

GAFFERS LOG

ISSUE NO. 88 SEPTEMBER 2015

In this Issue:

Cruising in Company

Visiting new Areas

Summer cruising tales

Round the Island Race



NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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'Skylark' at Swallows & Amazons Photo: Julian Cable

Issue no. 88 September 2015

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Foreword



OGA Merchandise

Whilst I regret introducing the 'C' word into a September publication, please do think about ordering some Gaffer Christmas cards this year. Claudia Myatt's designs are topical and humorous - entertaining for your all your nautical friends. And what about a badge, tie, tea towel, book or boat plaque for the one you love?

Turn to the Merchandise section (p.58) which has been updated this issue.

Marion Shirley
OGA Merchandise



As Sean says in his 'Quarterdeck' overleaf, 'What a season it's been!' Whilst the weather has been a challenge at times all around our Areas, reports have arrived from Scotland to St Malo and West Cork to the Netherlands with adventures and challenges to recount! A theme throughout this issue is the number of members visiting Areas apart from their own. Do read Rik Janssen's call for 'creative ideas' to make more opportunities for us all to travel, with or without our own boats, to meet and have fun with fellow Gaffers in 2016 (p.39).

As we did in 2014, this issue of the Log was held until later in September, to enable more of the summer cruising tales to be told. There still isn't room for them all, so watch out for more in the December Log. You may notice there are two NOG note contributors in this issue. It's always good to hear from new members and thanks go to Leslie Aldous (Trailer Section) and Piers Rowlandson (Solent Area) for their tales of Morbihan (p.14), YOGAFF (p.8) and the St Malo Cruise (p.21).

Once again, this issue of the Log has many excellent photographs, several capturing the number of 'young gaffers' enjoying OGA events and including a few from East Coast photographer, Tony Pickering's collection. Look out for more from Tony on the OGA website.

As summer draws to a close, do think about nominations for OGA trophies (p.26) and the Photography Competition, with Adlard Coles Nautical providing a selection of titles as prizes again (p.20). We're pleased to be carrying advertising for 'Classic Sailor' (p.16), a brand new boating magazine, which promises to appeal to many Gaffers.

Do keep sending your contributions, which make the Gaffers Log such a 'good read' and a pleasure to edit.

Beverley Daley-Yates, Editor (Log and online)



From the Quarterdeck

Dear Gaffers, what a season it has been!

For our West Cork Cruise, the weather was really terrific for Glandore Regatta week, a most enjoyable event. Thereafter a succession of southwesterly lows gave us windy conditions. No great problem in an area amply supplied with safe havens and anchorages, and truly great restaurants and public houses. The occasionally testing conditions are all part of the 'adventure' of sailing gaff-rigged vessels, which were, after all, built to handle most types of weather, and usually do so with considerable composure. Read the full report by Mark Sweetman, p.22.

Sue Lewis, it was, who mooted the idea of having our mid-season GMC meeting during the Ipswich Regatta. Having read about sailing exploits on the Orwell, Stour and Deben for decades, I was thrilled with the idea of sailing in some of these great East Coast rivers and 'Secret Waters' at last. I had the good fortune to crew for Alistair Randall on his beautifully restored 'Witch' during the initial two days. The weather was really good, enough wind, but not too much, and our sail from Harwich to Ipswich was most enjoyable. We spent most of the passage trying hard to catch up with a smaller cutter, sailing really well, up river of us. It's fair to say, having me on the helm meant that 'Witch' was not as quick as she could be, so that speedy little Gaffer showed us her transom all the way to Ipswich. To my delight and surprise, I later discovered she was sailed by OGA Treasurer Tony Kiddle and his wife Sally. 'Step back in Time' is a real cracker of a Golent Gaffer self build.

After mooring up in Ipswich, I spent most of my time there admiring the many beautifully presented and well maintained members of the Gaffer fleet. What a stunning fleet it was! Boats I greatly admired included the beautifully restored Scottish Zulu 'Rely', surely the best Zulu in sailing commission today. Thank you Martin and Sophie, plus three teens, for inviting me aboard.

Owning a Heard 28 myself I was drawn to 'Plum', Colin Stroud's really lovely Heard, and learnt quite a lot from him. Robert Berk's 'Crow', a Bolger inspired gaffer, was fascinating, looked wickedly fast, vaguely menacing and was superbly built. 'Bona', brought to Ipswich by friends, owned by the late Ian Smith and his wife Jayne (who sadly couldn't be at Ipswich herself due to illness) was full of clever detail, including an engine which slid forward for maintenance, on its sliding tray. Wonderful engineering.

Among many other beautiful smacks was 'Ellen', sailed by Ellie Howlett and husband Rory. Yes, that way round! It's her Dad's boat and she's sailed it since she was three. Baby Henry (8 months old) was on his first holiday with the Gaffers. Welcome aboard Henry. I wished for more time to examine the rest of the fleet vessels, but that will happen another day I hope.

Regatta Day included rowing and sculling races, adult and junior, followed by downwind rubber flubber improvised sailing where

I hope that you have all had a successful summer, with a suitable measure of 'adventure', to make it enjoyable and interesting.



Photo: Tony Kiddle

the mad shower creation with curtain as sail was Mike Robertson's sons Clive and Ashley. There was also rubber flubber jousting, football and the 'Duck hunt' where mother duck, resplendent in bright yellow to match the ducks, was Wendy Wetherill. The sea dog competition was a super idea and great fun. Seeing the large number of teenagers and young adults active and competitively involved in the Regatta was most encouraging.

My congratulations to Clare Thomas, EC Treasurer, who I am told does a big chunk of the work as does Lorna

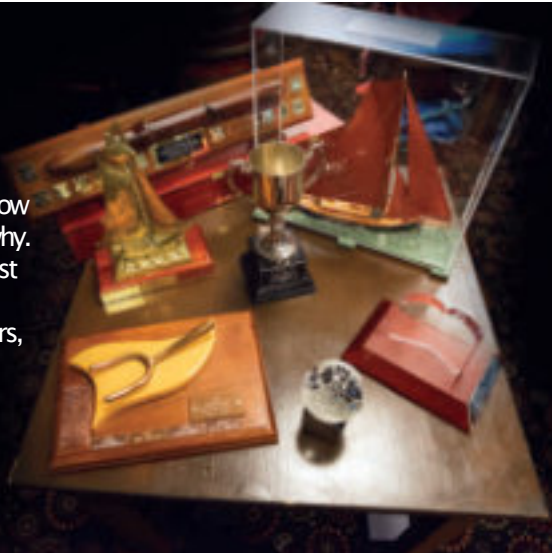
Hill, Secretary and EC President, Robert Hill. My thanks to you all for your warm welcome. Brian Hammett, a long-serving EC Committee member and previous OGA President, did a superb job on the mic. for the Regatta Day, and with his wife Lorna, hosted the best pontoon party I've ever seen, on their lovely 'Avola'. I understand that Peter Elliston (PTK 'Pete the knife') does a huge amount behind the scenes and was there on 'Reverie', his lovely Itchen Ferry, with three nephews, two of his and one his wife's, Sarah Adie. I now have a clearer idea what an East Coast Regatta means, and I am still lost in admiration for the organisers, boats, crews, owners and the inspiringly enjoyable event itself. Alistair Randall caught me on camera with past OGA Presidents from the East Coast Area, Rob Williamson (1989 - 1994) and Brian Hammett (2006 - 2009).

Sean Walsh, OGAPresident



Nominations for OGA Trophies, 2015

Dave Percival, Solent Area, has volunteered to be responsible for the OGATrophies. Just let him know who you'd like to nominate and why. See the Noticeboard (p.27) for a list of trophies. There's more detailed information, including past winners, on the website: www.oga.org.uk/trophies





Cruisingtales, 2015:

I met Mary Gibbs in Yarmouth IOW, as she arrived on the ferry in stormy weather. The OGA fleet was gathering to set sail for St Malo, and Mary was due to crew on 'Minstrel'. After her 2014 trip to the Netherlands, she's decided to move 'Molly Cobbler' close to home, making her base North Wales. Part 1 of her journey is published here. Part 2 will be in the December Log.

13 May: It feels strange to be leaving for good. Outside Bradwell Marina, there's a Thames barge sailing slowly along the far side of the Blackwater, a lovely goodbye. Sailing gently in the sunshine along Middle Deep, I see Sheppey ahead but Bradwell Power Station is still visible to the north.

17 May: Yvonne and I set off early for London. Strong westerly wind, so motoring all the way, but the next two days' forecast looks worse. We get our reward, meeting a convoy of Dunkirk Little Ships punching the tide on their way to Ramsgate.

21 May: Out early to wait for low water, while fascinated City commuters admire 'Molly', still beautiful even with her mast and spars secured on supports. Yvonne joins me to motor upstream, attracting friendly waves from the river police. Best moments? a seal swimming ahead of us below Tower Bridge, encountering a small house with a walled garden under tow (yes, really), looking up at the gilt on Big Ben as it chimes the three-quarters, watching a cormorant trying to swallow a flatfish...

25 May: Friends at Richmond volunteer two days as crew, making Thames locks much easier. Anarchic ducklings scuttle around as disciplined goslings swim in line between two protective parents.

26 May: I see my first red kites, soaring high above the Thames. Between posh houses, willows scatter downy seeds, bright yellow flag iris wave and masses of creamy cow parsley sway along the banks. On Bourne End Reach a fleet of Thames A-raters race, their unbelievably high rig, to catch the breeze above the trees, making them a challenge to sail.

28 May: Henley is a pleasant place to stay, despite rowers in training who pass every few minutes. I take my folding bike for a ride in the Chiltern Hills to the north: sunshine, bright flower gardens, warm red brick houses and traditional inns.



'Molly' in South Dock, ready to go up river

4 June: 'Molly' and I head up to Beale Park Boat Show. The trip includes a sail in 'Swallow' and successfully paddling a coracle.

8 June: Reading is noisy and feels like a town under construction. My son arrives, and we head down to the River Kennet, winding under numerous bridges and passing the only traffic lights I know of on a canal. Press a button and proceed on green and we find ourselves motoring through a shopping mall, a first for 'Molly!'

10 June: We've been learning fast about different kinds of lock construction. This section was canalised almost 300 years ago. Some suit 'Molly' better than others. Strangest are turf-sided locks, with sloping, plant-grown sides.

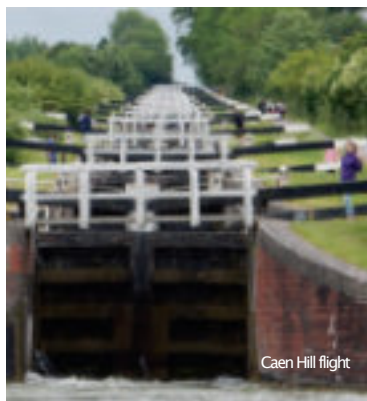
11 June: Peter takes over as crew, some gates and swingbridges take a lot of pushing. Masses of flowering plants and trees; elder, wild rose, comfrey, poppies and yellow waterlilies.



'Molly' on The Long Pound, just west of Pewsey



Mary takes 'Molly' from East to West (part 1)



Caen Hill flight

17 June: Caen Hill locks, 29 in two miles, taking us down 237'. My crew do wonders, I lose count, 'Molly' is covered with mould coating the lock walls. But the view ahead is stupendous.

18 June: A water vole paddles out from the bank and swims across behind us. Monica and I are entranced.

19 June: We descend the six Bath locks, with striking views all round. Bath Deep Lock, 19' at deep is not that alarming in fact.

20 June: We've just realised that the small jetty 'Molly' is moored to is private as its owner comes striding out. He promptly invites us to stay as long as we like! A beautiful spot.

24 June: I have enjoyed spending this week in Underfall Boatyard, at the end of Bristol Floating Harbour, a traditional working boatyard where 'Molly' has her mast lifted.

26 June: We lock out of the 200-year-old Cumberland Basin to motor down the Avon gorge, under Clifton Bridge and out to sea!

29 June: A gentle sail with a friend in the sun, Cardiff to Barry.

30 June: A brisk sail to Swansea with the ebb tide to speed us on our way and Exmoor looking beautiful in the sun to the south, while its north-facing cliffs remain in shadow.

3 July: We have a wonderful broad reach from Swansea, well out from the coast so the ebb tide can increase our speed to 7.5 knots, then north towards Caldey Island. The sea sparkling in the sun, to confront the flood tide along the cliffs. Back to reality, a voice on the VHF from Manorbier Range, 'unknown yacht south of Caldey Island, in 15 minutes you will be in an active firing area.' Oh well!

11 July: Exploring with BCA Old Gaffers up the narrow channel to Pembroke Castle, packed in the three smallest boats, while Patrick checks off the buoys. 'Molly' leads the way, briefly sticking in the mud twice. It feels like being back on the Blackwater, but mooring below the 12th century castle is rather different.

Mary Gibbs, East Coast to Bristol Channel en route to North Wales

13 June: Crofton steam pump, 200 years old and still in working order, not steaming today. We walk back from the pub in the dusk along a Roman road, the white chalk surface easily followed.

14 June: Through the 502 yard summit tunnel, Peter on the foredeck with the searchlight. We see grey wagtails at nearly every lock. I had never realised how cleverly they can manoeuvre in flight, and sometimes they look almost like humming birds.



'Molly' joins the Bristol Channel Area Milford Haven Cruise



NOGnote 1: newOld Gaffer's first YOGAFF

Following the sale of our 32' Barbary Ketch in which Tom and I had explored Brittany, we decided to buy an old gaffer and join festivals of the sea on both sides of the Channel. Tempting as it would be to own a wooden gaffer, I did not have the skills or the resources to keep a wooden boat afloat. Realising a Heard 28, replica of a Falmouth workboat or oyster dredger, might be just the thing, I made the acquaintance of Sam Heard and purchased 'Carlotta', with his help and advice. Tom and I sailed 'Carlotta' up from Mylor at the end of April but hardly ready by 28 May.

I take my hat off to those who organise the Festival. The sheer scale of the thing is just mind-boggling: bands and stalls providing non-stop entertainment for four days and three nights; gaffer races in The Solent and harbour entertainment in the form of log races (model yachts ingeniously made on the spot), races in tenders powered by anything from an umbrella to clothing, and a strange Dutch game involving jousting at small metal rings suspended between pontoons.

Having looked forward to YOGAFF for so long, it seemed the weather would prevent us from attending as gales were forecast. Fortunately the crew could start on Wednesday and we sailed down from Cowes in a very pleasant light breeze, taking the opportunity to sort out the Wykeham-Martin furling gear on the way.

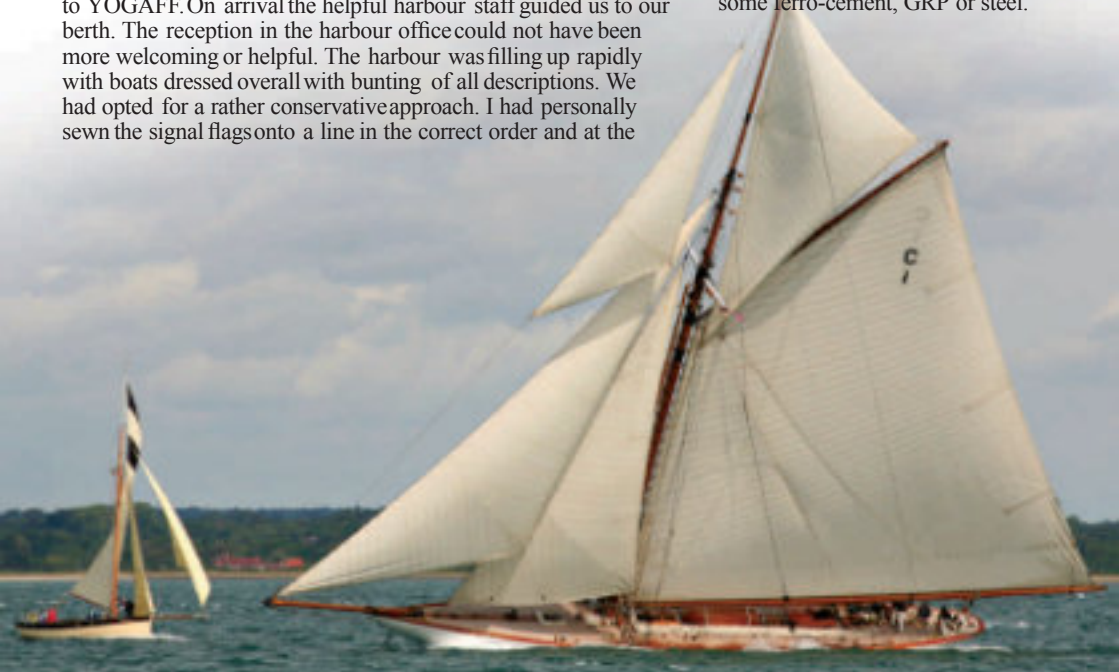
Taking part in the festival for the first time was daunting. We did not know quite what to expect or what was expected of us despite copious emails on almost every subject in any way related to YOGAFF. On arrival the helpful harbour staff guided us to our berth. The reception in the harbour office could not have been more welcoming or helpful. The harbour was filling up rapidly with boats dressed overall with bunting of all descriptions. We had opted for a rather conservative approach. I had personally sewn the signal flags onto a line in the correct order and at the

Impressions of YOGAFF from a new Solent member

New Solent member, Piers Rowlandson, shares his impressions of YOGAFF, his first OGA event in 'Carlotta', a Heard 28. 'Carlotta' has become a regular OGA participant since then, joining other events including the Cruise in Company from Yarmouth to St Malo (p.21).

right intervals so that we were dressed overall from stem to stern. Others had taken a much more lighthearted approach and had dressed their boats in whimsical ways. YOGAFF had adopted breast cancer as their charity so the theme was pink. One boat's crew had dyed their washing accidentally (on purpose) with a red sock and the whole wash was flying from the masthead.

There was an astonishing variety of boats, some very old and some relatively new. Some were wooden, some ferro-cement, GRP or steel.





28 – 31 May 2015



From a distance it could be hard to tell which were which and all were welcome, I was glad to see. The first evening we gathered on the two Brixham trawlers for a welcome drink and a chance to make new friends. We went onto a 'bring your own' barbecue at the Royal Solent Yacht Club.

Friday was wet and very windy but the bunting did not blow down and a surprising number of people came to admire and enquire about the boats. We had a laminated poster attached to the shrouds. I took the opportunity for much needed boat maintenance, with the help of passing friends. There were many trips to Harwood's chandlery. Later, those with tickets went off to Yarmouth Sailing Club for buffet and singing but we elected to stay in the main tent, listening to the music, enjoying burgers and pancakes from the various stalls. And so to bed with the dying strains of the 'Accelerators' floating across the water.

Thank goodness the weather on Saturday was vastly improved; perfect Solent conditions greeted us as we made our way out of the harbour. Briefing the previous evening had contained advice about the course and the starting sequence but most time was spent with a detailed and spirited explanation of the rules to be observed to avoid collisions: the bigger boats starting first and the smaller boats keeping well out of the way until the bigger boats had cleared the line. If a boat was over the line at the start there was to be no going back, a time penalty would be applied instead. There were many more dire warnings, all aimed at getting the relatively unwieldy old gaffers away safely. In the event we had a close encounter with the biggest of the gaffers: 20 minutes before the start 125' 'Mariquita' came sweeping across the line, on a timed run. We were more than 200 yards away from the line to windward and on port tack. 'Mariquita' was reaching across the line on starboard tack and wanted to harden up and go about, thus crossing our bows. She could have gone round behind us, but called 'Starboard!' instead, changing course towards us. I put the helm down to tack and they swept by, the skipper calling out, 'Thank you boys!' as they did so. After that we kept well clear of the line until, a minute before the start, we tacked round and headed across the line. Just as we did so a smaller gaffer came shooting along on port tack, so it was our turn to call 'Starboard!' We were doing quite well until we rounded Dunford on the mainland shore. At that point we bore away onto a run and 'Jolie Brise', the 60' French pilot cutter, came up behind our group and swept by to windward with a jolly wave. Here we made our biggest mistake by not gybing and keeping inshore and out of the tide. Having passed Jackson's we were almost on a dead run by the time we got to Hamstead Ledge. After that it was a quick beat home with the tide.

The afternoon passed very quickly with visits from friends and relatives, so before we could turn round it was prizegiving and supper in the Royal Solent Yacht Club. We were third in class: a happy end to a brilliant weekend.

The forecast for Sunday was gales and rain in the morning, so we abandoned any thought of another race. Luckily it cleared up enough for us to sail home to Cowes on the afternoon flood tide.

'Carlotta' and crew, Piers Rowlandson, Solent Area



Photo: Jessica Warren



Salvaging an old teak on ply deck

WARNING! Those of a nervous disposition, and especially those who hold strong views about the correct use of valuable materials such as teak in the boat building business, are advised not to read this article!

25 years have now passed since the deck of 'Working Yacht 1' was constructed. Originally designed to be of ferro and part of the hull structure, it was an area in which I felt I could improve the design by saving weight. To this end, I designed my own wooden deck structure. This was a plywood 'lid' on laminated iroko beams at one metre spacing covered with straight laid teak planking and iroko cover boards. The sub deck was two layers of 15mm ply, painted with red lead. The teak planking was then through-fastened over a layer of sheathing felt (bitumen and horse hair). Fabricated angle iron upstands were through-bolted to the beamshelf. I designed my own caulking groove which was undercut into each plank forming an inverted 'T' shape.

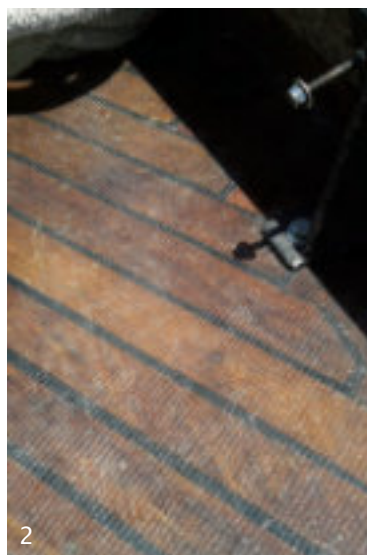
I was very proud of my teak planking, part of which had been salvaged from the seabed off Ireland having been sunk in the First World War along with a cargo of tin which had become economically salvageable. I was proud also of the joggling of planks into the coverboards which involved a lot of patient work.

From Day One, the deck has leaked. Not very much, but persistently.

Part of the problem was that I had switched from the two-part Arbo caulk to the single-part product halfway through the job, because of ease of use and cost. However, it is a very different product and not suitable for caulking decks. It has shrunk by 30% and become inflexible whereas the two-part has held up well. Over the years I have dressed the deck with various potions in the hope that it would fill up the leaks and somehow control the situation. Nothing worked for long. A few years ago, out of desperation since I was living on the boat and trying to keep up a reasonable standard of living, I threw caution to the wind and covered the whole deck with epoxy and a layer of glassfibre tissue.

Immediately it was waterproof and transparent enough to view the deck. I was unable to do a thorough job, which would mean taking up all the through-deck structures and the toerail itself which I felt needed a prolonged time with dry weather.

I retired in March this year and brought the boat out to Lisbon where I have been anchored in the river and able to spend time on sheathing the deck. The epoxy has stuck well to the planking but has been affected by UV which I had been warned would happen. This time I plan to varnish the deck on top of the sheathing in an attempt to shield the epoxy. If this does not work then I see no alternative to painting the deck. Removing the epoxy has been easier than expected using a sanding disc and small grinder.





Working Yacht 1'



A floor sander would doubtless be effective and quick, but needs a larger power source than the 850W I have available on board. The teak has been well protected and looks pristine under the epoxy. The tissue glassfibre cloth that I had used was not ideal, in that it is quite stiff and does not like a compound curve. This time I have used a biaxial cloth without a peel ply covering, so that the stitching pattern becomes a non slip surface. This cloth is easy to use and goes over a 90° corner with no difficulty. I used many disposable 50mm paintbrushes which were stiff enough to allow a stippling action. I haven't found rollers helpful or necessary. A slow hardener was necessary because of the high summer temperature, consistently over 30°C.

The alternative to this salvage operation was to have been a new deck along traditional lines, but this would require additional deck beams which would have been technically difficult. In the future a new deck will be needed. I would be happy with a similar structure but would suggest constructing a subdeck with its own epoxy sheathing and then cladding the surface with teak or other planking by using an adhesive system without through-fastening.

I have long been an advocate of using modern materials in addition to traditional lines, but this would require solving problems such as constructing watertight decks. I ask myself the question, "What would a Victorian fisherman do if handed modern materials?" Sheathing an old deck might be something he would try too. Time will tell if it is an effective solution.

Thanks are due to Matrix composites of Bristol and Rebelco of Aberdeche near Cascais for epoxy knowhow and materials, and to Montijo near Lisbon for two months of warm dry weather.

John Laband, Bristol Channel Area



1. 'Working Yacht 1' anchored in the Tejo river near Montijo, close to the ferry terminal at Seixalinho.
2. Deck sheathed with biaxial cloth and the stitching left proud to act as a non-slip surface.
3. A very useful tool and this type of sanding disc proved almost indestructible.
4. A cross-section of the deck to show its construction, taken inside adjacent to a hatch coaming.

Photos: John Laband



Solent 'young gaffers' at YOGAFF

Youth get behind the Gaffer 'Log' race at YOGAFF

Can you make a clog sail? The Dutch, we know, are good at it! Following their challenge, the Solent Gaffers invented the 'Log' race in 2014 and its success with YOGAFF participants, young and old, led to a second race this year. All very educational too for a budding gaff-rigged boat designer. Where to put the mast? The keel? Find the centre of effort. How big should the sails be? How long the bowsprit and how tight to set the jib to keep her course on the wind?

The pictures tell the story well. Young Gaffers put their heart into the challenge on what was a blustery Saturday afternoon. Mini sails, colourful designs and cheering crowds put real life and movement back into the harbour as of days of old. Delightful to behold. The race winner was 'Little Atlas' and Jim Brook-Jones, second was 'Miley' and 'Gaffer Pig' took third. But for me, full credit goes to Fyn Mitchell for style, with his boat sporting the transparent main, yellow flying jib, topsail and staysail. That's where my prize goes!

Ben Collins, Solent Area Logmaster





An Elder Gaffer has his say . . .

Your Editor received a poem from East Coast Area Elder Gaffer; Mike Peyton who noted, "Many years ago, when I was made an Elder Gaffer; I asked what that entailed and was told that I could say what I wanted at OGA meetings. But nobody had to take any notice. With this proviso in mind I offer the enclosed for inclusion in the Gaffers' Log." Mike submitted a second 'jingle', also published here, "to express my feelings about including Bermudians in the Old Gaffers Association, feeling it may be a better choice for the September issue." The illustration is by Claudia Myatt.

Man Overboard

A dyed in wool traditionalist, he owned an old gaff cutter.

He swore no push or pulpit her lovely lines would clutter.

He was true to his convictions, til one wet and windy night

He unfortunately went overboard when somewhere off the Wight.

"I've changed my mind!" he shouted, "I'll have guard rails all around!"

At least they think that's what he shouted, the night that he was drowned.

Bermudian rig

I don't give a fig

For Bermudian rig

Gaff rig I would choose

On the cutter I cruise

She can ride out a gale

With a shortened down sail

Yet she still is a lady of leisure

When in soft summer seas

With a light topsail breeze

She is all I need for my pleasure.

And now at the end of my sailing

Soon my ashes will drift on the tide

And heaven's lock gates will open

And I'll sail the calm waters inside

Where I catch up with long ago
shipmates,

Shipmates I sailed with before

As we raft up in heaven's calm
waters

And anchor off heaven's lee shore

We go below decks to talk sailing

For a drink and a yarn and a laugh

And give thanks to the long-ago
yachtsmen

Who first swigged up his sail on a gaff



La Semaine du Golfe du Morbihan

Our second NOG note in this issue (from a new Old Gaffer) is provided by Leslie Aldous. He shares his reasons for joining the OGA and reports on his first event in company with the Trailer Section, taking his boat to France. In submitting his contribution to the Editor, Leslie says, "Occasionally in life you're fortunate to stumble upon the right decision! This year, like London buses, two came along together! First, we joined the OGA. Second, we decided to go to the Morbihan."

The first decision

I've had an open boat, a Lune Whammel, for about ten years and apart from its annual week in Cornwall or an occasional weekend on the Thames, it hasn't really been used a great deal. Inherently lazy and lacking drive (a phrase no doubt used in my first school report) I've struggled to cope with the process of simply using the boat. OK, I can book a mooring or berth, but what happens when you want to move to another part of the coast? Do I really need to tow a tender? Oh and where can I leave the car and trailer for a few days? Where do we sleep when we finally make it to shore? And that assumes that we don't get caught on some rock or sandbank on the way. (Actually, that last bit's for my wife who has very little faith in me, or my sailing abilities and ensures that we are fully paid-up members of the RNLI). But I'd read an article in Classic Boat about the exploits of the OGA Trailer Section and it all looked rather appealing. Suddenly we had the option of sailing in company. No, not for the company, but for the safety! After all, when we eventually capsize it will be nice to have another boat nearby to swim to. I'd always envied those Drascombes (any type would do), with their 'association' to belong to, and endless organised events to peruse. But I bought a Whammel and sailed alone . . . ah!

The second decision

Shortly after joining the OGA I received a list of sailing events that I was apparently welcome to attend. Many looked quite interesting, some not so, some clashed with other planned events, but one stood out from the rest. The Morbihan. I checked its location, considered its appeal, and then stared at the description, which unfortunately mentioned 'treacherous currents' or something similar. Worse still, my wife read the same description. Oh well, I thought, this must mean the end of Morbihan, it all sounded downright dangerous, at least in my wife's eyes, but no, undismayed, my wife decided we were going! I refuse to bore any unfortunate reader with a diary of our week's events, but a short list seems reasonable.

Excellent weather

Sailing in an open boat in the rain is generally miserable and to be avoided. This was not a problem.



11 – 17 May 2015



Excellent company

Mick and Malcolm were absolute stars. They were the best strangers you could ever meet and the friends you'd like to see again. If your car ever runs out of fuel, you don't have a clue where the campsite is or you don't know anyone a long way from home, if you're lucky you'll bump into M & M's (as a Dutch couple named them). But withstanding M and M's, we met some wonderful people and had some great times together. I should state at this point that these comments come from a fairly unsocial couple who normally seek out only their own company and no others, so it was quite a change for us and testament to the friendliness of those we met.

Practical arrangements

Campsite/trailer and car-parking/moorings/transfer from mooring to shore and back again/transfer from finishing port to campsite and back again the following morning/tides/weather conditions. These were all organised by the Semaine de Golfe event team. They made us feel as though we were the stars of their festival and they did almost everything they could to keep us happy. Truth is, the boats are the stars and we were cosseted because we just sail them. The event attracts large numbers of both sailors and non-sailors and the effect their spending has on the local economy makes the event worthy of the tourist authority's sponsorship.

Entertainment

Lots of folksy music and Breton dancing, a sort of circular dance accompanied by bagpipes. I'm told it was really good by some, and others had well, other opinions. There were some wannabe rock-groups and of course the impromptu singing, also mainly by the Bretons. Sounds like a mish-mash of events and to some extent it was, but it works and it was very easy to get carried away with the evening's festivities and the open friendliness of the Bretons. I should mention the proliferation of oysters, cider and wine. Generally very cheap and often free if you attend the 'briefings', after all, how could you possibly listen to the plans for the following day without eating platefuls of oysters with wine at the same time.

Oh yes, the sailing

Well the weather was fine, the sea calm and the distances between oyster and wine stops were acceptably short. This was not an adventure on the high seas but an opportunity to sail in protected waters accompanied by more than a thousand other boats. Yes a thousand plus boats divided into their respective flotillas and all sailing gently around the Morbihan for a week. I should mention the 'treacherous currents', these were over-egged and not a great deal to concern yourself with. They just need respect and a good engine! Sounds good, and it was! Will we go in two years time? My wife she say yes!

Leslie Aldous, Trailer Section



CLASSIC Sailor

MAGAZINE

Classic Sailor, the new monthly journal for traditional boating enthusiasts is in the shops now. We aim to cover the growing interest in traditional yachts, workboats, motorboats and rowing in the UK and overseas. We also aim to enable boat owners to get the most from their pride and joy with practical articles on navigation, seamanship, maintenance and restoration.

ONLY £3.95; SUBSCRIPTIONS AVAILABLE FROM WWW.CLASSICSAILOR.COM



IN THE SPECIAL FIRST ISSUE

Offshore with Griff Rhys-Jones Cowes - St Malo

- NEW THAMES BARGE
- EAST COAST TALES
- FASTNET HEROES
- TEAK DECK FIXED
- RUNNYMEDE 800
- GREAT UK DESIGNERS
- USING A CUTTER'S JIB
- BY DINGHY TO THE
BRITTANY BACKWATERS
- TEAK DECK REPAIRS
- TRAD NAVIGATION



Round the Island Race, 2015

Charles Stanley Classic Week took place 20-24 July at Cowes and judging by a bumper number of entries, was poised to be even more spectacular than last year. Over 170 classic boats came to the start line from far and wide. Racing was organised by the Royal London YC with support from RORC/Royal Corinthian YC, Royal Victoria YC, Island Sailing Club and Cowes Corinthian YC.

Old Gaffers are still going strong with two classes, one racing from a committee boat and the larger boats racing from the RLYC shoreline. Back to defend his 2014 titles was Charlie Walrock in 'Beeleigh', overall winner of the Gaffer Class last year. With just one race per day in their programme, the historic Old Gaffers enjoyed mid-Solent round the cans races. "The courses suited us perfectly", says co-owner Tim Redburn, of the fully restored

Gaffers' Division

There's three classes in the Gaffers' Division. OGAMembers were amongst the winners as reported on the Solent website: www.oga.org.uk/solent/news

Sailing by

Visit Sailing by to see archive video footage from the Round the Island Race in the 1960s, including 'Betty', still sailing with the OGA in 2015. www.sailing-by.org.uk



'Rosenn' in the sun

'Beeleigh', which is 102 years old. "Gaffers are not known for their upwind sailing, and some great fetching legs were ideal for the design." Monday's race was won by 'Rosenn' with 'Beeleigh' second and the beautiful Bristol cutter 'Polly Agatha' third.

This set the trend for the week with 'Rosenn' getting four firsts, 'Beeleigh' with four seconds and the well sailed 'Polly Agatha' coming third in each race. On a final note on performance versus age, Barry Dunning and Bob Fisher's 1896 Solent One Design 'Rosenn', designed and built by White's, was unbeatable in the Classic White division, whose fleet boasts no boat built later than 1913. "23 Solent One Designs were built," says Bob, "and we know there is one still active in Argentina." Of the racing he said, "We just seemed to pull away ahead of the fleet. We knew where we wanted to go and we worked the tide."

'Rosenn' was the oldest boat in the entire fleet. The wind was a bit fickle in the area of Norris as usual, but it has been a great weeks racing.

Barry Dunning, 'Rosenn'



'Rocket' Round the Island

We managed to escape injury and made our start at the mainland end of the line

The start line of the Round the Island Race is not for the faint hearted, not if you are sailing a 28 foot gaff cutter and sharing the line with some of the largest and fastest catamarans in the world. Nervous about starts at the best of times, I can lose a night's sleep imagining our 14 foot bowsprit impaled on some impeccably restored wooden ketch built c1902. As we approached our 0710 start on the Squadron line my elder son, by no means faint hearted, was urging me on, optimistically shouting 'Starboard' at the giant cats hurtling towards us. We managed to escape injury and made our start at the mainland end of the line in the hope of a better breeze on the beat down to the Needles.

We thought we would be better off avoiding tacking in close to the island on starboard and then having to make our escape from the rocks, dodging through the fleet, on port. Big mistake.



Photo: AndyParadise



Photo: Press Association

Featuring 'Susan J'

Read Hatty Fawcett's account of the Round the Island Race crewing on 'Susan J' in the new 'Features' section of the Solent website:

www.oga.org.uk/solent/features

I was so pessimistic that I hadn't even bothered to book a table for dinner

As we beat towards the Needles with a few hundred sails ahead of us and hundreds more behind we caught our first glimpse of our only rival, another Heard 28, 'Susan J', belonging to Mike Shaw, former president of the OGA.

Mike and his son are wily. They know the Solent well. They had taken the island end of the line and rounded the Needles ahead of us. Worse was to come. We had planned to hug the south side of the island keeping out of the tide until we reached St Catherine's Point. The previous day however we had shared a fateful pint with three likely lads who convinced us that we should not take that course. We would be out of the tide, they agreed, but the wind would come vertically down the cliffs and stop us dead. I like to think they were not in Mike Shaw's pay, but they might as well have been. As we romped along, a mile offshore, warm sun, wind a steady 4, topsail up, peak let off a

putting all our weight to one side we managed to slide off unharmed

little to give us a full-bellied sail, making a good 7 knots we spotted 'Susan J' creeping along hard by that southern shore.

By the time we reached St Catherine's, Mike was almost a mile ahead, a lead he kept to the finish.

In spite of this humiliation we were having a brilliant day's sailing, keeping pace with all kinds of cruiser/racers. By the time we had rounded the east end of the island we had found another rival to compete with, a fine wooden gaffer from the class above us. We each tacked aggressively towards Ryde, usually missing each other by a few feet. On our final challenge we bore down on him yelling 'Starboard'.

'I can't get out of the way. We are aground,' came the sad reply. And within seconds we were too, though by putting all our weight to one side we managed to slide off unharmed.

Our last challenge was the finishing line. This had been insensitively arranged to separate the fleet. Some boats were to finish on the southern end of the line, some to the northern. We were heading for the northern end, but as we charged towards it boats heading south on starboard tack brought us to a halt. It seemed an age before we could break through and cross. I did not expect us to make the 2200 deadline but it was still only 6pm. Our time: 10h 43m 46s. 'Susan J' was only 18 minutes ahead of us. A triumph.

I was so pessimistic that I hadn't even bothered to book a table for dinner. With Cowes that night seething with crews from the one and a half thousand competing boats it was midnight before team 'Rocket' could eat the fine curry they had been promised. A brilliant day though: some fine sailing, a dazzling array of yachts and a tribute to 'Rocket', her crew and of course the great Percy Dalton and Terry Heard.

David Dimpleby, 'Rocket', South West Area



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 has an upper age limit of 25 years and includes all participants in OGA organised youth events.

Have a look through the photos you have taken this summer and choose up to four to enter in the OGA photo competition. All the details are on the website as well as instructions for how to upload your entry online. We've made the process as user-friendly as possible. There are five steps to success:

1. Choose your best photos (max. two entries per category)
2. If they are big files re-size them to be under 2MB
3. Dream up a good title and caption for each entry
4. Log on to the OGA website
5. Follow the instructions to upload your entries

Milke Garlick, OGAPhotography 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, open now.

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

Prizes will be from a selection of superb nautical books published by Adlard Coles, announced and presented at the OGAAGM, 16 January, 2016.

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

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



Brest and Douarnenez 2016? www.oga.org.uk/events

These two events coincide every four years. Ben Collins reported on his visit in the December 2012 Gaffers Log (p.18) and there's a report in the June 2014 Log of the 1996 event by Royston Raymond (p.10).

Visit the OGA website to find updated details for these two events, along with extracts from these two articles.

Contact Ben Collins if you are interested in joining in, with or without your own boat in 2016: bencollinsbmc@gmail.com



Cruising in Company. 2015

Yarmouth to St Malo, Brittany, France: 25 July – 9 August
www.oga.org.uk/news

Piers Rowlandson enjoyed his first OGA event at YOGAFF (p.8) and decided to join the Cruise in Company to St Malo with 'Carlotta' and crew members Ed and Angus. He was not disappointed. The full report is on the OGA website and we include this extract to illustrate the success of the event alongside invitations to join the French OGA again in 2016 at Brest and Douarnenez.

Gaffers from far and wide arrived in Yarmouth Isle of Wight on Friday and Saturday to raft up and await a weather window. There were two boats from the Netherlands and others from the Solent and East Coast of England. The harbour was crowded for the Taittinger Regatta weekend, and 'Carlotta' was racing on the Saturday. The weather deteriorated with gales forecast until Wednesday but on Tuesday evening the sun came out and the wind dropped. 'Carlotta' and crew re-fuelled and set off down the Needles Channel at slack water. We encountered large steep waves and with wind on the beam made reasonable progress through the night to arrive in St Peter Port 18 hours after leaving Yarmouth to catch up with 'Betty II', 'Step Back in Time', 'Cine Mara' and 'Gwenili'. We sailed together to Sark and then motored on to St Helier, leaving early to arrive before nightfall.

After motoring past the Minquiers next morning, a north wind sprang

up and we sailed into the rocky approaches to St Malo, locking into the Bassin Vauban at 16.30 to meet my wife, Kim. Over the next couple of days the rest of the OGA fleet rafted up alongside on the quay and we enjoyed a few days on the beach, in the shops, exploring the ramparts and galleries while the boys went fishing.

On Tuesday the French Gaffers started to arrive for a grand reception in the mediaeval tower guarding the city gates. This informal affair was characterised by excellent food, unlimited wine and great bonhomie. We left the next morning, seeing the frigate 'La Recouvrance' weighing anchor before we were boarded by French customs officers who examined our ship's papers as we strayed out of the channel. Once they were off, we set course for St Peter Port arriving as the light faded.

The boys had to be back at work, so we cast off at 07.00 next morning sailing up the Little Russel with wind and tide behind us. By 23.00 we were in the Needles Channel after a very fast passage to Alderney. We drifted past Yarmouth with all sails set, like a ghost ship, in complete silence. At midnight we dropped the sails and motored the last few miles to Cowes.

It was a highly successful first experience of gaffering in France. A big thank you to Ben for organising it all!

Piers Rowlandson, 'Carlotta', Solent Area



Ben Collins in 'Betty II', spotted with the Royal Solent Yacht Club's huge binoculars approaching Yarmouth in a bit of a blow.



Cruising in Company. 2015

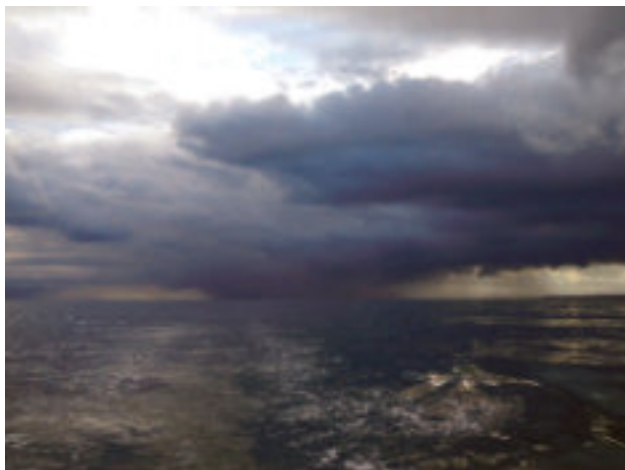
West Cork: 17–31 July

The weather was really terrific for Glandore Regatta, a most enjoyable event attracting 50 boats with the warmest possible welcome you could wish for. OGA President, Sean Walsh, had the honour of officially opening and closing the Regatta, and our OGA flag flew all week. Sean's boat, 'Tir na n'Og of Howth', did well, picking up third overall in the Workboat Class with five firsts across the line and one second. Our newest OGA member, 'Helcia', was doing well in her Class until she blew out a cruising chute and tore a Genoa in some strong gusts later in the week.

Our flotilla for the Cruise was much smaller than anticipated: 'Don Carlos', 'Mona' and 'Verve' joined 'Tir na n'Og of Howth' while 'Helcia' decided to return to her sailmaker in Dublin. We left Glandore Saturday 25 July and sailed in light variable conditions to Crookhaven, where we found ourselves stormbound for two days. Sunday saw force 7 winds, increasing steadily during the night.

We awoke early on Monday morning to a feeling of tension in the harbour. One yacht had broken her mooring, ending up aground and a 45' sloop had broken her mooring and became entangled in 'Verve'. Three lifeboats from Baltimore, Schull and Goleen arrived and expertly sorted out the two yachts, but the flotilla had a nervous few hours as gusts touched 40 knots. Although lacking great shelter from the WSW, Crookhaven has the famous O'Sullivan's, so those two days were neither dreary nor a chore.

We left Crookhaven on Tuesday and had three glorious days sailing. After passing the Mizen we were facing rising WNW winds and high swell, forcing us to turn around and head for Schull. The shelter there made much more sense than a 5-6 hour beat into a rising half gale! After a delightful lunch we spent the night in



Glandore Regatta and West Cork



Croagh Bay, a quiet anchorage on the north of Long Island Sound.

Wednesday we raced around the Fastnet Rock before returning to Crookhaven. Thursday saw us arriving in Baltimore via a lunch stop in Cape Clear South Harbour and then on Friday we pressed on to enchanting Castletownsend. What a beautiful little town. The Townsend family Church and Cemetery there had four Townsend RN Admirals, one Air-Vice Marshall and numerous Colonels of the Townsend family interred, who had valiantly fought and died for 'King & Country' in two World Wars. A most interesting place and a sublimely peaceful Haven, worth a visit.

The forecast was worsening. On Saturday we made it to Kinsale, where we were stormbound for four nights. There are worse places in this world to be forced to spend time than Kinsale, the culinary capital of Ireland. Needless to say a fair amount of empirical research was carried out to try to ascertain whether or not that claim is justified. It is! Some fantastic walks, and bookshop trawls were

enjoyed as well, including to the spectacular Vauban designed Charles Fort and James Fort opposite.

Conditions dictated that nobody left Kinsale until Wednesday. We did see one visiting English racing sloop leave on Tuesday to make for Schull, much to the disapproval of locals, shaking their heads in puzzlement as they saw her leave. We heard subsequently that she had a horrendous passage, and regretted that decision.

Each flotilla member departed separately towards Dublin on Wednesday, keeping in contact and some boats meeting up along the way. Stops on passage to Dublin included Ballycotton, Helvick, Dunmore East, Waterford, Rosslare and Arklow.

Although the weather could have been kinder, there was some fantastic sailing in spectacular surroundings. You could sail for hours in those glorious parts without passing, or even seeing, another boat. The days spent stormbound were thoroughly enjoyable and rest assured, dear reader, that the fleet made every effort to investigate the standard of hospitality provided by selective local establishments! The sheer natural beauty of West Cork is staggering and there is a very large range of sheltered and secluded anchorages.

All those participating would like to thank our president, Sean Walsh, for not only excellently organising the cruise in company but for his charm, good cheer and great company.

Mark Sweetnam, Dublin Bay Area
Photos: Bob Ashmore





Cruising in Company. 2015

August Classics Cruise: 15 – 23 August

43 gaffers and a handful of classic Bermudan yachts had signed up for the eight-day event. As usual we met up in Ipswich Wet Dock for the first weekend at Ipswich Haven Marina (ABP) who have been so very helpful to us Gaffers for many years. The wet dock was filling up steadily with vessels of all sizes and shapes. On Orwell Quay there were Thames barges rafted out, the skillinger 'Pioneer', 'Jolie Brise', 'Tug 'Turnstone', 'Vic 96 and many more.

As usual there was a passage race to Ipswich, won by the Memory 'Sepia' which had been trailered to Melton from the Solent Area and sailed from the River Deben.

By Saturday afternoon most entrants had arrived to meet up with old friends and welcome new members and others who had not been before. It was really good to see OGA President, Sean Walsh, join us from Ireland for the weekend. For Nigel and Sarah it was their first OGA event along with their immaculate cutter 'Half Moon' built by Nigel over the past eight years. In the evening we all got together and enjoyed a wonderful pontoon party largely hosted on 'Avola', Brian and Lorna Hammett's 10-ton cutter celebrating her 50th year since launch. Sunday was regatta day, kindly sponsored by Teamac Paints who were running various competitions through the day. Sean has described the regatta in his Quarterdeck (p.4).

'Bona' was not going to be racing this week, but provided a very comfortable and stable platform for East Coast photographer, Tony Pickering, who will be publishing a slideshow online. Watch the website for details.

An early briefing on Monday gave details for the Pursuit Race to Wrabness from Pin Mill. In true gaffer style it was a mostly downwind race force 3 to 4 becoming a fine fetch up the River Stour. 'Transcur' started near the end knowing we had to set all we could. First off was 'Temagami' followed by 'Half Moon', 'Inanda' then 'Daisy' and 'Sepia'. They were quickly disappearing round the bend in the river at Collimer when the rest of the fleet



were starting. 'Sepia' being quite easy to recognise with her large white spinnaker. 'Reverie' with her pink topsail was easy to see and needed to be caught as was ex-Police boat 'Victoria' with all sail set. Because the wind was rather more than the forecasters had implied, the race was really quite quick and the larger boats starting last had little chance of catching up their time. 'Daisy' won followed closely by 'Sepia' and Deben 4 tonner 'Inanda'. A good social evening was had on the beach at Wrabness with Duck Wraps and the customary bonfire.

Tuesday we ran the Two Rivers Race. Down the Stour up the Orwell to Collimer and back to the mouth of the Stour. It rained heavily all day but we still had a good turnout. Setting a cracking pace was Golant Gaffer 'Step Back in Time' which really flew in the smooth waters and was second over





August Classics Cruise

the finish line to win well on handicap, second was Itchen Ferry 'Reverie' and third 'Inanda'. Going into Shotley Marina brought back the memories of the past Shotley Festivals. We were made very welcome.

On Wednesday the fleet made gentle passage to Walton Backwaters ready for Thursday's Pennyhole Bay Race. 'Avola' was our start boat again with Brian and Lorna Hammett and crew doing a splendid job. The start was not long after low water with a narrow line. More than one boat finished up aground, but not for long. A downwind leg to start and little windward work meant those who could set the biggest sail would do well. 'Reverie' was first, 'Transcur' second and 'Sepia' third. We met up for a meal in the Harbour Lights restaurant at Titchmarsh Marina.



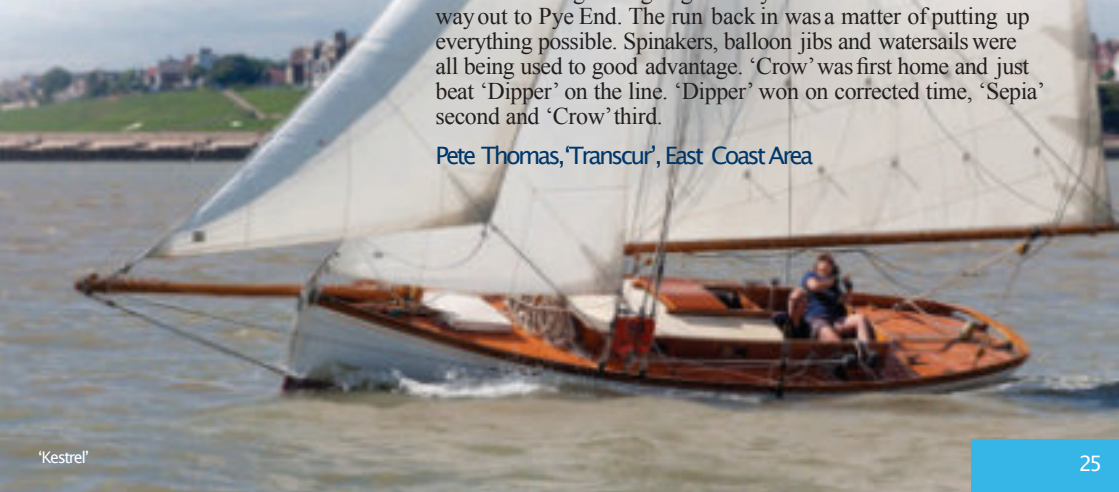
Friday was the opportunity for youngsters and ladies to have a go. The Junior Helm and Ladies race is always interesting. Crew moved from boat to boat. Maddie Masters took the helm on 'Ellen', a 44ft class one smack, Josie Thomas was helming 'Inanda'. 13 ladies took the helm in boats of all sizes. First Junior Helm was Will Roberts sailing 'Reverie' and first Lady Skipper was Clare Thomas sailing 'Transcur'. In the evening Pin Mill Sailing Club provided us all with a superb barbeque.

East Coast photographer, Tony Pickering, spent the week aboard 'Bona' capturing participating boats, skippers and crews. Watch the OGA website for a slideshow and visit Tony online: www.tidewayimages.com



Light winds were the order of the day on Saturday for the final race. At 9:00 there was none but fortunately at the start at 10:00 there was a little on the nose, a more conventional windward start. The Broads Brown boat 'Dipper', skippered by Henry was making the most of his huge sail area and smooth water. 'Crow' was also performing well in the light windward conditions. The harbour was filled with gaffers going in every direction as we worked our way out to Pye End. The run back in was a matter of putting up everything possible. Spinakers, balloon jibs and watersails were all being used to good advantage. 'Crow' was first home and just beat 'Dipper' on the line. 'Dipper' won on corrected time, 'Sepia' second and 'Crow' third.

Pete Thomas, 'Transcur', East Coast Area





Noticeboard

Notice of our AGM in January

Saturday 16 January at 5pm in the Conference Suite at Fox's Excel, Excel Centre, 2 Western Gateway, London E16 1DR.

It's so much more than just a meeting so put the date in your diary now and don't miss the chance to brighten up the dark days of winter by mingling with fellow gaffers. As usual the date has been picked to coincide with the London Boat Show and we have brought the time of the meeting forward to allow plenty of time for dinner and socialising afterwards. The meeting of the Association Committee beforehand will also start earlier in the day than usual and will not be allowed to overrun!

An agenda for the AGM will be published in the December Log and we'll hope also to be able to publish a promotional code to get you a good discount on London Boat Show tickets.

OGA Merchandise: new volunteer steps in

Well done and a big thank you to Ed Allen for all his hard work on merchandise sales over the years. Marion Shirley, Solent Secretary, has volunteered to take this on (as if she didn't already do enough).

Marion has already put some changes in place which we hope will benefit members placing orders:

Burgees and flags can now be ordered directly from our suppliers, which should speed up delivery. Smocks will soon be available again with a choice of the two OGA motifs and the possibility to add your boat name too.

Baseball caps are on the way too as well as, by popular demand, a 100% cotton polo shirt.

So get one step ahead and do your Christmas shopping early in the OGA online shop! There are Christmas cards with nautical themes by Claudia Myatt.

See p.58 for more or visit the online shop: www.oga.org.uk/shop



Sue Lewis, Secretary

The GMC is keen to hear your views on any OGA matters. Contact me by phone: 01255 507550 email: secretary@oga.org.uk post: 2, Outport Eastward, Harwich, CO123EN

OGA Officers: nominations to the Secretary

Three officers are up for election (or re-election) in January, 2016. Our Officers remain in position for a period "not exceeding three consecutive years."

The Secretary, Membership Secretary and Boat Register Editor will all have completed their term this year. Nominations, which can be submitted by any member of the Association, should be submitted to the Secretary to be received at least ten weeks before the AGM, 16 January 2016.

Why so early? So that we can publish details of all candidates in the December Log and give all members the opportunity to come to the meeting and vote.

All three of the existing incumbents have indicated that they would be prepared to serve another term.

Trophies: another new volunteer

I'm delighted that Dave Percival from the Solent Area has taken on the task of overseeing our national trophies. Big thank you to Dave!

Please help make his task an easier one by looking back over your sailing season and suggesting fellow members whose seamanship or contribution to the Association should be rewarded:

- Outstanding performance by a member under 25 (Alan Hidden Memorial Trophy)
- Outstanding individual act of seamanship (Cape Horn Trophy)
- Major voyage relative to boat and experience (Gaffers Globe)
- Skipper and young crew for sailing achievement (Grumpyll Cups)
- Outstanding seamanship by Trailer Section member (Seamanship Trophy)
- Outstanding contribution to the Association (David Cade Memorial Trophy)

Just let Dave Percival know who you'd like to nominate and why. There's more detailed information about the trophies including past winners on the website: www.oga.org.uk/trophies

Dave Percival: davepercival@aol.com

OGA Photography competition

Now's the time to sift through your photos of this year's sailing and submit them for the photo competition.

Turn to p.20 for more information.



Handicaps: weight-watching

Stop being bashful and please let Pete Thomas, OGASailing Secretary, know the weight of your boat. We are keen to run some trials and then possibly modify the OGA formula to take account of the significant differences in sail area to displacement ratio of our boats.

See March 2015 Gaffers Log, p.28, for Pete's full article.

Pete also asked for photos of the hull but don't let this put you off if you haven't had the chance to do it. Just a displacement figure would be a huge help to allow him to test some potential new formulae.

email: p.m.thomas@talk21.com

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.



Welcome aboard!

AREA	NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
EC	5978		Mr Roger Bailey	16 Calvert Road, London, SE10 0DF
EC	5980	Elsar	Mr Robin Hales & Mrs Elaine Hales	Green Gables, 4 Beach Road, Lee-over-Sands, Clacton-on-Sea, Essex, CO168ET
EC	5981		Mr Chris Cummins	Shrimpton House, Selling Road, Old Wives Lees, Kent, CT4 8BE
EC	5982		Mr Ian Lawson & Mrs Teresa Lawson	Wild Acre House, 2 Entry Hill Park, Bath, BA2 5ND
EC	5991	Chloe	Mr Nick Hayward & Mrs Anne Hayward	Millstones, Mill Lane, Brandeston, Woodbridge, Suffolk, IP13 7AP
EC	5992	Tidebird	Miss Helen Kemp & Mr Bruce Chapple	The Myrtles, Coldharbour Road, Brockweir, Chepstow, Gwent, NP16 7NS
EC	5994		Mr Dave Selby	25 Downs Road, Maldon, Essex, CM9 5HG
EC	5997		Dr Andrew Nahum	19 Chalcot Road, London, NW1 8LL
EC	6001		Mr James Weir	128 Holly Way, Elmstead Market, Colchester, CO77YQ
EC	6003		Mr Douglas Bridger	35 Selwyn Road, Edgbaston, Birmingham, B16 0SJ
NE	5984		Cdr RN (Ret'd) Frank Cockburn & Mrs Jane Cockburn	Upper Clifton Cottages, Mitford Steads, Morpeth, NE61 3QB
NE	5989		Mr Jonathan Bell	Blyth Tall Ship, Quay Road, Blyth, NE24 3PA
NI	5986		Ms Jo Bannister	17b Inishargy Road, Kircubbin, Newtownards, Co Down, BT22 2RG
NWA	5987		Mr Chris Townsend	2 Kilburn Avenue, Wirral, CH628BG
NWA	5990		Mr Chris Gooday & Miss Eve Mills	67 Harris Road, Beeston, Nottingham, NG94FD
NWA	6002		Mr David Pugh	13 Severus Avenue, Acomb, York, YO244LX
NWA	6004	Shrimp	Mrs Jennifer Macve	32 Maes Crugiau, Rhydyfelin, Aberystwyth, SY23 4PP
OS	5995		Mr Chris Gerkin	38894 North Pointe Parkway, Harrison Township, MI, 48045, USA
SCO	6000		Mr George Smith	2 West Carlton Terrace, Buckie, Moray, AB56 1HS
SOL	5988		Mr Tomas Vronsky	13 Church Road, Woolston, Southampton, SO19 9FR
SOL	5993		Mr Adam Baker	16 Bramble Way, Stanmer Heights, Brighton, BN1 8GL
SOL	5996		Mr John Leach	106 Park Road, Teddington, TW11 0AN
SW	5977		Mr Scott Bowring & Mrs Jane Bowring	Higher Berry, Tedburn St Mary, Exeter, EX6 6EU
SW	5979	Syrinx	Mr Jeremy Croft & Mrs Auriel Croft	Allerdale Farmhouse, Chillington, Kingsbridge, Devon, TQ7 2LE
SW	5983		Mr Jonny Nance	Spiceland, Uffculme, Cullompton, Devon, EX15 3AZ
SW	5985		Mr James Goodwin & Mrs Liz Goodwin	18 New Street, Chagford, Devon, TQ138BB
SW	5998		Mr John Kimble & Mrs Jannie Kimble	4 Queens Road, Brixham, Devon, TQ5 8BG
SW	5999		Mr James Barrett	Castle Lodge, Berry Pomeroy, Totnes, Devon, TQ96LJ

Letting the public know about us

This year's YOGAFF shroud boards were something of a hit. 2015 was the second year the Harbourmaster agreed to open pontoons to the visiting public and OGA members rose to the challenge with some stunning efforts on the boards, reflecting the pride they take in their heritage boats. The judges used four simple criteria:

- i. Visual impact
- ii. Accessible concise information for a lay public
- iii. Interesting & engaging boat building & historic interest
- iv. Ease of making by an OGA member (neither too difficult nor too lavish)

Agreement was not always easy amongst the judging team of four and we share our comments on three.

‘Carlotta’: simplicity of design and the rigging fixture, a laminated A3 sheet seems quick and straightforward (p.9).
 ‘Toucando’: good use of photographs tell an intriguing and engaging story.

The winning board, Morecombe Bay Prawner ‘Venture’: sheer creativity and detail of the colourful display was engaging to the public whilst providing succinct but interesting information.

Do other Areas have ideas about how best to share information about our boats with the public?

YOGAFF Open Pontoons: shroud boards impact

OGA Objective 2a. states: “The Objects of the Association shall be to encourage interest in gaff, lug and spritsail rigs and their development.”

The public is generally interested in our boats whether they're in harbours, on marina pontoons or at our events. How can we present each boat's story to best effect to develop their interest further?

Ben Collins, Solent Area Judge, reflects on the shroud board competition at YOGAFF this year and asks if others have more ideas to share.





Dublin Bay Youth Project

'We are all going to die', he announced in a calm and understated way, with a heavy Cork accent as he watched the remains of a wave sluice down along the side of the deck. He had a smile on his face. He was enjoying himself.

It was Saturday, 23 May, 2015. Eight students and two teachers from Mayfield Community School in Cork were on two traditional sailing boats in the middle of Dublin Bay.

The previous evening they had arrived at Poolbeg Marina as guests of the Old Gaffers Association. They were taking part in a training weekend organised by the OGA to introduce young people to the joy of traditional sailing vessels.

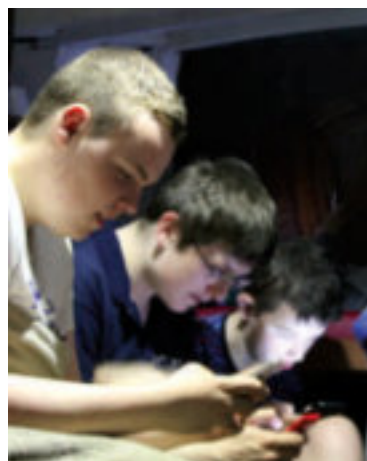
They had slept aboard the boats the previous night and would again that night. That was an adventure in itself. There were two boats. The two girls and Ms. Kelleher slept on 'Tir na nÓg', a Heard 28 Falmouth Oyster Boat replica belonging to Sean Walsh, president of the OGA. The six boys and Mr. Begley were on 'Naomh Crónán', a group-owned Bád Mór Galway Hooker. The boats were tied to the marina in Poolbeg at the mouth of the River Liffey and in the midst of a busy port. There were ferries, cruise ships and cargo vessels arriving and departing all night. It took the students quite a while to settle down for the night, slowly adjusting to the constant motion and the strange sounds.

Last year, a similar group from the school took part in the very first Junior Gaffers traditional sail-training programme and had a wonderful time. The event was a success and Sean Walsh invited the school to participate again this year. The school was delighted to accept and for the following reasons where the students:

- learn how to sail and really enjoy the experience;
- get to know and love these historic craft;
- learn to appreciate the teamwork involved in sailing and living aboard these boats;
- broaden their horizons;
- achieve a basis from which to develop a longer-term interest in maritime activities;
- meet new and interesting people, hearing first hand tales of seafaring adventures.

Three of the students had been on the programme last year and were returning for more. They were able to reassure the newcomers. There were no hair straighteners or hair driers this year but the ubiquitous mobile phones saw a lot of use in the evenings. It was social media in a traditional setting.

All of the students were impressed by the boats and by the experience of sailing them, but particularly inspired by the OGA members giving so freely of their time, their knowledge, their friendship and their trust. They were all made to feel very welcome





by Poolbeg Yacht and Boat Club. It was made clear to the students from the start that they would be treated as full members of the crew for the weekend, expected to take part in all aspects of operating the boats. For boys and girls too young to drive a car, this is no small undertaking.

As a teacher I get a kick out of watching how well teenagers respond to being given adult responsibility. Each student got to steer and work the sails, to secure lines and stow gear. They learned by doing. One student even got to ride a bosun's chair up the mast of 'Tir na nÓg' in order to re-rig a staysail. They sailed to Dun Laoghaire and back again on the Saturday. They motored up the Liffey to pass under the East Link bridge on the Sunday. The weather on Saturday was sunny with a rising breeze and the experience of tacking through waves, on a heeling boat and with water coursing along the gunwales was something new and exciting; hence the tongue-in-cheek comment, 'We are all going to die'.

The students crammed a lot of learning into one weekend. It was a tired, but happy group that made their way back to Cork on Sunday 24 May at the end of another very successful DBOGA Youth Sailing event.

Following from the Junior Gaffers events last year and this year, a number of the participants have crewed aboard boats racing in Cork Harbour. Two of the students are involved with the Meitheal Mara organisation as crew on 'Fionnbarra', a Bantry Bay Longboat, which they rowed in the recent Ocean to City race.

The OGA can feel rightly proud of passing on the gaff sailing torch to these young people.

Liam Begley, Teacher, Mayfield Community School, Cork





Tales of 'Gypsy Mermaid'

Derek Biddle describes the fellowship, adventuring and hospitality found on the 57' miniature tallship, 'Gypsy Mermaid', rescued from the chainsaw by Fred Saunders.

The best seaman I ever sailed with was Fred Saunders of 'Gypsy Mermaid'. 'Gypsy Mermaid' was a converted wooden sailing trawler. The story goes that Fred came across her one day as she was about to be decommissioned with chainsaws. Instead of this fate there emerged, a few years later, through his own hands, a 57' miniature tall ship, with 50 bits of string to pull every time she went about. Fred then advertised for a crew, all novices, and the 'Gypsy Mermaid' adventuring began.

I first met Fred and his creation on the SW Classics Circuit Plymouth, Fowey and Falmouth. 'Gypsy Mermaid' was renowned for her hospitality and good fellowship, and for being a floating repair shop for all the ails and ills that befalls a fleet of old 'classics'. If Fred couldn't fix it then it couldn't be fixed. All this generosity came to be reciprocated in the great Plymouth to Fowey race as will be related shortly.

I came to meet 'Gypsy Mermaid' and Fred one Plymouth Classics when moored in my own boat, 'Cousin Jack', underneath her long, long bowsprit. As I lay in my bunk I was not so much gazing up at the stars in wonder but at the full size, fully breasted, voluptuous Polynesian figurehead of 'Gypsy Mermaid'. The person who created that vision I had to meet. And so I met Fred, and later joined his crew, including the race, the most intrepid event in her history.

The practice was to move on to Fowey by a Passage Race. 'Gypsy Mermaid' had competed in many such races but not being a greyhound of the seas [to put it kindly] always came last or thereabouts. Fred spotted that because the wind was onshore

the state of the seas along the coast, the more direct route, would slow progress, so we stood offshore in solitary splendour, as though our destination was France not Fowey. There were a few derisory radio calls to enquire whether we were emigrating. When sufficient searoom had been gained, and the rest of the fleet had almost disappeared over the horizon, we tacked [30 bits of string] and in time came to to the entrance of Fowey. Here a most amazing sight greeted us. There was no other boat ahead! Gyp, the ship's dog [and no such vessel should be without one] barked with incredulity.

And then, at the very moment of near triumph, disaster struck, or at least nearly so. The wind died altogether. 'Gypsy Mermaid' was trapped between a rock [literally] and a hard place [other rocks]. There was only one thing to do, other than anchor in the fairway. The massive Gardener diesel did it's job, and 'Gypsy Mermaid' shook herself from her reverie, as it were, and moved her bulk through the narrows into safe harbour, the roar of the engine reverberating loudly from the surrounding cliffs. There to greet us was a gentle breeze, sufficient





to waft us up to the finish line, and sufficient for the eventual winner to steal past. But second over the line! Line honours! The old girl had never done it before and never since. Our usual role was to shepherd the fleet in from the rear.

Not a word was spoken by anyone in the fleet. The mighty throb of powerful diesels [well maintained as everything was] seemed to have induced a temporary deafness. Everyone knew that the deed had been done, but knew it was necessary, and reckoned that Fred deserved his possible, once in a sailing lifetime, moment of glory. So off we all went to the results and prizegiving ceremony, the room awash with bonhomie and good fellowship, and not a disapproving glance to be seen.

The winner was announced, it was the boat which had slipped past us on the final stage and sailed by a well known racing skipper, and there was a perfect symmetry to events in that he had not been denied his genuine first place. The applause was generous and wholehearted. Then second place was announced. It was 'Gypsy Mermaid'. This time the applause was deafening, raucous and prolonged. It was as though all present had found the occasion for celebrating Fred's achievements with him in rescuing 'Gypsy Mermaid' and thanking him for his massive contributions to OGA events. Proud Fred collected his prize [a glass] and then followed a most generous and fitting act, very much in the spirit of the OGA. The skipper of the winning boat presented the winner's bottle of champagne to Fred, I had not realised until then that such respectable folk, as surely members of the OGA are, could make so much noise.

I mentioned earlier that Fred was the best seaman I ever shipped with. A couple of days after our 'triumph' we were moored to a buoy at the entrance

to Fowey Harbour. It was blowing a gale. In the middle of the night there was a loud bang and a different motion to the vessel. I looked up from my bunk to see a crew member, b—k naked [not a pretty sight from my angle of vision] running round the decks in best Corporal Jones fashion shouting 'Don't panic, don't panic' or words to that effect.

The rest of the crew poured up on deck to actions stations in the best manner of Nelson's Navy. The mooring had parted and we were adrift. There in the dark and spume could just be discerned on one side jagged rocks while on the other were millions of poundworth of large expensive yachts. But instead of a frenzy of unthought activity, Fred put his hand up for quiet and said, 'Stop everyone, steady yourselves, pause and gather your thoughts for five seconds'. So calmly and without fuss the situation was retrieved and we found another, safe mooring for the night.

Before turning in there was another sage piece of advice, which has stayed with me, about always wearing something to sleep in suitable for having to come on deck quickly, because otherwise, especially if naked, you start with a big psychological disadvantage.

Eventually the time came for Fred and 'Gypsy Mermaid' to part. He refused to sell her to the first willing buyer, who saw her as a glamour accessory. The second person who wanted her had a technique, which cut no ice with Fred, of offering a low price and keeping in view all day, while thumbing through a wad of banknotes. Then next there was the attempted money laundering scam. Finally, and fittingly, she went to a family of Breton tunney fisherman, whose family had followed this calling for eight generations, and who now use her for that purpose and for sail training. She sailson.

Derek Biddle, Solent & South West Areas
Photos: Fred Saunders





Cruisingtales: success in St Malo

Rik Janssensaid it's the people as much as the boats that make the OGA. Read more about his thoughts for 2016 on p.39. This year, we'veheard about quite a few members visiting other Areas either in their own boats, as crew on others'boats or by ferry, rail, air and road . . . use the website and Gaffers Logto share your adventures and get to know people in other Areas.

Yawl 'Gwenili': success in Brandlebas des Regates de St Malo

After the OGA Cruise in Company from Yarmouth to St Malo, 'Gwenili' takes part in Brandlebas des Regates, organised by La Société Nautique de la Baie de Saint-Malo (SNBSM). This four day regatta is held off the coast of St Malo, Cancale, the Ile d'Aseau and Granville. In total there are about 80 participants. Our ship is listed among the Classic Gaffers and trying to keep up with the 17 metre 'Wayward', with its 12 crew members all dressed in white, is our biggest challenge. The French take this regatta seriously. On the day of registration the underwater hull of the classicship next to us is cleaned thoroughly by a diver.

Day 1: St Malo - Les Ebhiens

It is an intensive programme, with no less than three starts on the first day. We need to get used to the starting procedure and the way the French handle the rules. At the end of the afternoon the so-called 'Cource-Parade' starts. This takes place near the ancient walled city of St Malo to attract as many spectators as possible. Initially we do not know that this 'cource' is taken into account in the ranking. Because it's late and we have to get some groceries, we decide to go back to the port early, resulting in a DNF. Thankfully, as it turned out, this did not affect our final ranking.

Day 2: St Malo - Cancale

The first race takes us along a beautiful rocky coastline to Cancale. In the afternoon an exciting 'Cource-Parade' takes place in front of the beach and the pier of the famous 'city of oysters'. The weather is beautiful and all six of 'Gwenili'ssails are set. That evening, the programme ashore is in Port-Mer, home to the 'Cancalaïse'. This is a replica of a Bisquine built in 1987, a type of fishing vessel that was used for oyster dredging in the bay of Mont Saint-Michel. The association of 400 members that is the owner of the ship provides an excellent meal for all participants in the regatta.



Gwenili's crew: Keith, skipper Martin and Frits



Our liaison commissioner Malcolm Shirley aboard the committee boat. He translated all radio messages about the races in English



'Gwenili' wins the second prize of the Classic Gaffers and skipper Martin receives a special prize from the Yacht Club de France (photo credits BdR)



'La Cancalaise', a bisquine (1987)



'Wayward', 17 mgaff cutter (1908)

Day 3: Cancale - Ile de Chausey - Granville

During the first race the wind disappears, and only one ship makes it to the finish in time. The second race, Granville, is cancelled due to lack of wind.

Day 4: Granville - St Malo

At night the weather changes, there is a lot of rain. Because of the tide the larger ships have to sail the grey sea very early. That night the last 'soirée' takes place in l'Hôtel Chateaubriand in the old town of St Malo. During the award ceremony 'Gwenili' appears to be second in her class. Moreover, skipper Martin receives a special prize of the prestigious Yacht Club de France, and an invitation to attend a meeting of the club in Paris this autumn. For us it was wonderful to participate in this regatta. It's a good way to experience sailing along the Brittany coast and to discover how the French celebrate.

Frits van der Mark, Dutch crew member, sailing with Martin Goodrich on 'Gwenili', East Coast Area



'Winnebelle II', Collin Archer (1933) and 'Melusine', gaff cutter (1984)



'Marie-Fernand', pilot cutter (1894)



Cruising tales: 'Victoria' in Van Loon

This extract is from an article about a summer afloat in a gaffer, due to appear in a forthcoming issue of 'Classic Sailor', the first new boating magazine launched this century (p.16).

Colne River Police Boat 'Victoria' (1897) joins Van Loon Hardzeildagen

A highlight of our summer cruising in the Netherlands is a blowy passage race from Zierickzee to Zandkriek, in which we start five hours late, followed by a day of racing in period costume on the Veerse Meer.

Thursday 16 July

We sail in company with friends on their 1937 Crossfields-built Morecambe Bay Prawner 'Maryll' to the Zeeland Bridge. One of the joys of a small boat here ('Victoria' is 21' on deck) is that where others must wait for bridges to open we can often sail under, this time even with our topsail set. We arrive at Zierickzee in time to greet friends and join in the mussel supper on the quay, kicking off this annual Regatta for traditional flat-bottom fishing boats. It's our second visit, so we know OGA gaffers are made thoroughly welcome.

Friday 17 July brings wind, lots of it

'SW to W 5-6, 7 in squalls' is the forecast, not ideal for us. At the morning briefing (coffee in our cups, but Ketel 1 gin in our goody bags) we are told we can set off at any time to sail the simple course to Zandkriek, but must guess our finish time in advance. We submit an ambitious estimate based on working the tide, then we don oilies and lifejackets, ready to head bravely out along the canal. Not to be! The wind builds as we progress, our little 7hp



Edwardian attire for Howard & Sue Photo: Maudy Peeters



'Victoria' at Van Loon Photo: Julie Osborn



Netherlands, 2016

Watch out for information about the Van Loon Hardzeildagen in 2016, and another Dutch event to which the OGA is invited: the Brouse Classics Regatta 24–25 June 2016 in Brouwerhaven (in the Grevelingenmeer): www.bcr-regatta.nl

The website is in Dutch but we've been assured that OGAbots are welcome.

Vire (dire!) can barely push us along and we aren't even out in the waves yet. The rest of the fleet overtake us one by one, all bigger boats, though 'Maryll' not by much, and then as they buck and rear in the rough water at the entrance, we turn tail and return sadly to the quay.

This could have been the end of our Regatta but five hours and a good lunch later we set off in reduced, though still breezy, conditions. Our estimated arrival time was hours ago, so we won't be winning this one. We don't quite catch the fleet up at Veere but by 9pm (beating slowly up the Veerse Meer despite the hour due to engine trouble, grrr!) we finally call it a day and drop anchor in a lagoon only a few miles short of Veere. We'll be there in time for the race tomorrow, so now it's time for supper and sleep.

Saturday 18 July

Race day is glorious, the weather is ideal and the other crews in their 1920s and '30s costume don't seem to mind that we are rather nearer to Edwardian in our attire (Howard as Police Officer). We sail the whole three laps and though not a winner in the racing we are awarded a special prize: a small sack of 46 old Gilders, a tradition dating back to the earliest years of this Regatta, to reward the preservation of an old boat, a great honour.

FAQs

Did we sail 'Victoria' across the North Sea to the Netherlands? Well, sort of. Yes we sailed over, but our voyage from Dover to Dunkirk was strictly more of a Channel crossing.

Did we find a good place to leave 'Victoria' when we wanted to go home by ferry for a spell? Yes we did: Nieuwland is a tiny harbour near Middelburg where we retracted our long bowsprit and paid less than €4 a night. The ferry service from Hook of Holland is excellent and suits us particularly well as we live in Harwich.

Sue Lewis, East Coast Area



Photo: Sue Lewis



'Maryll' Photo: Sue Lewis





Cruising tales: skies and salt marsh

A dinghy trip up Faversham Creek from Harty Ferry was my introduction to East Coast boatyards, traditional craft and mud berths. The town of Faversham, with its red brick brewery, market square, independent shops and friendly atmosphere was delightful.

Our 'must-do' goal, a pint in the famous Butt and Oyster at Pin Mill, was achieved after a passage across the Thames Estuary, avoiding ships and mud banks. A buoy at King's for the price of a donation to the RNLI afforded views of Thames barges sailing down the Orwell on the evening tide.

The aim had been to anchor in creeks but with strong winds forecast we moved to the comfort and safety of Neptune Marina in Ipswich. Cabin fever set in after the fourth night.

Leaving the lock and sailing all the way into Walton Backwaters we anchored in the deep hole marked on the chart in Landmere Creek after dragging 'Eleanor's' keel through the mud.

A seal swimming around the boat responded to my remarks about his supper. Two days later, as we upped anchor, I heard a loud splash and he escorted us out of the river, porpoising alongside the boat for half a mile, leaping clear of the water.

South of Osea Island, we anchored next to a Thames barge yacht.

Crossing the Estuary southward (after careful tidal calculation) heading for Queenborough, we passed across the Wallet Spitway

with just a foot under the keel.

The sunset in Stangate Creek made the Medway cranes look picturesque. I passed under the lifting Kingsferry bridge and threaded my way through the narrow channel of the Swale on a falling tide to complete the circumnavigation of the Isle of Sheppey.

I left the boat for a few days tied up alongside Iron Wharf boatyard in a comfortable mud berth; cared for by friendly, helpful and interesting staff.

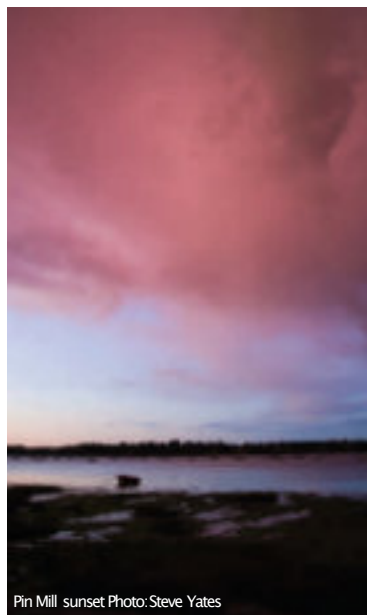
Returning to Harty Ferry I watched the Swale Barge Match and topped up my tanks from a fresh water spring in the middle of a salt marsh before my passage back to Southampton.

With so many places still to see, I feel that I have only just scratched the surface of this rewarding cruising area.

Ian MacGillivray, Solent Area



Barges on the River Orwell Photo: Ian MacGillivray



Pin Mill sunset Photo: Steve Yates

Share your 'creative ideas' for 2016 . . .

Rik Janssen puts down a challenge for us all to think about how to give the OGA another 'dimension', bringing people together with (and without) their boats! Read on, and let's take the discussion further!

The summer has not yet ended, nor did the season, since I am sitting here in 'Cine Mara' at the start of the East Coast August Classics putting my thoughts in writing.

This year was the third in a row that we took part in OGA events. As I stated in the September 2014 Gaffers Log (p.24), for me the OGA is a group of people and I really enjoy being a part of it. We all share an interest for old boats that are so different from one another. This is a guarantee for topics to talk about, without the risk of falling into 'news' issues. Our peaceful topics are not interfering with the real world around us, so it gives me the moment of (un-)realistic experience that the world can live in peace.

Anyway after having taken part in three events, I came to the conclusion

that in order to meet a lot of boatmen, joining the events is not always the most ideal way. There are, for many reasons, so many dropouts in the entry lists, you miss a lot of the people. In 2013 we could travel around and meet a lot of people, but you cannot do that every year, since we have to work too, once in a while! Last year in Holland we were really privileged to have so many people together on the water. But this year, I think the fleet that was sailing in company did not exceed 15 boats altogether. Don't get me wrong, we enjoyed the St Malo tour we took part in, but for meeting up with people we had hoped for more.

So, during this holiday I kept thinking of ways to meet up with people without bringing the b...y boats. I did discuss the topic with people we met on the way, and I came to the conclusion that we might bring people together from different areas with ideas along these lines, to have a brainstorm session and try and give the OGA another dimension. I believe that the preservation of gaffrig is settled now (for the moment?) But there must be so many other interesting events, people that can talk about different subjects of the gaff rig; building, maintaining, cruising, history, whatever . . .

What we need now is people that want to make the effort to develop ideas and make it happen to meet one another in different corners of the OGA world. So I would ask the Presidents of all the different Areas to discuss this topic in their own area and send a delegate to a meeting possibly around the AGM next January?

I wish you all a creative mind for the next few months.

Rik Janssen, OGANetherlands, 'Cine Mara'
email: inst@xs4all.nl



'Cine Mara' on passage to Alderney, 2015 Photo: Ben Collins

Bristol Channel

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



As reported on the website we have held some very successful 'sailing in company' days on the Bristol Channel. The weekly 'Gaffers Nights' every Thursday, where we sail in Cardiff Bay and repair to the bar pretty quickly afterwards, are also proving a great success. The Milford Haven 'Cruise in Company' was a much more ambitious affair. There was a fleet of six and those who took part had a wonderful experience in this beautiful part of West Wales, including Dale and Skomer. Round Britain Challenge crews and skippers will remember these well. Our thanks go to Patrick Vyvyan-Robinson for initiating and organising this. Read Mary Gibbs account of her passage to join us (p.6).

Unfortunately our intended Small Boat Event in Cardiff Bay did not attract sufficient numbers to make it viable. It was postponed until next year, when the BCA and Trailer Section will try again.

On September 27 we are holding a Family Day in Cardiff Bay, where the intention is to involve younger people, on our boats, for some modest sailing. It is an open event and we welcome one and all. More information on the website and schedule of events, or from Charlie Harris, our Commodore.

The restoration of the Morecombe Bay Prawner, 'Charlotte', reported in the June Gaffers Log (p.44), is progressing well. Another of our members, namely John Laband, has written an article on sheathing a wooden deck in epoxy (which he feels might trouble the purists). However, John is a very experienced gaffer and there is no doubt it works! Respect the warning and read the article on page 10 in this issue.

The BCA has entered a new area of activity, namely supplying guest speakers. A request from a local sailing club for people who might speak on aspects of gaffering brought forth two proposals from Keith McIlwain and Piero Tassinari respectively. Keith will talk about building

and sailing his Golant ketch 'Daydream', while Piero will talk about his 105 year old boat, 'Moya', which he has sailed in the Med. for years and is now located in Turkey. Perhaps this is an example other areas could follow, as it helps forge links with local sailing clubs and promotes gaffering.

DJOwens, BCA Secretary
Bristol Channel Area



www.oga.org.uk/news

Visit the website for more news of sailing in the Bristol Channel.

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



www.oga.org.uk/solent

Read full reports of all our summer sailing on the Solent website, and our longer 'Features' on a range of topics.



'Ivy Green' Gaffel Racing
Photo: Marion Shirley

This Solent season is windy. Some Poole boats remained in harbour for several days after YOGAFF, awaiting favourable conditions. At the time of writing, five Solent boats are still in Poole after our rally there. The weather introduced itself on the weekend of our Shakedown Cruise to and Fitting Out supper at Chichester Yacht Club. In the teeth of a near gale, six boats arrived; other members coming on foot. It is always good to meet local members who may not be sailing for one reason or another.

The Yarmouth festival was a resounding success. The biggest ever number of boats came. Racers (on the one champagne day of the festival) varied in length from 16 to 125ft. Meanwhile, Janet and Mike Gurney were given a prize for preventing the stall gazebo being blown away, whilst getting thoroughly drenched themselves. Drinks on two Brixham trawlers, fun on the water, folk music in the sailing club, 'log-boats' and a shroud board competition engaged non-racers. It was the first festival at which Pat Dawson was not at the Gaffers' helm. We held a supper to celebrate the continuing contribution made by both Pat and Dick to the OGA. Read a new member's impressions of YOGAFF on p.8.

After that, came a small but perfectly formed Dutch 'Gaffel' Race followed by a club barbecue. Attendees appreciated the opportunity to design their own course around selected buoys and yes, it blew 20 knots.

It is always a pleasure to sail to Poole. The south easterly made for a perfect crossing of the bay for Solent sailors but created a roll in the anchorage which meant that some retreated into harbour before the beach barbecue. Once there, the change of wind direction led to a blustery Saturday night. One skipper returning from supper at the Royal Motor Yacht Club found that her boat had escaped. It was discovered, having securely re-anchored itself although in rather shallow water, not far away.

Last year, we were unable to hold our Annual Race owing to a flat calm. Why do I feel that this is unlikely to happen again in 2015?

Marion Shirley, Area Secretary

Northern Ireland

President: Peter Chambers

Secretary: Peter Lyons

email: nisec@oga.org.uk

Belfast Tall Ships 2015

In 1991 at the tender age of 16 I was given the opportunity to take part in the Cutty Sark Tall Ship's Race, Cork - Belfast - Aberdeen aboard 'Vilia', the smallest ever registered Tall Ship, with well known 'drunken dentist' Mr Adrian Spence. It was the experience of a lifetime, and with hindsight was a pivotal moment in my young life. So when the NIOGA were invited to take part in the the Belfast Tall Ships 2015 celebrations, it was another opportunity I could not afford to miss.

In 2015, having just passed a significant birthday (you do the maths!), I am now a husband, father of two, the owner of 'Ocean Dove' and, as it turns out, president elect for the NIOGA 2016. It was with distinctly different eyes I travelled up the marked shipping channel into Belfast Port this time. The experience was not any less impressive for the passing of the years though; the majesty of the ships, the colour, the scale and the awesome presence of these ocean going beauties are however not the most significant aspects of this wonderful event.

What strikes you about the Tall Ship's Race is the wide range of young people from all over the world mixing together in good humour and an atmosphere of mutual friendship and respect. It really is tangible, the presence of thousands of young people

'Ocean Dove' restoration

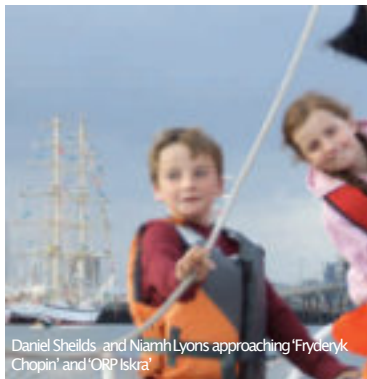
Gary Lyons is currently restoring 'Ocean Dove', 28' 1959 built Maurice Griffiths 'Maplin Class' Bermudan ketch. Originally a gaff cutter for a mere two years, before conversion by her builder and owner in 1961. Please send teak!

getting on and enjoying themselves is really something! I was lucky to have aboard 'Ocean Dove' a gathering of friends with their kids, and the ooh's and aah's as we motored gently amongst the berthed ships looking up at the packed crowds was satisfying to hear!

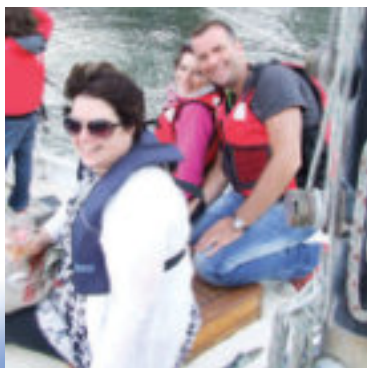
The NIOGA were joined in the York Dock by the presence of the 213', full rigged ship, 'Alexander Von Humbolt II' and a great selection of classic and gaff rigged craft from around Ireland

Portuguese Schooner, 'Santa Maria Manuela' at sunset





Daniel Shields and Niamh Lyons approaching 'Fryderyk Chopin' and 'ORP Iskra'



Robert 'Diesel Boy' McClelland and his wife Kerry with Lynda Flynn

and further afield, amongst others the newly ketch rigged 'Mac Duach', the world's only ketch rigged Galway Hooker, 'Naomh Cronan' with Paul Keogh and his crew of Temperance Society members, our very own John Cleery aboard 'Talisman'. NIOGA legends Alan and Irene Aston were aboard the 'Golden Nomad' with the one and only Dr Carol Laird. Mr Brian Law was aboard 'Twilight' with the quiet and diminutive Dickie Gomes. It was an appropriate collection of old and new classic to complement the world's Tall Ships at the beginning of yet another fantastic Tall Ship's Race.

As a slightly older and 'wiser' father and husband I was delighted to again be a very small part of what is a fantastic worldwide event, bringing together the world's youth in an atmosphere so positive as to be notable and I hope to try and bring a small flavour of that feeling into the NIOGA in the near future! If any of you ever get the opportunity to send your kids on a sail training event like this, please don't hesitate, I for one will vouch for the positive life changing experience and lasting legacy I personally have experienced.

Gary Lyons, NIOGA 'President in waiting' 2016



Cisne Branco' all the way to Belfast from Brazil



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'Rainbow' 1897

East Coast

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



This has been an amazingly busy summer for the East Coast gaffers, with races and rallies for both large and small boats, several reported elsewhere.

The new website went live in June:
www.oga.org.uk/eastcoast



River Blackwater Photo: Sue Lewis

The Crouch Rally has been held on a May Bank Holiday for the last 30 years, so we celebrated the anniversary in style. Although people and boats have inevitably come and gone the spirit lives on. This year's event was especially resplendent as it coincided with the North Fambridge River Festival, meaning that the barge 'Thalatta' and 'Pioneer' could be seen on the pontoon alongside smaller gaffers. Seven boats raced, with the honours going to 'Kelpie II'.

The June Chatham Rally is in its second year, and hopefully to remain on the calendar in future. No racing, but a chance to visit Chatham Dockyard in company with other

sailors, just chat on the pontoon and head out to a Chinese Restaurant for dinner. As the only OGA event on the Kent side of the London River, it is a good excuse to head south!

Two weekends found East Coast Gaffers as far north as the Area can manage, at Southwold. 'Charm', 'Transcur', 'Kelpie II', 'Gwenili', and 'Quintet' sailed up for the rally, while 'Maid Marion' was surprised to find herself attending an OGA event for the first time in a while! The wind, forecast at 1 knot, gusting 2, was too light for racing, so unfortunately the race was cancelled. By lunchtime there was a good sailing breeze, very frustrating. Two prizes were awarded, both to 'Gwenili'; the Concours d'Elegance for looking very smart on her first sail of the season, and Passage Race prize, having come all the way from Greenwich in 15 hours. Every attending boat (or tent/campervan) was presented with a pack of six Adnams beers. Thanks again to their generous sponsorship of the event. Once again the OGA drank the Southwold SC dry by Saturday night! Fortunately a scenic sail up the River Blyth on Sunday took us to a pub with plenty of beer!

The same weekend the East Coast hosted our first Youth Fund event, at Brightlingsea, taking 20 land scouts out on 'Pioneer'. Hopefully we've given them a taste for gaff rig adventuring.

July saw the Annual Swallows and Amazons event at the Walton Backwaters, with 23 boats racing in nearly perfect conditions. The next weekend many of the same boats were on the Norfolk Broads to join the Trailer Section event. We have been trying to arrange matters so the two events complement each other, and hope the Trailer Section agree we managed it this year.

The East Coast Race at the end of July saw lower numbers than in the previous years. A real shame as this is a wonderful event. Two very different accounts of it are available to read on the website and in Eastcoaster. I leave you with the words of Roy Hart, new Commodore of the East Coast OGA who skippered his Memory 19 'Greensleeves' to victory, "What a wonderful weekend. God Bless the OGA and the British Empire!"

Alison Cable, Eastcoaster Editor



Sailing to Blyth Photo: Julian Cable

North East

Chair: Des O'Meara

Secretary: Jim Bell

email: nesec@oga.org.uk

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

As summer goes on its mixed and merry way, news from the North East is also mixed and not entirely merry. True, we have had no disasters, losses or tragedies, merely some disappointments offset by a few achievements.

The NE Area Open Race, planned for 1-2 August as part of the Coquet YC Regatta was widely publicised within and outside the OGA. Sadly, it failed to attract a single entry and had to be cancelled. Thanks are due to those few who were polite enough to respond with apologies. Might the majority who failed to even acknowledge receipt of their invitations reflect on the effect their indifference has on those who work on their behalf?

North East Area Trophy

Royston Harris, one of the longest serving members of the Coquet YC, and a member of the Rothbury Hills Folk Ensemble who entertained us at Newcastle for the OGA50 Festival, presented the NE OGA with an antique, bronze boom claw, made into a trophy by our newest members, the Blyth Tall Ship Project.

Blyth Town Fair

Hundreds of locals and more than a few visitors enjoyed the nautical element of the Blyth Town Fair on Sunday 19 July, which featured NE OGA members, along with the Blyth Tall Ship Project galeas 'Haabet' berthed at the Town Quay in the heart of the event flying the OGA burgee in pride of place.

Tall ships news

The 100-year old Blyth Tall Ship Baltic Trader galeas ketch 'Haabet' is one of the latest additions to the OGA online Boat Register. The NE OGA is connected with the Blyth Tall Ship project through Chair, Des O'Meara, new member Martin Haigh and myself being 'Friends'. More information about the project and the 'Williams' voyage re-enactment will be made available to members soon.

The Port of Blyth will host the 2016 Tall Ships event and we're keen for OGA members from other Areas to come and join us. Put 22 - 29 August 2016 in your diary now! www.portofblyth.co.uk

Jim Bell, North East Area Secretary

Welcome to our new members

Peter Gosling has sold 'Emma & Kate' to Frank Cockburn who has joined us. We understand that 'E&K' is to be renamed. Please keep us updated with changes of boat ownership, this is proving to be a valuable recruitment opportunity.



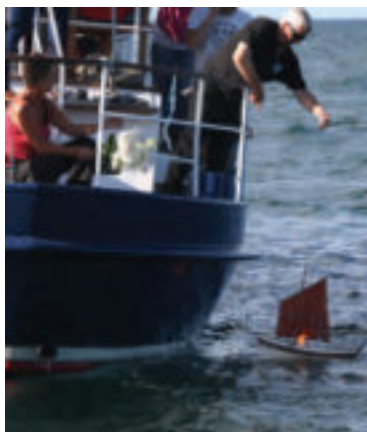
Dutch connections

Anthea and Des O'Meara meet up with Dutch OGA member, Kees Brooshooft on 'Vlieter' in the Netherlands, July 2015.



'Crossing the bar': Ken Stocks' ashes day

Marie Stocks recounts memories of East Coast haunts and Ken's final send off. A memoriam to Ken Stocks was published in the June Gaffers Log, p.38.



We have such fond memories of Wrabness on the River Stour. When we sailed 'Romilda' up the coast for the first time, we stopped off at Ipswich. A customer in Fox's asked if we were with The Gaffers. 'No', we replied. So he invited us to the evening on the beach at Wrabness. We thought this was fabulous, Wrabness is one of our favourite anchorages, having sailed 'Ocean Dundass' out of Ipswich for a few years. We love the East Coast sailing grounds. So, we joined in with the fun that evening, and were presented with an engraved glass for the 'furthest travelled'. That very special glass is now my Gin & Tonic glass on 'Romilda'! We were there again the following year, when we sailed down with the Round Britain fleet. I would like to think that maybe I could join the Gaffers there again sometime, even if I bring our caravan. I can manage that on my own. So, enough reminiscing, over to Ken.

We held Ken's Ashes Day on Thursday 27 August in Whitby. It was sunny, but very windy. Ken was with family and closest friends on board 'Specioneer', a whale watching boat belonging to our good friend Brian. We left at 4.30pm, 'The Spec' leading two other boats out towards the Bell Buoy. The coble with Ken's ashes was lit and lowered over the side, according to his last wishes. 'Crossing the Bar' was sung as I placed my 12 lilies in the water with Ken. Each boat had a bottle of Bushmills, Ken's favourite tippie and everyone had a shot glass full. A toast was made to Neptune, as taught by Ken himself. A tumbler of whisky is held out in the right hand, palm upwards with fingers grasping the glass:

A toast to Neptune and to all sailors wherever they may be,
Whether by land or whether by sea,
Keep their souls safe, is what we ask of thee,
Neptune, King of The Sea.

The hand is then rotated anticlockwise to empty the contents into the sea. Each glass was refilled and a toast into the sea for Ken, then The Farewell Shanty started. We retired to The Black Horse, Whitby (Ken's favourite singing pub) where shanties carried on long into the evening.

Marie Stocks, NE Area

North Wales

President: Scott Metcalfe
Secretary: Sue Farrer
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Conwy River Festival, 14 – 16 August 2015

The Editor is grateful to have received the following clarification on spelling from the author of this report: "It is the Conwy River Festival. That is what the town and County of Conwy is currently called. The local boat 'Conway One Design', referred to in the report, is not a spelling error: 'Conwy' has been called 'Conway' in the past and the two spellings of the town have alternated since Medieval times. It is currently 'Conwy' but presumably was 'Conway' when this class of boat was commissioned for the Conway Yacht Club (as it is still called)."

The third week of August saw up to 60 boats of all shapes and sizes competing in the annual Conwy River Festival. Many of these were modern cruiser/racing yachts as well as classes for traditional vessels, open boats and day sailers. Some of the fleets, the open day boats such as the classic Conway One Design and other boats under 20', raced courses set in the harbour and estuary whilst four fleets of larger boats competed far out in Conwy Bay, bordered by the Great Orme of Llandudno to the east and Puffin Island and the NE coast of Anglesey to the west.

The traditional boats were represented by the 'Nobby/Gaffer/Classics' fleet which the organisers took into account by setting courses with more of an emphasis on reaching rather than windward legs. The 'Nobby' has been a stalwart working boat in Conwy for many years and the 2015 Festival incorporated the 24th 'Nobby Race'.

Gaffers were well represented with the local Conwy boats being joined by entries from Liverpool, Holyhead, Rhos Neigr (Anglesey) and the Isle of Man. The 'Nobby/Gaffers/Classics' fleet raced in Conwy Bay on Sunday 16 August under challenging conditions created by light airs and the insidious effect of a 7.5m tide.

The largest boat, Joe Pennington's 'Master Frank', a Manx half decker, was able to capture the wind and maintain good progress, as did the Liverpool Nobby, 'Spray', sailed by Tom Middlebrook. Local boats were represented by Bob Angell's Nobby 'Comrades' (also featured in the August edition of the BBC magazine 'Country File') and Bill Howard's 'Polly'. Visiting boats also included Kevin Goulding's immaculate Royal Mersey Restricted Class 'Phyllis', the smart and well sailed Norfolk Gypsy 'Menai Gypsy' of Rhos Neigr owned by David West-Watson and Graham Carter's elegant 'Minelvia' from Holyhead. The race was helpfully and sympathetically run by OOD Pam Macdonald on Terry Worthington's motor cruiser 'Restawhile' and a Pathfinder boat (named, coincidentally, 'Pathfinder') to provide guidance to the fleet around the pre-set course.

Bob Angell and Graham Panes, North Wales Area

Results from the Nobby/Gaffer/Classics races

First Nobby over the line and First overall, taking the Tony Price Trophy: 'Spray' helmed by Tom Middlebrook

1st Small Nobby: 'Comrades' helmed by Bob Angell

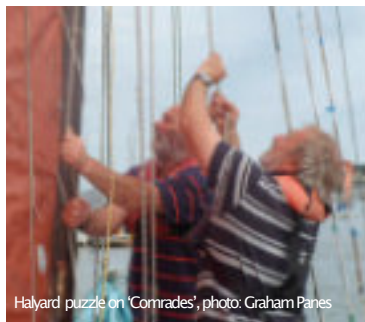
1st Gaffer: 'Menai Gypsy' helmed by David West-Watson

2nd Gaffer: 'Master Frank' helmed by Joe Pennington

3rd Gaffer & 1st Small Gaffer: 'Minelvia' helmed by Graham Carter



Nobby 'Polly', photo: Graham Panes



Halyard puzzle on 'Comrades', photo: Graham Panes



North Wales Area AGM: Saturday 17 October 2015

The North Wales Area AGM will be held at Holyhead SC slightly earlier than usual this year, commencing at 5.00pm. Business will be followed by the Annual Dinner in the Sailing Club restaurant upstairs. A three-course meal of two choices will cost £18.00 with wine included. Space is limited so please contact Sue Farrer by email or phone 01270874174 as soon as possible to book your place and choose your meal.

Beale Park and Thames Boat Show: 5 – 7 June

Mixed weather this year but once again the event was a huge success. As Keith and Marion Moseley had taken over the Trailer Section from Mike Stevens following Mike's ten years of leadership, Marion had made a cake and all those present enjoyed a very pleasant Saturday evening chatting and reminiscing. Mike will continue to organise the stand at Beale Park and thanked all those members who have helped him over the years. We sold some merchandise (even a ski hat!) and signed up a new member. Members displayed their boats on the lake during Saturday and Sunday with Peter Farrer doing the commentary. Once again, an excellent show and well worth the OGA having a stand.

Quite a number of North Wales Area members attended the Norfolk Trailer Section gathering over the weekend of 10 - 13 July 2015. As one of our members celebrated a milestone birthday over the weekend we congratulate Lil from North Wales, I know she had a wonderful birthday.

Traditional Boat Festival at Holyhead: 28 – 31 August

This year will be the ninth running the Traditional Boat Festival in Holyhead, held over the August Bank Holiday 28- 31 August 2015. Read the report in the December Log.

Sue Farrer, North Wales Area Secretary



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.

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Mary Gibb tries out a coracle at Beale Park

South West

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

In the last issue, our Area Secretary commented on the exceptionally fine and dry weather in late April and hoped it would lead to another good summer. John Gallagher, organiser of Plymouth Classics in late July probably feels the weather gods were not listening, as strong winds and rain resulted in all the racing being cancelled and a number of expected participants failing to show up. However, those who braved the elements had a sociable time with a very successful OGA sponsored supper on the Saturday evening. Two new events introduced in 2014 were held again in 2015.

Annual Start Bay Race and Rally: 27-28 June

Weather conditions for the annual race on the Saturday were ideal but the course proved a bit of a challenge for many boats as there was a long windward slog to the first mark against the tide. The overall winner was a visitor from Solent Area, Julian Biggs sailing his Crabber 26 'Summer Breeze'. Hopefully his success will encourage more OGA members to venture west. Read his report on the Solent website:

www.oga.org.uk/solent/news



Photo: Elspeth Macfarlane



Photo: Elspeth Macfarlane



Re-generating interest and 2016

This year, South West Gaffers have tried to regenerate interest in gaffer racing at Dartmouth Regatta, held at the end of August. We will report on whether we have been successful in the next issue.

SW Gaffers Committee are planning events for 2016. A programme will be in place by the end of the year.



Photo: Elspeth Macfarlane



Photo: Mark Darley

Sunday morning saw the boats meet up off Stoke Gabriel for a cruise up Bow Creek for a fish and chip lunch at The Malsters. The fleet crept up the creek but all safely made it. 'Cleone' did particularly well, given her draft to get within sight of the pub before anchoring and taking to the dinghy. As can be seen in the photo, the weather had turned damp again.

Helford River Rally

Don Garman organised this event again in June, following on from Falmouth Classics. A barbecue at the National Trust's Tremayne Quay encouraged members to explore the higher reaches of the Helford River. An idyllic spot to anchor overnight. Little wind was forecast for the race the following day but a gentle breeze materialised in time for the start, which favoured the lighter boats and resulted in 'Mary Hay' winning the David Cade Memorial Trophy. The significant increase in the number of boats attending the rally (17) and the fact that over 40 people sat down for supper at Helford River SC shows this has become a very popular event, which will hopefully lead to an increase of members based in Cornwall. We are very indebted to Don and Pauline Garman.

River Dart Rally

The event is based at Dittisham on the River Dart and included the annual Ditsum Regatta race for gaffers run by Dittisham SC. It was pleasing that some members of the Trailer Section returned for a second time and the event also attracted some new faces. Again the weather was kind although the start had to be delayed for an hour for lack of wind. The first three OGA members finished within 34 seconds of each other on corrected time. Rather fittingly, John Wynn in his Tela 'Swallow' won the John Wynn Trophy and Peter Crook and Elspeth Macfarlane in their Tideway 'Badger' won the Grog Trophy. Our grateful thanks to member, Steve Cole, who at short notice, managed to repair this trophy, which had been badly damaged when returned to us in the post.

Gil Hayward, South West Area President

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



Further to Gordon Garman's early cruise as reported in the June Log (p.54), summer has been slow to come in Scotland with many sailors delaying fitting out.

An early event to suffer was Campbeltown Classics with few boats attending. This was not only down to the weather but word had got around that there were delays in the commissioning of the new pontoon berths. At the time of our visit the only residents were seagulls. We rafted-up with the fishing boats in the harbour and on Saturday the sun did shine quite warmly.

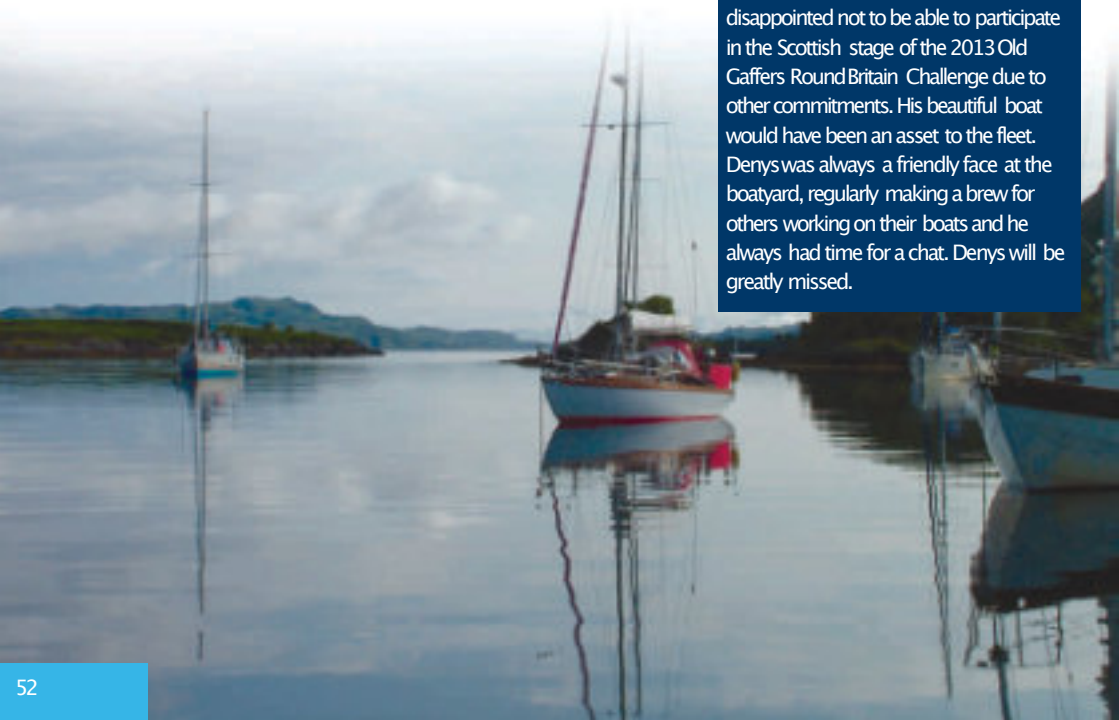
One boat made it to Loch Drumbuie to witness the sun at its maximum northerly declination on 21 June. Unfortunately the sun decided not to participate. By chance 'Naiad' and 'Tantina II' met up near Oban for two days when Scotland's weather was at its best, warm and sunny. A night in the Puilladobhrain anchorage, illustrated here, and a night at Port Appin reminded us of the pleasures of sailing in Scotland.

Neal Hill, Area Secretary, Scotland

Denys Mitchell 1939– 2015



Denys sadly passed away on 15 August 2015. He was a man of many talents, ranging from his artistic sculptures to single-handed sailing ventures on the Clyde and surrounding waters. He sailed extensively on the west coast of Scotland in his beloved boat 'Cailleach Dhubh', a Heard 23 Gaffer. Denys was most disappointed not to be able to participate in the Scottish stage of the 2013 Old Gaffers Round Britain Challenge due to other commitments. His beautiful boat would have been an asset to the fleet. Denys was always a friendly face at the boatyard, regularly making a brew for others working on their boats and he always had time for a chat. Denys will be greatly missed.





Traditional skills shortage identified

Judy Harrison introduces the work of the Sea-Change Sailing Trust and apprentice Daniel Taylor summarises his experience and aspirations.

Sea-Change Sailing Trust provides residential opportunities for young people and vulnerable adults to learn and develop by living and working together on a Thames sailing barge. Based in Maldon, Essex, they operate weekly trips on board the chartered Thames barge 'Reminder', but have recently commissioned the building of a new Thames barge in steel, the first for many years.

To address a skills shortage in the Thames barge sailing world Sea-Change are always on the lookout for young people who would like to train to become a barge mate, and hopefully one day a skipper of these traditional vessels.

Daniel Taylor is the second apprentice to live and work with Sea-Change and he takes up the story:

"Having started work with the National Historic Ships Shipshape Heritage Trainee Partnership at the start of this year, I've had the opportunity to experience a diverse range of training, all geared at the operation and conservation of historic vessels throughout the UK. Activity has ranged from writing my own conservation plan on a registered historic vessel, to sailing a fishing smack to a festival in Norway, learning classic restorative work at the International Boatbuilding Training College and working with my host Sea-Change Sailing Trust.

Sea-Change has given me the opportunity to work with a wide range of people from all walks of life and ability. It's hard work but one of the most rewarding things I've ever put my hand to. My aim is to continue to learn as much as possible about my host vessel, 'Reminder', a Thames sailing barge, and to try and find continued employment opportunities within the sail training sector. I hope, one day, to be able to take up the mantle of being a skipper on a national historic ship."

Judy Harrison, Liaison Officer, Sea-Change Sailing Trust



Daniel teaching knots to a Sailability crew member
Photo: Judy Harrison

Sea-Change Sailing Trust

Find us on Facebook and online
www.seachangesailingtrust.org.uk
Phone: +44 (0)1621 840982



Thames Barge 'Reminder' under sail Photo: Daniel Taylor



Tarbert Traditional Boat Rally

'Robinetta' reports from Tarbert Traditional Boat Rally

There are many tarberts in Scotland. The word means an ithsmus or boat portorage. The best known separates the Kintyre peninsula from Knapdale. West Loch Tarbert is a remote anchorage but East Loch Tarbert has a fine village, fish dock and marina. I have been there twice before, once years ago in a charter yacht and then on 'Bonify' during the OGA Round Britain Challenge, 2013. This year the traditional boat festival fell in the middle of a two week cruise on 'Robinetta'. When we were planning our holidays we didn't know where 'Robinetta' would be. We hoped to visit the Outer Hebrides in May, but expected to be somewhere closer to the Clyde.

We ended up leaving 'Robinetta' in Stornoway and arranging to keep her in Fairlie for the winter. So we wanted to be in the Clyde, but were 180 nm away. We weren't sure we wanted to try to get to the festival, or just sail. When we got to Stornoway the weather was fine but with not much wind so we decided to motor sail south and keep our options open.

We called the organisers and got a programme. It sounded relaxed and fun. The tiller pilot was doing most of the work so we had two long enjoyable days getting to Crinan and then got to Cairbaan on Thursday night. On Friday the wind was a strong southerly. Perfectly wrong. We fought it down to Tarbert. We think we were the only boat to leave the canal that day.

We arrived in Tarbert to a great welcome. Most boats had arrived the day before to avoid the strong winds. There was a grand collection of boats, both local and visitors. The biggest was 'Cruinneag III', a beautiful varnished Bermudan cutter ketch built in Tarbert by Dickies in 1936. The smallest was a Drascombe Skaithe. The two boats from farthest afield were 'Lassie' of Chester, a Nobby from Bangor and a motor cruiser from Wisbech. At least four boats were from Arran, 'Pequita', a Twister from Lamlash



and three boats from Lochranza, a Hillyard 2.5 tonner, a Memory 19 and a larger old wooden yacht. Local boats included festival organiser Hans Kok's 1918 gaff ketch 'Mallemok'. As well as many sailing vessels there was a good selection of converted fishing boats. One must not forget the longship 'Freydis' hand built by festival organiser Phil Robertson for his other event, the Viking Festival. Saturday's barbecue was a fund raiser for Phil's aspiration to take her to Norway to participate in festivals there.

The primary public purpose of the event is to give locals and tourists the opportunity to walk around and look at the boats and talk to the owners. We spent most of Saturday and part of Sunday morning aboard with our hastily scribbled sign showing people around and answering questions. For participating crews it was mostly about the craic, but also about sharing skills and knowledge. Douglas, a lad from Lochranza had

just migrated from dinghies to his first larger boat, a Memory 19 called 'Odyssey' which had not been looked after by her previous owner. He had been shown how to sail gaff rig by his friend Robert a self declared 'sea gypsy' with 'Storm Petrel', a tiny Hillyard. I helped him set up his bobstay tension and when the wind died there was a big topsail debate. The general feeling was that it was too big to sheet. There was a boat moored on our pontoon flying an OGA50 flag, but somehow we never got to meet the folks on board.

We had a reception on Friday evening with good music from local musicians and a fine ceilidh with country dancing and rock covers on Saturday night. It poured with rain and the midges were out in force, but we had a grand time. Saturday afternoon also saw a greasypole competition and the villageraft race. Those able to get out to the end of the greasypole, grab a bottle and bring it back won a bottle of whisky. The hard part was turning round after getting the bottle, but a few managed it.

On Sunday morning, many nursing sore heads, we gathered for a great breakfast in the Tarbert Hotel which some will remember from the RBC for its kippers. A low key prize giving completed the formal proceedings but it was agreed by vote that we would do a sail past in the loch. The weather was starting to clear up as we left the pontoon and although it was still cloudy we had a good breeze and lovely backdrops to the collected boats. After an hour we scattered to home ports or next destinations.

Julian and Alison Cable with 'Robinetta', East Coast Area members sailing in Scotland





Ed Burnett (1972–2015): an appreciation

Ed Burnett synthesised modern materials and traditional values with original thinking and an unerring eye for a sweetline to produce many wholesome, fast and comfortable yachts. It is to the great benefit of the OGA that he was a modern innovator with gaff rig.

Ed's early life set him up for this career, sailing with his parents on the family Albert Strange gaff yawl 'Redwing' and sailing 'Harriet', his Oppie, around the open spaces of Falmouth Harbour.

After leaving school, Ed travelled to Gannon & Benjamin in Vineyard Haven, Massachusetts. Ginny Jones remembers, "He immediately fit right into the circle of young ones who made the boatyard the center of their work and social life. Ed's abilities as a boatbuilder, and his keen eye for designs, the fine details as well as the hull and rig as a whole, flourished."

Returning from America, he enrolled at Southampton Institute to study yacht design. Eschewing student accommodation, he single-handed his engineless 23' Harrison Butler gaff cutter 'Ibis' from Falmouth to Hamble and back each semester. Comfortably moored in a Hamble marina he contended that he had better facilities and his own space at a lower cost than student accommodation.

Naturally, he graduated with a first. He worked with Nigel Irens, the designer of some of the world's fastest multihulls and darling of French long-distance single-handers.

Nigel says: "Although he was just starting out and I was supposed to be the old hand, in the field of traditional boats he was already way ahead of me! He went on to produce a prolific succession of designs that are universally admired. It is a testament to his skill that they will continue to grace the waters in which they sail for the pleasure of many a generation to come."

During his time with Nigel, Ed worked on the design of 'Westernman', Tom Cunliffe's modern re-interpretation of the Bristol Channel Pilot Cutter, and was involved in the commissioning of others of the same class, all built at the Covey Island Boatworks in Nova Scotia.

In 1997 Ed established his own design office in Totnes and soon built up a unique portfolio of designs. They all have Ed's unmistakable signature of an easily-driven hull with a powerful sailplan, resulting from detailed study of the most successful designs of the previous century, from which grew his own style. One of Ed's earliest designs was 'Zinnia', a 30' gaff cutter.

Ian Pople commissioned 'Zinnia' and recalls: "Ed enthused about designing a 30 footer along traditional lines but using modern building techniques. He produced two drawings, one as specified with Bermudan rig and another with gaff rig sail plan. We had to admit that Ed was right, and we opted for gaff rig!"

"As building progressed we would often stay up late covering all aspects of the build, fittings, fine finishing details, sail plan and sail handling gear. It was non-stop and intense and Ed was in his element.

He was a very young man with an incredibly wise head on his shoulders and was reassuring to us throughout the process. 'Zinnia' turned out to be a successful boat, with first class sea keeping qualities and a good turn of speed."

The success of the 'Zinnia' design brought about 'Ivy Green', a 35' version commissioned by Jeremy Dumas and built, like 'Zinnia', at the Elephant Boatyard on the Hamble. Her first outing was the Solent Area Gaffer's race and she won her class outright, with Ed running the foredeck and Tom Richardson at the helm.

Jeremy's daughter Leafy remembers: "Always happiest on a boat, we sailed together on many, from my tiny lugsail dinghy in Mersea to 'Shindela', an 83ft schooner of his design in Turkey. On land it was a struggle to keep up with Ed's long stride, but it was even harder to keep up with his whirring brain. He was very good at thinking up clever and different ways of doing things, a master of unconventional ideas."

"Hugely intelligent, as well as down-to-earth and humble, he was a true gentleman. Always good at getting things done, he had a calm wisdom that enabled him to find way through seemingly impossible obstacles. Always keen to help, brilliant in a crisis and totally reliable, everybody liked Ed."

Yacht broker Barney Sandeman remembers: "I sailed with Ed and was involved in selling some of his wonderful designs. Yes, he was extremely clever but he had honesty and integrity and a value system that is lacking in most places I look. Ed often had strong opinions but in my experience with him he was often right but never pushed the point, he did a lot in his life and it is a crying shame he is not around anymore."

Ed managed or was consultant to a number of restoration projects and much in demand as an advisor on rigging and sail plans. He is best known



If you wish to remember Ed with a donation, you can do so to the benefit of the Island Trust, for whom Ed designed the 48' gaff cutter 'Pegasus'

www.justgiving.com/Bill-Bumett1

to the world for his work on the design and construction of 'Gloriana', the Queen's barge for the Diamond Jubilee in 2012.

Ed was always welcome on a sailing yacht. He was a natural sailor and a gifted helmsman and as crew knew exactly where to be without being in anyone's way. He was the first to spot a potential problem or a job needing doing and did it straight away without comment. In Ian Pople's words: "... it was like having a couple of extra hands aboard. I recall the time that Ed and I sailed with you on 'Lone Wolf' to the Beaulieu Classic Boat Festival. We short tacked all the way up the river in a pleasant moderate warm breeze, right up to the berth, wonderful."

A fine feeling for the way of a yacht. An unerring eye for sweetness of line. A proper sense of shipshape. A master's touch at the helm. A supernatural feel for sail trim. Some of these qualities apply to many we know, but few exhibited them all in the way that Ed did.

Dick & Pat Dawson and 'Lone Wolf'





OGA Merchandise: Clothing

New clothing range available soon

By popular request a new batch of smocks is now with Blackjack. We are pricing and photographing them before they go on sale. Our clothing range will expand to include pure cotton polo shirts and new Gaffer baseball caps as well as shirts and fleeces already offered here.

When ordering clothing make sure you specify which OGA 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	104cm	116cm	128cm	140cm	152cm
Chest (in)	22/24"	26/28"	30"	32"	34"

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

(Prices include VAT, but not postage & package)

Logo 1 with two boats:

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

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



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OGA burgee (triangular)

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OGA flag (rectangular)

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24"	£56.70
30"	£68.86



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Changes are afoot in the world of Gaffer merchandise

I regret that some members experienced delays to their orders of burgees and flags this summer. These can now be ordered directly from the suppliers. See details on the left or on the website. They are made as required so you do need to think about them when planning your cruise, rather than just before you leave!

Thinking about Christmas?

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.

Christmas cards

Choose from two designs by
Claudia Myatt:

'January Sail' and 'Christmas Day'

Pack of 10 cards £5.00



Books

'Conserving Historic Vessels' £25.00

'Sailing Gaffers' £23.00

Small items

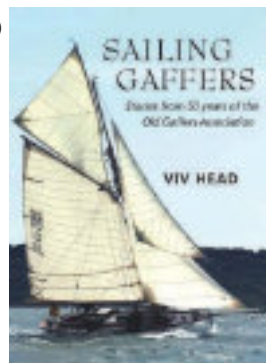
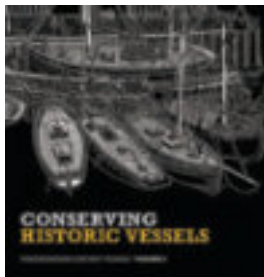
OGA tie £9

OGA enamel lapel badge £6.00

OGA plaque £21.00

(engraved with boat name & number)

OGA teatowel £5





MEMBERS' BOATS FOR SALE

OGA members' adverts for boats are now available to browse online. Visit the website for more information about boats advertised here and for more boats not included in Gaffers Log. Advertising online is a benefit of OGA membership.

Poppy: reduced to £13,500

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. For viewings, Francis & Elizabeth Frost: +44 (0)1934 710434 For information, Fabian Bush: +44 (0)1206 728577

www.fabianbush.com/newboatbuilding/poppy

Coral: €12,000

Gaff sloop, built 1936, Ipswich, 'Coral' was brought to Ireland after World War II by a retired Major. Currently lying in Leitrim, Ireland. 27' oak on oak, with a large pig iron keel, her mast is on a tabernacle and her mainsail is roller reefed. Two mainsails, four large anchors, 100' of chain, a Yanmar 20hp diesel engine with very low hours and her own launching trailer. Recently painted and in excellent condition and may be viewed out of the water. Michael: +35 3863 983939 | margaretdoherty4@gmail.com

White Moth: £19,999

You could take part in OGA events in this head-turning classic gaff ketch. Excellent condition, often seen around Thames Estuary. 32' LOD, 7.5' beam, 5' draft, provides comfortable accommodation for two with 5'9" headroom in varnished wood cabin. Taylors cooker, hot and cold water from calorifier, Baby Blake heads. Large forepeak space could be reorganised to provide extended accommodation. Lister-Petter 20hp diesel engine, 2x40 litre fuel tanks, over 100 nmiles range. Designed by John Pain Clark, built 1903 by Major RF Wykeham-Martin, designer of famous headsail reefing gear. Major professional restoration undertaken in 1980s. In the hands of present owner for 15 years, in commission, lying at Queenborough, Kent. Graham Mason: +44 (0)1795 662143

Barbara Agnes: £39,950

Percy Dalton designed, gaff pilot cutter/Falmouth working boat. Built Mylor 1992. LOA 28' 6", LWL 26' 5", Beam 10', Depth 5' 1", Draft 5'. GRP hull, sheathed ply deck, transom hung rudder, long keel, epoxy treated, tiller steering. Beta DD100S 28HP diesel engine. Stainless steel standing rigging, spruce 36' mast (both replaced 2012), Columbian pine bowsprit. Gaff main, jib, staysail, common tow foresail, topsail, two storm jibs. Four Barent winches, Faversham coal stove, Flavel Vanessa gas dooker, ITT Tabasco toilet. Sleeps four in two cabins, exceptional condition below decks. Two anchors, full inventory electronic and general equipment including legs for beaching. Full service history. Two new covers (cockpit and winter). May be viewed Bucklers Hard Marina. Martin Musgrave, Bucklers Hard Yacht Brokers: +44 (0)7831 644394 | billandlesley.munt@btinternet.com





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



Camay: £9,950(all reasonable offers considered)

At 50 years of age 'Camay' has very recently been fully refitted including reconditioned engine, rewired, repaint and varnish. She has to be sold, any reasonable offer considered. In commission, afloat on paid up marina berth Amble, Northumberland, 'the friendliest port'. Comprehensive inventory includes custom yard cradle, Avon inflatable dinghy, full suit of 'working' and lay up covers. Sale handled by brokers, Amble Marina Ltd., phone: +44 (0)1665 712168

Jim Bell: +44 (0)1670 790056 | belljc2.elison@btinternet.com



Katie: £15,950

30' (LOD) gaff cutter, built 1990, hull and deck GRP. Plug was an original Victorian gentleman's cutter, 'Fortuna' c.1880. Two forward berths, sea toilet, large cockpit doubles as 2 extra berths and saloon. Cooker/sink/cool compartment and stowage. Cockpit enclosed with two-part tent in harbour a sprayhood, if wished, at sea. Yanmar IGM 10 diesel engine and stainless steel 80 litre fuel tank, s/s 180 litre water tank, holding tank. Suit of sevensails, including new unused jib (2015). Lying ashore, Walton-on-the-Naze. Nick Dance: +44 (0)1255 813191 | +44 (0)7710 486 550 | seabirdtorroxx@yahoo.co.uk



Prawle: £8,500

Exceptionally pretty gaff cutter, built 1964/65, approx. third scale replica of Breton fishing boat, built at former Ferris and Blank boatyard, Dartmouth. Lovely, good-natured character afloat, ideal for cruising. Hull is long keel, carvel, mahogany on oak, all copper fixed. Two berths in cabin. Unusual deep cockpit with sliding cover, original Rippingilles paraffin cooker. New (2012) switch panel with depth sounder, meter for both batteries, 12v socket. Manson Supreme anchor, 30yds+ chain, long additional anchor warp, fisherman's plus spare anchors, mudweight/angel, mooring warps, tools, spares, lifebuoy, emergency boarding ladder. Legs for drying berths. Ready to sail, newly reconditioned Volvo MD1b installed last year, up to date maintenance. Needs someone to appreciate and take care of her now we are looking for a bluewater cruiser before we get too old. Richard or Peter Gregson, WoodenShips: +44 (0)1803 833899 | info@woodenships.co.uk



Chough: £17,000(no sensible offer refused)

Designed by AR Luke of Hamble, built by Brook & Hall, Walton-on-the-Naze, 1927. Gaff sloop, teak on oak, lead keel, marine ply decks sheathed with epoxy. Spars are pine and spruce, reefing furling headsail gear, roller reefing boom, sails by Elvstrom, mainsail, two furling headsails, one Genoa, one jib. Excellent condition, race/cruise ready. Two anchors, chain and warp, compass, fire extinguisher, bilge pumps electric & hand operated, warps, fenders, powered by outboard Mariner 5hp long shaft, big foot prop. Good racing record winning many Solent OGA races. Cowes Classic Class Winner 2014 & 2015. Sleeping for two in one cabin. Inflatable dinghy included. David & Christine Hopkins: christine@davidwhopkins.co.uk

**Bonify: £28,000**

37' on deck, John Hanna design from 1924, built in ferro-cement, launched 1993. Decks pitch pine on oak. One double berth forward and two single berths aft, plus two in the saloon. Suitable for live aboard. Owned and sailed for 17 years: time for a change.

Contact Sue Lewis for more information, photos etc.:

+44 (0)7900 242452 | smlewis@btconnect.com

Juniper: £25,000

Traditional gaff rigged yawl built 1997 by Bridgend Boat Company, designed by Martin Eyre, excellent for estuary and coastal cruising, amazingly spacious, good performance. Draft 1.3m with keel down, 0.3m with keel raised. Accommodation for 4-5 in two cabins with marine toilet. Large saloon, L-shaped seating converts to small double berth, single quarter berth with trotter box arrangement, forecabin with double-V berth with toilet under. Galley, ample worktop/chart space. Excellent storage. Repainted, spars varnished recently. Serviced annually. Anchor, chain and warp; warps, fenders, beaching legs; mainsail & cockpit covers; tailor made cockpit tent, Autohelm tiller pilot; Tacktic speed, wind and depth indicators; fixed compass. Mainsail, furling Genoa, furling staysail and mizzen, all lines leading back to cockpit for single or short handed sailing. Yanmar GM10 inboard engine, annually serviced and winterised. Lying River Yealm, Newton Ferrers. James Service: +44 (0)1752 872128 | jservice3@gmail.com

Anjak: £9,950

Built by John Brown, 1967, unique 32' vessel. Rigged for single-handed sailing, lightweight duradon sails, excellent condition.

Long-range fuel tank, draft suitable for French canals. Carvel hull, mahogany on oak with teak laid decks, open cockpit. Major overhaul & renewing 2010/1, including new 21hp Nanni engine, stainless water tank, long-range fuel tank, stainless rigging etc. 2 batteries, 2 kedge anchors, Cobra Dsc radio, Garmin 12 channel GPS, Seafarer 700 echo sounder, Richie & Plastimo compasses, charts, 2 bilge pumps, navigation lights, Plastimo Atlantic gimballed gas cooker oven, grill & two burners, electric coolbox, crockery, cutlery, cooking pans. Thoroughly maintained since 1985 by late owner, Mick Tyrrell. Sadly Mick died from cancer December 2012, hence the sale. Since then maintained by a professional to carry out re-painting and repairing as necessary. Hazel Tyrrell: +44(0)1634 580673 | +44(0)7852 734 546 hazeltyrrell59@gmail.com

Phoenix: £680

Woodnutt 14 dinghy believed to date from c.1960. Woonutt's boatyard at St. Helens, Isle of Wight, burnt down mid 1960s. Old Gaffers Dayboat eligible for Dinghy Cruising Association. Hull length 14', LOA 15'. Hull iheavy glass fibre, wonderfully stable sailer, proving good turn of speed for her length. 130+ sq ft sail area. Restored 1990-1993, refurbished 2012. Present owner since 1990 sailed primarily in Chichester Harbour, also West Coast of Scotland, the Baltic and Golfe de Morbihan. Sale includes optional Bermudan rig and galvanised road/launch trailer. View by appointment at Cobnor, mouth of Bosham Creek. Bob Spackman: +44 (0)1483 283343 | bob.spackman@googlemail.com





Deirdre: £24,950

Restored to exceptionally high standard, a 'classicboat' in all respects. Rigged for single-handed sailing, cruised extensively, vast inventory too long to list includes; pare blocks, shackles, mooring lines, rope. Aluminium shear pole & tackle for raising/lowering mast; whisker poles for jib & staysail; 2 boat hooks; paraffin riding light; 5 life jackets, 2 children's buoyancy aids; set of in-date coastal flares; code flags; charts and pilot books; cockpit seat cushions; portable gas heater; heavy duty winter cover and spare tarpaulins. Suffice to say there is pretty well everything needed for extended coastal water cruising. See website for full inventory. Kit Platten: +44(0)1621 857644 | +44(0)7801 657773 | cjp@kplatten.f9.co.uk



Blue Gansey: £5,500

Successful racing & cruising yacht. John Leather design, built 1966. Decks, combings, interior replaced 2000. LOA 25', LOD 21', beam 8'. Draft: (plate up) 2' (plate down) 4' 6". Hardwood planking on steam bent oak frames. Copper fastened. Plywood epoxy sheathed decks, teak coamings, rubbing bands. Iron keel, steel centreplate, bronze winch. Transom hung rudder, laminated curved tiller. Two berths in cuddy under foredeck. Two rollout pipecoats in main cockpit. Teak thwart & sole boards. Hollow spruce mast, stainless steel tabernacle. Pine boom & gaff, hollow spruce yard for topsail/bowsprit. Stainless steel rigging on lanyards. Furler furling gear for jib on bowsprit. All controls lead back to cockpit. Echo sounder & log with compass. Magellan chart plotter. Twin bilge pumps. Autopilot. Navigation lights, masthead tricolour, anchor light. Battery isolation switch. Yanmar 1GM, water pump rebuilt 2014. 5 gallon stainless steel fuel tank. Recently antifouled & painted. Full camping cover, doubles as sprayhood or sun awning. Mainsail cover and full cockpit cover. Located afloat on River Itchen, Southampton. Ian Macgillivray: ianmacgillivray@yahoo.co.uk | www.oga.org.uk/boat/blue-gansey



Beano: oiro £2,000

Halcyon 14 Gunter rig by Kenneth M Gibbs & Co of Shepperton. I believe this yard built several Halcyons as private commissions in the 1950s. She is in very nice condition and complete with road trailer, anchor, oars, bilge pump and cover. Located in Harwich, N.Essex. Ben Dale: +44 (0)7840 684513



Shrimp: £900 ono

Fast and fun! A 14 ft ultra-light, double-ender sailing dinghy with spritsail rig, built ca. 2003 but little used. Constructed in epoxy ply with dagger-board, oars, pine spars and tan polyester sail, all in excellent condition. Has sailed in Cardigan Bay and with OGA on Llyn Clywedog. Removable ballast included, and also flat-bed trailer if wanted. Viewable in Aberystwyth.

Jennie Macve: +44 (0)1970 626180 | seasharp@tiscali.co.uk



Penelope: £9,000

Boat of character and tradition. Tela 16 gaffrigged day sailer, 16' 6", Oxford blue, built Salterns 2012. Excellent condition. Bristol Channel pedigree. Mainsail, topsail, roller furl jib. Fitted cover. Anchor, warps, paddle etc. Honda outboard hardly used. Road trailer with spare wheel. Sailed only on Cardiff Bay. Wrapped each winter. Trevor Fishlock: trevor.fishlock@penandinc.demon.co.uk | +44 (0)29 2022 9095

**Little Millie: £8,900**

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.

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

**Windsong: reduced 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.

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

**Romilda: £47,950**

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

**Galway Hooker, Moorhen: open to any fair offer**

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.

Rik Janssen: +31 (0)613062345 | galwayhooker@de-schermer.nl
www.de-schermer.nl/galwayhooker





First of May: £3,900ono

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. Barry Johnson: +44 (0)1223 701792

barrym.johnson@ntlworld.com



Peggy: £22,000ono

36' on deck, 11' beam, 5' max. draft, sleeps five in two cabins, WC/washroom. Built c.1910 by Crossfields, Arnside, worked out of Mayport, fishing no. MT13. All sails, standing rigging, and running rigging renewed. Cruising rig and other sails include lightweight racing jib and staysail, topsail & reaching foresails. All in good or excellent condition. Spars and hull in very good condition, bowsprit replaced (laminated spruce) c.2005. Engine excellent: Nanni 4-43HD; 4 cylinder 2.2 litre engine, water cooled gearbox, Brunton 18" self-adjusting three bladed propeller, little used. 120 litres capacity diesel. 60 litres fresh water. Jabsco toilet. Nelson cooker, gimble, two burners, grill, oven. VHF radio & Garmin plotter. Reflexdiesel cabin heater. Lewmar winches, fenders, two bilge pumps.

Ever-advancing age prompts reluctant sale. Phil & Rose-Marie Newman: +44 (0)1473 414358 | philnew50@yahoo.co.uk



Chickpea: €15,000/£10,000ono

Beautiful fast gaff cutter, one of only two built in GRP from a mould taken from a Victorian gentleman's yacht. 30' on deck plus 6' bowsprit. Beam 8'2". Draft 4'7". Deep keel. Solid spruce mast, boom and gaff. Stainless steel standing rigging. Cabin fitted out for cruising, with standing room, one double and two single berths, two-ring cooker, sink, heads etc. Yanmar 1GM10 engine. Two 12V batteries. Stainless steel tanks. Two independent Garmin GPS systems, depth sounder, log, electronic masthead anemometer/wind angle indicator, DSC VHF. Autohelm. Plastimo inflatable dinghy. Recent survey available. Currently moored Howth, Dublin. Paul Holden: pholden@dublin.com | +35 387 267986

Minevia: £5,000ono

Hillyard 4 ton gaff cutter built 1937, Littlehampton. Pitch pine on oak. Moored at Holyhead during summer, stored ashore in a secure yard on it's own cradle (included in sale) during winter where it is cleaned and painted annually. The 13.5 bhp Beta diesel was installed by and is serviced by Stuart Marine at Holyhead. Par marine toilet. Simrad tiller pilot. Kelvin Hughes VHF. NASA solar panel battery charger. All standing rigging renewed 2013. All running rigging renewed 2015. So, the boat is going well but the same can't be said of the 1936-built owner who is reluctantly looking for a younger person to take over the helm.

Graham Carter: 01492 592676 | gccarter@btinternet.com





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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 OGAonline 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 copy, photos, for sale items and other articles for the Log to the Gaffers Log Editor by 30 October 2015:
log@oga.org.uk
 Send Boats for Sale, reports and news for publishing on the website anytime!

Boats for Sale

The new facility for those wishing to sell their boat, and display their boat's records on the public part of the OGA website, has proved popular and successful. In addition it has given non-members the opportunity to see the sort of records we hold. Browse the section and let us know what you think:
www.oga.org.uk/boats-for-sale

Online Boat Register: going public?

I am pleased to report that despite it being the sailing season I have received a steady flow of correspondence from members sending details of their boats for the Register. The number of boats on the Register available for members to see continues to grow and members have continued to add more data and photographs. If you haven't already done so, do login and check your boat's details. You should be able to add more information and photographs. Do contact me if you have any problems.

At the last AGM I asked members to consider how much, if any, of the Boat Register should be available generally to anyone on the internet. At present data on boats owned by members is available only to paid up members, apart from those boats in the 'For Sale' section. I hope Areas will discuss this at their AGMs. Do please let me know your views so I can collate them for the GMC meeting on 14 October, prior to the London AGM on 16 January 2016.

Pat Dawson, Boat Register Editor

OGA website and Gaffers Log

The OGA website and other online 'channels' such as Facebook and email mailing lists complement the quarterly printed Gaffers Log. The Solent and East Coast Areas now have their own websites hosted within the main OGA site. Area Secretaries and other nominated contributors can update details and report on events in a timely manner online, whilst maintaining a printed archive of OGA activity for the future through the quarterly Gaffers Log.

Along with your views about 'going public' with the online Boat Register, please let us know about future developments you would like to see for online communications and the printed Gaffers Log.

Beverley Daley-Yates, Editor (Log and online)



East Coast August Classics 2015, Pennyhole Bay Race: 'Kelpie II', 'Cygnet of London' and 'Reverie' Photo: Tony Pickering www.tidewayimages.com



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