

GAFFERS LOG



ISSUE NO. 87 JUNE 2015

In this Issue:

Fitting out

Modern gaffers

Early season sailing

2015 photo competition



NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

Contents

- 3 • Foreword
- 4 • From the Quarterdeck
- 5 • Dublin Bay YoungGaffers
- 6 • May Day weekend: Chichester and Tollesbury
[Reports on the first two events of 2015](#)
- 8 • Gaffers & Luggers: Falmouth working boats
[The GALA story and 'Aeolus', a Heard 28](#)
- 12 • East Coast YoungGaffers
- 14 • 'Annelis': an update on progress with fitting out
- 16 • 'Barnabas' round Britain, 2015
- 17 • Baltic crewing opportunity: 'Marlhona'
- 18 • OGAPhotography Competition, 2015
[Rules, submissions and tips from Beken of Cowes](#)
- 20 • Cruising in Company, 2015
[West Cork | Yarmouth to St Malo | East Coast](#)
- 22 • 'Our Boys': a fitting out story from Phil Cogdell
- 26 • Noticeboard
- 28 • Welcome aboard and 'a NOGnote'
- 30 • 'Swift' sails down Severn: riding the 'bore'
[Recollections from the 1950s by David Grainger](#)
- 36 • East Coast Race weekend, Brightlingsea
- 38 • Obituary: Ken Stocks
- 39 • Obituary: Mark Miller
- 40 • From the Gaffers Log archive: 'Duet'
- 41 • New Cornish Crabber, 'Sequel' on show at YOGAFF
- 42 • David Godsall, the end of an era
- 44 • News and reports from around the Areas
- 56 • OGAm merchandise
- 59 • A chance meeting in Ellesmere Port
- 59 • Members' adverts
- 63 • OGAonline and in print: Boat Register update

Issue no. 87 June 2015

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

Please submit material for the
September issue by 3 August 2015

GENERAL MANAGEMENT COMMITTEE (GMC)

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

Marion Shirley: merchandise@oga.org.uk
+44 (0)2381 787148 or
+44 (0)774 8218444
www.oga.org.uk/shop

Cover photo: 'Duet'
by David Bridle www.press-gang.co.uk

Foreword



We were spoiled by the weather in April, with warm, balmy evenings and sunshine, enabling many members to get started with fitting out and even do some early cruising. Gordon Garman braved the west coast of Scotland in March, and sends a short report (p.54).

We 'held the page' for two May Day weekend events which got the sailing season off to a great start in the Solent and East Coast (p.6). There's plenty more planned for the summer with three Cruises in Company (p.20), Area events and invitations from further afield such as the Dutch Classics in July. Check out the Calendar in the centre pages of the March Log and visit the website for full details: www.oga.org.uk/events

We celebrate 'new' gaffers with articles by Steve Lorraine in the SW area (p.8) and hear Solent members will have welcomed a new Cornish Crabber at YOGAFF (p.41).

Mike Garlick is looking forward to a bigger entry for the OGA Photography Competition this year, and we've got more tips, this time from the professionals, as we announce the 2015 competition on p.18. Once again, prizes will be from a selection of nautical books.

Looking back to the 1950s, we bring a tale of sailing 'Down Severn' (p.30). There's news of 'Barnabas' around Britain and a crewing opportunity to sail on 'Marihona' to the Baltic. We have four winter fit out reports from east and west: 'Annelis', EC young gaffer Josh Masters (p.14), 'Our Boys', Phil Cogdell, now in the South West (p.22), 'Charlotte', a rescue by BCA members (p.44) and 'Bush Barnaby' by Jim Bell in the North East (p.48).

Our NOG note (p.29) poses interesting questions about OGA communications. Read more about this inside the back cover and on the website where you can log in to share comments on Richard Jacob's article. I hope you enjoy this issue of the Log, and look forward to receiving more contributions and comments during the summer.

Beverley Daley-Yates, Editor (Log and online)



From the Quarterdeck

Fellow Gaffers

It's been a reasonably gentle Spring, weatherwise, enabling many of us to complete our engine, rig, and boat fitout in good weather, and launch in time. Time enough to plan, to enlist and confirm crew. Time enough to complete any remaining work needed to ensure a problem-free season, this task never ends.

Our thoughts turn to the 2015 sailing season, to weekend racing, and to our annual Area Events, some of which will already have happened by the time you read this. I urge you to register your interest with organisers in good time for the events from June onwards. You'll find updates in this issue on our longer events, the St Malo and West Cork Cruises in Company as well as the August East Coast Classics Cruise. Keep an eye on the website for details of other events and please help the organisers by registering early.

This year there are some exciting OGA small boat 'raids' planned. This is a relatively new, very exciting and hugely competitive sailing activity, great fun too.

Two terrific Youth Sailing events have been organised, approved and OGA funded, one in the East Coast (p.xx) and another in Dublin (see opposite page). There is still time to submit your own Area plans for OGA Youth Sailing. If you have a worthwhile idea, turn it into a project proposal, seek funding approval and make it happen this year. Check out the Youth Fund section of the website for further information www.oga.org.uk/youth-fund

Our hard-working OGA Secretary, Sue Lewis, recently sent copies of new membership fliers to Area Secretaries for distribution to Area boatowners, who should keep them aboard. Do offer them to anyone showing interest in your boat, and in OGA activities.

We do need new members and should all take every opportunity to enlist, especially during our Area Events.

We must take a moment to think of our three recently departed members;



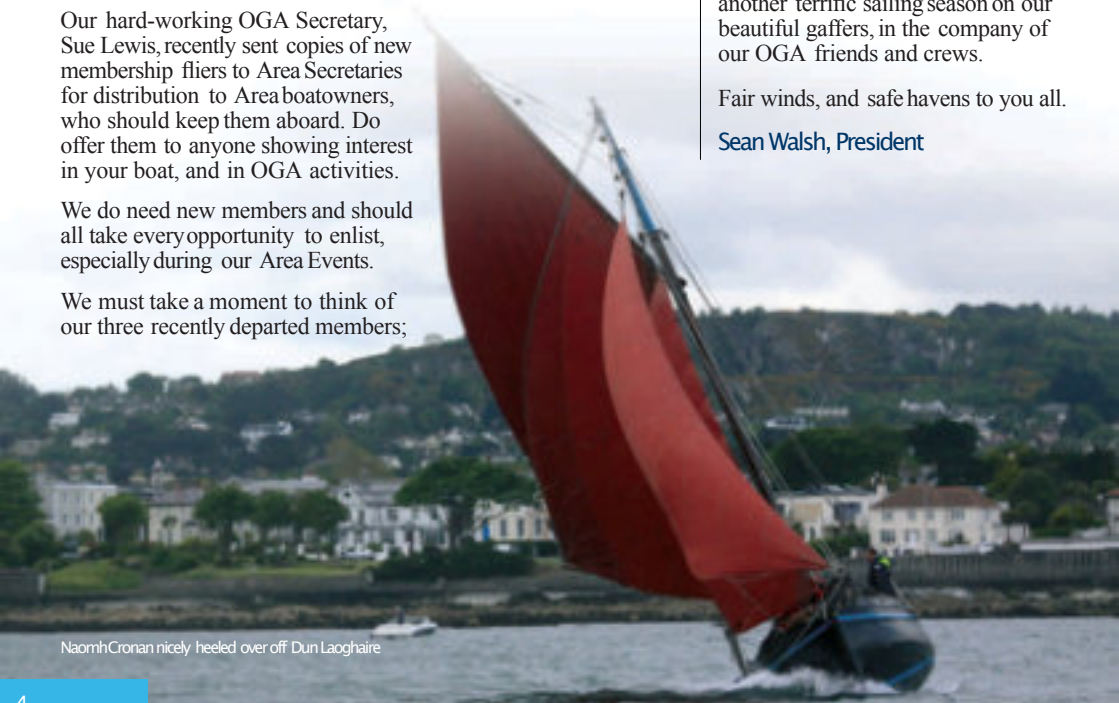
Photo: Conn Walsh

Mark Miller, Ken Stocks and David Godsall whose obituaries may be read in this issue. They will be missed, may they rest in peace. As the years roll by, I appreciate the innate wisdom in the advice, 'Sieve the day'.

Lets do that again this year, and enjoy another terrific sailing season on our beautiful gaffers, in the company of our OGA friends and crews.

Fair winds, and safe havens to you all.

Sean Walsh, President



NaomhCronan nicely heeled over off Dun Laoghaire



Dublin Bay 'young gaffers'

The Dublin Bay OGA Youth Sailing project is scheduled for May 22-23, and will have taken place by the time you read this. We'll bring a full report in the next Gaffers Log, but here's a flavour of what we have planned for the weekend.

Poolbeg YC Marina are providing free berths for the weekend for our two project boats, a Bad Mor Galway Hooker and Falmouth Working Boat replica Heard 28.

As we did at last year's event, five girls and five boys are coming up from a Cork School by train on the Friday night, at their own expense, and will be assigned berths on the two boats. Their accompanying teachers, a female for the girls boat, and male for the boys will act as supervisors.

We are very fortunate to have the commitment of these teachers who are competent sailors on gaff-rigged boats. For the last month or so, the youngsters selected (and there was a lot of competition for places) have been attending special lessons on these boats, their impact on their individual working boat environments and communities.

They will also learn the basic principles of rig and sails along with the operation and handling of them.

On Saturday morning, after breakfast aboard, everyone attends the safety briefing and are fitted with lifejackets, mandatory for under-15 year olds aboard sailing vessels in Ireland. By the end of the day, we plan for each young person to have an opportunity to try each task, and we expect that they will now be able to tack and gybe, with the helm using the proper commands to get his crew to work together as a team. Ready about! Lee ho!

It's exciting for DBOGA volunteers to see how quickly the youngsters pick it up, and watch them tack upriver back to their Marina berth, unaided. After a hearty barbecue, the youngsters settle down to watch some videos on Galway Hooker building.

On Sunday morning after breakfast, the participating youngsters will be presented with their OGA Youth Project polo shirts and a signed certificate attesting to their competence in handling, reefing and helming a gaffer.

The weekend closes with the traditional 'Blessing of the Boats in Poolbeg', a very colourful affair as all the vessels dress overall for their trip upriver to the Mariners Church for their blessing. After a celebration lunch, the young people are brought to their train, to head back home to Cork. Ten very tired youngsters, all abuzz with their weekend OGA Youth Sailing experience.

Back in Cork they will be offered the opportunity to join a local maritime project which teaches young people how to build and row Irish currachs, or join a local Yacht Club if they so wish. In Dublin the OGA volunteers have a formal review of the project and record any lessons learnt. They contribute images and videos of the event, which will hopefully be seen in the Gaffers Log at some stage. The participating youths and teachers will also record their impressions and experiences which will form part of the report sent to the OGA.

Sean Walsh, DBOGA Youth Project leader, 2015





Stop Press: two May Day weekend events

Solent Shakedown Cruise, Chichester

The weather forecast for the early May Bank Holiday meant that most Solent OGA members who attended chose not to undertake a Shakedown Cruise to Chichester, arriving for the Fitting Out Supper on wheels rather than keels. Nevertheless, 'Moon River', 'Ivy Green', 'Black Jack', 'Alice Pellow' and their crews undertook cold and windy passages from Shoreham, the Beaulieu River and other parts of Chichester Harbour.

We were very pleased to welcome new members Keith from the Bristol Channel area with his Golant Ketch 'Daydream' on her trailer and the Pring family, eager to make the acquaintance of their new Memory, 'Isobella'. They said, "We had a thoroughly enjoyable time. Everyone was very free with helpful advice, friendly and non-condescending even though we are newbies amongst experienced old gaffers." We dined in the tranquil setting of Chichester Yacht Club and were entertained afterwards by Britonica.

Read Keith McIlwain's impression of his weekend with the Solent Gaffers on the Solent OGA website. As a Trailer Sailor, he chose Chichester as his first event, and we look forward to welcoming more OGA trailer sailors to our events this summer.

Marion Shirley, Solent Area Secretary



New family members, Niamh and James
Pring Photo: Barbara Runnalls



Daydream' sailing in Lyme Regis last year Photo: Nigel Sharp



Tollesbury Rally

With a wide range of boats registering for the Tollesbury Rally, the first event of the season for smack boats and other traditional dinghies, the fleet was split into two classes. This is the East Coast OGA though, so the 'classes' were very broad, based on whether the boat was likely to be 'fast' or 'slow', with the latter group getting a ten minute head start over the same course.

17 boats registered including gaffers, luggers, Bermudans and gunters plus the unique 24' sprit schooner 'Dirty Girty'. Getting from the hard to the race start was not without incident, with wind on the nose in the Leavings and the tide still rising. With safety boats relaying pliers for hasty repairs, 16 boats reached the start line. Four more retired during a breezy, exhilarating, if rather chilly race and everyone returned to Tollesbury Sailing Club for a relaxing afternoon before spending the evening at the Kings Head for paella, chilli, great beer and bands in a marquee where the prize giving was held.

Visit the website for race results, more details and a slideshow of participating boats. Thanks go to OGA organiser, Steve Meakin, Tollesbury SC for making us so welcome, organising the race and providing excellent safety support and the Kings Head for the evening entertainment.

[Alison Cable, Eastcoaster Editor](#)





Gaffers and Luggers:

OGA Objective 2a. states: The Objects of the Association shall be to encourage interest in gaff, lug and spritsail rigs and their development. These two articles, contributed by members from the South West Gaffers, reflect on the Gaffers & Luggers story of the Heard 23/28 boats, popular with many OGA members: 'Susan J', 'Tir na n'Og', 'Janner', 'Plum of Mylor', 'Morwenna', 'Capraia', 'Aeolus' . .

GALA: The Association of Gaffers and Luggers

Inaugurated in July 1996 GALA has a two-fold purpose:

- 1) to form a fraternal link between those who had been (or who were thinking of becoming) a customer of the Cornish boatyard of the same name and;
- 2) to form a representative body which could monitor any number of matters concerning the experience of owning any of the yard's products or services.

The yard, situated at the top of Mylor Creek, near Falmouth, concentrated on design and construction of a range of traditional Cornish fishing craft. By this time, most were being produced in GRP. They included the world-renowned gaff-rigged Falmouth working boats:

Falmouth traditions

The working boats, some of which are over 100 years old, dredge for oysters on the Fal between 1 October and 31 March. They are only allowed to do so under sail, no mechanical propulsion is allowed while dredging. Martin's father, Terry Heard, took the lines from an original 28' working boat to produce the GRP hulled Heard 28, some of which are used by the fishermen instead of the old wooden boats.

www.falmouthworkingboats.btck.co.uk



'Tir na n'Og of Howth', a Heard 28



the Falmouth working boats

oyster dredgers of 23', 25' and the ever-popular 28' version; the 18' gaff-rigged Mevagissey Toshers, finished either as open working/racing boats or as cabin cruisers; the very pretty and easy-to-sail 16', open gaff and lug rigged Clovelly Picaroons and several other smaller rowing boats and dinghies including Oyster punts and Cornish skiffs.

The boats themselves are a joy to sail and own. The hulls are heavily laid up GRP and the rest is fitted out in wood, giving the feel of a wooden boat without the maintenance issues of a wooden hull. The encapsulated ballast is offered in either lead or iron. The 28' boats displace 8.5 tons with 5 tons internal ballast.

One very important feature which appealed to prospective buyers was that, if purchasing any of the cruising boats, the yard offered its customers the opportunity to provide their own, personally-designed internal layout, including the size of cabin, their favoured rig and the colour of the hull. All of this 'tailoring' helped owners to feel that they had 'placed their own stamp' upon their chosen hull.

Sometime shortly before Martin Heard's untimely death in 2009, GALA had changed from having been a membership organisation

to becoming a solely internet-based site. The website is there for Heard owners to ask questions or post information about their boats. Examples of Gaffers & Luggers boats can be seen in the Gallery section of the GALA website:

www.galawebsite.co.uk

Martin's son, Sam, has continued the business on a site immediately next to the yard's previous location; however, in order to avoid confusion amongst those who knew the whereabouts of the earlier yard, Sam's new yard has the additional name 'Waterings Boatyard' added to it. There, Sam Heard continues to lay-up, repair and build many of the vessels for which his late father was so well known.

www.gaffersandluggers.co.uk

Roger Stephens, GALA founder and
Steve Lorraine, OGASouthwest Gaffers



'Sulis', Mark I Cornish Crabber
Photo: Steve Lorraine



'We need a bigger boat!'

We had owned 'Sulis', our Mk 1 Cornish Crabber, for a number of years and were enjoying her very much. Our Salcombe mooring seemed like an ideal spot from which to turn left or right into a beautiful coastline. One windy day Carole suggested that we go somewhere but I thought it would be a bit rough at sea. Nevertheless, we set off for the short trip along the coast to Plymouth.

Well, it was rough, and Carole had gone quiet. Salcombe was closer than Plymouth so I put 'Sulis' about and headed home. It was my wife's first experience of sea sickness. I got the boat back on the mooring and made us a cup of tea. I asked Carole if she was OK and to my surprise and delight she said, "I'm OK, I know what the problem is - we need a bigger boat!"

I loved the gaff rig and had always admired Martin Heard's Gaffers. That season we saw three or four of the 28s on our travels and invited ourselves aboard them to check them out. Later that year we sailed to Mylor to place an order for a 28.

Meeting Martin Heard for the first time was a wonderful experience, as anyone who had met him would understand. His untimely death at the age of 50 in 2009 was a great loss to the world.

Many Heard 28s are a bit agricultural and there are various coachroof options. I told Martin that I loved the look of our little Crabber and could we have a 28 with lots of deck space and a small coachroof? Also, we had seen a 23 in the shed which was being privately completed to a very high standard, could we have that sort of workmanship on a 28?

"Oh, you want a deluxe one, do you?", said Martin. Yes, we did. "We can do anything," said he, and we discussed the layout and left our deposit.

About a year later work was started on our boat. We were fortunate to see her being born from the mould, our Crabber which we had sold would have easily floated inside the hull of our new boat. We made many trips to Cornwall from our home in Bath to watch the sometimes slow progress of the construction. Our visits to Mylor convinced us to leave Salcombe and base the boat in Mylor, one of the best decisions we have ever made since we can, and do, sail year round from there.

Martin's father, Terry Heard, took a mould from an original working boat to make the mould. This mould was later superseded with another, giving a slightly higher freeboard. The boats, like our Mk 1 Crabber, are then fitted out in wood. As can be seen in the photos, Martin made us a beautiful boat. We went for low maintenance and had as much teak as possible in the construction. The result was a large cockpit, big decks and standing headroom in the galley area and heads. We have sitting headroom in the saloon area and sitting-up-in-bed headroom in the fore'sle. Due to the wonderful sheer there is almost six foot of head room



in the foc'sle under the hatch! To achieve this, the encapsulated ballast is lead, five tons of it giving a very stiff boat, eight and a half tons in all. She will point 30 deg apparent and will see off many a Bermudan boat. We stuck with the classical theme and named her 'Aeolus', the ruler of the winds.

'Aeolus' is very low maintenance, the teak is left to go grey and is treated with Brintons Patio Magic once a year. This means no scrubbing and no green algae on the teak or the ropes. The only maintenance is on the varnished spars and also the antifouling. I single-hand her most of the time which is very easy to do. The instruments are ST60 with an ultrasonic log transducer which

is very accurate and completely fit-and-forget, like the depth transducer. The auto pilot will steer her even on a dead run, making sailing very easy and relaxing. I often get comments about the apparent lack of a compass on board. I spent my working life as an airline pilot and what was good enough for a Boeing 777 would be good enough on a boat. The only recognisable compass on an airliner is a tiny one for use in an emergency. I don't think anyone has ever had to try it! So, 'Aeolus' has a handheld compass for a backup to the fluxgate, should that fail. You can steer to one degree and the use of the ST60 graphic display means that when the autopilot is engaged the commanded heading is on the pilot display and the actual heading is on the graphic. Also, all headings are true; why use magnetic if true is available?

During our second year, Martin asked if we would let Classic Boat Magazine review our boat. We were, of course, delighted and she made the front cover of the July 2004 edition with an article inside.

Over the years I have installed Webasto heating in addition to the Sigmar 100 heater which is used at anchor, giving a cosy visible flame. Also, there is now a Lowrance chart plotter which has more detail than the map display on my Boeing!

All in all, we both love the boat and it will probably be our last, outlasting us.

First published in South West Area Newsletter, 'DogWatch', issue 14, April 2013.

Steve Lorraine, South West Area



Clovelly Picarooner, photo: Steve Lorraine



East Coast 'young gaffers'

'Try a sail in a gaffer' East Coast YouthFund event

Following Sean Walsh's lead last year in Dublin Bay, East Coast Gaffers have arranged a 'Try a Sail in a Gaffer Day' 20-21 June to introduce 20 young people to the power and flexibility of the gaff rig.

The day will centre on 'Pioneer', the fully restored Victorian skillinger. 'Pioneer' was built by Harris of Rowhedge in 1864. In its heyday, Brightlingsea was a major centre for the North Sea fishing trade, feeding London with a whole range of seafood, including the famous local Colchester oysters. When working, 'Pioneer' carried up to six crew and fished as far away as North Holland and the Channel Islands, depending on the season.

Many Gaffers will have seen 'Pioneer' and her young crew at the 50th Anniversary celebrations, Cowes, 2013. As well as running sail training courses, the Pioneer Trust has workshops ashore for restoring old craft while trainees learn the ropes with a wide range of materials both ancient and modern.

'Pioneer' will provide the perfect setting to show our young guests the power and flexibility of the gaff rig. Supporting 'Pioneer' will be two Bradwell 22s. These boats will give



Photos: Pioneer Sailing Trust

hands-on sailing experience, and a chance to understand the theory of how sailing works.

East Coast Gaffers will be on hand with a selection of other small gaff rigged craft to demonstrate how the power of the rig is translated from 'Pioneer' to craft such as smack boats.

For this event we have joined with Brightlingsea Scouts 'Pioneer' troop for the day. For many, this will be a first time experience with sailing, let alone gaff sailing! Brightlingsea Scouts is a vibrant, well run group who already participate in the whole range of traditional scouting activities including hiking, camping, cooking and survival. After sailing, we will be joining the Scouts for a barbecue on the Stone at East Mersea, always a favourite mooring and meeting place for visiting yachtsmen.



'Pioneer' crew take their prize at the East Coast Race, 2013

The whole group is looking forward to the event with great anticipation. Darren Barranger, Scout Leader said, "I for one will be there as I have never been on 'Pioneer'!" We wish them good weather and a great day!

Richard Giles, East Coast Area Committee

'Duet', sailing for Gold in the OGAEast Coast Race

This poem was penned by Felicity Slatter after 'Duet' took part in the OGA East Coast Race, 2013, securing the prize for first lady helm over the line. 'Duet', our cover photo again this issue, is operated by the Cirdan Sailing Trust. The crew were aboard as part of their Duke of Edinburgh Award Gold Residential. They will be entering the East Coast Race again this year. Turn to page 40 for more about 'Duet' from the Gaffers Log archive.

I must go down to the sea again, to the sand
banks and the sky
And all I ask is a gaff rig and some wind to sail
her by
And the rudder's jerk and the skipper's shout
and the top sail's shaking
And a spring tide against a force five, and a
wave or two breaking
I must go down to Brightlingsea, for the old
gaffers race
But the lack of wind and all the tide robbed
us of our pace
And all we asked was for a windy day with sea
spray lying
But we still won the Ladies' helm and that
there's no denying
I must go down to the Crouch again, to the
Duet style of life
To the Skipper's way and the Mate's way,
where the rocking causes strife
And all I ask is for a dry bunk and bed
clothes that aren't smelly
And sweet dreams as the ship rocks with
supper in my belly



'Annelis': an update on progress

We last heard from Josh Masters in the December 2014 issue of Gaffers Log, p.14. He and Sam Doman are making good progress with the fit out of their ferro-cement gaff ketch 'Annelis', and thought members would be interested in an update.

After the hull was repaired, next on the list was the fit out. So, in January we began the work. Having removed the majority of the existing interior we were left with 28 feet of blank canvas to construct a practical, functional yet homely place to live and sail from.

Work started with fitting two main bulkheads, these divided the boat forward aft from the foc'sle, master cabin area and then from there on to the saloon. These were constructed from 18mm ply with a tongue and groove effect routed in. This was quicker and cheaper than using real tongue and groove boards, and because of her construction, it wasn't necessary to maintain traditional methods throughout.

By using white tongue and groove panels accompanied with dark sapele trim and softwood sole boards, we hope to create an interior which is bright and features clean lines, with a 'non fancy' approach when it comes to trim and other features.



Above: Looking aft, master cabin and crew storage on the right, head and bunk beds on the left of the picture.

Below: Looking forward from the galley to the saloon.





Top: One of two doors for the Master cabin and heads.

Bottom: Master cabin double berth under construction.

Below right: Blank canvas, everything removed ready for the fit out.



After the bulkheads were in place, sole bearers were fitted followed by the sole. Thanks to the boat's deep keel we're able to achieve 6'2" standing headroom and bilge storage throughout! This will allow spares and supplies to be laid down for long term trips.

We've also fitted dividing walls for the master cabin and heads, along with the construction of doors and frames with shelving storage.

The layout of the boat is designed to be practical and easy to live in for both sailors and non sailing folk, with the option of charter in the future. For example, we've incorporated wide corridors for easy passing without compromising storage and living space. The boat will feature a double bunk situated in the master cabin, a set of bunk beds and two more berths in the saloon, comfortably berthing a crew of six with a seventh available if needed.

Current jobs include full engine rebuild, repairs to the tender and spar wood sourcing. There's always plenty to keep us occupied on such a big rebuild, alongside the on going fit out!

If you're interested in our project, timescales, progress and ways to get involved, take a look at our Facebook page for up to date pictures and information.

Search for 'Annelis' and you'll find us online!

[Josh Masters, East Coast Area](#)





'Barnabas' around Britain, 2015

Barnabas sails in the wake of the 19th century Cornish drift-net fishing fleet this summer; taking on a UK circumnavigation. Watch out for her if she's in your locality and make yourself known to the skipper and crew.

'Barnabas', flagship of the Cornish Maritime Trust (CMT), is off on her adventures again. Famous for carrying the biggest St Piran's flag in the Queen's Diamond Jubilee Pageant in 2012, she'll be sailing around the UK this year, in the wake of the historic Cornish drift-net fishing fleet.

Departing Penzance 27 June she'll sail north to south Wales, into the Irish Sea, up to Peel, Isle of Man and on to the west coast of Scotland to Fort William. She'll pass through the Caledonian Canal to Inverness and into the Moray Firth.

When the early Cornish boats did the canal passage, they couldn't afford to hire a horse to pull the boat along and so the crew hauled the boat on foot. We will probably do a bit of manual hauling, but not all the way! We may even seek the services of a horse to do some hauling.

From the Moray Firth the route takes us to the 'Northern Isles' Orkney and Shetland, hoping to reach Baltasound. This is the northernmost part of the British Isles where the 19th century fleet of drifters, 1000 strong, amassed to await, follow and catch the enormous shoals of herring as they moved south.

Follow 'Barnabas'

CMT blog: www.bab2015.blog.com

Find 'Barnabas' in the OGABOAT

Register www.oga.org.uk/register-home

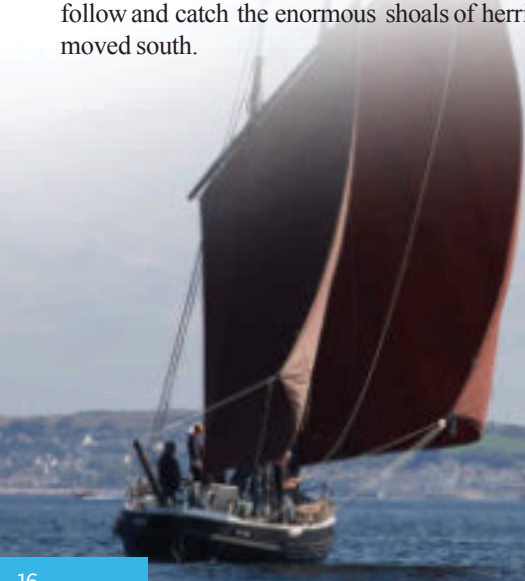


Sailing south, fishing and landing their catches as they went, the fleet called into the east coast ports of Scotland and the eastern fishing ports of England. South they went, fishing all the time from about late June to mid September, when the shoals of herring began to disperse off East Anglia.

'Barnabas' will follow this historic journey; but without any drift-net fishing, which illegal today. She'll be home in Newlyn in time for the 'Boats in the Bay' Festival in St Ives.

Peter Morgan, Cornish Maritime Trust

Photos: Cornish Maritime Trust



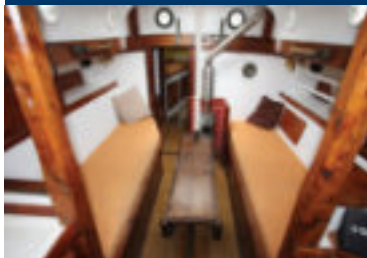
Baltic crewing opportunity. 'Marihona'

Jeremy Clinton, SW Area

phone: +44(0)7983 069705

email: fatmandancing@gmail.com

Find 'Marihona' in the OGABOat Register



Jeremy Clinton, new owner of 'Marihona', invites interested members to join him on a cruise to Norway this summer.

'Marihona' carries OGA no. 400 on her sails and her new owner, Jeremy Clinton, is offering crewing opportunities to join him on the cruise to Norway and back. By the time you read this, he will have departed Falmouth, but may be contacted by cellphone or email if you're interested in joining him on passage.

William Atkin was commissioned by Jim Stark, a noted American yachtsman in 1950, to design a yacht suitable for a circumnavigation of the world by a husband and wife crew. The result was 'Vixen'. Her sister ship, 'Marihona' (Norwegian for 'ladybird') was built at Risør, 1957, and has been invited back this year for the Trebats Festival in August.

As I write, we're sitting in Rustlers Yard, Falmouth. 'Marihona' is 32' LWL and I reckon she would give a Rustler 36 a run for her money unless hard on the wind.

Friendly owner-skipper, my interests are a safe and happy ship, maritime museums, nautical history and sampling all the local brews. The itinerary will be discussed amongst the crew, rigid plans never survive contact with the weather forecast anyway! The whole Baltic area is reachable by economy flights and the public transport coverage will have the usual Nordic efficiency.



Photos: interiors, Red Ensign Brokerage
Undersail, Hans Jolivet



OGA photo competition: 2015

OGA Photo competition 2015 categories

Sailing Gaffers

Photographs of gaffers in any situation.

Life at Sea

Photographs focussing on the human story, situation or atmosphere.

Young Photographer (under-25)

The Young Photographer class has been extended, with an upper age limit of 25 years and to include all participants in OGA organised youth events.

Now is the time to start thinking about this year's photo competition! It will be run on very similar lines to last year

Cobwebs on the Camera?

Or just cobwebs in the brain! In either case now is the time to get dusting. If you haven't used the camera for some time, it pays to pick it up and get used to the controls and menus again. Last year we spent a lot of time discussing camera settings and techniques, so why not fish out those Gaffers Logs and not only think about it all but practise, practise, practise.

What about light?

One crucial component that was not mentioned last year was light, the essential and elusive quality that can make or break a photo. All the best photographers know that the best light is at dawn, when you would rather be in your bunk, or at dusk when the bar calls. Cool tones in the morning, warm in the evening, long shadows, still water; magic! And do remember to use 'daylight' white balance, not 'awb' which will dumb it all down. Please let your imagination and your entries flow.

Mike Garlick, OGA Photography Competition organiser

Rules and submission

Photos must have been taken between 1 January and 30 November 2015.

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

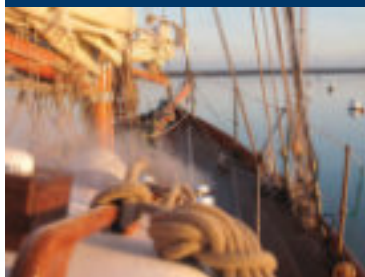
All entries must be submitted via the OGA website, available from 30 June to the closing date 1 December.

Entries limited to two photos in each class for every entrant.

Prizes will be from a selection of superb nautical books, announced and presented at the AGM, January 2016.

Rules and Guidance notes for submission are available to download from the website.

www.oga.org.uk/trophies/photo-competition-2015





Tips from Ken Beken

Photography is a wonderful way of expressing yourself. Personally, I enjoy the taking of each photo and seeing the end result either in a publication, or simply framed and hung on the wall.

As an amateur, you do not need the best or most expensive equipment (it's how you use it!), but professionals do have to meet acceptable standards and use the best available to them.



Read the full article by Paul Janes about Ken Beken in Classic Boat Magazine online

www.classicboat.co.uk/articles/kenneth-beken-marine-photographer/

Photos: Beken of Cowes, Classic Boat, Paul Janes

1. Boats are controlled by people. Respect their wishes.

When you approach, do not force the boat to take avoiding action. When photographing, be quick and unobtrusive. Do not take their wind. When leaving, create no wash. Wave a 'thank you'.

2. Boats are loved by their owners and should always be shown at their best, maybe misbehaving, but never dowdy and dull or showing wrinkles!

3. Preserve your cameras against salt water and heavy knocks.

Use a daylight filter over the lens and keep it clean. If you can't avoid water, poke your lens through a hole in the bottom of a plastic bag, then band or tape around the lens hood. Work through the open end.

4. There are photographers trying to earn a living out there. Do not get in their way. There is room enough for everyone. Don't sit alongside a boat for hours taking close-ups of the crew. It takes ages to re-touch out a RIB from a photograph. Equally, keep your distance off a turning buoy.

5. If you're rethinking of going professional, reconsider! Modern digital professional cameras, computers and software are expensive. At the last count there were 35 'photo boats' in the Solent. Don't assume that because you like boats and photography you can earn a living combining both. It is tempting to think that because you borrowed a RIB, own a cheap digital camera and can set up a website that you can survive in a commercial world. There are a few publishers who will mention your name in return for using your work for free. It may be a great feeling seeing your photograph on the front cover of a magazine, but in this hard, commercially driven world it's a better reward to be paid and bank the cheque! If you provide mediocre quality then not only do you destroy your own reputation but that of the magazine too. If you produce high quality work, then you should be justly rewarded.

Beken of Cowes www.beken.co.uk





Cruising in Company. 2015

With three Cruises in Company this summer, watch out for gaffers all around our coasts! Send in your reports and photos!

West Cork: 17–31 July

With a muster in Kinsale on 17 July, we plan to enjoy a get-together evening meal in the gastronomic capital of Munster. The fleet then sets sail for Glandore Harbour to participate in the week-long Glandore Classic Regatta, enjoying a fine blend of classic racing, cruising and partying in welcoming and scenic Glandore. The Regatta ends on 24 July with a Gala Parade of Sail and prizegiving.

25 July finds our OGA fleet setting off westwards towards our goal of Skellig Michael, also known as Great Skellig, a spectacular seamount rising majestically from the ocean, where a monastic settlement of monks built their stone ‘beehive’ huts at the summit in the 7th century.

It’s an enthralling place to visit. Ferries bring visitors from Portmagee, when the Atlantic weather and swell allow. We plan to overnight in Portmagee and hope to visit the Skellig. The OGA fleet will take in many anchorages and havens during the cruise; Castletownsend, Barlogue, Baltimore, Roarinwater Bay, Schull Harbour, Crookhaven, Bear Haven, Adrigole, Glengarrif, Derrynane, Ballinskelligs, Valencia. Cruising Cork’s spectacular coastline we’ll end up back at Kinsale on 8 August.



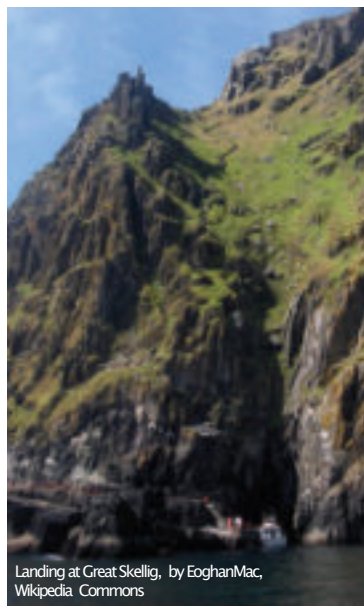
Visit the website and ‘Sailing By’ to find regular updates, to post comments or browse skippers’ reports this summer.

www.oga.org.uk/events

www.sailing-by.org.uk



Anglesea Fife at Glandore, 2014
Photo: Cormac O’Carroll



Landing at Great Skellig, by Eoghan Mac,
Wikipedia Commons

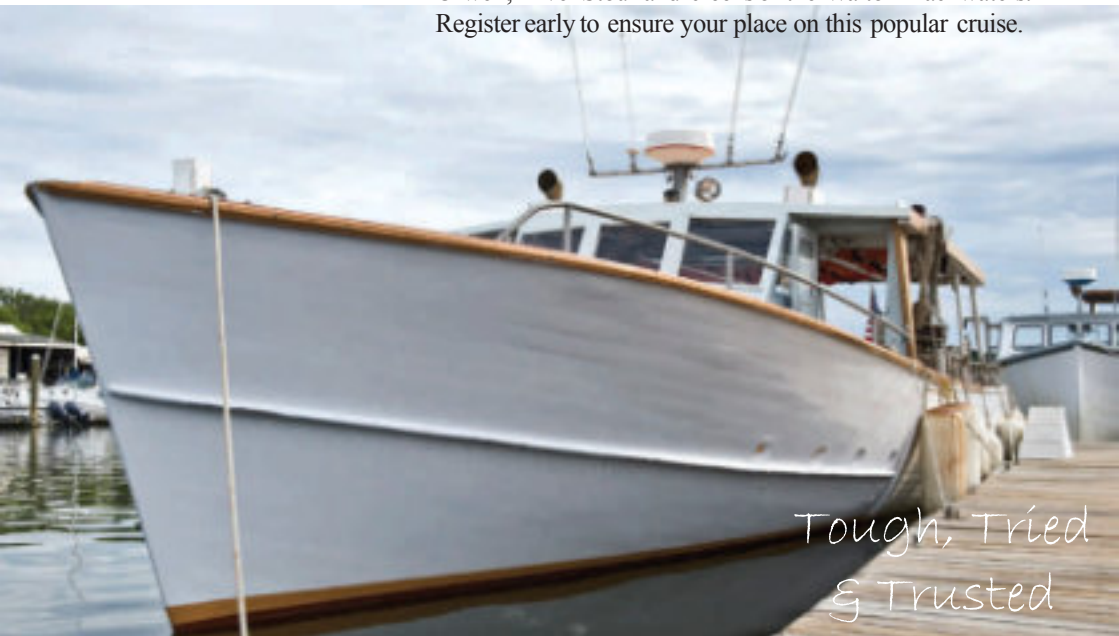


Yarmouth to St Malo, Brittany, France: 25 July – 9 August
 As skippers' thoughts move from fitting out to passage planning for the summer, over 20 boats are 'registered' to join the cruise to France, departing Yarmouth, IoW, 25 July.

Participating skippers can share ideas via the Comments box on the website where up-to-date information will be posted. Remember there may also be crewing opportunities for those who prefer to cross the English Channel by ferry.

August Classics Cruise: 15 – 23 August

The East Coast OGA ran a Classic Boat Festival at Shotley Marina for many years, and when this outgrew the space available, the event became a cruise in company! Starting with the Teamac Regatta in Ipswich, and finishing with the President's Race out of Suffolk Yacht Harbour, the 9-day Annual Cruise, sponsored by Teamac, one of the leading brands of marine paints and coatings, includes hospitality from local yacht clubs and marinas as well as racing, barbecues, a 'pontoon party' and cruising on the River Orwell, River Stour and creeks of the Walton Backwaters. Register early to ensure your place on this popular cruise.



*Tough, Tried
& Trusted*



'Our Boys': re-designing the interior

We hear another fitting out story from Phil Cogdell, formerly skipper of Bristol pilot cutter 'Annabel J'. He recounts his search for another boat and work undertaken to re-design the interior of the 110-year old Cornish fishing lugger 'Our Boys'.

In 2004 I retired from the Royal Navy and, going against all good financial advice, I spent my retirement gratuity on a 55' Bristol pilot cutter, 'Annabel J'. Not wanting to be office bound, I set up a sailing holiday business based in the Solent area. She became a much admired yacht everywhere she sailed; other vessels would often divert from their courses to come and photograph her.

To cut a long story short, the business eventually proved to be very successful. Sailing 'Annabel J' and hosting up to nine guests at a time was incredibly rewarding but very tiring and now, some 11 years on, having covered tens of thousands of miles and introduced scores of people to traditional sailing, the time has come to hang up my Skipper's hat and retire. I have sold 'Annabel J'. I understand the new owner has some very big plans for her, although she will no longer be available for charter.

Although retiring from professional skippering, I felt the need to carry on sailing, just for pleasure. The problem was; what boat would best fit me and my partner's needs? After months of trawling through 'yachts for sale' websites, the decision was finally made. Initially, I thought a modern, low maintenance GRP yacht should be the sensible option. However, thinking about the type of sailing that we have come to love, we soon decided we had to look for a more traditional vessel. There are a lot to choose from, but being used to a 55' yacht with full standing headroom throughout,





most traditional yachts were too small and others too expensive. We needed something that was roomy and comfortable, had a good sailing performance and a boat that we could be proud to own. Another pilot cutter would have been ideal, but too expensive for our budget.

The highlights of my last eleven years with 'Annabel J' have to be the traditional boat and music festivals, such as Paimpol and Douarnenez. When searching for our boat, I noticed on Facebook the Looe lugger 'Our Boys' was for sale. What better boat to show up at a traditional boat festival than a 110 year old Cornish fishing lugger? I thought.

We soon arranged to meet the owner and view 'Our Boys' in Millbrook, Plymouth. She seemed to have been incredibly well looked after and seemed perfect for us, so it didn't take long to decide we had to take her for a sail, with a view to making the owner an offer. Sailing a lugger proved to be somewhat different to the gaff cutter I was used to, but as 'Our Boys' is rigged as a standing lug, it all proved to be very simple, and with the lack of a boom and no running backstays, giding was a doddle.

Interior designs

Once we'd lived with 'Our Boys' for a few months, we decided she needed a re-designed interior to make her a bit more comfortable and more suited to the type of family cruising we intend for her. The interior had evolved over several decades and different owners; the bunks were too small and the heads had only 5' headroom. To increase the internal space and provide more headroom we needed to enlarge the coachroof, taking it over the existing heads and forward cabin.

Whilst in the Millbrook area, I was fortunate enough to have been introduced to the local shipwright, Chris Rees. He has been responsible for building more than 40 yachts over the years, including the lugger 'Greyhound' and Pete Goss' lugger 'Spirit of Mystery'. We decided to ask Chris to take on the refit over the winter. Like most projects of this type, we set out to do a minimum amount of work which grew into a major re-build. Initially we thought the old



Photos: Phil Cogdell
Find 'Our Boys' in the OGABoat Register

coachroof could be extended, but it soon became apparent that there would have to be a new one.

When thinking about plans for the new interior, we always had in mind the Luke Powell pilot cutters, as we really like the traditional 'look and feel' of painted tongue and groove with light oak trim and furniture. But what layout to go for?

Initially we were planning the usual centre table, saloon seating down each side, galley on one side and chart table on the other. We also wanted a good sized pilot berth. However after taking a few measurements and making a few sketches, it became obvious this layout would not really work. The main reason being that, at 13' wide, one would need a hugely wide table to reach it from the seating down both sides. We were also toying with the idea of fitting in a second heads to make it more convenient when having others staying on board. We tore up the sketches and started again and the current layout soon fell into place. We have now ended up with a second heads at the bottom of the companion way steps to port and a dinette type arrangement in the saloon also on port. The very large galley and chart table are now to starboard. Forward of the main saloon bulkhead is the 'owner's cabin', with its own heads and lots of cupboard space. Forward again is the chain locker and sail stowage in the bow.

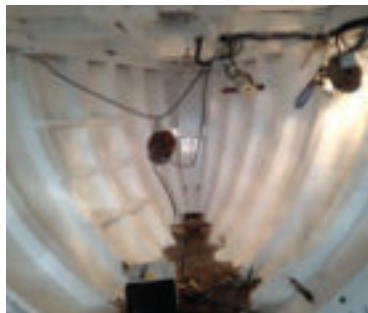
Chris Rees quoted a price and time to do the work. Yours truly took on the task of removing the old coachroof and furniture, assisting as labourer, painter and any other odd job including re-wiring and the plumbing.

On buying 'Our Boys' we had a survey carried out which reported the hull as sound, so we were not too nervous about the structure. However, when I started lifting the old cabin sole boards, the first board revealed a partially rotten floor. With this discovery, I decided that all the ballast had to come out to allow a full examination of the internal hull and any necessary repairs to be made. This was no small task. 'Our Boys' has about 7 tonnes of pig iron blocks, each weighing up to 80kg. Each one was lifted carefully up to the





'Our Boys' (cont.)



side deck, onto a forklift and down to the ground. I had no idea how it was all going to fit back in, but this was another problem for another day. With a bare hull inside we could see the first rotten floor was, in fact, the only problem that we had. The rest of the hull was in excellent condition; quite incredible, since most of it seems to be original. I scraped out several decades of muck from the inside of the hull and gave it all several coats of white paint, forming a nice clean sheet of canvas for Chris to start his creation.



The standard of Chris' work and the speed at which he works is truly remarkable. In no time at all the internal furniture started coming together and it was clear our chosen layout was going to work very well. The photographs speak for themselves, and also very remarkably Chris' original quote for both price and time was bang on. He started sawing the first piece of wood at the beginning of December 2014 and by the end of March this year the build was complete. All that remained was for me to finish painting, varnishing and fitting knobs and catches.



Perhaps the highlight of our time with 'Our Boys' was bringing her 'home' from Millbrook. We had moved to Plymouth and managed to find a house with a suitable mooring close by, fit for a Looe lugger of her status.

On 4 April 'Our Boys' was launched, her masts were stepped and, as the evening tide lifted her off the slipway at Millbrook for the first time in 2015, we set off up the Tamar for 'home', only a few miles along the coast from her original port of Looe. As darkness fell we saluted 'HMS Ocean', on her way out of Plymouth and headed on up the river to her new swinging mooring, just outside the house.

We arrived in the dark, but were rewarded first thing the next day by the sight of our boat, swinging on her mooring, directly outside our bedroom window. 'Our Boys' is looking very smart, and ready for her next phase as a family cruising yacht along the Cornish and Brittany coasts.

Phil Cogdell, South West Area



Noticeboard

Changing times at the OGA?

You'll see that our New Old Gaffer on page 29 has put forward some ideas about OGA communication. A longer piece has been published on our website, with the option to post comments. There has already been some interesting input there, so please feel free to add your thoughts. We'd like to hear your views on the points raised, many of which have of course been discussed before but times move on. The online discussion rather assumes a certain level of familiarity with electronic communication. If you don't spend a lot of time online please be reassured that your views will be taken into account and contact us by more traditional means. Let your Area Secretary know your views so they can represent you at the Association Committee.

Update your bookmarks and contact lists!

As part of a gradual changeover from our full name to OGA, the old website domain name www.oldgaffersassociation.org will lapse and cease redirecting you to the new website in November, 2015. Please save www.oga.org.uk in your favorites or bookmarks to find the OGA website in future. @oldgaffersassociation.org email addresses will also cease to function at the same time. Please make sure you use the @oga.org.uk email addresses listed on p.2 in the Gaffers Log and p.5 in the 2015 Yearbook.

OGA Merchandise: change of helm

We'd like to thank Ed Allen for his sterling work over the years in handling orders for OGA merchandise sold in the Gaffers Log (ref. p.57) and online shop. Ed indicated that he'd like to step down and we're delighted that a new member has volunteered.

Marion Shirley, Solent Area Secretary is happy to become the supplier of ties, tea towels and other Gaffer goodies. Contact Marion by email: merchandise@oga.org.uk phone: +44 (0)2381 787148 or +44 (0)774 821 8444 or post: 113 Cornwall Road, Southampton SO18 2QX Please quote your contact details, especially your email address, and supply sizes required where appropriate.



Sue Lewis, Secretary

The GMC is keen to hear your views on any OGAmatters. Contact me by phone: 01255 507550 email: secretary@oga.org.uk post: 2, Outport Eastward, Harwich, CO12 3EN

Youth Fund

We have made another two awards from the Youth Fund. The Dublin Bay Area will be running a similar event to last year (p.5), working with the same Cork school, and have been awarded the maximum of £500 towards the running costs and producing the smart OGApolo shirts you have seen in photos. The East Coast Area has organised a new event to get 20 local scouts sailing on the East Coast smack 'Pioneer' and you can read about this on p.12. Full details of the Youth Fund, past awards granted and criteria for awards are on the website: www.oga.org.uk/youth-fund

OGApolo shirts

Have you got one of our smart OGApolo shirts yet? Or a cosy OGAfleece?

These can be ordered with your boat name embroidered on if you wish, check out page 56. If you would like items which are not currently offered, please let the Secretary know, as our suppliers can be very flexible.

New membership fliers and application forms

We have a new publicity leaflet for the OGA, designed to spread the word about who we are and to encourage new members. Your Area Secretary has copies, so please ask for a few to keep on board and pass them on during the season to likely candidates for membership. Perhaps your local sailing club will pin a copy to their notice board? They will only work for us if we get them out there, so please do your bit. New membership application forms, including a Data Protection question, can be downloaded from the 'Join the OGA' links on the website: www.oga.org.uk

The PDF forms are designed for home printing, or potential members may join by completing the online form and pay by PayPal or credit/debit card.



Yearbook, 2015

The 2015 Yearbook, distributed to members with this issue of the Log, contains your name, postal address, phone no. and your boat name unless you have informed the Membership Secretary that you do not wish to be included. The new membership form includes an 'opt-out' tick box for new members, but for existing members it is assumed that you are happy to continue to be included in the Yearbook, unless you inform the Membership Secretary otherwise: membership@oga.org.uk



Balance Sheet omitted from the March 2015 Gaffers Log (p.10)

Current assets	2014	2013
	£	£
Business Base Rate Tracker Account	208	207
Current Account	5980	9353
PayPal Account	915	251
Barclays Business 10 Day Account	23880	23675
Barclays Bond Maturity Account	187	5168
Youth Fund Account	4299	1590
Euro Account	218	2
Postage Float	49	67
Total	35736	40313

Notes

OGA50 costs includes cost of Tracaphone at £1200

Merchandise stocks £1000 (written down value)

GMC meeting costs excludes part of Membership and Treasurer Secretary expenses detailed separately

Sundry items	Heritage Afloat	£ 75
	RYA	£115
	Boat Show £209	
	Presentation	£120
	Boat Register	£ 96

Youth Fund additional £70 in and £400 paid out since end of year

Website development costs are exceptional items

Bank Interest includes £15 earned by Youth Fund account



Welcome aboard!

AREA	NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
BC	5956		Mr Roger Flambert	54 Chandlers Way, Penarth, CF64 1SP
DB	5945	Moorhen, Cine Mara	Mr Rik Janssen	Buurtplein 9, Stompetoren, 1841 GC, Netherlands
EC	5946	CumAnnexis	Mr Cees van Spierenburg & Gudeke Bary	Zandberglaan 8, 4818 GK, Breda, Netherlands
EC	5954		Mr Malcolm Nicholson & Mrs Valerie Nicholson	17 High Street, Burringham, N Lincs. DN17 3NA
EC	5955	Arthes	Mr Jeremy Bear & Mrs Griselda Bear	22c Grosvenor Road, London W4 4EH
EC	5957	Constance	Mr Gwilym Newnham & Mrs Eva Newnham	37a Highbury New Park, Islington, London N5 2EN
EC	5969		Mr Christopher Stanley	21 Grantchester Road, Cambridge CB3 9ED
EC	5971		Mr Daniel Tester	3 Scotts Farm Cottages, Hansletts Lane ME13 0RW
EC	5973		Mrs Judy Harrison	74 Church Street, Lavenham, Sudbury, Suffolk CO10 9QT
EC	5976		Mrs Hazel Tyrrell	1 Osprey Avenue, Chatham, Kent ME5 7HY
NE	5958		Mr Martin Haigh & Ms Katie Jackson	113 Bondicar Terrace, Blyth NE24 2JX
NWA	5967		Mr Paul Rockey & Mrs Amanda Rockey	23 Parc Moel Lus, Graiglwyd Road, Penmaenmawr, Conwy LL34 6DN
NWA	5968		Mr Julian Fisher & Mrs Joan Fisher	4 Highfield Road, Poynton, Cheshire SK12 1DU
OS	5970		Mr Chris Robinson	PO Box 1182, Subiaco, WA 6904 Australia
SOL	5949	Lila of Cowes	Mr Willie Kirkpatrick	Wilconnel House, Finch Lane, Beaconsfield HP9 2TL
SOL	5950		Mr Richard McLaren	Coach House Cottage, The Old Manor, Chawton GU34 1SJ
SOL	5951	Daisy	Mr Christopher Hoare	15 Abbots Way, Fareham, Hants. PO15 5BX
SOL	5952		Mrs Jan Pendennis	94 Penfold Road, Worthing, W Sussex BN14 8PG
SOL	5953		Mr Nik Williams	April Cottage, Combe Lane, , Chiddingfold GU8 4XL
SOL	5959		Mr Mike Nichols	25 Tudor Road, Broadstone, Poole BH18 8AP
SOL	5961		Mr Andrew Edmondson	4 Stumblemead, Balcombe, W Sussex RH17 6LR
SOL	5962		Mr Jim Brooke-Jones	11a Hartland Court, Southbourne, Emsworth PO10 8LP
SOL	5964		Mr Paul Barnes & Mrs Jane Barnes	33 Fairway, Guildford, Surrey GU12 2XJ
SOL	5965	Destina	Drs Mark & Susie Tomson	6 Copse Lane, Hamble, Southampton SO31 4QH
SOL	5972		Mr Michael Pring & Miss Antoinette Vousden	41 Ward Crescent, Emsworth, Hampshire PO10 7RR
SOL	5975		Mr James Evans	Flat 1, 16 Beaufort Gardens, London SW3 1PS
SW	5947	Our Daddy	Mr Tim Sunderland	15 Fore Street, Brixham, Devon TQ5 8AA
SW	5948		Mr John Haywood & Mrs Linda Proctor	14a Westhill Avenue, Torquay, Devon TQ14 1LH
SW	5960		Drs Denys & Mary Wells	Forge Farm House, Forge Lane, Fotherley WS14 0HU
SW	5963		Mr Alan Duncan & Mrs Nonnie Duncan	Little Cholwell, Harberton, Totnes, Devon TQ9 7RZ
SW	5966		Mr Keith Ballance & Mrs Trish Ballance	80 Nethcombe, Holbeton, Plymouth PL8 1LE
SW	5974		Mr Henry Johnson	2 Vixen Tor Close, Okehampton, Devon EX20 1TQ



A NOG note (from a new Old Gaffer)

Our NOG note this quarter is from new Solent member, Richard Jacobs. He writes in response to requests for feedback about ideas to change how the OGA communicates. The debate has already started online, do join in and have your say via the website, email or by posting a letter.

Hello from a nearly new, nearly old gaffer. I grew up sailing scows in Yarmouth. From there faster dinghies and yachts called, including a race round the British Isles and four years campaigning a Hunter 707. There have been large gaps in our sailing, with just the occasional charter, while we dealt with other priorities. We came back to gaffers last spring, sailing with Luke Powell on the magnificent 'Agnes'. See the Gaffers Log, June 2014, p.7, that's me grinning on the helm.

In May 2014 we bought a Memory, and joined the OGA. Everyone made us welcome, admired 'Little Millie', told us that a Memory is a great boat and that they used to have one. By the end of the summer we were ready to join their club of people who 'used to have a Memory'. The story behind our

acquisition of 'Ivy Green' is too long to tell here, but she surpasses what I had thought to be an impossible set of conflicting criteria. We should be a frequent sight on the Solent by the time you read this.

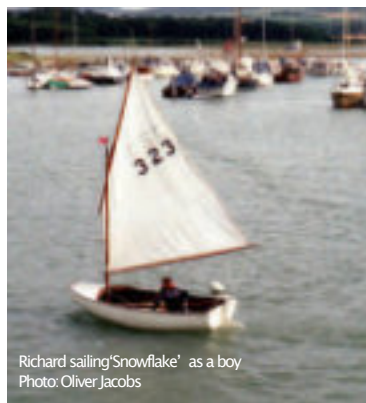
The March 2015 issue of Gaffers Log asked for feedback on ideas about changes to the Log and the website. This reflects the changes that every aspect of our lives is facing, as the Internet rampages through established practices. It was the report of the OGA accounts that leapt out at me. Over 50% of subscription revenue is spent producing and posting the Gaffers Log and Yearbook. Publishing that same content online would cost . . . almost nothing. It would also be quicker, linked to other information and available to a much wider readership.

Could we use that £17,000 better to 'encourage interest in gaff, lug and spritsail rigs'? The cost of producing the Gaffers Log means that I'm out of space for this article. A longer, companion, article is available on the OGA website and has already attracted some comments. Do visit the website, log in and join the discussion, rather than wait until the September Log to respond!
www.oga.org.uk/news/changing-times-oga

I hope these thoughts contribute to a discussion of how the successful OGA stays relevant in a world that is evolving much more quickly than that which saw the near demise of the gaff rig.

Martha Lane-Fox recently reminded us, in her Richard Dimbleby lecture, that 'It's not okay not to understand the internet'. She was addressing government and big business, but it applies to gaffers too. My 81 year old mother-in-law loves her iPad and I'm sure she'd love to learn more about gaffers.

Richard Jacobs, Solent Area, 'Ivy Green'



Richard sailing 'Snowflake' as a boy
 Photo: Oliver Jacobs



Richard helms his new boat, 'Ivy Green'



Down Severn and 'riding the bore':

David Grainger introduces us to the challenges of sailing 'down Severn' in this reflection on experiences in the 1950s.

In summers during the 1950s I sailed my 1½ ton gaff sloop 'Swift' out of St. Pierre Pill, just upstream of the Shoots, where the Second Severn Crossing now stands. On a really big spring the tidal range can reach 50 feet, the second highest in the world. It then pushes on up the funnel-shaped river, topping the weirs at Gloucester and Lower Lode, before its energy is finally spent against the lock gates at Diglis, just below Worcester.

From Sharpness to Gloucester the river channel meanders, shallow and shifting, officially classified as 'unnavigable'. The normal tidal regime is stood on its head. Low water springs is higher than low water neaps. Herald by the 'head of the tide', known as 'the bore', the flood tide runs violently for a short time, continuing well after the level has begun to fall. For a period the river is ebbing at Sharpness and Gloucester but flooding at Bollow, half-way between. There is no slack water before a strong ebb begins which tails off into a long low-water stand with a fairly gentle current, depending on the amount of fresh water coming down the river.

In 1957 I wintered 'Swift' not far from my home in Jim Beecham's dyke at Tewkesbury and wanted to return to St. Pierre down the river without taking my usual route through the Gloucester and Berkeley Ship Canal. The 'bore' takes about 2½ hours to cover 28 miles from Sharpness to Gloucester and the flood is soon over, so the passage down the shallow part of the river has to be taken in stages. Sailing trows navigating this stretch normally took four tides to work down, unless they had a strong leading wind. On the passage up-river they would normally carry one tide all the way.

A perfectly clear and dead calm Friday night in May 1958 found us anchored in the middle of the West (Maisemore) Channel, just NW of Gloucester. The Barge Lock at Llanthony on the East Channel, often used by trows on the first stage of their passage, was closed in 1924 because of structural problems and lack of use. We could have passed through the Maisemore Long-Boat Lock but this too had now been closed, so we had to go over the weir once it was covered by the tide. Although I usually sailed single-handed, for this trip, I had shipped my younger brother as crew.

At 7:30 next morning the 'bore' levelled out the water over Maisemore Weir and the flood began to make up the river. I had acquired a 1½ hp Seagull outboard which was secured by means of a temporary bracket to 'Swift's' counter and gave her a speed of 3¾ knots in smooth water. We got under way and headed for the weir, but the current over the wall was very strong and it took three attempts before we finally pulled 'Swift' across using her sweeps as shafts on the top of the weir. It was now ten minutes after high water and we lowered the mast to pass under Maisemore Bridge and the three bridges at Over, anxious to make the most of the strengthening ebb.



From the Log of 'Swift'

18:56 Weighed the keedge and started engine. The bore was coming up river and it was possible to see the deep water channel by the fact that it broke over the shoals, but remained a smooth wave in deep water. This showed us that the shoal extended almost right across the river except on the port hand (the East bank) close in.

19:01 Rode the bore, which was about 3 feet high, and pushed against the first of the flood down channel on the port hand.

19:07 Flood now running more strongly, and we were unable to stem it, so dropped the keedge. Tide running at about 4 knots or more.

19:33 The flood was still running strongly but as there was now a rise of at least 6 feet we were able to weigh anchor, get under way and work up the eddies and slacks which were formed close in shore.



sailing 'Swift' in the 1950s



Maisemore Weir, River Severn
Photo: Quisnovus CCBY-SA

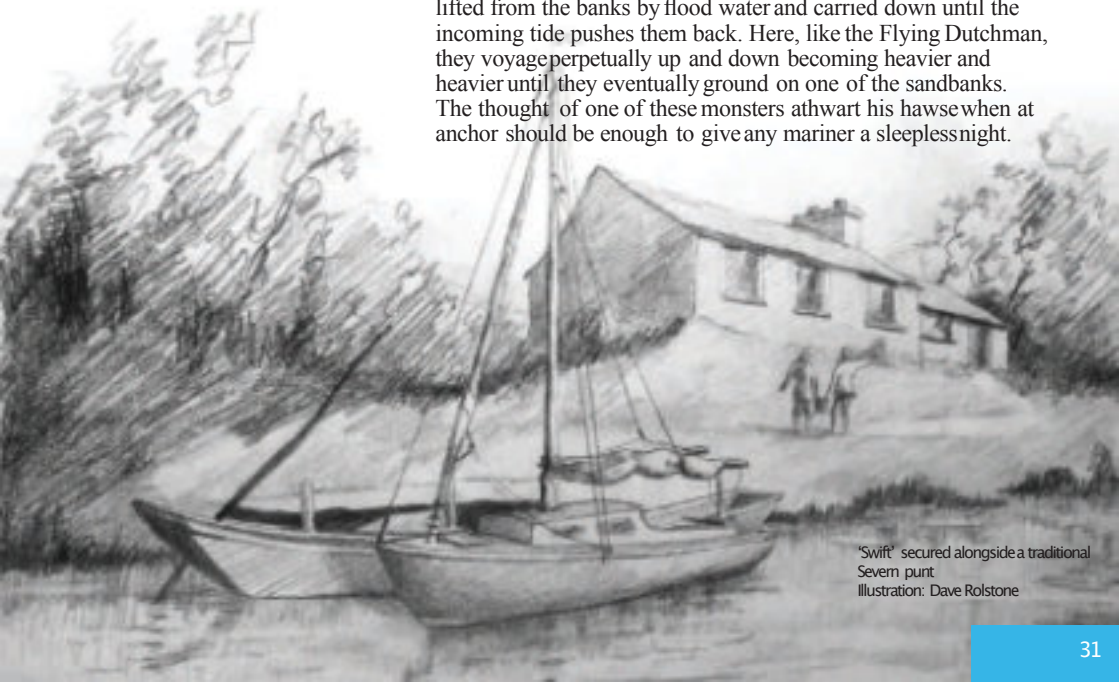
"At 7:30 next morning the 'bore' levelled out the water over Maisemore Weir"

Raising the mast we were able to set our sails to augment the outboard. We sounded continuously with our sounding pole, but found no bottom at 7 feet in midstream along the ten miles of the river from Maisemore to Bollow. Both Stonebench and Church Rock at Minsterworth caused quite a turbulence in the now fast current, but five minutes after passing the latter we handed sail, secured alongside a traditional Severn punt lying to the bank and went ashore.

Knocking at the door of a riverside cottage we asked if we could fill our water breaker and a kind lady showed us to her well. Down went the bucket; down (I am sure) to the same level as the river just yards away, but we were happy as we got back on board two hours later and continued downstream with only about a foot of ebb still to run out. In an hour we were approaching the head of Longney Pool, where the sand-bank strewn part of the Severn begins and the water shallows. We promptly ran aground, pushed off and moved back up river until we had a fathom under our keel, then anchored to await the head of the flood, a long wait. When meeting the 'bore' any craft must be either well afloat or well ashore.

After riding the wave we had to kedge again twice because of the strength of the tide and seaweed fouling our propeller, but finally almost an hour and a half later we were able to enter Longney Pool and begin to make progress.

Another hazard in the Estuary is the large number of semi-waterlogged tree trunks and huge roots that travel up and down the channel on every tide. Mostly originating up-river, they are lifted from the banks by flood water and carried down until the incoming tide pushes them back. Here, like the Flying Dutchman, they voyage perpetually up and down becoming heavier and heavier until they eventually ground on one of the sandbanks. The thought of one of these monsters athwart his hawse when at anchor should be enough to give any mariner a sleepless night.



'Swift' secured alongside a traditional Severn punt
Illustration: Dave Rolstone

We left the Pool at dead slack water by which time the water had dropped two feet. Past Framilode the widening river turns west and makes a huge serpentine loop. The sun had set, but we were able to pick up the triangulation point on the bank which Bill Hardy, Newnham lave-net fisherman, had told us marked the stype across to the Garden Cliff shore. The full moon had risen, lighting up the whole river with its glorious silver light and letting us get close in to the Cliff where the water was deepest. The ebb was now strengthening and running at about 5 knots.

We shot down the next three miles to Newnham, where we hoped to come alongside the 'Pat Ann', Sonny Trigg's boat moored at the old quay under the shelter of the Nab. However, we had no hope of stemming the tide, so in haste dropped the hook in 2½ fathoms abreast at Newnham Nab.

Care had to be taken anchoring in such a strong current. The warp had to be surged roundly to the bitter end to slow 'Swift' down gradually without pulling her head under. We lowered the kedge astern, but the rush of water streamed it away like a fish-hook to the full length of its scope until eventually the ebb eased and allowed it to drop to the bottom.

"The warp had to be surged roundly to the bitter end to slow 'Swift' down gradually without pulling her head under"

Next morning we awoke to find quite a crowd gathered on the shore to see the 'bore' which as the tides were making was expected to be a spectacular one. An urgent cry from

ashore bade us get under way and come inshore as we were in a potentially dangerous position and the head of the flood would be there in ten minutes. We were strung taut between our well-set bower and kedge, both warps now out to their bitter ends. As we had but little time left, I buoyed the kedge, weighed and motored in to the bank. Here many willing hands seized little 'Swift' and hauled her up the sand towards the old quay. Within seconds the tide rounded the bend below Newnham and the river from being a narrow trickle between the wide sands became a broad silver ribbon rushing inland. It struck the Nab with a loud roar and violent spray, but the force of the following water shot round the headland and ran up the slope of the sand bank to catch our little sloop broadside-on. This violence of water only six inches deep was sufficient to heel her over to 45° and we had desperately to 'sither out' to prevent her going onto her beam ends. Luckily she floated very soon and swung to her anchor while we waited for the strength of the flood to pass. Fisherman Ivor then picked up our kedge, took us in tow with his rowing skiff and pulled us up to a berth above 'Pat Ann', where Sonny helped us secure at the quay. In three hours we took the ground on fairly hard mud.

Sonny and Ivor had advised us not to continue downstream on these very big springs, but to wait until next weekend when the tides would still be sufficient to take us over the Noose but be

much more gentle. They themselves kept to the river all the time with only a pair of oars, but they had known every eddy and trick of the waters virtually from birth. We agreed, so they undertook to put 'Swift' in a safe berth on the next tide where she could lie, and we caught a bus home.

The next Saturday morning saw us walking around 'Swift' as she lay moored all fours on a hard bottom in a narrow inlet formed by an outfall just above Newnham Quay. The head of the flood came up-river washing over my feet but not topping my sea boots. I wouldn't have liked this experience the week before! Sonny had offered to pilot us over the Noose, where the river opens out into an area over three miles long and a mile wide, encumbered with shifting sands and shallow channels, before narrowing again to half-a-mile. Just after noon my brother and I got our anchors and



'Swift' underway, an original illustration by David Grainger



Down Severn: 'riding the bore' (cont.)

set off down-river past Bullo Quay and Dock where a railway had brought coal down from the Forest of Dean to be carried away in trows and lighters until very recently.

The last Severn trow to trade on the Severn Estuary and Bristol Channel under sail alone was, I believe, the 'Alma'. Massively built at Gloucester in 1854, ketch rigged, she was 77 ft long and had the typical completely flat bottom, no deadrise or rocker at all, with a loose false keel. This was shipped by means of four chains once she had deep enough water to enable her to sail to windward. She carried her 80 ton cargoes of coal or stone from Severn ports until 1948, and even then her usefulness was not over because with her rig removed she was 'boxed', or built up, and used as a dumb barge in Bristol.

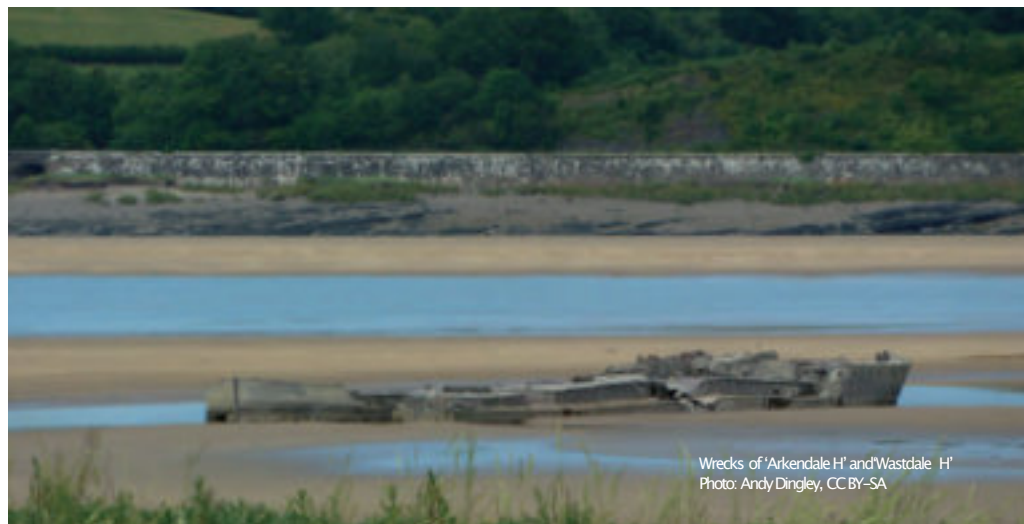
Several trows, some 'open' like the 'Alma' and some 'decked', continued to take cargoes of coal from Lydney to Somerset ports and beyond until the year of our journey in 'Swift', but although rigged these were by then

all fitted with auxiliary engines and none came above the Severn Railway Bridge. The only commercial vessel to work this part of the Severn now was the old Western Humber Keel 'Elmdale', belonging to Harry Head, and bringing stone from Tintern for the river banks.

Crossing over to the Arlingham shore we anchored in shallow water at the mouth of Hoe Pill and half an hour later took the ground. As the tide fell two lave-net fishermen came down the mud, not to fish in the traditional lave-net way by chasing salmon in the shallows, but using their nets like huge shrimp nets in the ebb current. Here we spent the night tide, and when we floated again next morning motored across to the Brickhills where we picked up Sonny from the stones there. Setting all sail to the fine SWly breeze 'Swift' was able to make about 3 knots over the ground against the flood tide.

"In spite of emergency release gear on the net, capsizes and fatalities were not uncommon"

Turning into the Noose under Sonny's expert pilotage, rather than follow the deep channel which was then running all the way round the East side, we beat down the low and featureless Awre shore over the top of the sands where we found a least depth of one fathom. It was exactly high water. Now with the ebb, it seemed no time at all before we were at Gatcombe, only 8 cables above the Severn Bridge and home to the Stopping Boats which fished for salmon moored athwart the strong tide with nets lowered beneath on two long spars. In spite of emergency release gear on the net, capsizes and fatalities were not uncommon. We handed sail and dropped the kedge just a few yards off the steep-to shore then sheered in on the tide to drop



Wrecks of 'Arkendale H' and 'Wastdale H'
Photo: Andy Dingley, CC BY-SA

Sonny ashore. As quickly as possible we got under way again and following our pilot's advice steered directly for the centre pillar of the Bridge's navigable arches. The tide running askew whipped us clear through the west arch, past the huge 'bow wave' of the pillar and its turbulent 'wake' then safely past the Wellhouse Rocks.

**"get it down quick!
I don't want a
sprung mast"**

One of the tales told about the legendary Marky, skipper of his own 'sloop-rigged' trow, was that she was once running up river to the Bridge when he called to his mate, Old Bill,

'Better go and house yer topm'st, Bill!'

'Bedanged if I do,' said Old Bill, 'Her'll have plenty o' room this early on the flood.'

'No she won't, get it down quick! I don't want a sprung mast.'

So Old Bill hurried forward and went aloft. But when he got to the hounds he didn't take the fid out, instead he shinned up the topmast and clung to the truck.

'What the devil yer up to?' roared Marky.

'If that old bridge cracks yer topm'st it cracks me 'ead open too,' shouted Old Bill, 'but I bets yer 'alfa sovereign I'm still 'ere at Gatcombe.' And so he was.

At the end of October later in the year 'Swift' passed under the Bridge once more on her much faster passage up-river. Exactly two years after this it was seriously damaged in a tragedy. Some

eight cargo vessels were coming up the 'navigable' part of the estuary to Sharpness when they suddenly plunged into a dense fog bank. In chaotic blind manoeuvring off what they thought was the port entrance there were one or two mild collisions, but two small Harker tankers 'Arkendale H' and 'Wastdale H' ran foul of each other and, locked together, were swept up by the ever-increasing tide. Too late they attempted to make headway down stream but were carried stern-first for a mile into one of the pillars of the smaller spans of the Bridge. Two spans, together with the railways lines and a 12 inch gas main collapsed onto their decks, capsizing one tanker and spewing into the water their combined cargoes of 650 tons of oil and petrol which exploded and covered the surface with fire spreading almost a mile upriver. Of the eight men on board only three were rescued, partly by the heroic efforts of the master of a tanker in Sharpness Docks who with help man-handled his ship's punt to the river-bank and rowed out into the





Down Severn: 'riding the bore' (cont.)

flames. Then the tankers were carried up on to the Noose Sand by the tide and partly buried, where they were eventually blown up to prevent their becoming dangerous floating derelicts. Their remains are there now.

Only four months after that the tanker 'BP Explorer', 140 feet long and drawing 11 feet was bound up-river to Sharpness with a cargo of 440 tons of petrol. Rather early on the tide, she must have strayed from the narrow channel somewhere between the Narlwood Rocks and Berkeley Pill, touched bottom and slewed athwart the tide, which rolled her over and over and carried her up through the remains of the Severn Bridge then back and forth again to end up also on the Noose Sand. All five souls on board were lost. Unbelievably little damaged, she was salvaged and re-fitted, but some four years later the demolition of the Bridge was begun. All that now remains are some of the stubs of the pillars occasionally showing above the sand as it shifts.

'Swift' was now off the entrance to Sharpness New Dock, where the marked channel begins, and less than 12 miles from our destination with still almost four hours of fair tide to help

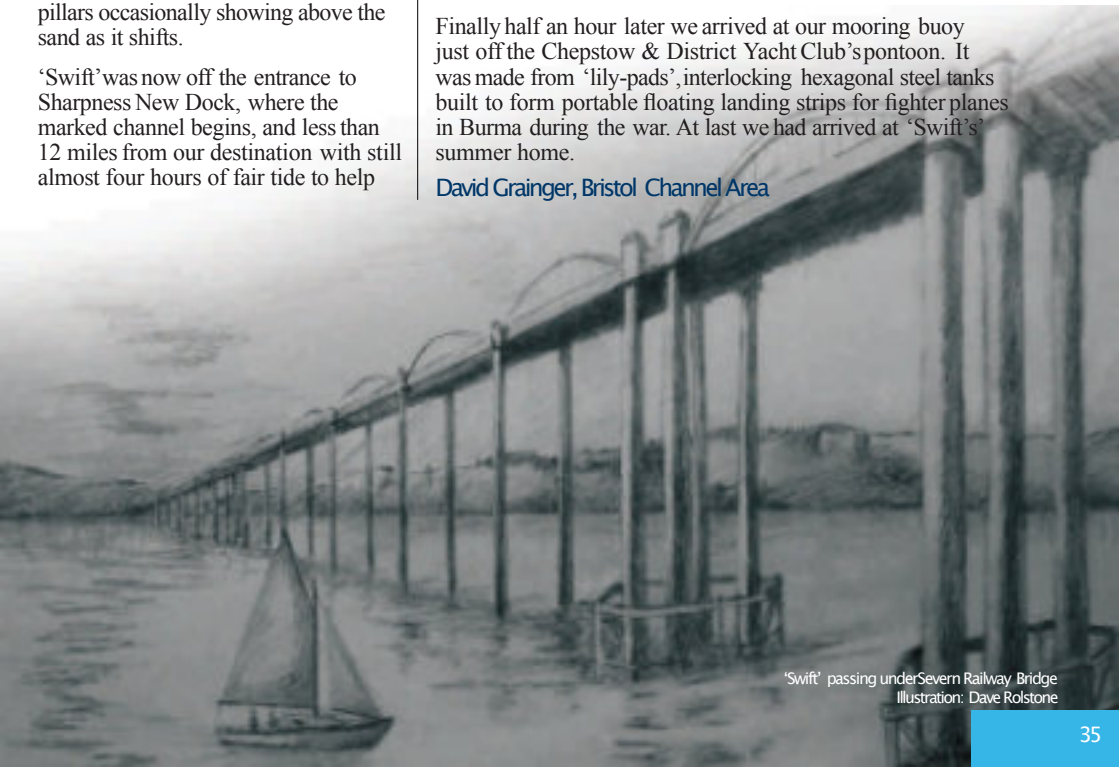
us on our way. Past the Berkeley Pill 'Swinging Light' and the Bull Rock Beacon, we were beating again and the short steep sea typical of the Severn Estuary wind against tide was building up, preventing us using the outboard. After the Hill Flats Buoy a nice slant took us across the Barnacle Channel to the Inward Rocks on the West shore, then in six boards we tacked down the Slimeroad to the Lyde Rock and the tide-race off Beachley Head. Here we kept well inshore (no Severn Road Bridge in those days) where the water was smooth but a little way out the seas were very steep. Rounding Chapel Rock we worked into the calm channel between the Charston Sand and the Mathern Oaze. Sailing past St. Pierre Pill we handed the mainsail, ran back close in to run onto the soft mud on the edge of the Oaze while the last of the tide ran out.

In less than two hours we floated off on the new flood and we lay by the stern to the kedge while the water made into the Pill. A little later we worked up the Pill under jib with a leading wind. We were very early, running aground again and again in the narrow trickle of a channel and kedging by the stern each time until the tide rose. In those days before the sluices were built the mud scoured out and it was possible to enter the Pill a good four hours either side of high water, now silt restricts this to about three hours.

Finally half an hour later we arrived at our mooring buoy just off the Chepstow & District Yacht Club's pontoon. It was made from 'lily-pads', interlocking hexagonal steel tanks built to form portable floating landing strips for fighter planes in Burma during the war. At last we had arrived at 'Swift's' summer home.

David Grainger, Bristol Channel Area

"All that now remains are some of the stubs of the pillars occasionally showing above the sand as it shifts"



'Swift' passing under Severn Railway Bridge
Illustration: Dave Rolstone

EAST COAST RACE WEEKEND

BRIGHTLINGSEA

July 17th-19th2015

Programme

Friday July 17th(HW 13.59)

Passage Race to Nass Beacon – West Mersea

Seafood Lunch on Packing Shed Island

Cruise to Brightlingsea

Race Office open at Brightlingsea Marina (17:00 – 21:30)

Meet your friends in the CYC(Food available to order)

Saturday July 18th(HW 14.27)

East Coast Race – start from CYC from 08.00

Evening food in CYC Music from Mario and John

Sunday July 19th(HW 15.09)

Open Boat Race to Wivenhoe SC

Parade of Sail to Wivenhoe SC

Hog Roast, Cakes and Ale at Wivenhoe SC



Image: Claudia Myatt www.claudiamyatt.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



Kenneth Samuel Stocks: obituary notice

Ken sadly passed away on 2 April, 2015 having battled for six months against cancer. A fighter to the end, he lived his life to the full and is greatly missed by many people.

Hailing from Sheffield, 'that great seaport' as he called it, Ken joined the Royal Navy when he was 15, preferring a life at sea to the call of the steelworks or coal mines. Following cadet training at HMS Ganges, Harwich, Ken was selected to sail with HRH Prince Philip and crew of the sailing ketch 'Bloodhound', purchased by the Queen in 1962 as a gift for her husband.

Ken spent eleven years with the Royal Navy as a shipwright, serving in the Far East, Australia and the Mediterranean. He gained his Master's ticket after leaving the Navy and being recruited by billionaire Alan Bond to sail the schooner 'Jessica'.

The 1990s found Ken at Turks Film Services, working on many film blockbusters and spending several seasons as first mate and sailing master on 'Grand Turk'. In 2007, Ken and Marie bought the 110-year old 'Romilda', featured in Gaffers Log, December 2015, p.36. She was discovered 'under piles of hay and shite' in a Sussex farmyard, and Turks provided space in a corner of the yard for her restoration. As members of the North East Area, Ken and Marie joined the OGA Round Britain Challenge fleet with 'Romilda' in 2013. There will be an article in celebration of Ken's maritime life in the next issue of Gaffers Log.



Many OGAmembers will remember Ken from the OGARound Britain celebrations, 2013, when he and Marie joined the fleet at Newcastle with 'Romilda'. The funeral took place on Friday 24 April and a celebration of his life at sea will be published in the Gaffers Log, September.



Mark Miller: 1929 – 2015

Francis Mark Miller was born in Crosby, Merseyside, March 1929, an only child.

His father Frank Miller was a wireless operator in the merchant service, a son of the Scottish skipper of a fishing boat, the 'Sirdar'. It is said that Frank fell out of favour at home for marrying an English wife, and the fall was so great Frank vowed never to go home again. Ironically, Mark's mother, born Marion Dundas, although born in Derby, was herself from a Scottish family.

The Dundas clan includes Thomas Dundas, 1st Baron Dundas, who commissioned the first practical steamboat in 1801 along with various Admirals, Vice-Admirals and Rear Admirals.

Mark studied at Merchant Taylors' School, Crosby, taking High School Certificate in Maths, Physics, English and Latin in 1947. His 'old man' Frank, who had taught him to love and respect the sea, died of heart failure aged 48 in May that year. After National Service, Mark studied towards a Law degree at the University of Liverpool, but did not sit the finals in 1952 'owing to indisposition'. He was highly successful in organising student charity events, and helping to produce a humorous magazine, 'Pantosfinx', during the next two years after his course ended.

His main interest was, of course, sailing, but after college he had various other jobs. He ran a Fine Arts shop in Kensington, and kept some prints and an original Edward Lear watercolour, presumably as an investment, to the end of this life, along with a series of poetry first editions. He amassed an exceptionally large library of books and magazines about sailing and boat design. His deep knowledge and meticulous habits led him to become archivist of the Blundellsands SC. He was a contributor on matters of boat design to specialist journals, and co-author of the History of the Blundellsands SC, and of a book with Jamie Clay on the boat designer, Albert Strange.

His friends tell the story of Mark watching a young lady successfully manoeuvring a boat into harbour, and saying: 'I could marry that woman.' He did marry Priscilla Cairns, my sister, in November 1970, and for nearly 40 years they shared their passion for the sea and the craft of navigation. In 1965 Priscilla, a maths teacher, had been with Dr David Lewis, his wife and two very young daughters, on their celebrated trip round the world in a catamaran, the 'Rehu Moana'.

Mark was employed by the Sail Training Association teaching sea cadets on the 'Larvik', where Priscilla joined him. Later they taught adults on their own boat 'Dixie d'Or', and then bought the 42 foot ketch 'Cinnamon Lady' for their own enjoyment. They used to sail round Ireland in the summer months, lavishing immense care on the upkeep of their boat during the rest of the year.

In 1975 Mark became a Member of the Royal Institute of Navigation, and obtained qualifications from the RYA. Both Mark and Priscilla taught navigation, and together they built up a wide circle of friends in the sailing community. Locally, Priscilla found additional satisfaction in the life of St Feock Methodist Church, and in her keep-fit classes and lunches, while Mark enjoyed building his nautical library, boatbuilding in his well-equipped workshop, and belonging to an investment club.

After Priscilla's death in 2010, Mark's active life steadily declined. His neighbours, Doug and Ann Jones, gave him a huge amount of help in coping with living on his own. His sailing friend, Joe Brumwell, made regular visits to keep up his spirits. His last eight months were spent quietly and patiently at Kenwyn Nursing Home, Truro. We are deeply grateful for the care he received there.

We remember him in his vigorous days, with a great many skills, and with definite ideas about the right way of doing things; devoted to his wife and to his large circle of friends; and always passionate about the sea.

Anthony Cairns

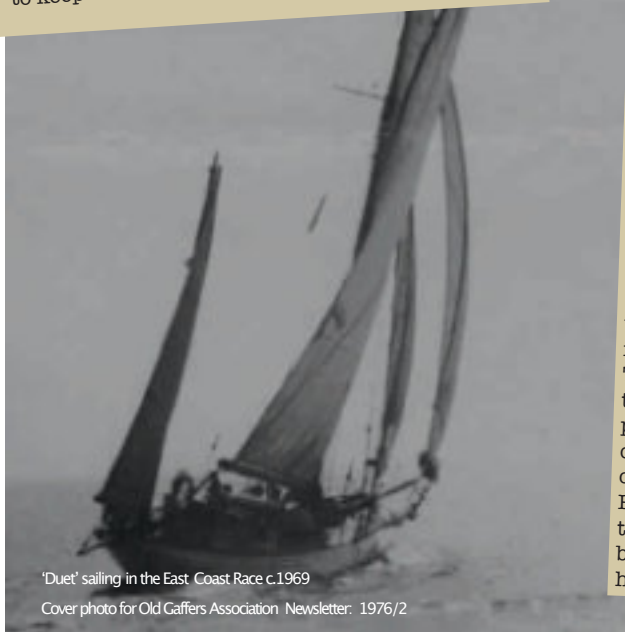




'Duet': the Gaffers Log archive [1976/2]

In 1973 the Newsletter Editor, John Scarlett, wrote, "This issue sees a radical change in our Newsletter production methods. We hope that the new set-up will result in significantly better copies and . . . we would like to see far more description of boats, histories etc. With the new printing process, we can publish photographs to illustrate such articles." Three years later, in Newsletter 1976/2, 'Duet' was featured as the cover photo with a note which remains pertinent for your Editor today, nearly 40 years on. We feature 'Duet' again, a full colour cover photo by David Bridle, with more details about her in the online Boat Register. But your Editor still needs good quality photos, online and in print, clear, with good contrasts and composition.

URGENTLY WANTED Good clear black and white pictures for use as cover pictures for future issues. If you have a clear picture, with good contrasts, of your boat, please lend it to us for a cover picture, and let us have as many details as you possibly can about the boat, her construction, history, etc. Many members have commented favourably on the pictorial covers for the Newsletters - please help us to keep them coming.



'Duet' sailing in the East Coast Race c.1969

Cover photo for Old Gaffers Association Newsletter: 1976/2

The cover picture this issue [1976/2] shows the 50' yawl 'Duet' racing in an East Coast Old Gaffers Race. 'Duet', originally named 'Gaviota', was designed by Linton Hope and built by White Bros. of Southampton in 1912. After being renamed 'Duet' she was bought by Augustine Courtauld, who kept her based at West Mersea and Tollesbury for many years, during which time she cruised to the Baltic and to the Mediterranean. Later she was owned by the Rev. Christopher Courtauld, who since 1961 has had her on loan to the Ocean Youth Club. For a number of years the O.Y.C. based her at Brightlingsea, from whence in 1967, 1968, and 1969 she sailed forth to compete in the East Coast Old Gaffers Races. Her performance in this event was consistent. Each year, she led the whole fleet home, but the handicapping placed her 22nd in '67; 12th in '68 and 15th in '69. Many of those who raced against her there will remember with awe the enormous headsail she sometimes set.

In 1973 and 1974, still with the O.Y.C., she tried her luck in the Solent Old Gaffers Race. Here she was again consistent, but did not do quite so well, finishing fifth over the line each time, to be placed 23rd in '73 and 43rd in '74. In 1975, 'Duet' was one of the entrants in the Old Gaffers Fastnet, in which she won the British Seagull Award for the first around the Rock; the Bordon Trophy for the first boat home, and the Blake Pot for the first boat built pre 1925 to finish. There can be little doubt that 'Duet' is one of the finest of the larger old yachts still sailing. Perhaps some issue we may be able to publish a picture which gives a better impression of her very fine hull.

first published: OGANewsletter, 1976/2



New 'big shrimper' at YOGAFF, 2015

Just before going to press, we heard from David Thomas, General Manager at Cornish Crabbers, that the first of the recently launched 'big shrimpers' will be racing at YOGAFF. 'Sequel', Cornish Crabber 21, sail no. 1, is has been registered by her new owners, OGA members, Peter and Fran Trowill. She's the most recent addition to the OGA online Boat Register!

The all new Shrimper 21 was conceived to enhance the many popular features of the Shrimper 19. The Shrimper 21 is towable behind a large family car and has been designed for easy, no nonsense commissioning making for a practical trailer sailer. The additional two feet from bow to stern provides a deceptively large amount of extra space both in the cockpit and down below, making her a pleasure to sail and stay aboard.

The clever pivoting bowsprit system enables the mast to be stepped simply by one person, the mainsail can be attached easily using the track on the gaff and straps around the mast, the boom can remain in place when towing due to a tall tabernacle and the Aeroluff jib furling system is light and durable. Below deck, a roomy double 'v' berth is separated from the main cabin with a curtain. Two full length settee bunks and double gas burner and grill make for a pleasant living and sleeping space.

Designed as a collaboration between prolific gaff rig designer Roger Dongray and David Thomas Yachts Ltd., the new 21 footer maintains the traditional lines and high quality finish that Cornish Crabbers are so well known for.

Sam Thomas, Cornish Crabbers



Cornish Crabber 21, sail no. 2, 'Demelza' by Sam Thomas



David Godsall

My father, Philip Cox, purchased our Colin Archer built yacht, 'Velsia', from Leslie Hinton, who emigrated to Vancouver Island in 1950 having sailed on her since the end of World War II. Leslie, a master at Eton College, had given my father a name and phone number of one of his pupils saying that if ever he was in need of a crew who was strong, capable and very willing, David Godsall would certainly fit the bill.

In August that year my father planned to take 'Velsia' to Brittany, at the last minute one of his crewmembers dropped out, prompting my father to make himself known to David, to ask whether he would be available to join at short notice. David said he would love to do this, but there was one small problem, a day after the intended departure from the Hamble, he was having his 21st birthday party in Kent. This was not really an obstacle, because David suggested he could leave the party a bit early and ride his Matchless motorbike down to the West Country. My father gave him a vague indication of where 'Velsia' would be, either Dartmouth or Brixham, sufficient information for David, who turned up in his bike leathers, with his kit bag slung over his shoulder in the early hours of the morning.

David was a regular crew member for the next two years and it was at the end of this period that my father offered him a share in 'Velsia'; the start of a partnership which lasted the rest of their lives although the 'curatorship' of 'Velsia' passed to the next generation some years before.

David was my godfather, a role that he took very seriously despite being an agnostic. He was a very caring man, who was honourable, and was someone who would have gone out of his way to help and give support if one needed it. Our families were very close, despite the fact that we were based in Birmingham and the Godsalls were in Kent. 'Velsia' was a focal point for us all meeting at Easter and Whitsun to carry out the annual maintenance and fitting out for the season.

The early years were spent with 'Velsia' in a mud berth on Moody's jetty and topside painting was carried out from paint floats moored around the boat. One of my earliest memories was being carried over David's shoulder up a narrow gangplank to the one cold water tap in the yard to hose me off, after I had stepped backwards into thick mud to admire my handiwork on the topsides!

Looking back on those early days, us youngsters were given a huge amount of encouragement from David and my father to get involved in boat maintenance. There was never any criticism about the slightly dubious finish, inevitably the result of young hands learning on the job. This laid back attitude coupled with an infectious love for the boat sowed the correct seeds by instilling a belief that maintaining an old boat is half the fun of owning her. This resulted in a number of the young workforce going on to own their own elderly boats and adopting the same principles so far as maintenance is concerned. For my own part, to be entrusted with 'Velsia' from the age of 21 with my friends is



End of an era by David Cox, 'Velsia'

It seems like an end of an era has occurred in the last six months because David died peacefully in his sleep a couple of months after my father, Philip. This ended what has surely got to be one of the longest sailing partnerships which started in 1952.

The memoir by David Reynolds, Sailing 'Velsia' with Philip Cox, was published in the Gaffers Log, March 2015, p40



3 August 1929 – 7 January 2015



something I will be eternally grateful for. Consider the anxious period they would have endured when we were off the radar, as it would be a long time before mobile phones were invented.

Sailing with David was always enjoyable. Despite the difference in age he was young at heart with a wicked sense of humour. If one was a bit tardy getting out of a sleeping bag, a drop of methylated spirit in the exposed ear was the first prompt, followed by a rolled up ensign which had been dunked overboard, then thrust into the sleeping bag! I recall once arriving on 'Velsia' after the Godsals had ended their holiday to find he had put a layer of clingfilm over the toilet bowl, under the seat, with a note on it to my mother, 'Jo, sanitised for your protection!'

David was born 3 August 1929 and educated at Brambletye School and Eton College. Aged 19, when carrying out National Service in Malaya, he was shot through the side while helping to load casualties from a skirmish into an ambulance. At first he did not appreciate the seriousness of what had happened until they had finished loading. It was then suggested he should make use of the ambulance as well, since there was still room on board.

After National Service he joined the family business, Goads Furriers, and having sailed 'Velsia' to Norway in 1958, started to import Scandinavian chandlery to form Goads Chandlers which grew to be one of the major wholesale chandlery businesses in the UK. He was also on the Ship and Boatbuilders National Federation Committee and was instrumental in developing the London Earls Court Boatshow.

Goads Chandlers sadly went into administration in 1983 as a result of moving to larger premises out of London a few years before a major recession hit the marine industry. After Goads, David worked in an accounting role with another company before retiring and running a successful bed and breakfast business with his wife Natalie. During this time he was the Honorary Treasurer of the Old Gaffers Association.

His later years were not easy for him, having been badly afflicted with polymyalgia. Although this put an end to his sailing days, he kept an avid interest in 'Velsia' to the end, always cheerful, albeit a bit frustrated by his inability to live the active life he had always enjoyed. I will always recall him describing how he spent at least a week with his chainsaw clearing fallen trees close to their home after the 1987 hurricane.

David married Natalie in 1959 and had four children, Sarah, Tory, Johnny and Martha. Sadly, Tory died a few weeks before him. Johnny, in his tribute to his father at the funeral summed up family life: 'They were married in 1959 and were then together for 55 years. Through all this time, they were always 'Natalie and David', never a pair of individuals. Their dedication and love of each other meant that they came through everything not just unscathed but also unchanged. And in this solid and loving environment, the four of us grew up.'

Bristol Channel

Acting Commodore: Charlie Harris
Secretary: David J. Owens
email: bcsec@oga.org.uk

Sailing is upon us and the clement weather has us rushing to finish fitting out the boats and taking to the water. Few sails yet, though our regular Thursday evenings 'up and down Severn' have begun. We thought we would make the substance of our report for this issue the renovations to the Nobby some of our members have taken on board (so to speak).

DJ Owens, BCASecretary

'Charlotte': the project begins in partnership

'Charlotte' is a 26ft Morecambe Bay Prawner or Nobby, built c.1907. For the last 25 or so years she's been a resident of the Cardiff Bay area under the ownership of three brothers who have sailed and tended her with much TLC. A cabin had been installed many years previously, and in relatively recent times, the installed 8 HP marine engine was replaced, due to insufficient power in the local Bristol Channel tides, by a 4 cylinder, ex-Ford Escort 65HP diesel.

Sadly the last of the brothers passed away in 2013, since which time a new owner was sought. Attempts to market the boat proved unsuccessful, and ultimately an approach was made to the Bristol Channel OGA to investigate whether they could give her a home. After canvassing the membership, six persons put themselves forward to form a syndicate assuming ownership





Provisional scope of work identified by WoB

Remove the cabin completely, revert to open cockpit installing cuddy doors as would have been there originally.

Rebuild the stern planking above the rubbing strake, as it appears the current stern gunwale is significantly higher than it would have been originally.

Replace the mast. The existing mast is sheathed in glass fibre, a cause for some concern.

Remove or replace all corroded steel fastenings in the hull planking.



The interim syndicate met with WoB and agreed the best long term solution would be for WoB to take ownership of 'Charlotte', and BCOGA to provide 'manpower resources' to work under the guidance of WoB staff, restore the boat and once launched, BCOGA members (those who have laboured!) would have access to sail 'Charlotte'.

'Charlotte' was lifted out on the 7 March 2015 and moved to the WoB workshop facility in Cardiff Bay on 17 March, finally reaching her new temporary (two years?!) home inside a tent.

Much of the deck equipment such as safety railings has been removed, but cutting it off, as it is planned to return the boat to near original condition.

Initial scraping of parts of the hull reveals the planking appears to be in reasonable condition. The worst defects seem to be the planks above the rubbing strake, though there is some evidence of corroded steel screw and nail heads in the hull planking.

Replica drawings have been obtained from Liverpool Maritime Museum, and these will be used to guide the project. The BCOGA team are about to start work scraping the hull so that the full scope of necessary repairs can be quantified.

Please visit 'Charlotte' in the 'World of Boats' if you are ever in Cardiff Bay area.

Andrew Kelland and Roger Flambert, Bristol Channel Area

and responsibility for 'Charlotte'. However, a better long term solution surfaced somewhat unexpectedly.

A local OGA member is associated with the Cardiff charity 'World of Boats' (WoB) www.worldofboats.org

WoB was founded in order to rehome and display the exhibits of the boat museum formerly housed in Exeter, Devon under the name of the 'International Sailing Craft Association' (ISCA).

The WoB proposal was to take ownership of 'Charlotte', as a working/sailing exhibit, but they were reluctant to tread on the toes of any potential syndicate. Further, they opined that regrettably they would have insufficient manpower resources to work on 'Charlotte' in the short term.

Dublin Bay

President: Tim Magennis
Secretary: David Owens
email: dbsec@oga.org.uk



'Riverfest' and Regatta: 2015

We're hoping the weather will be kind to us for the early season Dublin Bay Traditional Boat Rally held on 29 May - 2 June, the Irish Bank Holiday weekend. Our hosts, as usual, are Poolbeg Yacht and Boat Club near the heart of the rejuvenated Dublin Docklands. The Rally coincides with the Dublin Port Riverfest.

Cruise in Company to West Cork

For all those still considering an OGA Cruise in Company this season, I heartily recommend that you read the June issue of 'Yachting Monthly', where Norman Kean has put together a splendid article on 'How to cross the Irish Sea'. He reminds us it's really just a 24 hour trip from Lands End to Kinsale, or 22 hours from Milford Haven or the Scillies. Kinsale is the perfect landfall, a superb all-weather Haven, full of history, really great restaurants, and a perfect introduction to West Cork (p.20).

David Owens, DBOGA Secretary

DBOGA Youth Project

For the second year running, we'll be hosting a group of young people from Cork for a weekend aboard a Galway Hooker and Falmouth Working Boat.

Read about our plans on p.5 and look out for a full report in the next issue of Gaffers Log and on the website.



Head on view of a Howth 17



Spray in the way

East Coast

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



Everyone is welcome to attend our events, please visit the EC website for details and entry forms:

www.eastcoastclassics.co.uk/events

What with a Burns lunch, annual dinner, fitting out supper, film night with dinner, and talk about Trinity House with fish and chips to follow, the East Coast Area is a great place to eat and be entertained over the winter! By the time you read this we will be into our summer sailing programme, also with food! In May we will have enjoyed small boat racing at Tollesbury with chilli and paella (p.xx), then barbecue, large boat racing, gig boats, another barbecue and RNLI visit at Fambridge.

June events awaiting our pleasure include food and ale. Why not come along to the Kent Rally, June 6, when we visit Chatham Dockyard and eat Chinese food, or the Southwold Rally, June 20 - 21, when we visit Adnams Brewery and sail upriver to the pub?

July is a busy month too, with our main small boat event, Swallows and Amazons, at 'Secret Water' (otherwise known as Walton Backwaters) over the weekend July 4 - 5. Trailer sailors are very welcome and why not stay in the area for the Trailer Section Norfolk Gathering the following weekend, July 9 - 12?

The East Coast Race (p.36), now in its 52nd year, is held out of Brightlingsea on Saturday July 18, with a small boat race and Parade of Sail up the River Colne for big boats on Sunday. A few adventurous souls are talking about heading across to the Dutch Classic Yacht Regatta at Hellevoetsluis the following weekend. See p.21 for details of our August Cruise, and please register early as we're expecting a good turnout this year.

Alison Cable, Eastcoaster Editor



Fish and ships' by Claudia Myatt



'Papa Stour' in Suffolk Photo: Sue Lewis

North East

Chair: Des O'Meara

Secretary: Jim Bell

email: nesec@oga.org.uk

web: www.oga.org.uk/areas/north-east



OGA activities in the North East sometimes seem to be characterised more by ambition and anticipation than achievement. The open meeting at Hartlepool on 25 March was disappointing, although we are delighted to welcome Katie Jackson and Martin Haigh, our newest members. Arrangements for our summer programme are being 'firmed up' and details will be available on the North East website www.oga.org.uk/areas/north-east

Royston Harris, former Coquet Yacht Club Bosun and accomplished fiddler with 'Rothbury Hills Folk' who entertained us at the Newcastle Festival, has kindly presented the North East OGA with an antique bronze boom claw as a trophy! Let's please, please have enough interest in the gaffers race at the Coquet YC Regatta to show our appreciation over the weekend 1-2 August!

'Bush Barnaby': back from the brink

This GRP, Itchen Ferry cutter, built 1974, had fallen on really hard times. Just before Christmas 2014, I came across her, looking neglected, unloved and lonely at the old Blyth NW staithes. She's in the OGA Boat register, no. 2022, and at one time belonged to John Bird, our longest-serving North East Old Gaffer. Her own mother could never have thought her good-looking though!

Somebody in the 1970s took a plug from 'Nellie', a wooden Itchen Ferry, made a mould and turned out the sweetest of GRP hulls. They had the bright idea of building a caravan on top, and giving the resultant hybrid (that's being kind) a Bermudan sloop rig. Gaff was an optional extra, and that's what 'Bushy' was given.

Last January I bought her and, assisted by my son Jonny and NE OGA President, Des O'Meara, towed her to the Royal Northumberland YC yard. It's there we started to bring her back from the brink of dereliction. By Easter she was slipped, cleaned of many servings of shellfish, her mast unstepped and the process of revealing her true essence and potential was at last underway. We're giving ourselves 12 months to restore and revitalise her, aiming for a simple, practical deck, cockpit with a shorter, lower coachroof and, as near as possible, her original Itchen Ferry cutter rig.

Her ancestor, 'Nellie' is still alive and well, along with cousins 'Rowspar' and 'Fanny of Cowes', so we're in good company.

Jim Bell, North East Area Secretary

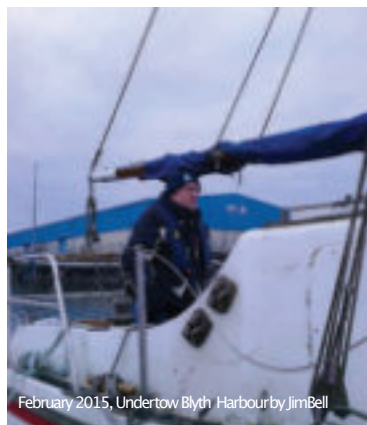
Salvete et Valet

To those who have joined us, welcome aboard! Sad farewells to those who have left.

A personal salutation: Ken Stocks
'Ken - 'bye me old shipmate,
I'll see you again mate,
The day when we meet, mate,
Down Fiddler's Green.'



2013, Underway at Blyth NW staithes (MSTS Blyth)



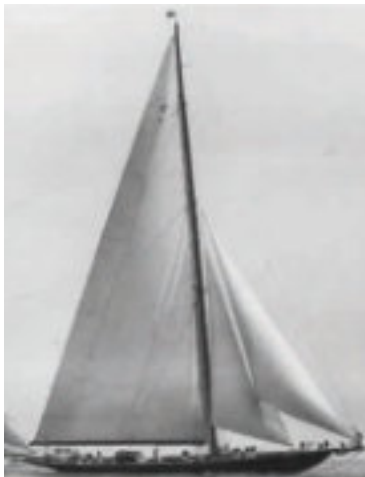
February 2015, Undertow Blyth Harbour by Jim Bell

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



www.solentgaffers.org

Our new website has undergone further development. It is now the main channel of communication with our members. We still produce a paper newsletter for folk who do not have computers.



The Solent OGA held two successful winter events starting with wine tasting at Hattingley Valley Winery in January. Members gathered on a snowy day to witness the production of award winning English sparkling wine and taste some of the same before repairing to a local hostelry for an excellent lunch and more grog. In March, we welcomed Rosemary Joy with her unique film footage of J class racing in the 1930s. This was followed by a fish and chip supper from the local van, with grog of course.

At the time of writing, 106 boats are registered for the Yarmouth Old Gaffers Festival. With the fun on the water and open pontoons now established, members will be busy searching out large umbrellas for use as dinghy sails and producing competition winning shroud boards. We plan to reproduce the jousting, first seen at Wemeldinge on the 2014 Dutch Cross Country Tour. We are expecting the 'Mariquita' (125ft LOA), with plans to race, and two Brixham trawlers who will host the welcome drinks.

Our first event, however, is the Shakedown Cruise to Chichester and Fitting Out supper at the Yacht Club. Members whose boats are not ready will make use of parking space reserved for gaffers and groupies. In June we stage a version of the Gaffel Race, also courtesy of our Dutch friends. July sees the return of the Poole Rally with a night at anchor following a beach barbecue.

Finally, we were pleased to have increased our membership by 23 in 2014-15. We're snapping at the heels of the East Coast, only four behind!

Marion Shirley, Area Secretary



Holyhead Traditional Sailing Festival



OGA North Wales Area



29th – 31st August 2015

Holyhead lifeboat open day
holyhead-lifeboat.co.uk



Suitable for vessels from 10ft to 80ft

Guest appearance of the new Sea Cadet vessel TS Royalist

On Saturday watch Ireland vs Wales in the Sailing Club

For more details and programme contact Sue Farrer: 07527530309

See the video at <http://holyhead.northwalesoga.org>

email: nwasec@oga.org.uk



HOLYHEAD MARINA
GATEWAY TO NORTH WALES SAILING



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



Fred Winstanley

Fred Winstanley continues to improve. The good news is Fred has stepped into the 21st century by getting online. Angela now has to take charge of the credit card as Fred has found eBay!

Penrhyn Boat Shed Party

Over 50 people attended our boatshed party at Penrhyn. Thanks go to Scott Metcalfe for allowing use of one of his workshops to hold this great party. The weather was superb and we were able to keep the doors open well into the evening. The Victorian yawl 'Valerie' kept her eye on 'Reckless Elbow' and the bar as they played until late, everyone enjoying a relaxing evening chatting with old friends and making new ones. John Alexander, Mike Stevens and a young lady enjoyed a hectic dance arrangement. Thanks once again to Ann Mounfield for preparing the hot food and to Joan, Lesley and Lil for puds, cheese and biscuits.

Beale Park and Thames Boat Show: 5 – 7 June

Mike Stevens continues to organise the OGA stand at Beale Park Boat Show. Contact Mike Stevens if you would like to take your boat. The OGA exhibit on and off the water with gafferson display within the Marine Village area.

Conwy River Festival: 15 – 22 August

Sunday 16th is the Nobby and all classes pursuit race, Wednesday 19th, the Gaffers and Classics race. Contact the Sailing Committee Chair, sailing@conwyriverfestival.org or phone the Harbour Office at Conwy +44 (0)1492 596253 for information.

Peel Traditional Boat Festival: 31 July – 2 August

Mike Clark again extends a warm welcome to the OGA at the annual festival at Peel, Isle of Man.

Mike Clark: +44 (0)7624 450146 | mclark@manx.net

Traditional Boat Festival at Holyhead: 28 – 31 August

A date not to be missed is Holyhead Traditional Boat Festival, now in our 9th year. The event, similar to previous years, is supported by the Holyhead Marina, Holyhead Town Council, Stena Line Port and Irish Ferries and hosted by Holyhead SC. The RNLI Holyhead Lifeboat will have their two open days over the same weekend. Their roadshow will be in attendance, so don't forget to bring along your life jacket for testing.

We will be pleased and privileged to see the arrival of the new Sea Cadets vessel 'TS Royalist' on her maiden voyage. The Captain has said he would welcome the opportunity to take part in the event and says he will extend his stay in order to be involved.

We look forward to seeing you on or off the water sometime during the year.

Sue Farrer, North Wales Area Secretary



South West

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



We have enjoyed a successful series of winter events including some excellent talks and pub get-togethers from Topsham in the east to Falmouth in the west. I have been particularly impressed by the distances some of our members have travelled to take part. For me, my lasting memories of the events will be the two talks we have enjoyed, both with very good speakers and fascinating subjects.

In February Don Garman invited us all to the Royal Cornwall Yacht Club, Falmouth, where, following a good lunch in splendid surroundings we were treated to an illustrated talk by Luke Powell. Luke spoke of his life in sailing and boatbuilding, and in particular his passion for the preservation of maritime trades and working sailing craft, all set out admirably in his book 'Working Sail'. In conclusion he described the latest project he has become involved in, the restoration of the old Cornish sailing trader 'Rhoda Mary' (March Log, p.42). Although a new build might be cheaper, Luke felt restoration would attract far greater public support.

Following a splendid fitting-out lunch in the fine surroundings of the Royal Western YC Plymouth (designed by none other than our Area Treasurer) we had the pleasure of listening to Dr Roger Crabtree who gave a most engaging talk about the sail training vessel 'Tectona' (meaning teak). He was the driving force behind her recovery from the Mediterranean Sea, and subsequent restoration. 'Tectona' is operated out of Plymouth by the Island Trust, along with 'Moosk' and 'Pegasus'. What makes 'Tectona' special is her use in helping ex-addicts stay clean through the Tectona Trust's Recovery Programme, which it has developed with its partner charity Phoenix Futures, and has been demonstrated independently to have a very high success rate. We were all very moved by this project and hope the collection we made goes a little way to helping the Tectona Trust achieve its aims

www.theislandtrust.org.uk

www.tectona.org.uk



We have been encouraged by the number of Cornwall members attending our winter events, now that our Area has expanded. This is in no small part due to the strong and growing presence in the Falmouth and Helford region. As I draft this note towards the end of April, the exceptionally fine and dry weather we have experienced is drawing to a close, but this must surely have provided some of the best conditions for fitting out for many a year. Let's hope we will see another good summer ahead to enjoy the events we are laying on.

Geoff Skinner, Area Secretary



Trailer Section

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



Summer season 2015

All Trailer Section and other 'small boat' events are published in the centre pages Calendar of Gaffers Log, March 2015. Updated details are online: www.oga.org.uk/areas/trailer-section



By the time you read this the Trailer Section event 'Messingabout in boats' will have taken place at Lechlade. A gentle start to the season simply rowing our boats along the Thames from Lechlade to a couple of picnic sites. Similarly the Semaine du Golfe will have seen a number of Trailer Section boats sailing on the magnificent Golfe du Morbihan, southern Brittany. A splendid event with around 1500 (yes that's fifteen hundred!) boats in nine different fleets. Look out for reports in the next Gaffer's Log.

2015 is a particularly busy season for the Trailer Sailors. There are small boat events in several OGA Areas, events organised by the Trailer Section and a couple of interesting external events to attend.

Beale Park: 5 – 7 June

Advertised as being Britain's 'most relaxed boat show'. If you fancy taking your boat along speak to Mike Stevens. We do a few demonstration sails on the Beale Park lake. If you are simply coming along to the show stop by at the OGA stand for a chat.

Cardiff Bay: 26 – 28 June

Organised jointly with the Bristol Channel Area, there will be a RAID style event going up the Taff and Ely rivers, a race in the Bay itself and the opportunity to lock out into the Bristol Channel

East Coast Swallows and Amazons: 4 – 12 July

Sailing around the 'Secret Waters' of Walton Backwaters, followed almost immediately by the Trailer Section's Norfolk Gathering, based on Bureside Campsite at Thurne Mouth. A double helping of Arthur Ransome!

Plymouth Classics: 24 – 27 July

All sorts of Gaffers will be taking part in the Plymouth Classics. Let's hope for fair winds and sunny weather for all these wonderful events

Keith Mosley, Trailer Section Secretary
Photos: Marion Mosley



Scotland

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

Scotland's early season tends to fall behind the rest of the country as far as temperatures are concerned. This year has been no different and has even added the spice of a series of seemingly never ending gales. Sailing on Scotland's west coast in March is not for the faint hearted as witness in the pictures, good to look at but not so good to be there. Snow on the hills and temperatures only just above freezing are the norm.

Surprisingly the Mull of Kintyre offered a two day window in mid March for one old gaffer, and the ensuing cruise meant that the heating system worked overtime. Spring tides meant fast but occasionally violent passages northwards until a respite at a marina just north of Oban. A number of gales followed which meant a constant watch on mooring lines for wear, and in fact many extra lines as well. Conditions such as these suggest that they may have something to do with the fact that few other boats are seen and anchorages can be enjoyed in peaceful solitude.

The beauty of Scotland is never more obvious than at this time of year when the air is so clear that visibility stretches for countless miles. The occasional still morning or evening sunset almost makes the pain of frozen fingers worthwhile. Those who are happy wearing gloves are at a big advantage.

Looking slightly ahead, our flagship event, Campbeltown Classics is all set to be amongst the first to benefit from the new pontoon and breakwater structure which is replacing the old single pontoon on the west side of Campbeltown harbour. Despite a few engineering problems the new enlarged structure will be finished almost on schedule. One of the problems involved the new breakwater, made in two sections and towed from N. Ireland; a problem arose

Joining us in Scotland

Fitting out and launching of boats is gathering momentum as winter in Scotland nears an end. One gaffer made an early cruise this year, he has just returned, and his account follows. We look forward to the Campbeltown event and extend the usual welcome to all, with or without boats. Below is an update on progress with the new pontoons being installed in Campbeltown and we expect to be amongst the first to use the facility. If you intend to come, with or without a boat, please advise the Scotland Secretary; it is helpful to have an approximate number of boats and people planning to attend.

A new suggestion this year is a Midsummer Muster in Dromana Buidhe (Loch Drumbue) 56° 39'N 5° 56'W. If you are cruising in the area just turn up and anchor. Hopefully we will have a few boats there.

Neal Hill, Scotland Area Secretary



Calvin the anchorage at Balvicar
Photo: Gordon Garman



when one of the sections broke free of the towing vessel and ended up on the beach at Arran. Subsequently rescued, it was found to be sufficiently damaged that a replacement is being prepared as this is being written.

As we approach the end of April it is good to benefit from (slightly) higher temperatures that are enough to see a return of enthusiasm for sailing in our wonderful waters.

Gordon Garman, Scotland Area President

'Agate', an 8m, built in France, 1911, was fitting out at Ardoran Marine. Checking the online Boat Register, Neal found boat no. 7007 which seemed to fit the same description. On further investigation we can confirm she is the same boat. Previously known as 'Nag' and 'Gemma', built le Havre, 1911, an 8-metre class by Grenier she's described in the Register as coming to England in 1919 as a flush-decked gaff cutter, and converted to cruiser and Bermudan rig approx. 1972.

The record indicates she was kept in West Mersea and owned by a David Wood sometime since then. Is this the first time the online Register may be a recruitment tool?



'Agate' fitting out at Ardoran Marine, Oban
Photo: Neal F-ill



Early morning in Loch Feochan
Photo: Gordon Garman



What about some new summer clothing?

Make 2015 the year you invest in some new clothing for skipper and crew. 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" 34"	26/28"	30"	32"	

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 logo 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!

OGA Merchandise



Order OGA merchandise listed below from Marion Shirley 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

www.oga.org.uk/shop

to order online with PayPal

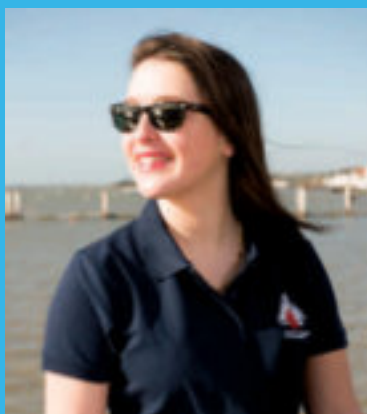
email

merchandise@oga.org.uk

phone Marion Shirley

+44 (0)2381 787148 or

+44 (0)7748 218444



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

OGA50 flag £5.00

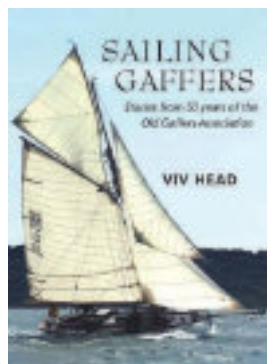
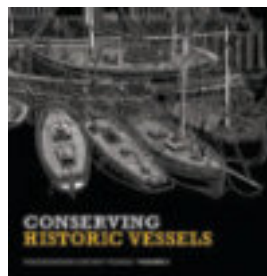
Small items

OGA tie £9

OGA enamel lapel badge £6.00

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

OGA teatowel £5



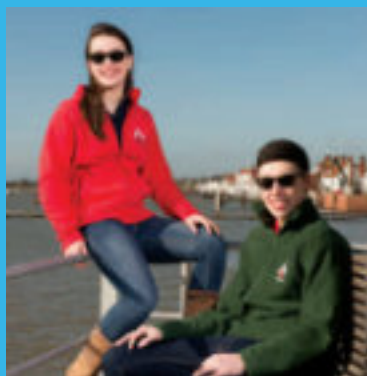
CLEARANCE OFFER ON CLOTHING

A limited range of clothing embroidered 'Old Gaffers Association' may be ordered, subject to availability, from Marion Shirley, 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





Yacht Insurance

Classic Boat & Motorboat Specialists

For a quotation please call

0844 988 6134

www.simonwintermarine.co.uk

Christian TopfDesign

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

Classic Marine

Gaffers?

We do them. . .

. . . and we we are them!

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

Members' adverts: www.oga.org.uk/boats-for-sale



Photo Sue Farrer

A chance meeting: East Coast and Dutch members play in Ellesmere Port

North Wales Area Secretary, Sue Farrer, caught up with East Coast Area member 'Shanty Jack', Pete Hayselden and his Dutch OGA friend of more than 25 years, Hans Weehuizen. They were all at the Ellesmere Port Shanty Festival over the Easter weekend. Pete and Hans first met at the Old Gaffers Classic Boat Festival in Shotley Point on the River Orwell, which pre-dates the Annual August Cruise (p.21). Pete used to sing and play his accordion on the lock as the boats came in. Hans and Pete have been great friends since then, often visiting shanty festivals in England and the Netherlands. Hans assured Sue as she snapped her camera, 'you must believe me, the performing in Ellesmere Port was the first time that we sing and play together'. Hans and Wanda sail 'Flying Cloud', a 33' Colin Archer gaffer.

BOATS FOR SALE

OGA members' adverts for boats are now available to browse online. This is an additional benefit of OGA membership. Do let us have feedback about this new service.



Poppy

Designed and built by Fabian Bush, 2002, 'Poppy' is a unique modern wooden classic. The details of her design, construction and finish emulate the Victorian sailing canoes popular over 100 years ago. At the same time she gains the advantages of modern plywood construction to give a wooden boat suitable for trailer sailing. She was built with especial care for robustness and durability and she can be maintained with comparative ease. In good condition, lightly used, with trailer, o/board, new cover, fenders, etc. Location: Queen Anne's Battery Marina, Plymouth. Price: £14250

For viewings, Francis & Elizabeth Frost: +44 (0)1934 710434
For information 'Poppy', Fabian Bush: +44 (0)1206 728577
www.fabianbush.com/newboatbuilding/poppy



Tan sails

In reasonable condition, tan sails for 28' gaff cutter. Luff of wire jib 8.0m, hanked staysail 5.7m and main 4.3m. Any offer considered. Call for more detailed measurements.
John Warren: 07789 825 680



Canowie II

1933 Silvers 42ft Silver Leaf class motor yacht. Pitchpine on oak with teak wheelhouse. Lovely original oak interior. Twin 45hp 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: £33,000
David Skinner: 01255 675358 | 07740 636158



Little Millie

Memory 19. Built c.1980, 'Little Millie' is the open cockpit version, with lifting hatch access to cuddy below the foredeck. She's great to sail single handed, but with room in the cockpit for the whole family. New Sanders jib, mainsail and sail cover in 2014. Wykeham-Martin furler. Tabernacle mast. All lines lead back to cockpit. 4hp Yamaha outboard.

Substantial 4-wheel trailer. Anchor, fenders, warps etc. Lying ashore Beaulieu.

Price: £9,950

Richard Jacobs: +44 (0)7776 225163 | richardjacobs2@me.com

Windsong [NB reduced price down to £9,000]

Gaff-rigged cutter in a 'Friendship' (American) sloop style. LOA 37' and LOD 28' with 9' beam and 4'6" draft. Built 1978 in Haslars (Jersey) of kahaya carvel strip planking on steam bent oak frames with iroko/lead long keel and teak laid decks. 'Asnew' Volvo D120 diesel engine, four berths, varnished timber spars and stainless steel rigging, with gold leaf cutter bow decoration and counter-stern. Much of the running rigging is led back to her cockpit. A very seaworthy and stable boat, 'Windsong' is a beautiful traditional yacht, rarely available in the UK.

Lying ashore Gillingham, Kent. **Price reduced: £9,000** on

Kevin Gibbons: +44 (0)968 766110 | k.gibbons@city.ac.uk

Janner, Heard 28, Falmouth Working Boat

Hull built 1984, 28' LOD, c. 5' draught. Gaff cutter with large 'racing' rig, steerable 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

Wonder

Itchen Ferry smack designed and built by Dan Hatcher in 1860. Known as King Dan's masterpiece, 'Wonder' is a joy to sail and is admired wherever she goes. Completely restored, with full set of racing sails. Winner of the OGA East Coast Race in 2011 and 2013. Fully equipped including Yanmar diesel engine and Garmin chart plotter. Price: £15,000

Edwin Bracken: +44 (0)7774 425047 | +44 (0)208 4079702

ck273@live.co.uk Photo gallery by Tideway Images:

www.tidewayimages.co.uk/wonder

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: +44(0)1255 675358 | +44(0)7740 636158



Photo: Tony Pickering



Photo: Tony Pickering





Romilda

Classic 'one-off' gaff cutter with remarkable history. Built 1897 by James McKane, Guernsey, as a monumental stone carrier, converted by Camper & Nicholson to a 'gentleman's yacht', 1926. Solid build, pitch pine on oak, she has a period 'feel', varnished mahogany, spacious interior, full headroom, 7 berths. Suitable as a liveaboard, she's very stable & comfortable in a blow. 36' on deck with 16' bowsprit, 12'6 beam, 5'6 draft. Major 6-year refit carried out by shipwright, Ken Stocks, to include (all new): Norway spruce mast, standing & running rigging, cockpit with full canvas cover, galley with 30l Taylors cooker, pilot berth, floors, keel bolts, fuel & water tanks, calorifier, electrics, Raymarine radar, chart plotter, tridata display (speed/depth/temperature), Icom VHF radio, Garmin GPS, 3x batteries, Centaur charger, Webasto 3.5 Kw heater. BMC 2.2 engine complete overhaul in 2014. Lewmar winches and numerous sails, Wykeham-Martin R.R headsail. Based Grimsby
Marie Stocks | 07947615352 | marieossett@gmail.com
Reasonable offers considered.



Galway Hooker, Moorhen

A piece of Irish tradition with a Dutch touch. Sailing her successor for three years means I have to sell my dear Moorhen. A traditional Galway Hooker I've built in wood epoxy, launched 1996. Fully equipped, 4 berths, cooker inside and outside, ready to sail, with a marinised VW Golf 40 Hp diesel engine. As a working boat, with weather helm typical for this craft, she is easy to handle. I sailed her single-handed on inland waters. A sound ship, she needs some attention as she has not sailed since 2012. Open to any fair offer. Rik Janssen: +31 (0)613062345 | galwayhooker@de-schermer.nl
www.de-schermer.nl/galwayhooker



First of May

18' LOD open day boat with lifting keel. Built in GRP in 1995 to a classic 1890's design (Orwell Corinthian One Design) by Nigel Waller. Kept and sailed at Woolverstone, River Orwell, by Nigel and the present owner. The classic gaff rig is ideal for family sailing, with the added attraction of planing performance under spinnaker. Much admired for her looks as well as her sailing ability. Good condition and regularly sailed. Complete with trailer and cover. Price: £3900 ono
Barry Johnson: +44 (0)1223 701792
barryrm.johnson@ntlworld.com



Will'Othe Wisp

2015 Season Ready Yealm Crabber, 21', lug rigged, glass fibre open boat with centreboard. Built 1980's by Hockaday Brothers. Included in sale; working and racing sails, all in very good condition, sweeps, anchor, ropes and fenders, battery, electric and manual bilge pumps (both operational). A delight to sail, currently ashore, Leigh-on-Sea, Essex. Price: £2800
Mark Emmerson: +44 (0)797 6046378



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

Fabian Bush
*Builder
 Designer
 Restorer*

WOODEN BOATS

www.fabianbush.com

TRADITIONAL R I G G I N G

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

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

OGA online and in print

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

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, or cannot see your own boat(s), please contact us. Published boats display a 'default' photo until you upload one (or more) with copyright credits and captions.

Advertising: Gaffers Log/online

From June 2015 OGA members' boat adverts are also available for browsing by the public on the OGA website, if they are held in the OGA Boat Register. All adverts in print and online are placed in good faith. Neither the OGA Editor, nor OGA, shall be held responsible for content or accuracy. Non-commercial advertising is free to OGA Members. Other adverts may be placed, for a fee, in Gaffers Log at the Editor's discretion.

Deadline for contributions

Send advertising copy, photos, for sale items and other articles for the Log to the Gaffers Log Editor by 3 August 2015: log@oga.org.uk
 Send reports and news for publishing on the website anytime!

Boats for Sale

To coincide with the June issue of Gaffers Log, owners whose boats are in the online Boat Register may now have them available for viewing by the public in the new 'Boats for Sale' section of the OGA website. 16 boats are now for sale online. Browse the section and let us know what you think: www.oga.org.uk/boats-for-sale

Online Boat Register update

As reported at the AGM, we are discussing the option to 'feature' boats from the online Boat Register that are not for sale, but may be of interest to a wider audience. Do let your Area Secretary, Boat Register Editor or Log Editor know your views on making more boats visible to the public.

No boats will be made available for public viewing without the consent of the owner.

There have been a number of changes to the Boat Register input forms, with more notes on updating boat records. I hope these have proved useful. Many of you have updated the records on your boats, adding photographs which make browsing the register so much more interesting. All the boats owned by members should now be published. I suspect some are not, members perhaps forgetting to tell us when they sell or buy a boat.

The 2015 Yearbook, enclosed with this issue of the Log, was compiled 11 April. Boat register forms received since then will be in the database but not the Yearbook. Do check your entry, and if your boat is not listed, please let me know, either by using the form in the middle of the Yearbook 2015 or by emailing me.

Pat Dawson, Boat Register Editor

Plans for the website, social media and Gaffers Log

The new 'slideshow' feature enables us to make more images from the growing OGA online photo library available to browse in News and Events articles. There has also been some trialling of 'online comments' as well as making a direct link to the Facebook page. Using online 'channels' provides the opportunity for a quicker exchange of ideas and more up-to-date reporting on events. However, there remains a place for print to complement all this. I will be compiling a report of feedback and presenting plans for the future of OGA communications in the autumn. Please continue to send your views via email, online comments, social media or post.

Ideas for the future include moving to fewer Gaffers Log issues a year and less frequent publishing of the full Yearbook (both to save on postage), a larger format Log to better display the super photos members contribute, and enabling 'logged on' members to share contact details via the website . . . More ideas and your comments are always welcome, please let us know what you think!

Beverley Daley-Yates, Editor (Log and online)



'Cachalot' planked Photo: Steve Daley-Yates