lift weights, we cleaned and painted them, ready for being cast back into the keel of the boat. A solid day, and the ballast was all back in, we buzzed the concrete using a vibrating poker to ensure no air voids were trapped, preventing future problems.

What next?

Our next task is fitting out, we stripped out the majority of the interior when we were breaking out the ballast, so now we're replacing it. There will be a few tweaks of the lay out, suiting the type of sailing we want to do. On top of fitting out, major jobs include making all new spars, rebuilding the engine and replacing the coachroof. So we have plenty to get on with! Our aim is to be in the water September 2015.

Josh Masters, East Coast 'young gaffer'



Wykeham-Martin furling gear.

As winter approaches, you may be thinking about maintenance. In this second technical contribution from Julian Cable, he provides some tips on servicing some troublesome furling gear. There's a short extract about his three-month summer cruise with Alison and 'Robinetta' on p.37, when the early season maintenance paid off.

Since its invention in 1907, Wykeham-Martin furling gear has been a common sight on sailing vessels. I didn't know they had any internal parts, or needed regular servicing. On 'Robinetta', it always just worked, until this season. On a short passage from Tollesbury to Brightlingsea the jib wouldn't unfurl. We tried everything, seemed OK, then back to the same problem next time.

After investigating further it became clear that the drum was not turning freely when the jib was properly tensioned. A hunt around the internet suggested the ball bearings last 4-5 years. Ours were looking like a small pile of rubble, maybe time for a service.

Assembly and disassembly

I'll describe the parts of the drum and its assembly. Disassembly is the reverse and should be simple and low effort. Ours wasn't like that. There is an exploded view of the parts of the drum, with each piece numbered. I don't know the proper names so I'll call them as follows: a. Drum b. Shackle pin c. Standing part d. Bush e. Grub screw f. Nut g. Pin h. Washers and Ball bearings.

The first step is to put the bush onto the standing part (1). Then the washers can be added (2). Screw the nut on until the holes line up and the pin inserted (3).

Then it's time to pack the gap between the washers with marine grease. This makes it easy to insert the ball bearings so they stay put (4). Pack the inside of the drum with more grease (5).

Push the standing part, nut first, into the drum and screw the bush in until the hole in the bush for the grub screw lines up with the hole in the drum (6). Fit the grub screw (7). Now fit the shackle pin and we have a fully assembled drum. Easy!

Problems encountered

My problems were in the initial dismantling. I could get the bush to move, but it just jammed against the standing part. If you are servicing a well maintained drum you should have no problems. The bush should just push the standing part out with it. In my case we had to force turn the bush and the standing part around together while holding the drum still with a screwdriver through the shackle ring. It took a lot of force.

My second problem was that the pin was jammed in the nut. I made a punch by filing the threads off a machine screw and forced

... some maintenance tips

it out with the punch and a hammer. On my drum and swivel unit the pins are mild steel.

Phil Cogdell of 'Annabel J' says his are bronze. If you find steel ones, changing them might be a good idea.

My third problem was that the ball bearings were rusted almost beyond recognition.

My fourth problem was that the washers were both rusty and worst, worn into ridges where the ball bearings had worn the washers. The washers are not standard. They are thicker than normal washers. The best I can measure them is they are 4.5 mm thick. I couldn't find anything to replace them with so I filed them smooth and turned them over so the faces against the bearings were the smoothest ones.

The ball bearings are 7/32". Finding that out was fun.

Problems solved

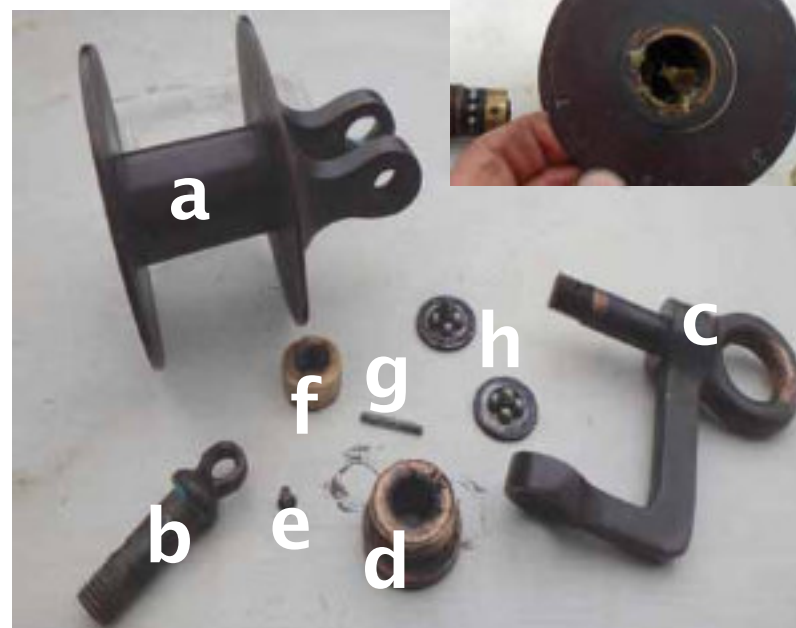
However, Simply Bearings in Lancashire have an absolutely fantastic website and delivery service and for the princely sum of £3.59 I had ten new stainless steel ones within 24 hours.

I chose 316 grade stainless as it was advertised as more corrosion resistant than the others and not as hard, which I thought felt right for the application. Having four different types to choose from and all the possible imperial and metric sizes was great.

I also dismantled and serviced the swivel unit. That told me what the experience should be like. It has all the same parts and came apart easily. The bearings were fine, it doesn't get the same exposure to salt as the drum. I re-packed it with grease and reassembled it.

I think the drum should be serviced at least every two years. Possibly every season. The swivel can be left longer, maybe even up to ten years.

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

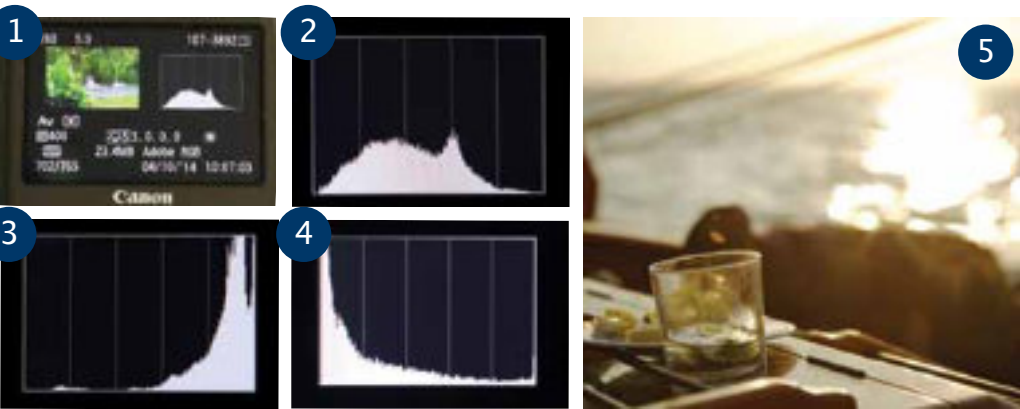


OGA photo competition 2014: Top Tips

closing date extended to 31 December!

After the button is pressed . . .

Is all the work done? No, there are several important steps to come.



- Review on the camera LCD
1. Check the overall content and composition; have you captured the subject, is the horizon level? Check for focus and movement blur by zooming in and then check the histogram for exposure.
 2. The histogram?! No fears, it's just a chart of how many light (to the right) and dark (to the left) pixels were recorded on the sensor. If correctly exposed the sensor will have captured them all.
 3. If overexposed some at the light end of the curve may have been lost, 'clipped'.
 4. If underexposed some may be 'clipped' at the dark end. If necessary change camera settings and take the picture again, and again . . .
 5. Shots with strong contrast may make demands that the sensor cannot deliver, so choose what part of the picture should be correctly exposed.

Review after download

Whatever your editing program, a few simple steps are a must, whilst most of the tempting array of edit buttons should be avoided.

First a **critical assessment**: Yes or No? In or Out?

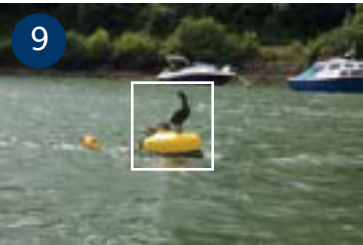


- Correct the horizon to a perfect level.
- Then check 'Levels'. Illustration 6 tells you whether the tonal range of the recorded image, black to white, aligns with the tonal range of the computer display. If they don't match then black and white will be shades of grey and the image dull.
- Correcting this with the sliders (illustration 7) will bring it to life.

closing date extended to 31 December!



Rarely does the camera's image make a perfect composition. Cropping can remove clutter, see 8,



create a portrait, see 9, or subtly balance the composition, see 10.



Finally . . .

Be prepared to break all the rules if the situation demands it, 11.



OGA in the News

NIOGA Area Secretary wins award from Woodland Trust

Peter Lyons, Northern Ireland Area Secretary, has won two prestigious Volunteer of the Year awards. He was presented with his awards by the Woodland Trust, the UK's leading charity championing native woods and trees.

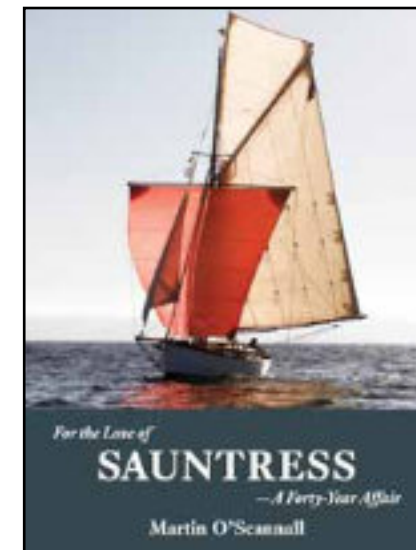
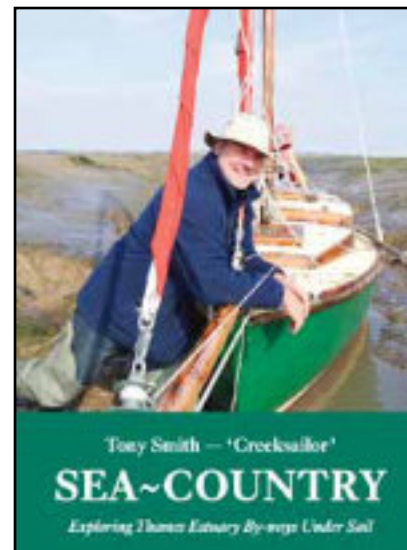
Peter received both the Oak Award and Watkins Memorial Medal at the charity's annual volunteer conference in Leeds, November 2014. This is a UK wide award, presented to the volunteer who provided outstanding support to the Woodland Trust throughout the year. Peter was extremely proud to receive this recognition for work he does with the Woodland Trust.



OGA NL10 tour is headline story in 'Spiegel der zeilvaart'

Frits van der Mark joined 'Gwenili' as a crew member for the Dutch Cross Country Tour, August 2014. His feature article for 'Spiegel der zeilvaart' is published in the November issue. In issue no. 9, 2013, the magazine published an article about the OGA Round Britain Cruise. Frits has translated the article for us, available on the OGA website www.oga.org.uk/news/oga-nl10-tour

NEW from Lodestar books www.lodestarbooks.com



'Sauntress' is featured in the OGA online Boat Register and the subject of a beautifully illustrated new publication from Lodestar Books. The reader is taken on a fascinating passage through 40 years of Martin O'Scannall's experiences restoring and sailing 'Sauntress'. Episodes are drawn from around the coasts of the British Isles, Netherlands, Norway and across the Bay of Biscay to Galicia with compelling narrative linked by quotations and extracts from the log.

This extract responds to the question, often asked, of a skipper with no auxiliary power, like 'Sauntress' . . .

The other new title, 'Sea Country' will appeal to East Coast sailors in particular.

We hope to review more titles in future issues of Gaffers Log. If you have enjoyed any books, please send a review to the Editor: log@oga.org.uk

To the eternal question "what do you do when there is no wind?" there is but one answer; "wait." The modern sailor, who has merely to start the engine, will know nothing of this. And the loss is all his. We were several miles from Land's End and a fair distance from the Scilly Islands. Not only was the sea like polished glass. There was not a sound. Not even a creak of the rig.

The sun sinks. Still no wind. Supper comes and is cleared away again. Soon the tide will turn and take us . . .

And then, almost when you are least expecting it, comes that unmistakable line on the horizon, the darkening of the surface which indicates wind, a new wind. Still the boat lies motionless, still waiting, but then a breath.

You feel it on your cheek first, then a faint whisper in the ear; the familiar sound of a gentle caressing breeze. It is the sound you will hear if you stand on the foredeck of your ship, at anchor in some creek, a faint land breeze over the marshes.

And here out at sea you hear it again, just as still, just as peaceful, the soft voice of the wind speaking, promising. The long wait is over and you know it is over. This is not some fickle breath to tease and die again. This is the real thing. The dark line tells you that.

HambleSea Scouts gaff ketch 'Stonechat':

Gerald Fenn has been sailing 'Stonechat' since he was a young Scout. He's now one of the group's leaders, having been inspired to continue sailing from his early experiences on the group's gaffer. He reports on the OGA presentation from the Youth Fund to support purchase of a new VHF radio for 'Stonechat'.

I joined Hamble Sea Scouts, aged 10, after meeting the Group at Hamble Get Wet Day. I quickly learned to kayak, and how to sail the group's dinghies. After a year or so, I was invited to go sailing for a day on 'Stonechat'. At the time, I had never sailed a yacht, and certainly never an old gaffer!

I thoroughly enjoyed my first sail, and it made a welcome change from dinghies. The power and force as 10 tonnes of concrete crashed through waves was particularly impressive. After that, I tried to get out on 'Stonechat' whenever possible. I jumped at the chance to take part in the Association of Sail Training Organisation's small ships race in Cowes. It was great fun racing against the much larger sail training boats, even if we were not as fast. I remember beating back from Portsmouth, in a heavy swell, and not feeling too good due to the strange motion on 'Stonechat'. I felt much better after emptying the contents of my stomach over the chart table!

'Stonechat' is a lot like a vintage car, not very fast, quite a bit of work and quite challenging to use, but with bags of character and she always puts a smile on the crews' faces. I enjoy sailing the group's other boats, which are faster



Photos: HambleSea Scouts

and easier to sail, but still find 'Stonechat' is great fun in the right conditions.

Hamble Sea Scouts helped with maintenance on 'Stonechat', washing off the bottom and touching up varnish which I really enjoyed. It's hard work, but quite satisfying and I left school for a boatbuilder's apprenticeship.

I now work for Fairlie Yacht Restoration in Hamble as a wooden boatbuilder and love



working on traditional boats, learning traditional skills. I still help out with the Scouts every week, and try to get out sailing as often as I can.

I'm working on getting my RYA Yachtmaster to take 'Stonechat' out myself. I want to allow a new generation of young Sea Scouts to experience the joy of sailing a gaffer.

'Stonechat'

Built in Essex by Austin Edge, 'Stonechat' was planned to be used for short-handed cruising in the North Sea, hence the small cockpit. She's loosely based on a Colin Archer design, built in ferrocement.

There are plaques onboard for several East Coast OGA events. She also visited Europe before

Solent OGA Youth Fund report

finding her way to the Hamble Sea Scout Group who have used her for around 20 years around the Solent. The group used to go away every week on her, but that became more difficult as more Scouts took interest. She's used mostly for day sails now and a few OGA events. At low tide, when there is not enough water to launch the group's other boats from a slipway, 'Stonechat' comes into her own.

Unfortunately, with so many Sea Scouts, and not enough qualified instructors, not everyone gets a chance to sail 'Stonechat' as often as they would like, especially as most people try to choose windy days for a more exciting sail!

Thanks to the generous donation from the OGA, we have purchased a new VHF radio. Safety is paramount to the group when we are out on the water with our young people. The new radio will ensure we're able to communicate with safety boats during competitions, and who knows, maybe one day we could even win!

'Stonechat' is in the OGA online Boat Register:
www.oga.org.uk/boat/stonechat

Gerald Fenn, Young Leader at Hamble Sea Scouts

Turnover to find a tale of young gaffers on 'Stonechat' in the Solent Annual Race, 2006



Younggaffers on the Solent 2006

We reprint an article by Andy Cunningham, first published in Gaffers Log, 2006, after the Solent Annual Race. Three 'young gaffers' took part on 'Stonechat' and 'Westernman'. Young crewman, Alex, is now at college and young helm Chris a qualified teacher in Hungary with a remit to boost boating and kayaking at the school. All three have taken their teenage interest in boating into adulthood. Terry and Andy remain active with Hamble River Rowing Club, Hamble River Raid, Solent OGA and Hamble Sea Scouts.

In addition to the usual fun and excitement that occurs at the Solent OGA Annual Race and Rally was an unsung initiative instigated by Tom Cunliffe. Believing that the OGA should introduce a new generation to the romance of gaffer sailing and seamanship skills, which are often neglected or allowed to slip in more modern yacht sailing, he invited one of the Hamble Sea Scout lads on to 'Westernman' for the days race.

Luke Akhurst, aged 17, joined Tom for a never to be forgotten day. As part of the winning crew he went home with his own trophy to remember the experience.

In addition to this, Hamble Sea Scouts managed to get 'Stonechat', their elderly 30', 11 ton gaff ketch around

the course. Never a light winds flyer she picked up her skirts in the blustery conditions and reached just under 8 knots at times. Despite a broken main boom held together by sail ties, she gave great sport.

Helmed from start to finish by Chris Ackhurst, aged 14, crewed by Alex Cunningham, aged 13 and skippered by Sea Scout leader Terry Hawkes, they were awarded the prize for most improved performance. Again both boys went home clutching half pint commemorative pots. Now if that's not the way to get the younger generation to join in the fun and appreciate the past, I can't think what will. Hamble Sea Scouts would like to thank Tom Cunliffe and the OGA for their support and encouragement.

Andy Cunningham, OGASolent Area & Hamble Sea Scouts

“... the OGA should introduce a new generation to the romance of gaffer sailing ...”

Terry Hawkes with Chris Akhurst (aged 14) and Alex Cunningham (aged 13)
Photo: Andy Cunningham



OGA photo competition 2014

Extended closing date!
31 December, 2014

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

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

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

Prizes include some titles supplied courtesy of Adlard Coles Nautical: www.adlardcoles.com
Log on now and submit your photos!

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.

We're looking forward to judging the entries this year, and bring one more set of 'top tips' to help you submit the perfect photo. In June, we looked at taking control of your camera, September covered a few basics on technique and composition. Turn to p.18 for the final set of Top Tips, where Mike Garlick takes a quick look at post production.

Beautifully illustrated publications, worthy of a place on a mariner's bookshelf, supplied courtesy of Adlard Coles Nautical



Noticeboard

Better structure for the OGA?

Did you know that every year, on the same day as our AGM, there is a meeting for two officers from each and every Area of the OGA called the Association Committee meeting (ACM).

Officers can claim travel expenses and, where necessary, hotel accommodation. The cost to the Association of this meeting has been questioned.

Last year the question was raised: 'Is there a better structure for managing the OGA which would be less expensive to run?' Apart from some cost-cutting measures which have been implemented, there have been no proposals forthcoming and the current GMC is of the opinion that the answer to this question is, 'No there is not as it is considered vital to bring the Area together in this way at least once a year.'

If you disagree and would like to participate in a working party to consider alternatives, please contact any member of the GMC, or ask someone on your Area committee to let us know.

Subscription increase

No, not for next year, but perhaps for the year after. The Association Committee and then, after it, the AGM (that's you!) will be asked to vote on this in January 2015.

Provisionally the proposal from the GMC is for an increase of £5 on family membership to £35 (£33 direct debit) and an increase on single membership of £3 to £30 (£28 direct debit), to come into effect from January 2016.

There has been no subscription increase since January 2009, and yet postal costs (mailing the Gaffers Log quarterly and Yearbook in June) have increased significantly.

Let your Area committee know your views on this in plenty of time for the meetings in January 2015, or come along and cast your own vote.

OGA AGM Saturday, 17 January 2015 6pm in London

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

Notice of the AGM was given in the September Gaffers Log (p.26). For full details and the 2015 Agenda see p.4.

Membership renewals due: 2 January 2015

If you pay by cheque or PayPal, don't forget to renew your OGA membership which falls due on 2 January 2015.

Turn to the centre pages for more details and Direct Debit forms to switch.

Challenge from our Dutch gaffer friends

If you don't think that you can get to new cruising grounds in your own boat next year, what about taking up the challenge issued by Dutch Gaffer Rik Janssen, p. 24 of the September Gaffers Log?

'Travel people as well as boats'

How about inviting members from other Areas to sail on your boats? Conversely, how about taking the plunge and offering to crew on someone else's boat to sail new waters?



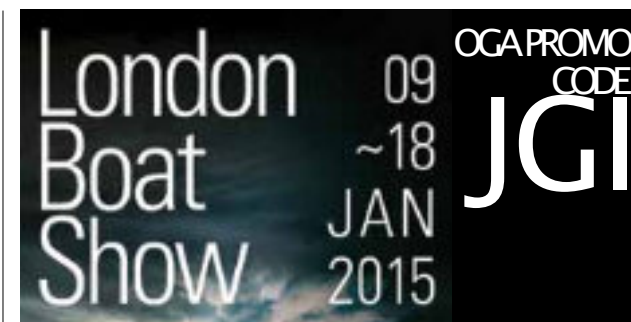
Sue Lewis, Secretary

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

OGA Youth Fund

OGA President Sean Walsh explained our vision for youth sailing in the June Gaffers Log (p.8). The September Log carried reports from recipients of the first award, Dublin Bay Area (pp.14-16). In this Log (p.22) we hear from Hamble Sea Scouts, Solent Area recipients of an award.

The criteria for OGA Youth Fund Awards are available from the Secretary. All reports from successful recipients are available in issues of the Gaffers Log and on the OGA website.



Preview Day or any Standard Day promotional offer:
£12.50 OGA promotional code JG1

Online: www.londonboatshow.com Phone: 0844 7767766

Ticket prices for the London Boat Show start at just £10 for entry after 3:00 pm any day, or all day Monday 12 to Wednesday 14 January only. No promotional discount is available on these tickets/dates. The OGA promotional code, JG1, is for adult tickets valid any one day, including Preview Day on 9 January. This offer ends at midnight on Thursday 8 January.

To book online go to www.londonboatshow.com and click 'BUY NOW & SAVE'. Enter & submit promotional code JG1 and select the no. of adult tickets required at the promotional price of £12.50.

This offer cannot be used in association with any other offer. Standard terms are available on the London Boat Show website.

OGA Cruise in Company: 2015

After the runaway success of the OGA 50 Round Britain Challenge and then this year the Dutch 10th Anniversary Cross Country Tour what are you planning for 2015?

There are a few ideas in the melting pot at the moment, whether it be to join the Solent Area in a cruise to St Malo, or enjoy the cruising anchorages and culinary delights of West Cork, taking in the Glandore Classic Regatta next July with the Dublin Bay Area, or to cross the North Sea with the East Coast Area to join in the Dutch Classic Yacht Regatta at Hellevoetsluis.

None of these is a definite yet, but we'll be looking into the possibilities in the coming weeks and months. Keep an eye on the Gaffers Log and the OGA website for more information and confirmation as and when it filters through. See p.30 to register interest with the organisers.

East Coast Race: 5 July, 2015

Some stunning photos of smacktaking part in the OGA East Coast Race were shot by Colm Ó'Laoi. They're published here as a celebration of these classic working boats, many over 100 years old. Visit Flickr to see more of Colm's photos: www.flickr.com/photos/colmolaoi

The 51st East Coast Race, was always going to be smaller than the memorable 50th Anniversary Race in 2013.

Despite the weather, a good fleet assembled in Brightlingsea Creek. The wind was blowing a steady 20 knots, with



Peace

Log in and visit the OGAonline Boat Register and browse for each boat by name:

www.oga.org.uk/boat/sunbeam-0

www.oga.org.uk/boat/peace
(includes video)

www.oga.org.uk/boat/maria
(includes video)

www.oga.org.uk/boat/ellen-2

www.oga.org.uk/boat/charlotte-ellen

www.oga.org.uk/boat/alberta
(links to NHS-UK)

www.oga.org.uk/boat/gwenili
(extensive history and photos)



Sunbeam



Alberta



Maria

... smacks steal the show!



Gwenili' is 'pipped at the post'



Alberta

stronger gusts, and Peter Maynard, OOD, sent the 30 smaller boats down the Colne and up the Blackwater for more shelter. There was an excellent turnout of smacks, best for some years, and they made the most of the weather. 15 boats made it to the finish line with some famous names performing well below their best in difficult conditions. Full results tables are on the East Coast OGA website

www.eastcoastoldgaffers.co.uk/reports/51st-oga-east-coast-race

Photography: Colm O'Laoi Race report: Richard Giles



Ellen



Welcome aboard!

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
EC	5902	Mr Tom Dennis & Mrs Pamela Dennis	Bertuna Hall, Livermere Road, Ipswich IP31 2SB
EC	5903	Mr Jonathan Ryder Richardson	Weir Cottage, The Dens, Wadhurst, E Sussex TN5 6NL
EC	5905	Mr Malcolm Vertigen & Mrs Wendy Vertigen	Millers View, Rush Green Road, Clacton, Essex CO16 7BG
NI	5904	Dr Derek Fairley	21 Wanstead Road, Dundonald, Belfast BT16 2EJ
NWA	5906 Phyllis	Mr Kevin Goulding & Mrs Frances Goulding	9 Barrymore Crescent, Comberbach, Northwich CW9 6PA
NWA	5909	Mr Michael Leahy	Townhouse 17, River Street, Manchester M1 5BG
SOL	5908	Dr Piers Rowlandson	4 Union Road, Cowes, Isle of Wight PO31 7TP
SOL	5911 Jay Jay	Mr Brian Johnson & Mrs Louise Johnson	Cherington, Cambridge Road, Littlebury, Essex CB11 4TL
SOL	5912	Mr Steve Hayward	2 Tye View, Telscombe Cliffs, Peacehaven BN10 7DN
SOL	5913	Mr Paul Hemsley & Mrs Catherine Hemsley	5 Ferring Gardens, Felpham, Bognor Regis PO22 8HW
SOL	5914	Mr Chris Lane & Ms Ann Beazer	Summer House, Westlands, Birdham, Chichester PO20 7HJ
SW	5907 Trasnagh	Mr Ian Terblanche & Ms Annie Parker	Gara Mill House, Slapton, Kingsbridge TQ7 2RE
SW	5910	Mrs Mandy Owens	Gweall-An-Dowr, St Johns Gardens, Flushing TR11 5TV

OGA Cruises in Company: 2015

Register Now!

We're in the early stages of planning some Cruises in Company during 2015. Look out for more details at the AGM, in March Gaffers Log and on the OGA website.

Please register interest by email now, to assist the organisers. The cruises are meant to be convenient for Solent Area members (St Malo) and the Irish Sea, Bristol Channel and South West members (West Cork).

Ben Collins: bmcengland@aol.com

French cruise, organised by the Solent Area: a cruise in company to St Malo possibly linked to a French maritime festival such as Paimpol.

Sean Walsh: sean@dms.ie

West Cork Cruise (provisional dates 18–31 July): muster at Glandore Classic Regatta, cruise westwards, returning to Kinsale.

A NOG note (from a new, 'Young Gaffer')

Helen Denning is trainee bosun on 'Excelsior', based in Lowestoft, and a youth member of the OGA. Her placement is part of the NHS–UK Shipshape Trainee Project.

We bring an extract from Helen's blog, which is well worth following, why not take a look? <http://bosunsboots.blogspot.co.uk>

Find out more about 'Excelsior' on the OGA online Boat Register www.oga.org.uk/boat/excelsior

I'm 19 years old, born in England, but spent the past five years in the New England area of America. I've been dinghy sailing since I was a kid in Bosham, Chichester and St. Mawes, Cornwall.

At high school in the US I spent three months on a 'semester at sea' programme, studying traditional maritime classes and skills aboard a schooner with the Ocean Classroom Foundation. After graduation I worked for this organisation then apprenticed for a short time in a traditional dory yard, the oldest continuously operating boatyard in America, Lowells Boat Shop, established 1793.

I'm passionate about self sufficiency, sustainability, traditional skills, nature and the elements. These are obviously interlinked and part of a seafarer's lifestyle. I was in Greenwich for a couple of days for the Tall Ships Regatta and working at sea leaves little time for the internet but I try to keep my blog posts going.

Extract from Helen's blog 'Bosun's Boots'

My placement finds me as the trainee Bosun aboard 'Excelsior'. She is a fishing trawler; a Lowestoft smack, built in 1921. She's got character seeping through her seams and a ketch rig that likes the wind to really get going. Every other trainee on this course is matched to their placements particularly well, and I feel already that Excelsior is good for me and I am good for her.

It is for crews and boats like Excelsior that I and many others keep sticking around, rigger boots and all, scruffy and patched, wading in puddles and generally covered in soot or smelling like Stockholm tar.

On boats, the simple elements of life are glorified and every hand is affected by the feelings of self sufficiency accompanied with sailing. Hauling on a line and watching spars and canvas set, fill with wind and drive the vessel forward is pretty magical.

For these reasons I am documenting my time working on historic sail training vessels, to encourage the youth of this era to go to sea, on boats or ships that function in ways that may seem outdated in the fast paced world we live in.

I challenge every reader; young or old to join the salty dogs who still sail with the old time style of traditional sailing, and in this way experience what I am experiencing in my youth, because it is an honest and fulfilling way to live.



OGA Trailer Section: a brief history

Mike Stevens stepped down as Secretary of the Trailer Section in September. Keith and Marion Mosley took over as Secretary and Treasurer with effect from 1 October 2014. The OGA Trailer Section was founded by Mike and his late wife, Marlene, in 2004. Ten years on, it seemstime to reflect back on the long-standing tradition of 'trailersailing' within the OGA. It certainly remains a very active part of the Association's programme, illustrated by this brief history of the Section compiled from contributions by Sue Farrer, Mike Stevens and Keith Mosley with photographs from the archive.

Like many things in the OGA, the Trailer Section evolved slowly in a delightfully unorganised way. Tessa Hodgkinson started a rally on the East Coast in commemoration of Arthur Ransome's 'Swallows and Amazons' (p.34). Pete and Sue Farrer ran a small boat rally on Derwentwater. The late David Cade, as President of the OGA, saw there were a lot of small, traditionally rigged boats not catered for, and lent his support.

Small beginnings

In 1997, Pete and Sue Farrer organised a small boat event in the Lake District, different from other OGA events, as boats would need to be trailed. After extensive research into venues, the choice was Derwentwater Marina. Every OGA member with a boat under 21' received a personal invite from Sue and Pete. 14 positive responses led to the September 1997 Derwentwater Rally. Proved to be successful, the Rally ran annually for ten years. Early Derwentwater participants formed the Trailer Section backbone with Alison Lyons' photo selected as cover image for Gaffers Log, March 2001.

Mike and Marlene Stevens joined the OGA North Wales Area in 2000, having met Sue and Pete Farrer during a non-OGA rally, organised by Simon and Ann Cooper, at Lechlade on the Thames.

Ullswater Rally

A national rally was organised at Ullswater to celebrate the OGA's 40th anniversary in 2003 and proved to be the turning point in founding the Trailer Section. Mike Stevens remembers the 2003 North Wales AGM well. George Jago, Association President was in attendance when a proposal was tabled. As everyone thoroughly enjoyed the 40th anniversary Ullswater Rally, could we have another? There was one of those silences. . . George looked out of the window, Pete Farrer examined his pencil, Sean Metcalfe, North Wales Area President, examined the ceiling. Mike recalls hearing [his] small voice say, 'Well, if we run one, will you come?' With a thunderous 'Yes' from the floor, the Trailer Section was formed.

Mike Stevens and his late wife, Marlene scoured Glenridding for facilities to support the rally. It was Marlene who saved the day, she would not give up, and spoke to the landlord of the pub near the campsite. It was very small, but keen to accommodate the OGA for an evening meal. The North Wales Area advertised the second Ullswater Rally, 2004.

OGA Trailer Section: ten years on

In 2004 George Jago, OGA President, proposed to the Association AGM a Trailer Section be formed. He asked Mike and Marlene Stevens to run it. Mike went to the meeting alone as Marlene told him, 'You're cheekier than me!' The AGM passed the motion to have a Trailer Section. 'Don't have any rules, they will just set you in concrete', was the advice to Mike from George.



Ullswater, 2003 Photo: Sue Farrer



Mike Stevens in PAJ, 2007 Photo: Barry Healas

Ten years on, this seems to have worked out well. As the Section grew, others came forward to help with events. Barry Healas stepped in to run the rallies at Ullswater (p.12). At Clywedog, the late Ken Sykes, followed by Ken and Gladys Anderson, together with Howard and Ann Morgan, ably assisted by Gordon and Lil Jackson took over from Mike and Marlene. Mike pays tribute to members of the Trailer Section for stepping into the breach at the sad passing of his wife, Marlene.

Since 2004, the Trailer Section has seen considerable growth. SW Gaffers started a fabulous rally at Dittisham (p.50), there was the national Trailer Section rally at Cardiff, North Wales Area runs their gunpowder extravaganza at Holyhead (p.45). The East Coast Area continues to run 'Swallows and Amazons' (p.34). Keith and Marian Mosley have at last penetrated the Norfolk Broads, with a really enjoyable rally reported in the September issue of Gaffers Log (p.52).

Trailer Section members have attended all the Seafair Rallies at Milford Haven, as well as some of the huge French rallies at Morbihan, with lone members trailing their boats to the heart of Europe. Sue and Dave Pennison offer advice on trailing a boat across the North Sea, following their participation with 'Sepia' in the Netherlands Anniversary Tour (p.54).

Mike Stevens feels it's time to step down and hand on the baton. Keith and Marian Mosley have nobly stepped up to the challenge, and are sure to do well.



Derwentwater, 2001

Trailer Section motto:
'Fun afloat, fun ashore.'



St Herberts Isle, Derwentwater, 2004

Swallows and Amazons: a small boat event

East Coast member, Tessa Hodgkinson, describes the start of the 'Swallows and Amazons' event, one of the many fore-runners of the OGA Trailer Section. Reflecting on the early days of small boat events in the OGA, she lets us into her teenage sailing tactics, with elder sister Clare Thomas, in the East Coast Race and Shotley Festivals in the 1980s - 1990s.

The late Jon Wainwright had always encouraged open boats, Class III as they were known, to attend East Coast OGA events and race when possible. At the annual East Coast Race there was always a Class III course and in the 1980s I remember 'Gremlin' and 'Bilanbil' regularly fighting it out through the Blackwater chop. Despite being a small event it was a competitive day, often starting with a morning scrub off on the shore. As teenage crew aboard my sister Clare's 18' Walton and Frinton One Design 'Bilanbil', I would find my time split between bailing and trimming jibs, or on lighter days hoisting the half parachute spinnaker in khaki green silk of World War II vintage. 'Grolsh' beer was the sustenance for the day. It had to be 'Grolsh' with the clever stoppers, as on ready about you both re-sealed the bottles and threw them in the bilge. On the new tack you then scrambled for the fuller-looking bottle of beer.

In 1989, East Coast stalwarts the late Jon Wainwright and Brian Hammett started up the wonderful Shotley Classic Boat Festival. Having food and loos ashore, it was ideal for those with open boats as well as the larger OGA fleet. The week always included a trip over to Walton and a lunchtime a 'race around the island' for dinghies, open boats and more daring shoal craft yachts, one famously stuck there overnight! 'Bilanbil' was still a keen contender and being one of the largest open boats, often led the fleet. This was not always an advantage.

On one memorable occasion, I remember Jon calling out, "follow 'Bilanbil', she's a local boat", but as we entered the Wade, we realised we were at the top of the tide. All the usual landmarks were covered, it was indeed an inland sea, and soon we found ourselves on top of the



Pete 'the Knife' Elliston gives 'Ripple' a tow, 2010

marsh. Clare and the other crew jumped over the stern, as I took the helm. Sometimes walking, sometimes swimming, but always holding on to the transom, we fought our way over and through the marsh. These races were really the beginning of the Swallows and Amazons event.

When Shotley could no longer host the festival, it morphed into the East Coast Classics. Pete 'the Knife' Elliston and I stepped up to help with arranging events. With encouragement from Jon Wainwright, the Swallows and Amazons race grew into an overnight stop at Walton and then split apart into its own event.

From 2000 onwards it grew and grew, regularly hosting 40-50 small boats. These were a wonderful collection including real classics over 100 years old, ex-fishing boats, Lune whammels, winklebrigs, smacks boats, barge boats, 1920s one designs, whalers, dinghies, tenders, self-built boats and the list just goes on. They came from all over England and Wales in a spirit of goodwill and fun. The handicapping was almost impossible, but I got round that by making a multitude of classes and giving out lots of prizes (but only one to each boat).

Swallows and Amazons has reduced in size now, but there is an increasing fleet of East Coast smacks boats and other small boats that regularly support it. This year Pete 'the Knife' managed to arrange a very special visit to the Swallow's campsite on Arthur Ransome's Swallow Island.

Tessa Hodgkinson, East Coast Area



Stone Point, 2010

Photos (except 'Bilanbil'), Beverley Daley-Yates

'Romilda', from the Gaffers Log archive

This issue [1975/2] shows one of the better known boats from the Solent Area; Romilda, ex Pom Pom, with a photograph by the late Harold Hayles.

Romilda has been owned for the past sixteen years by Fred Hillier of Emsworth; one of our founder members and former chairman of the Solent Area Committee and Vice President of the Association. For many years it was thought that Romilda was a Channel Islands Pilot Cutter, built by James McKane of Guernsey, but in 1970, Fred visited the Islands to try to find her origins, and he found that it is more likely that she was originally a stone carrier, sailing between the Islands and the French coast.

Built just before the turn of the century, she was first registered in Poole in 1908, and again in 1921. In 1928, she was registered at Brixham, where her name was removed from the register as she was sold to be broken up for scrap. However, in 1948 she was registered at Southampton by a Mr. Brooks under the name Romilda. Between Mr. Brooks and Fred Hillier she had five other owners in the eleven years.

She has had a chequered career. It seems fairly certain that she lay sunk for two years; at some time her original fantail stern was removed to the rudder post, shorting her by some six feet; and both mast and bowsprit have been shortened.

Fred has used her for many years to take the Southbourne Sea Scouts sailing, so she must have given a lot of pleasure (and possibly some hard work and worry ing moments!) to a very large number of people. One of Fred's regular ports of call has been Le Havre, so much so that there is a very nice colour picture of her lying in the inner basin there.

Old Gaffers Association Newsletter:
1975/2 John Scarlett, Editor

'Romilda'

Built in Guernsey, 1897
Previous name: Pom Pom
Carvel pitch pine on oak frames
Length on deck: 40ft
Length on waterline: 34ft 7in
Beam: 12ft 6in
Draft: 5ft 6in

This is the first of a regular feature where we find records from the Gaffers Log archive for boats or people currently active in the OGA.

'Romilda' sails in the North East Area now, but for many years was in the Solent. Her owner from 1959 -1985 was Frederick William Hillier; a founder member of the Solent OGA. He used her to take Southbourne Sea Scouts sailing.

Visit the online Boat Register for more about 'Romilda':

www.oga.org.uk/boat/romilda



A breeze finds 'Robinetta'



We bring a short extract from the log of 'Robinetta', by East Coast members Alison and Julian. A year after her launch in 1938, 'Robinetta' sailed from the Clyde to the Isle of Skye. Ever since she's been heading anti-clockwise around Britain. Julian and Alison didn't have time to do the full Round Britain Challenge in 2013, and decided 2014 would be the perfect year to complete her circumnavigation. They took three months off work and set sail.

At the beginning of May the weather varied from force 7, which kept us in Lowestoft, to beautiful sunshine with no wind. In June, we continued from Grimsby making progress up the East Coast, mostly motoring! At Inner Farne, 9 June, we spent our first night at anchor. The tour boat gave us permission to use their buoy, which we gratefully took, preferring to moor than anchor! We rowed to Inner Farne, where our wooden dinghy was admired.

There were nesting puffins, guillemots, eider, cormorants and Arctic terns. We motored in bright sunshine to anchor at Lindisfarne, wondering if we would ever get to sail!

90 minutes after raising anchor, Julian felt some wind. Wind! We could sail! Realising it was only a squall, after a week motoring, he really wanted to sail and raised the main, quickly unfurling the no.1 jib. 'Robinetta' has roller furling on the main, and he did put a reef in, but we soon shook it out and were making over 6 knots. That's fast for 'Robinetta'. With the wind off the land, there was no swell and we had a great sail. The wind freshened when I took the helm. We put the reef back in, letting off the staysail halyard tension so she was balanced. Soon there was even more wind forcing us to roll the main down to the first mast hoop, furl the jib and put the staysail back up. With the sea still slight, the wind was increasing. I rigged the purchase allowing me to hold the tiller more easily. Julian went forward to untie the lowest mast hoop, letting us fully reef the main on the roller reefing line from the cockpit. Just precautions, but on 'Robinetta' we operate on the principle, 'If you think about reefing, do it.'

15 minutes later the wind was even stronger, we reefed the main all the way. We kept up the same speed, so we were doing the right thing. An hour of fast sailing brought us to the Eyemouth Cardinal and we motored into the harbour. We'd had an enjoyable and fun sail. There's no wind gauge on 'Robinetta', but a catamaran measured 25 knots, gusting 30. There was nothing like it in the forecast!

Coming after days of hardly any wind we revelled in actually sailing, but a 6 gusting 7 would have kept us tucked up in harbour if we'd known it was going to happen. 'Robinetta' seemed to love it too, she behaved beautifully, but we were glad it was an offshore breeze with no fetch to the waves.

Alison and Julian Cable, East Coast members

For more about 'Robinetta' and her adventures, visit her blog
<http://robinetta-log.blogspot.co.uk/>

JAMES LAWRENCE SAILMAKERS

Vast gaff and lug rig experience
Enthusiastic advice and service

Sailmaking • Design work • Rigging
Cover making • Repairs & servicing

22 – 28 Tower Street
Brightlingsea
Essex CO7 0AL
England

Tel: 01206 302863 Fax: 01206 305858



email: lawrencesails@btconnect.com

'Rainbow' 1897

Bristol Channel

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



It's the end of the season, and a very good sailing one at that. Better weather than we're used to, and boats have been out a lot. Once again we are reminded of the challenges geography provides to the area, and we have little clusters of activity, chiefly in Cardiff and Instow. 'Twas ever thus in the BCA, though the clusters have not always been the same.

In the Cardiff area, a vote of thanks must go to Charlie Harris who put together a programme of weekly Monday night sails, together with four Bristol Channel forays. Reported on in previous Gaffer Logs, they have been a great success in fostering camaraderie between we Gaffers. The Gaffers Nights are based at Cardiff Bay YC, and they have also fostered camaraderie between us and the club, so we are sometimes joined by non-Gaffer members, including Bermudans. I am glad of that as I have just changed my boat from a Winklebrig gaffer (June Log, p.14) to a Contessa 26. Hopefully the Association will also look kindly on this change of sail plan, and I will still be allowed to exercise my role as BCA secretary and attend the AGM.

The season ended with a Laying Up supper, at Cardiff Bay YC, which had an excellent turn out, hosted congenially by Viv Head. It is our first such event, but won't be our last. The proverbial good time was had by all, and CBYC are keen to see us back. We swelled the bar profits considerably.

When I attend the Association AGM, I won't be accompanied by Viv Head, our Commodore/President. Viv is going 'walkabout' for a year or so, touring Australia in a campervan. We wish him well, and look forward to his eventual return. Viv's replacement will be determined at the next BCA AGM, and whoever is chosen will be in London with me. (I am far too much a committee man to let slip that the strong favourite to do so, as he seems to have everyone's endorsement, is . . .) Ah well, let's wait and see.

David Owens, Bristol Channel Area Secretary



Viv Head, on 'Walkabout's' bowsprit!
Photo: DJ Owens, 13 November 2012

TRADITIONAL RIGGING

All Wire & Rope Work
Industrial, Marine & Architectural



Underfall Boatyard
Cumberland Rd
Bristol BS1 6XG
Dennis: 0777 637 5451
Jay: 0792 992 7018
traditionalrigging@gmail.com
traditionalrigging.co.uk

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



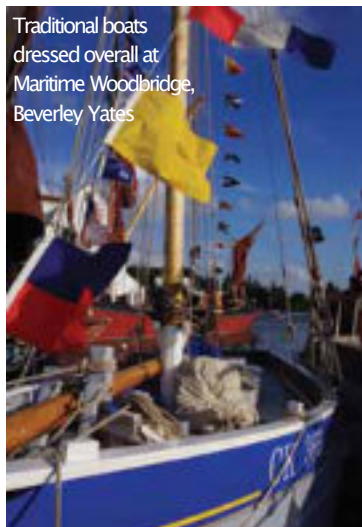
The East Coast Area had another busy few months, starting with 17 boats heading off to join the Dutch 10th Anniversary Cruise. Unfortunately, several got delayed on their return, due to the tail end of Hurricane Bertha, meaning numbers were down for the main event of the season, the August Classics Cruise.

The Classics week started in Ipswich, with a pontoon party sponsored by Teamac Paints, then continued on Sunday with a regatta featuring all the normal fun and games, plus a new event of jousting, inspired by one seen in Holland.

A bad forecast on Monday saw the planned trip to the Deben abandoned, but Shotley Point Marina were very accommodating, bringing back memories of the old days of the Shotley Classics. The programme resumed on Tuesday as the fleet assembled at Walton and all the week's races went ahead with only a few course changes. The final dinner was held at the Harbour Room, Suffolk Yacht Harbour on the River Orwell, enjoyed immensely by everyone.

Maritime Woodbridge is not an OGA event, but many members go along for the weekend. This year several smacks' boats raced for the crowd's entertainment. Photographs appeared in the local press, all good publicity for the OGA!

The final sailing event of the season was Maldon Regatta, where over 60 boats drifted up the river for the first race. The wind got up slightly in the afternoon, producing a great



Traditional boats dressed overall at Maritime Woodbridge, Beverley Yates



Caulking the counter stern, 'Cachalot', Steve Yates

Tales from the boatyard

Several East Coast members are engaged in boatbuilding around the historic waterfront of Woodbridge on the River Deben. Projects vary in materials, size and age (of boats and the OGA members). James Palmer built the first new Waldringfield Dragonfly since 1960, showing it off at Maritime Woodbridge. Young gaffers Josh and Sam report on progress with the rebuild of 'Annelis' (p.14). John Krejsa has been restoring an Albert Strange yawl and under a large tent in the Tidemill Yacht Harbour, Steve Daley-Yates has been undertaking a major rebuild of the gaff cutter 'Cachalot' www.cachalot.org.uk

Look out for more 'tales from the boatyard' in future issues of Gaffers Log. Do contact the Editor with your reports.



Repairs to the ferro hull, 'Annelis', Sam Dorman

spectacle for the parade of sail. After the crew party with free beer and cider, a fish and chip supper followed for a large group of OGA members in the Maldon Little Ships club, where it all started 51 years ago.

The East Coast Area AGM is hosted by different Yacht Clubs, and this year we visit the brand new club house at the Walton and Frinton Yacht Club on 18 November. Report to follow in the next Gaffer's Log.

The first event of the winter programme will be at James Lawrence Sailmakers in Brightlingsea on 12 December, where the plan is to watch the construction of a new topsail for the Itchen Ferry 'Reverie' from cutting to completion, although there's no guarantee it will get finished in the time!

Alison Cable, Eastcoaster Editor



'Phoenix', Waldringfield One Design, Photo: Steve Yates



Maldon Regatta, September 2014, Beverley Yates

North East

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



Scotland

President: Gordon Garman
Secretary: Neal Hill
email: scotsec@oga.org.uk



With Des' appointment as President and Stuart taking on the Treasurer role we now have an area management structure in conformity to Association rules. We three, however, cannot run the show on our own. Our membership is slowly building and we need more, especially younger members to join us.

One of our local boats 'Romilda' is first to feature in the new 'from the OGA archives' section, see p.36.

Looking forward to 2015 and beyond

We are planning an informal, social event, probably on Teesside, before the start of the 2015 sailing season. With the co-operation of the Coquet Yacht Club, the Blyth Tall Ship Project, the NE Area will take the lead in promoting youth training afloat and the development of a RYA 'Sailability' programme on the North East Coast.

2015 marks 50 years since the launch of 'Camay'. To mark the event she'll be voyaging to every OGA area, maybe even carrying a notional gaff rig.



July 2017 may seem a long way ahead but please note that that is when the OGA North East Area will hold a large scale gathering of gaff and other traditional craft from all over Europe, and possibly beyond. This is to inaugurate the year of the Blyth Tall Ship 'Williams' expedition commemorating the discovery of the South Shetland Islands and the Antarctic subcontinent by Captain Smith of Blyth. Bear this in mind please as you make your plans:

www.blythtallship.co.uk

Jim Bell, North East Area Secretary

Left: Des O'Meara
Below: 'Romilda'
Photos: Jim Bell



Campbeltown 2015

We have no date as yet for the start of season get together, but keep a lookout on the website or future issues of Gaffers Log for dates and details.



The Scottish OGA closing muster was graced with glorious weather and good company. Although Loch Fyne is usually the destination of choice for September, due to fewer numbers a change of venue to Kames in the Kyles of Bute was chosen. This had the advantage of a friendly pub a few yards from the beach as well as free moorings; something that we understand is unheard of in the south.

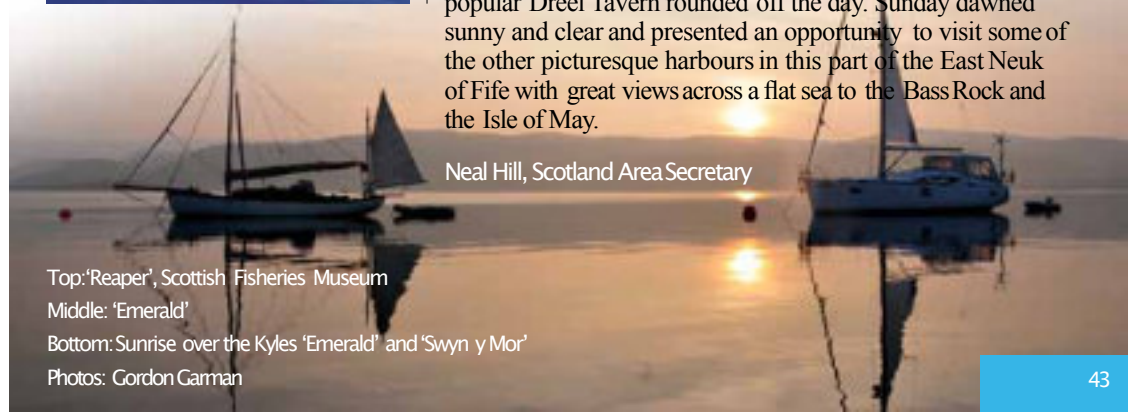
A great time was enjoyed by the crews, both human and canine, who attended. With inter-boat visits, and convivial meals in the pub on Friday and Saturday, including a few drams, the human crews were well refreshed and all three of the canine crew members enjoyed their long and unrestricted walks in the surrounding hills.

Unusually for Scottish events, the number of gaffers matched the numbers with 'pointy rigs' and very pretty they were, even though their sailing attributes may not quite match up. One feature of Scottish events is the genuinely friendly attitude that prevails. With not one word mentioned about types of rig, the company enjoyed much wide-ranging banter before heading for respective home ports and winter laying up. By now thoughts will be turning to next year and hopefully another great season with good friends and our usual stunning scenery.

An enjoyable weekend was in store for those who travelled to Anstruther to visit 'Reaper' and the Scottish Fisheries Museum. We were able to see the 'Reaper' model in a bottle, lodged with the Museum at the end of the OGA50 Round Britain Challenge last year. An evening meal at the very popular Dreel Tavern rounded off the day. Sunday dawned sunny and clear and presented an opportunity to visit some of the other picturesque harbours in this part of the East Neuk of Fife with great views across a flat sea to the Bass Rock and the Isle of May.

Neal Hill, Scotland Area Secretary

Top: 'Reaper', Scottish Fisheries Museum
Middle: 'Emerald'
Bottom: Sunrise over the Kyles 'Emerald' and 'Swyn y Mor'
Photos: Gordon Garman



President: Kevin Goulding
Secretary: Tom Middlebrook
email: nwsec@oga.org.uk



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



2014 has been a particularly good year for the North West, with only the race at Conwy River Festival cancelled due to bad weather. We attend as guests, playing no part in the organisation, however it's always lots of fun and we hope for good support from the North West in 2015.

Several North West Area members crossed to the Isle of Man for the Traditional Boat Festival in Peel and have already been invited again next year. The hospitality in Peel is as good as it gets, see p.10 in the September Log for a report. Whilst we're invited as individuals, the significant OGA support doesn't escape the notice of the organisers.

Our Annual Race in the River Mersey produced a good turnout on 8 June and the weather was perfect for all competitors. Some members were unable to take part as their boats were out of commission this year however have promised to compete in 2015. This particular event is attended jointly by members of both the Nobby Owners Association (NOA) and the OGA, increasing the number of boats and pleasure of attending.

As I write I'm mindful our last event of the year will be over by the time you read this. On Friday 21 November we leave for Kendal by coach from Liverpool Marina to return on Sunday. This social weekend is also a joint venture with the NOA and well supported by both Associations. We have filled the coach and with those travelling by car have also filled the hotel. Support is roughly equal from members of both Associations, with more guests than members, which is often the case and very nice to see.

The dates for our 2015 programme still need to be determined and will appear in the March issue of Gaffers Log and on the OGA website.

Thank you all for your support this year. I look forward to seeing you again at as many events as possible in 2015.

Tom Middlebrook, North West Area Secretary



top to bottom: 'Spray', Holyhead Traditional Sail Festival, 2014, 'Comrades', Parade of Sail, Holyhead, 2014.
Photos: Kevin Goulding



top to bottom: Children's work displayed in the Marina Office, Sue Williams bugling the close of the Festival, 2014, 'Soteria' and 'Vilma' fire at close quarters

8th Holyhead Traditional Sail Festival: Association President sails from Dublin to Holyhead in 'Tir Na n'Og'

25 boats attended the 8th Holyhead Traditional Sail Festival with some boats prevented from sailing to Holyhead due to the weather. Gordon Garman in 'Tantina II' got stuck in Bangor, Northern Ireland, waiting for a break. Our gallant Association President, Sean Walsh, was determined to attend and managed to sail from Dun Laoghaire on Friday, leaving 0700 and arriving into Holyhead 1700. Sean reported it's his best trip ever, and the first time an OGA President had visited Holyhead for the Festival. The forecast was F7, and increasing. The rest of the team from Dublin Bay arrived on the 'big boat'.

The weekend started with a Civic Reception provided by Holyhead Town Council in the Marina Cafe Bar. The Mayor of Holyhead spoke highly of the OGA in his welcome. Harbourmaster, Captain Brian McCleery, also welcomed everyone and stressed that boat owners must keep to the speed limit of 12 knots within the harbour!

The weather was very much in our favour on Sunday, making the parades of sail a wonderful spectacle for the



many visitors. The Holyhead Lifeboat led the sail past, with cannon and muskets provided by the Hearts of Oak re-enactment group, aboard North Wales Area President's 50' tops'l schooner 'Vilma' and the 70' schooner 'Soteria'. Looking wonderful in full sail and firing at close quarters near to the shore made a fantastic sight for the public. There was also shore battery with cannon provided by the Anglesey Hussars dressed in costume. The roaming jazz band, 'Steamhead', added to the atmosphere in the harbour.

StenaLine provided us with their pilot boat the St. Cybi as committee boat for the racing. This also made a stable platform for our photographers John Cave and Richard Burnell, OGA members from Holyhead Maritime Museum.

Local schools took part in a children's competition. Once again the headteacher from Rhoscolyn School, Susan Hanbury, came up trumps with 21 Year 5 children producing wonderful paintings depicting the Festival. The winners, together with a few other paintings, are displayed in the Marina Office. The Marina have displayed paintings and poems now for four years for everyone to admire.

Once again the RNLI held their open days during the Festival with a great deal of activity attracting many visitors. For the last three years the Charles Henry Ashley, 1907 Watson sailing and pulling lifeboat, has attended sailed round from Cemaes Bay to join the Festival.

We presented Brian Thomson, RNLI Lifeboat Coxswain, with £383, raised from the sale of books kindly supplied by Phil and Lynn Slade.

Saturday evening saw us all in the Sailing Club being entertained by the 'Coffin Dodgers' playing traditional Irish Folk music. Much to the delight of our Irish members, a barrel of Guinness was very kindly donated by Keagans,

Holyhead Traditional Sail Festival 2015

Friday, 28 to Sunday, 31 August 2015
coinciding with August Bank Holiday.

a local brewery distributor. The Mayor of Holyhead gave us some money towards the Guinness, which meant that we were able to give away 40 pints and the sailing club benefited from this donation.

Prizegiving for all events took place at the Sea Cadets. The Sea Cadets were there to help handing out tea, coffee and cakes, kindly provided by Sue Williams' Mum Jill.

We invited all entrants to vote on the best turned out boat and Brian Corbett's 'Winifred' was awarded the coveted Stena Port Trophy for 'Boat of the Event'.

Following the prizegiving on Sunday, farewell drinks for entrants were given aboard 'Vilma' with Sue Williams Lt. Cdr. of Holyhead Sea Cadets bugling sunset when we lowered the flags to mark the closing of the event.

We all retired to the sailing club

on Sunday evening for our Words and Music session where we entertained ourselves with songs and recitals.

During the Festival, we estimate the total number of visitors to view the boats and visit the harbour was in the region of 2,000 - 2,500.

We continue to get support from many people including Holyhead Marina, Holyhead Town Council, Stena Port Authority, Irish Ferries, Kelvin Hughes, Hempel Varnish, Magazine Subscriptions, Marina Cafe and many more.

This year we had a new sponsor, Buff Headwear, who supplied us with headwear, phone cleaners, booklets and stickers.



North Wales Area AGM: report

27 members attended our area AGM, 25 October 2014. It was great to see Joe Pennington, who had travelled from the Isle of Man, and also Brian Corbett who had travelled from Kent. Completing the long-range trio was Mike Stevens from Swansea. The format of the Traditional Sail Festival was on the agenda and was discussed at some length.

There was a unanimous vote in favour of the existing Officers to continue in post. Members were updated generally on the Association, with an emphasis on the online Boat Register. It was stressed that in order for boats to be in the Register, members need to complete a form, copies of which were distributed at the meeting, and send to Pat Dawson, Boat Register Editor, together with a photograph of their boat. Some members were having difficulty accessing the Boat Register and were advised to contact Beverley Daley-Yates, OGA Editor: log@oga.org.uk

Following the AGM, 33 attended our annual dinner held in the sailing club restaurant.

Sue Farrer, NWASecretary



L to R 'Minelvia', 'Sarah Ann', 'HappyQuest', 'Caratick of Rock' and 'Soteria'



Northern Ireland

President: Peter Chambers
Secretary: Peter Lyons
email: nisea@oga.org.uk



Solent

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



After the summer activity, NIOGA was quiet until October when the AGM was held in the Royal North of Ireland YC. A small but dedicated group of members assembled for the meeting after an excellent meal in the RNIYC dining room.

There was nothing contentious at the AGM, Peter Chambers, Area President, gave his positive report followed by the Secretary's report also putting a positive spin on the NIOGA. We have lost some members this year, but it is encouraging that we have had three new members just before the AGM. Ian Wylie, Treasurer, gave the financial report showing our finances are still in good order. The committee was re-elected en-bloc, the only change being the 'Gaffers Jaw' newsletter production moves from Alan Aston to Peter Chambers. Alan has done a sterling job producing five issues a year since he took it on in 2011.

In discussions after the business of the meeting, the emphasis was on trying to move forward to bring some of our younger members through to the committee.

The winter programme for 2015 starts on 23 January 2015 with the defence of the Block Trophy at the annual quiz in Newtownards Sailing Club.

The rest of the winter programme will be in the next edition of the 'Gaffers Jaw' and the March issue of Gaffers Log.

Peter Lyons, NI Area Secretary



Above:
Master Frank (single-handed from IoM)

Below:
The modern and the traditional. 'Golden Nomad' and 'Watercolour' pass the underwater turbine in Strangford Narrows, raised for maintenance.

Photos: Peter Lyons



Looking forward to Summer 2015

We plan to emulate the Dutch 'Gaffel' race, with legs in the Solent already plotted on the chart. This is a great opportunity to take up Rik's challenge to 'travel people'. We know our Dutch comrades understand the tactics in this race, even though the 2014 version at Wemeldinge was won by a Solent boat! (September Gaffers Log p.22)

Other plans, alongside YOGAFF, our established May event and Annual Race include a rally at Poole and a raid on St Malo (see p.30 to register interest).



41 boats registered for the Solent Annual Race and Rally on 6 September, gathering at East Cowes Marina for race briefing and barbecue. Due to an absence of wind, the race was cancelled but some boats managed to sail, or drift, the whole distance. Entertainment was provided by sponsor, Mark Woodhouse on his gaff-rigged motor yacht 'Sleuthhound' and at Royal Lymington YC. Some prizes were awarded including young winner Alex Matthews, whose presence on the yacht 'Little Kingfisher' led to the award for boat with the youngest average aged crew.

It was said it would not take much for Solent members to look like clowns at the Bursledon Regatta with a theme of 'circus'. Winners of the Solent OGA 'Betty' trophy, for best dressed boat and crew, Mike and Dee Brackstone in their Tamarisk 24, 'Helen of Hamble', went to considerable trouble. Runners up were Mike and Jessica Warren.

The Solent committee is very pleased to support Hamble Sea Scouts with one of the first grants from the OGA Youth Fund. Their boat, 'Stonechat' has been a stalwart of many Solent OGA events, despite restrictions imposed on the leaders as a result of their working hours and recent legislation! See p.22 for a full report and archive photos.

At the time of writing, we're advertising our AGM with guest speaker, honorary life member Tom Cunliffe. These meetings are always fun, with good food, drink and great gaffer banter accompanied by a short section of official business. Two more winter events are planned: wine tasting and a pub lunch in January and a talk about 1930s J Class yachts and racing with fish and chip supper in March.

Marion Shirley, Area Secretary

Alex Matthews with his first trophy
Bursledon Regatta prizewinners 'looking like clowns'
Photos: Marion Shirley

President: Gil Hayward
Secretary: Geoff Skinner
email: swsec@oga.org.uk



August saw our second new initiative of the year, The River Dart Rally, a weekend event based at Dittisham on the River Dart. This event included the annual Ditsum Regatta race for gaffers run by Dittisham Sailing Club. The idea was to have an event which would appeal to the Trailer Section and we have received very positive feedback. The event will be held again next year over the weekend 8-9 August 2015.

Boats arrived on Friday afternoon and launched either from the beach or at nearby Blackness Marine. Saturday saw 19 boats take part in the Ditsum Regatta Gaffer Race. Area President, Mike Lucas, 'Marie Louise', regained the Wynn Trophy beating Colin and Jane Cumming's 'Pathfinder 3' by eight seconds on handicap. However they won the Old Gaffers Grog Trophy.

Some larger gaffers attended the event but chose not to race in the confines of the river on a neap tide. However they added to the spectacle which included a parade of sail. 32 people sat down to a crew supper in Dittisham Sailing Club's splendid clubhouse on Saturday evening.

SW Gaffers Laying up Lunch and
AGM: Saturday 8 November 2014

New Area Officers were elected
as follows

President: Gil Hayward
Secretary: Geoff Skinner
Membership Secretary:
Peter Crook
Treasurer: Alan Miller-Williams
Committee member:
David Bewick



Top: Gaffers dressed overall at
Ditsum Regatta
Middle: Old Gaffers Sea Shanty
Group
Bottom: Ditsum Regatta gaffer
race
Left: Raid England lunch stop at St
Just in Roseland

The plan for Sunday was to have an informal sail upriver before returning to the club for a barbecue with music from the Old Gaffers Sea Shanty Group. Unfortunately, Saturday's slight winds were replaced by a very brisk north westerly on Sunday morning, curtailing our exploration of the river.

At the last minute Dartmouth Regatta reinstated the Gaffer Class, but only two gaffers took part, neither current members of the OGA. Instead of Dartmouth, a number of Trailer Section members (including the writer) joined the Raid England event in Falmouth 1-5 September. 27 boats took part sporting a wide variety of rigs. Swallow Boats accounted for 50% of the fleet but less than a third were OGA members.

By the time this article appears in print, the season will have finished and we will have held our Laying-up Lunch and AGM. It is important to bring new people onto the committee and have a change of officers from time to time. We are indebted to Mike Lucas, who has been involved for at least 20 years. He has indicated that due to personal and business reasons he would like to stand down as Area President at the AGM in November. We welcomed Geoff Skinner on to the committee last year, and now realise he was Area Secretary of the Solent at the time of the Millennium. He was duly elected as Area Secretary. Despite my best efforts to retire completely as an Officer, I have been elected as South West Area President. In order to spread the load, we have also appointed an Area Membership Secretary, Peter Crook. Thanks are also due to Giles Bowen who is standing down following several years as a member of the committee. David Bewick, the owner of a very smart Francois Vivier, 'Aber', which he built himself, has indicated he would be happy to join the committee.

The committee is already planning the events for 2015, and will have a programme in place by the end of the year. Look out for details in the March issue of Gaffers Log and on the OGA website.

Gil Hayward, Area Secretary

Trailer Section

Commodore: Mike Stevens
Secretary: Keith Mosley
email: trailersec@oga.org.uk



The most significant happening since September is that Mike Stevens, founder of the Trailer Section, stood down as Secretary. Truly the end of an era which has seen the Trailer Section, created by Mike, his wife Marlene and their band of helpers, based on ideas of David Cade and George Jago, grow in strength to become a significant part of the OGA described in more detail on p.xx. Mike will continue as Commodore and the Trailer Section as a whole would like to say a huge thank you for the unstinting effort Mike has put in, organizing regular events across the country and bringing small boat, 'sailand oar' members into the OGA.

The Trailer Section organised another successful visit to Clywedog SC, mid-Wales in August, where members

PROVISIONAL MEETS FOR 2015

Messing about in boats, Lechlade:
29–31 May and 25–27 September

Beale Park Boat Show, Pangbourne,
Berkshire: 5–7 June

Norfolk Gathering, Thurne, Norfolk:
9–12 July

Clywedog Sailing Club, Llanidloes, mid
Wales: 14–16 August

Provisional Trailer Section meets within
OGA small boat events to be confirmed.

East Coast Swallows & Amazons: 4 July

SW Area River Dart Rally: 8 August

Facing page: On the River Dart I–r: PAJ, Mike Stevens, Shrimper 'Morwenna', Michael & Penny Olliff–Lee and Tideway 'Puff', Richard Hayes, Commodore of Dittisham SC and Head Chef at the Sunday barbecue. Oysterman with yellow tops! is 'Marie Louise', winner on handicap, Mike Lucas and past President of SW Area Caffers.

Below: Young gaffer, Josh Mosley (aged 5), rowed for about a mile at a reasonable pace with long, heavy oars. Well done, Josh!

Bottom: Trailer Section leave Lechlade on the Thames

All photos: Marion Mosley

enjoyed the interesting sailing conditions on a lake at over 1000' up a Welsh mountain. Clywedog is a regular Trailer Section venue offering a fine mix of exploring the lake, picnics on the shore and a little light-hearted racing.

Trailer Section members joined the South West Area at the River Dart Rally, Dittisham (Ditsum if you're a local), reported by Gil Hayward (p.50). The first challenge was a steep hill into and out of the village! The Dart at Dittisham is a beautiful sailing area and we had a warm welcome from the Sailing Club, wonderful supper on Saturday and enjoyable barbecue on Sunday complete with sea shanties. Saturday's race included entrants ranging from an 11' Heron dinghy to a gaffer of over 30' sailing around a tight triangular course, an interesting experience.

The traditional end of season 'Messing About in Boats' on the Thames at Lechlade was blessed by beautiful weather. The Rally is held in conjunction with the Home Built Boat group so an interesting selection of boats are seen rowing up and down. The normal quiet and serene experience was somewhat spoiled this year when Mike Stevens' Heron was unceremoniously rammed by a large river launch.

We will continue using the formula developed by Mike; a mix of interesting sailing and pleasant socialising.

Keith Mosley, Trailer Section Secretary



'Going foreign' in a trailer sailer

As part of the Solent Committee organising OGA50 in 2013, Dave and Sue Pennison met many great folk with lovely boats. As the Dutch Anniversary plans unfolded, they decided to take 'Sepia', a Memory 19, to join in the fun. In this article, they hope to inspire other trailer sailors to venture further afield.

The paperwork isn't too much of a 'performance'

We had to ensure 'Sepia' was registered with an SSR number and we had a certificate of competence, including the Cevni test for inland waterways of Europe, available online. Next came insurance. David found he was able to extend our cover to include coastal and inland waters of Europe at no extra cost. Prudently, we decided to arrange recovery insurance for the van, boat and trailer in the event of the worst happening. Most companies cover trailers up to 7m, but our mast was 7.3m. David finally found a good company prepared to cover trailers up to 8m for £67.

The cost of craning the boat on and off the trailer in Holland was approximately half the cost of doing this on the Hamble! We took this option as we had not yet put the trailer in salt water but we were prepared to launch and step the mast ourselves (with sheerlegs), had that been necessary.

Flares on the ferry and coldbox storage

We opted for ferry as we were time constrained. How would Stena view the presence of flares on board the trailed boat? Whilst we were asked about them at Harwich, and told the boarding man would put us in a particular part of the ferry, we just drove on with everyone else.

Next we came to contemplate our coldbox strategy. Those with very small boats guard every cubic centimetre of space. Nothing goes on 'Sepia' unless it has a very good use, or preferably two! Whilst I relished the thought of sipping a chilled glass (or three), in reality I expected we would end up carting round a cumbersome box, with half melted ice swilling around in it. We went for a 'no coldbox' strategy. There was a payoff. Instead of forever hunting ice when we stopped (which turned out not to be readily available very



Photos: 'Sepia' cruises in company in the Netherlands top Dave Pennison, bottom, Sue Lewis



often), I poked around previously unvisited areas of my local supermarket, assessing what was available and edible that did not require refrigeration. In the end we trialled some products that we would not have regarded previously, and turned out to be rather good.

Fuel

We would need a greater petrol capacity for our 6hp outboard as the early part of the tour was under motor. We carried the main 12 litre tank plus two additional 5 litre cans, filling them at every opportunity. Petrol was generally in reach but as we were often mooring in a town quay (rather than marinas) it could not be taken for granted fuel would always be available. Even the posh new Marina in Amsterdam required a route march, off-site, to lay in stocks.

The verdict on three weeks in a Memory 19

Whilst all this might seem a bit daunting, and despite spending three weeks in a space not large enough to swing a rat let alone a cat, there were definite plus points in being a small boat. It was easy to slip in and moor up when the fleet arrived in town or into the locks. We could pass under some bridges, whilst the fleet awaited opening time, for the bridge that is! Prior concerns about pushing the outboard on motoring days were unfounded. We kept up with the fleet, nothing broke and nothing fell off. We were lucky that the generally light winds favoured small boats, and we had interesting racing between 'Sepia', 'Step Back in Time' (Golant Gaffer) and 'Charlotte II' (Cat boat).

On reflection, whilst it had appeared a bit of a performance getting to the Netherlands, fetching trailers from the south to the north (as it was a one way trip), it turned out to be a real adventure, one we wouldn't have missed for the world. We had a brilliant reception and got to know our Dutch counterparts over the tour. On the way home we started to plan where else we might take 'Sepia' next year. 'Going Dutch' has opened our eyes to the joys of a trailer sailer.

David and Sue Pennison, Solent Area Committee



What about a seasonal gift for skipper and crew?

Orders received before 16 December will be processed in time for Christmas delivery. Choose from our elegant designs, either a topsail cutter with smaller lugger (logo 1) or stylised gaffer sailplan (logo 2). Both are available on high quality polo shirts and fleeces, with optional overprinting of your boat name.

When ordering make sure you specify which design you want and whether you would like your boat name or any other text added. Order online via our own website, by email or by phone.

Polos

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

Fleeces

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

Add your boat name and/or sail number below the OGA design in a choice of fonts and styles:

'ALL CAPITALS', 'Upper and Lower Case' or 'lower case' in a choice of 'block letters' or 'script'.

Sizes available as follows:

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

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

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

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

Children's

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

Costs

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

(Prices include VAT, but not postage & package)

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

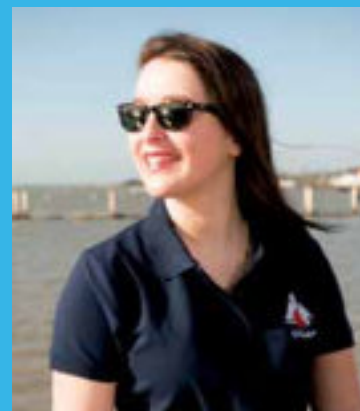
Logo 2 with single sail plan only: Embroidered in white on dark coloured shirts and navy blue on white shirts (or as you specify).

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

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

OGA designs!

Order before 16 December
to be in time for Christmas



OGA Merchandise

Order OGA merchandise listed below from Ed Allen by email, phone or the OGA website. Payment is by cheque, or PayPal via the website www.oga.org.uk/shop

All prices include postage and packing to UK addresses.

OGA burgee (triangular)

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

OGA flag (rectangular)

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

Books

'Conserving Historic Vessels' £25.00

'Sailing Gaffers' £23.00

OGA 50 flag £5.00

Small items

OGA tie £9

OGA enamel lapel badge £6.00

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

OGA teatowel £5

CLEARANCE OFFER ON CLOTHING

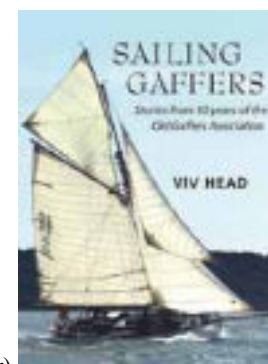
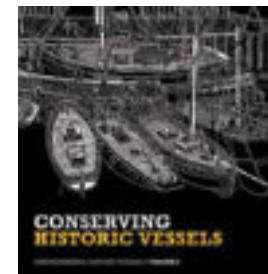
A limited range of clothing embroidered 'Old Gaffers Association' may be ordered, subject to availability, from Ed Allen, stating size and style preference, at these discounted prices.

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

£20: navy sweatshirt or navy fleece

£12: navy polo shirt

www.oga.org.uk/shop
to order online with PayPal
email
merchandise@oga.org.uk
phone Ed Allen
+44 (0)203 638 2330



Light through a lens

The Guild of the Holy Trinity, a fraternity of mariners based around the Naval Dockyard at Deptford on the River Thames was granted a Royal Charter by Henry VIII in 1514 'so that they might regulate the pilotage of ships in the King's streams.' Elizabeth I gave the Guild the powers to set up 'so many beacons, marks and signs for the sea whereby the dangers may be avoided and escaped and ships the better come unto their ports without peril.'

500 years later, Trinity House still provides essential services to mariners and this beautifully illustrated hardcover book traces its long history. Dipping into the pages, or reading through sections, brings into sharp focus the work of the Corporation through photographs, facsimiles, narrative, quotations and extracts from journals and diaries of the lighthouse keepers themselves.

The book is compiled by Neil Jones, Records Manager for Trinity House and Paul Ridgway whose association with Trinity House stretches back 40 years. It should grace the bookshelves of anyone who goes to sea, or is fascinated by the ways in which Trinity House has provided support for mariners and shipowners around our shores for half a millennium.



Light through a lens

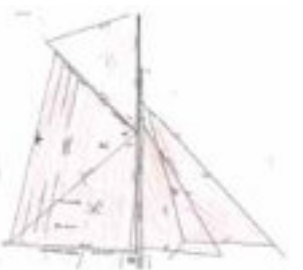
Jones, Neil & Ridgway, Paul, (2014), Trinity House, (Adlard Coles Nautical)
Hardcover: 160 pages

We all admire those immaculate restorations but if you've ever thought it would be quicker and easier to build a new one, you should read about today's affordable new gaffers in the practical bi-monthly magazine from Pete Greenfield and friends. Water Craft 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

BRIAN KENNEL
Boat Builder Established 40 years

New build and restoration up to 80ft.
Spar building, Historic & Classic Boat consultancy.
Yard facilities available.
Builders of the 12ft GRP Smacks Boat.

Tel. 01206331212, 07745173908
sallyboatsails@btopenworld.com
www.briankennellboatbuilders.co.uk



Isobella

2006 Memory 19 built by Salterns. GRP black hull, cream deck/coachroof top. Teak coachroof, 4 brass portholes. 24' 10" LOA, 19' LOD. Bowsprit retracts. Draught 1' 9" plate up, 3' 9" plate down. Plate winch, very easy to raise/lower. Tohatsu 5hp outboard in well, 12 l remote fuel tank. Tan main, genoa and small jib. Wykeham Martin furler. Plough anchor, chain and warp in good condition. Silvassteering compass. Overboom cover/tent, brown canvas. Two large berths, almost new red cushions. Cream/teak cabin interior. Single axle braked galvanised road trailer, good tyres, lighting board. On trailer near Bognor Regis. Could deliver by negotiation. Price: £16,750

Nigel Lewis: 07759 824855 | n.lewis62@btinternet.com

Suit of gaff sails

Brand new suit of sails for gaff rig boat approx. 22' LOA. Mainsail, staysail and jib in tan and topsail in cream. All made by Garland Sails in Bristol. Never been out of the bag, let alone run up the mast! All fittings complete, all have their sailbags. Over £2,000 worth of sails when made several years ago, a real bargain at £1000. Diana: 0792 9739723 | www.pandiboats.co.uk

Gaff

Made by my late husband, in readiness for gaff conversion he had planned, but unfortunately never finished. Approx. 154" long, with all relevant fittings for a mast of 7" diameter. Well made, and varnished, it has never been out of the workshop.

Price: £300 Diana: 0792 9739723 | www.pandiboats.co.uk



www.heritage-marine.com

DOWN ROAD BOATYARD

MALDON, ESSEX CM9 5HG

Restorations, Repairs, Moorings, Slips, 6t Crane, Mechanical engineering & servicing,
Water blasting & welding.

TS RIGGING Ltd

Designers, Suppliers & Makers of Modern, Traditional & Architectural rigging.
email: info@tsrigging.co.uk or call 01621 874861

MJ LEWIS & SON (Boat Sales) Ltd

Brokerage specialists of Classic boats, Traditional yachts & Work vessels.
Suppliers of new GRP & wooden dinghies, punts & workboats.
email: info@mjlouisboatsales.com or call Catherine on 01621 859373

Golden Nomad

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

Alan Aston: alan@marinomarine.com | www.marinomarine.com
0792 1050400 | 0289 0426497

Diane

Gaff cutter built by Elkins in 1938. 20' LOD, 7' beam, 3' draft. Carvel mahogany on oak, lead keel, Yanmar engine, refitted to survey. British Registry Part 1. Lying Isle of Wight. Winner of YOGAFF Concourse d'Elegance, 2010. Price: £9,000
Keith Hudson: 01908 584337

Waypoint Yacht Brokers Ltd. East Cowes 01983 200785
www.waypoint-yachtbrokers.co.uk/boat_for_sale/1001218/

Lady Realwood

Designed and built by Henry Engelaar, 'LadyRealwood' was launched in 2013 and took part in the OGA NL 10th anniversary tour, 2014. She's a 7.15m classic, clinker-built wooden gaff cutter, finished to a very high standard. Lying ashore for the winter at Beneden-Leeuwen on the River Waal, 25 km. west of Nijmegen, Netherlands. Visit her website for details in Dutch and English. Price: €159,500

Henry Engelaar: +31 (0)487 596 722
info@ladyrealwood.nl | www.ladyrealwood.nl

Diamond

Diamond is a replica of an 1897 Sibbick fin and bulb keel half rater. Built in strip plank in 2011, she is 21' long with the original style lug rig. Diamond is fast, fun and easy to sail. She is 'asnew' and comes with a road trailer making her ideal for classic regattas. Offers are invited.

Martin Nott: 07831 328212 | martinnott@mac.com

Memo

'Memo' is a Limpet lugsail dinghy, designed by Roger Dongray, built 2009. Length 3' 10", beam 4' 3", sail area 4.2 m2. Complete with Jeckell sail, oars, cover, launching trolley, road trailer and lighting board. Very lightly used, looks as new and stored under cover for the last two years. Can be viewed in Somerset and delivered by arrangement.

Price: £2750 ono
Michael Costen: 01934 732678 | emmdc@bristol.ac.uk



Photo: Tony Pickering

Janner, Heard 28, Falmouth Working Boat

Hull built 1984, 28' LOD, c. 5' draught. Gaff cutter with large 'racing' rig, steevable bowsprit c. 13.5'. Originally built for racing, sail number (42) is Falmouth racing number. Cabin added later for cruising use. GRP hull, epoxy coated below waterline, copper coated, wooden decks and coach roof. Four berths in two cabins, galley with Taylor's paraffin cooker (2 hob and oven) 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 079D diesel cabin heater, Jabsco manual toilet. Currently lying ashore, Essex.

Price: £36,000 | 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 | 07740 636158

Wagtail

21' Westmacott design, built Woodnutts Yard, 1928. Gaff rig, traditional wooden spars, Spargo main and tops'l, jibs x 3, spinnakers x 3 (Mountfield, Batts). Sheets & halyards all replaced in last 3 years. Epoxied seams, Harken/Spinlock fit-out, full racing spec. Included in sale: road trailer, electric bilge pump, Silva compass, sail cover, anchor, flares. Immaculate condition, anti-fouled and painted, ready to launch. Currently lying in a barn near Falmouth, nice and dry. A well-loved boat, performing well. Price: £12,950 Dave & Mandy Owens: 07582 067829

Janty

Formerly owned by George & Brenda Jago. Recently cruised on East Coast & Blackwater. Good fun and nice to sail. 2 Berth & pipe cot. Cassette portable toilet. Excellent J Lawrence sails. Almost new 1 GM10 Yanmar & Aquadrive, approx. 100 hours. Needs attention to paint, ready to anti-foul. Meths stove. Article in Classic Boat, Jan. 1992. Optional 4-wheel trailer. Perfect introduction to East Coast gaffing. Price: £9,000 ono
Terry Rowing: jantydeben4tonner@gmail.com | 07970 166693

Mast, sails, boom and fittings

Many parts including wooden mast, sails and boom from damaged old 1935 gaffer 'Ysanne'. Mast, pitch pine: 10.6m, octagonal base. 2.1m high section, 550mm circumference at base tapering to 330mm. Boom, pine: 6.9m, 350mm circumference. Portholes and deck fittings, propellers etc. Shoreham-by-Sea, W Sussex. Steve Hayward: 01444 240165 | 07785 725029

**Maid Marion**

Aux. gaff cutter in present ownership for nearly 30 years, mobility problems force sale. LOD 22' (28' inc. bowsprit) 7'3" beam, 3'8" draught, 2.9 tonnes register. Sail area c.400 sq ft. Built as a yacht, by H. Gale, West Cowes on the lines of an Itchen Ferry. A registered British ship with detailed photographic history from launch, 1922. Pitch pine on oak, lead keel with bronze keelbolts, copper fastened. Keel-stepped mast, sails, standing and running rigging in good condition. Trouble-free Petter Mini 7 diesel. 2 berths. C/W good inflatable and usual inventory. A very attractive small gaff yacht, sails well with many original features. Needs a new, enthusiastic owner. Lying afloat Southampton, Kemp's Quay Shipyard, River Itchen. Price: £4,000

Charles Dickerson: 01865 891467

charles@cdickerson.demon.co.uk

Canowie II

1933 Silvers 42ft Silver Leaf class motor yacht. Pitch pine on oak with teak wheelhouse. Lovely original oak interior. Twin 45hp Perkins diesels, serviced 2014. New batteries. Complete bottom overhaul including new keel bolts forefoot 2013. New galley 2014 and rewired 2014. Six berths. Two toilets plus bath. Two masts and davits. Lying N. Essex.

Price: £35,500

David Skinner: 01255 675358 | 07740 636158

Fairey Marine Duckling

Bought new in 1957 (original invoice available), in same family ownership ever since. Not used since complete overhaul and revarnish. LOA 275cm, Beam 125cm. Complete with original mast, gaff, boom, centreboard, rudder and sails. Ideal small and stable sailing dinghy or tender. Near Chichester.

Price: £700 ono

Richard Fortin: 01243535349 | rcg.fortin@gmail.com

Ferryman III

OGA 1895 (sail number NOT age!) 20' topsail schooner, 26' with bowsprit. Old Gaffers Dayboat eligible for The Dinghy Cruising Association, full camping inventory including camping cover. Complete refurb. 1996-1999. GRP hull, nearly everything else spruce, teak, iroko, mahogany, bronze, aluminium and a bit of galvanised iron, mainly the lifting centreplate. Yanmar YSE8 7hp inboard diesel. Seven sails including reefing squaresail on foremast. Road trailer to keep after free delivery UK mainland. Lying undercover SW Scotland. FY3 is a one-off, difficult to value, no reasonable offer refused. Seller is now a genuine old gaffer.

Hamish Wilson: 01848 331651 | 07889 666550

wilson@blackchub.co.uk

**Find the OGAonline**

www.oga.org.uk

www.sailing-by.org.uk

Contact the Editor

log@oga.org.uk

Contact the Boat Register Editor

boatregister@oga.org.uk

Browse the online Boat Register

We hope to have all members' boats published by the New Year, around 750 out of a total of over 3,000 in the register. Logged in members may browse published boats: www.oga.org.uk/register-home

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

Log in and open 'My account' to find links to your own boat(s). Please take some time to check the details. If you have any problems, please contact us.

Published boats display a 'default' photo until you upload one (or more) with copyright credits and captions.

Advertising in Gaffers Log

Adverts are placed in good faith. Neither the Gaffers Log Editor, nor OGA, shall be held responsible for content or accuracy. Non-commercial advertising in Gaffers Log is free to OGA Members. Other adverts may be placed, for a fee, at the Editor's discretion.

Deadline for next edition

Send advertising copy, photos and other articles for consideration to the Gaffers Log Editor by 26 January 2015: log@oga.org.uk

OGAonline and in print

Online Boat Register

The online Boat Register has come a long way since it's launch in March, but there is still much to do. Changes are in hand to make it easier for you to update boat records and to ensure the OGA handicapping formula works accurately.

Do please log in and browse the boats to help us create an accurate record. There will be mistakes, as I don't always get to hear when boats are sold. Many thanks to Area Secretaries for reporting some of the errors to me. Let me know of errors by email boatregister@oga.org.uk or by filling in and returning the form in the centre-pages of this Gaffers Log.

The next major task is to get our extensive paper records online. It would be a huge help if members updated their online records with missing history, cruising logs, restorations and refits, past owners, pictures, video and line drawings. Do remember the Register is for all gaff rigged boats, old and new, large and small. 'New' gaffers, added in the 1970s, are celebrating 40 years afloat, and small dinghies are as important as the 60 and 70 footers.

Our Boat Register is a unique record of gaff rigged craft, built for work and leisure, over the past 200 years. Only OGA members can view the records. It's now time to think of the future, and whether to share this valuable resource with others. Item 11 on the AGM Agenda, January 2015 (p.4) includes a report on 'going public'. This item will also be on the ACM Agenda. If you have any views to share, please let me or your Area Secretary know before the AGM.

Pat Dawson, Boat Register Editor

Future plans for the website and Gaffers Log

There will also be reports and proposals for online developments and Gaffers Log at the ACM and AGM. Let us know what you like (and don't like) with a 'wishlist' for the future by email to log@oga.org.uk or Area Secretaries.

Beverley Daley-Yates,
Editor (Log and online)



Beverley Daley-Yates: Swallows and Amazons at Stone Point