



GAFFERS LOG

ISSUE NO. 89 DECEMBER 2015

In this Issue:

More cruising tales, 2015

Thinking about engines

AGM, 16 January 2016

Planning ahead, 2016

OGA 

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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Malcolm Goram's 17' dayboat 'Plucker'

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GAFFERS LOG PRODUCTION

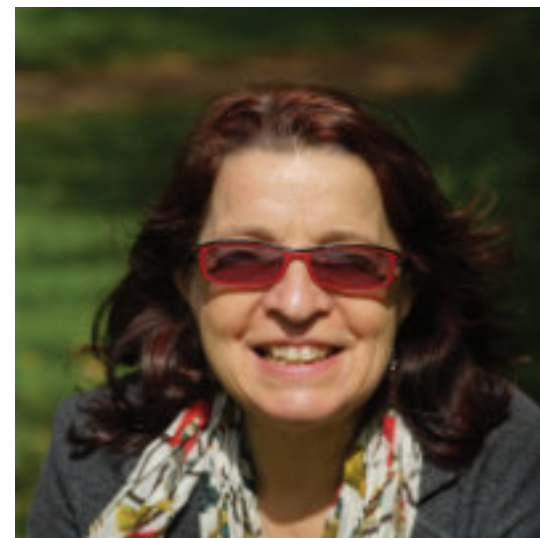
Graphic design: Steve Daley-Yates
Print and fulfilment: Northend

MERCHANDISE

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Cover photo: BU16, built 1960, 'Sailing in
the Netherlands' by Sue Lewis

Foreword



It's certainly been another successful year around the Areas, judging by the number of news items and reports on events and activities received for the Log, OGA website and 'Sailing by'.

OGA Website

Do think about contributing news for the website 'in between' issues of the Log, to keep everyone updated and publish our activities to a wider audience. Tales with a 'historic' twist are published on 'Sailing by', where there's a complementary article for the Dublin Bay OGA Leinster Trophy race report, p.33. Take a look at p.63 for more about online developments, including the Boat Register.

A bigger Log

You'll notice that this issue of the Log is published in a bigger size, as a trial for everyone to think about. Do let us know your views on this proposed change in format, allowing more space for contributions.

Member's discounts

Three special discounts, negotiated for OGA members, are included in this issue: the new magazine 'Classic Sailor' offers a discount on annual subscriptions and selling your boat (p.13), Bloomsbury Press, publisher of a wide range of

nautical titles, offers a full 25% off throughout 2016 (p.21) and there's a special offer on London Boat Show tickets too in the Noticeboard section, p.52.

Maintenance tips

It's that time of year when your boat may be needing a bit of maintenance and there are three articles on the theme of engines. One is an invitation to share experiences online via the Solent website for lessons learned earlier this year after an engine fire. Malcolm Goram starts a series of articles on Stuart Turner engines - do share your experiences via the Gaffers Log or OGA online.

Cruising tales

A few cruising tales held over from September remind us of the summer, but it's also time to start thinking about the 2016 sailing season, with an invitation from the organisers to visit the Brest/Douarnenez Festivals, p.8 and Dublin Bay OGA's proposal for a Celtic Cruise in Company, p.37.

Photography competition

Mike Garlick brings tips from the Photography competition judges on p.34. The deadline for entries has been extended, see overleaf, so do sort out those photos and enter online! Remember there's a 'Young Photographer' category too, and great prizes for all.

Send us your photographs!

Finally, a plea for more good quality photos to illustrate the Log, submitted at high enough resolution for print! Whilst lower resolution are suitable for the website, the larger size will allow us to be more creative in illustrating the Log, but only if members contribute the raw materials...

I look forward to seeing many of you again at the ACM and AGM in January, 2016.

Beverley Daley-Yates, Editor (Log and online)

From the Quarterdeck



Fellow Gaffers

Despite the poor weather we all experienced in July, we have had a jolly good sailing season, with lots of wind, and many exciting OGA events. What an October we have experienced here in Dublin - blue skies, high pressure, flat seas, sunny but cool - perfect weather for laying up.

By now most boats will be in layup mode, ashore or afloat as the case may be. I wish you good weather for your own layup efforts. Now is the time to review the list of tasks to be completed over the winter to ensure that our beloved vessels will be in tip top shape for next season. It's a good time to check out rigging and sails, to winterise engines, and you will find a handy guide to that particular task in this issue of the Gaffers Log (p.14).

It is also the period in which many Areas schedule their layup supper and AGM. Do make an effort to support these events, particularly your Area AGM, and of course the January 2016 OGA AGM in London. Your GMC continues work on plans for the OGA AGM with details on p.5.

AGM attendance is very important. It signals to your Area Officers that you are interested and committed enough to attend and register your vote on plans, elections and proceedings. It's your opportunity to step up and contribute, to thank the Area organisers for their efforts during the season, elect Officers and let people know what you think.

Transfusion - new blood, is a most helpful medical procedure, and new blood is no less effective in organisations like our beloved OGA. I'm not a fan of perpetual incumbents in office, it's not healthy in my opinion. I believe it's much more helpful to put fresh hands on the tiller when it's time to change the watch.

So go along to your AGM, volunteer for committee or office, and make a difference. I look forward very much to meeting many of you at our January AGM in London.

Sean Walsh, President

PHOTOGRAPHY COMPETITION 2015



Deadline extended to 31 Dec

Sponsors this year include:

Adlard Coles Nautical (p.21)
The Jardine Press (p.7)

Log on now and submit your photos!

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

OGAAGM, Saturday 16 January, 2016

Saturday 16 January at 5 pm
Fox's Excel, Excel Centre, 2 Western
Gateway, London E16 1DR

Second weekend of the Boat Show as usual. Brief meeting on OGA business, photo competition winners and trophy presentations, followed by some slideshows of the summer, then dinner, no need to pre-book. See Noticeboard p.52.

Moray MacPhail will give a short talk before dinner: 'Raids - refreshing the parts other rallies cannot reach'. There will also be a couple of slideshows on cruises in company this year. Now that all has to be more interesting than reports from Officers!

Proposal for change to Rule 8: Races

Proposal for a rule change, which, if agreed, would allow Areas to use modified handicapping systems for their Annual Race, if so desired. Append three words (shown in red).

Proposed: Clare Thomas (EC)

Seconded: Clive Robertson (EC)

Each Area shall hold at least one event for gaff rigged boats each year. Where possible at least one race for gaff rigged boats shall be held in each Area each year under the Racing Rule of Sailing (2009-2012) or subsequent amendments thereto or replacements thereof, Association Prescriptions and Local Area Race Instructions. The Races shall attempt to give four or five hours sailing, and should be followed by a meeting or social gathering ashore. Area Secretaries shall endeavour to select dates for their Races which will give members from other Areas a chance to enter. Entry shall be open to all members on payment of the fee decided by the appropriate Area Committee. Non-members owning gaff rigged boats shall be allowed to enter on payment of an additional amount decided by the Area Committee and shall be honorary members of the Association for the day of the Race only. Boats shall be handicapped by the Association T(H)CF handicap system or such system as shall subsequently be prescribed by the Association or Area Committee. Area Committees shall retain detailed race results for their Area's Annual Race.

2016 AGM AGENDA

1. President's Welcome
2. Apologies
3. Approval of the minutes of the last meeting
4. Matters arising from the minutes of the last meeting
5. Secretary's report - including report on the meeting of the Association Committee (AC) earlier in the day.
6. Treasurer's report - presentation of accounts
7. Review of subscription charges - subject to the prior approval of the AC, the proposal will be for an increase of £1 on all subscriptions in 2017
8. Membership report
9. Boat Register - report on the decision of the AC regarding opening the online Boat Register to the public.
10. Report on the Youth Fund
11. Election of Officers
12. Vote on proposed change to Rule 8: Races
13. Members' questions

This ends the formal business of the meeting - to be followed by:

- Results of photographic competition with slideshow
- Presentation of Association trophies
- Moray MacPhail on "Raids: Refreshing the parts other rallies cannot reach"
- Brief illustrated reports on St Malo and Glandore Cruise

Election of Officers

Nominations received for Officers of the Association

Boat Register Editor: Pat Dawson

Proposed: Alistair Randall (EC)

Seconded: Sue Lewis (EC)

Membership Secretary: Alistair Randall

Proposed: Dick Dawson (SOL)

Seconded: David Owens (BC)

Secretary: Sue Lewis

Proposed: Marion Shirley (SOL)

Seconded: Jim Bell (NE)



The OGA and Maritime Heritage

This article is intended to stimulate discussion and hopefully answer the question:

“Should the OGA be involved in issues of ‘Maritime Heritage’?”

‘Maritime’ needs no definition. A working definition of ‘heritage’ may be:

“Everything a society derives from its past, cherishes and values in its present to pass forward into its future.”

Much of OGA members’ activity, in owning, maintaining, racing and simply enjoying traditionally rigged boats, can be pictured in this frame. Moreover, it is the way, usually unconsciously, that the membership constitutes a repository of traditional values, skills and attitudes. The online Boat Register and associated paper archive is a repository of a substantial part of our recorded maritime heritage. The Jubilee Youth Fund demonstrates our commitment to the future.

My answer to the above leading question is obvious. The OGA is by definition and action involved in maritime heritage issues and should continue to be so.

Matters of boat ownership and related activities, the operations of the online Boat Register, other archives and the Youth Fund, with the ongoing commitment of the membership, should and undoubtedly will continue. Some members are more involved in the formal sense as custodians and operators of historically significant vessels. For the moment the Association continues as a member of the UK Maritime Heritage Trust and is represented at the UK Maritime Heritage Forums.

Advantages of being so represented include:

- The visibility of our Association at a high level;
- Opportunities to gather information and to learn from others;
- Opportunities to access to and influence decision making;
- Gaining information on and access to sources of funding.
- Overall we are better placed within, rather than outside, these bodies.

This matter is to be debated at the forthcoming annual Association Committee meeting in January, 2016. There has already been some debate at the GMC and my hope is that this, of necessity rather dry piece, will engage members’ interest in an important issue.

Please provide me with your thoughts and ideas by email, telephone or post and I will present these at the Association Committee.

Jim Bell, North East Area Secretary

we want your thoughts and ideas



Photo: Steve Yates



James Dodd's exhibition Colchester

Number One (oil on board, 51" x 132"), James Dodds

The first Brightlingsea One Design 'Jean' (designed and built by Robert Stone in 1927 and restored by the present owner Malcolm Goodwin) painted on the wooden roof panels of my Brightlingsea family beach hut which had I to replace. A beach hut my grandfather Tim Foster built in 1953, after our original hut floated away in the 1953 floods.

Jardine Press has kindly donated ‘Tide Lines’ and ‘The Song of the Waterlily’ as prizes for the 2015 OGA Photography Competition, for which we are most grateful. In December 2015, James Dodds returns to the Colchester Gallery for an exhibition, ‘Wood to Water’. The exhibition features paintings of boats from the River Colne, and explores the evolution of small wooden fishing boats all down the East Coast. Well worth a visit over the winter months.

Yarmouth 2016: latest news

Yarmouth, 2–5 June 2016, will be a different sort of event because the town festival will not take place. The Solent Area of the Old Gaffers Association, which traditionally organises the attendance of OGA members in their boats, along with other gaff rigged craft, intends to hold a major rally in Yarmouth on the same dates. We are already in negotiation with the clubs and pubs. There will be races, fun on the water, competitions, shared meals and music, maybe even a dog show!

Look out for more information on the Solent area website and invitations to register during April 2016.



Gaffers racing at YOGAFF 2015
‘Charlotte Elizabeth’, ‘Blue Gansey’ and ‘Step Back in Time’ Photo: Keith Allso

Invitation to Brest/Douarnenez

Brest Festival Invitation! 13 – 19 July, 2016

followed by Douarnenez TempsFete
19 – 24 July, 2016

The OGA has received a special invitation to send its boats to this, the most dazzling of sea festivals. We have a reserved area for our fleet in the old harbour docks close to the stalls and exhibits of the UK Village.

And for those with time for the full experience, joining the fabulous thousand strong 'Parade de Voile' on 19 July to the second festival in Douarnenez is a must!

This 'Temps Fete' event www.tempsfete.com is smaller than Brest but more 'gafferish' and convivial. There will be free anchorage in the tranquil bay adjacent to the harbour. Peace and quiet just three minutes by water-taxi to the land events. We will try to co-ordinate some cruising in company for those intending to go by sea.



Trailor sailors are especially welcome!

The online entry form gives you the option to request accommodation and we have been guaranteed free launching, parking and bething facilities for OGA members at Brest. The protected waters of the Rade de Brest with its many small bays and inlets make it an ideal place for small boat sailing. You can trail to Douarnenez too. Come and join the fun!

Pre-register now

If you are interested in either or both these festivals now is the time to pre-register on the festival website pre-registration form: www.brest2016.fr/en and go to Boat subscription. Complete the form and send.

NB please indicate that you are a UK OGA member in the final comments box, you may not hear anything back for some time.

Ensure your free place?

Places will be limited and the OGA has arranged with the Festival organisers to identify all the OGA boats in the registration process. We therefore ask you to also complete the 'expression of interest' form on our website:

www.oga.org.uk/events/brest-and-douarnenez-2016

This will also help us keep skippers informed of any special arrangements and news eg free berthing along the way or sailing in company arrangements.

If you have any queries contact:
Ben Collins bencollinsbmc@gmail.com or
Sue Lewis secretary@oga.org.uk

Gordon Garman (Scotland OGA) asks, 'If any readers wish to join me in a leisurely cruise to Brest 2016 and back please make contact.' (p.47)

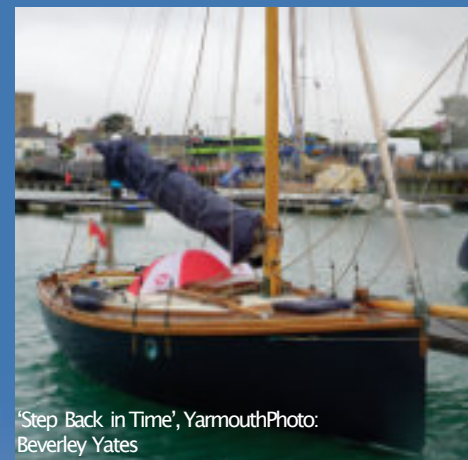
Ben Collins, Solent Area Committee

Pre-register on the festival website:
www.brest2016.fr/en
and go to 'Boat subscription'

Channelcrossing in 'Betty II'



'Betty II' Photo: Keith Allso



'Step Back in Time', Yarmouth Photo: Beverley Yates

Dreams from my Grandfather

Can a crew sailing a 95-year-old woodengaffer relive the simple sailing adventures of our forefathers . . . engine free, wind and tide dependent? One romantic sets out to find the answer . . .

My grandfather believed in the sink or swim theory of teaching his grandchildren to sail. Back in the '60s he would seek out old abandoned wooden dinghies along the creek, persuade their owners who had gone over to plywood or plastic that he would put the pride back in their leaky gaffers if only they handed them on. As far as I know no money changed hands. We would squeeze putty in their old seams and paint the topsides with the thickest paint to keep them watertight. With sails patched up we launched onto the creek. I don't remember ever 'learning' to sail, but Grandad kept a beady eye on us with his binoculars. If you got stuck in the glutinous mud or rammed into the marsh you had to work out how to get off again.

We loved those dinghies, feeling we had practically built them from scratch! As we grew older our aged mentor would devise other plans for us. For him the sea was a place of adventure. He thought little of modern gadgetry; claiming rightly, 'the smaller and simpler the boat the bigger the adventure'. He took us all off down the Solent in the roughest conditions, spending the night under canvas in mysterious inlets and creeks in the days before marinas dotted their banks.

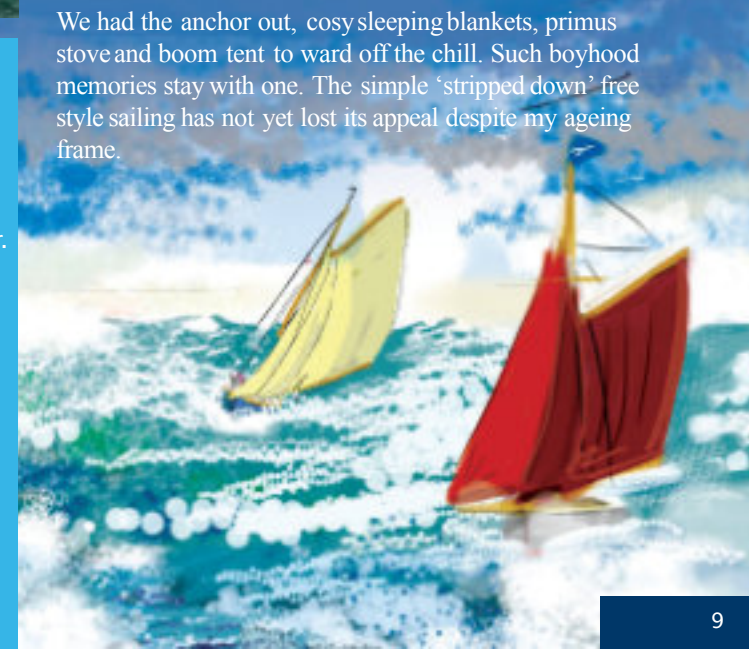
We had the anchor out, cosy sleeping blankets, primus stove and boom tent to ward off the chill. Such boyhood memories stay with one. The simple 'stripped down' free style sailing has not yet lost its appeal despite my ageing frame.

Stop Press: 'Greensleeves', a 19' Memory, sails to St Malo

Roy Hart, skipper of 'Greensleeves', the 19' Memory with two 7' berths, a cooker, sink, red & black bucket, a good sail wardrobe and two outboards, also crossed the Solent this summer.

Roy was one of the first to sign up for the St Malo cruise and opens his log of the passage with: 'Part of the pleasure of the sailing trips is the anticipation and passage planning before going to sleep. The dream of cloudless skies, a beam reach, sun hat and sun cream.'

We'll be publishing Roy's Log in the March 2016 issue of Gaffers Log.





Channel crossing.

I had searched for something from the days of wood and found 'Betty II', an engineless 23', 1921, 'pitch pine on oak', Essex gaffer. Shallow drafted with centreplate, small enough for getting into those hidden inlets but big enough perhaps to cross the Channel. She was going for a good price, leaked a bit and her decks, transom and mast needed serious 'TLC' if she was to face a proper sea. I could get her afloat on the Solent at least, and then do the rest of the fixing bit by bit.

Five years on and there was plenty of counsel from the landlubber salts and sundry propping up the yacht club bar. 'You can't cross the Channel in that! Her frames are creaking, her fixings loose, she was built for the flat waters of the Essex estuaries' and 'You will be a liability not only to yourself but the RNLI'.

I would wake up at night with visions of my boat wallowing in menacing waves, super tankers bearing down, as I desperately hoisted more sail to get out of their path. Perhaps the naysayers had a point. Conceding to modernity, I had to move on; in my mind I promised my late mentor, that I would do the minimum. I dispensed of the old outboard, stiffened the loose frames, puttied the seams, installed an inboard engine, fixed a set of railings (galvanized for authenticity!), installed a radio and invested in spray dodgers. By Spring 2015, 'Betty II' was almost a new boat, ready to venture out into the big open sea.

It would make more sense, especially to my family, if I wasn't heading off on my own. I had joined the OGA by now, and what had started as idle discussion had grown into a corporate plan by 2015 and in mid-July a whole fleet of Gaffers were ready to cross the Channel to St Malo 'en compagnie'.

July 25 was set as the day of departure. The unsettled weather that had plagued the summer so far seemed set to continue. In Yarmouth the fleet sat waiting under grey clouds and whipping rain. A skippers' meeting in the pub left no one certain about when to go. The bigger boats had more options. We turned in to await a forecast in the early hours. Still in my sleeping bag in the 4 am cold, wind whistling in the rigging, I heard the crew of tiny 'Step Back in Time' alongside us preparing for sea. Promise of dropping winds in the next few hours was enough for her skipper and that of the larger 'Cine Mara' to make a dash for it. I looked around the rest of the fleet, no sign of action.

I consulted Paul, my crew. We both felt a trifle queasy in the dull orange light of dawn and our sleeping bags were snug and warm. Why not tomorrow? My grandfather's voice, 'the smaller the boat the bigger the adventure!' played with my thoughts. He had been a stickler for getting us going. We knew it would still be rough out there, but the long-term weather forecast was for more bad winds. It was now or not for several days, and we wanted to do it in company! Others were going, one of them smaller than us! We seized the moment, agreeing at the very least

go and 'take a look' outside the Needles. If we didn't like it, well we could always turn back, we were committed!

The Channel waves criss-crossing in the post gale turmoil, I knew would not yet have settled down from the night before. But the wind was due to ease. It would be a straight reach to Alderney in improving seas. We hoisted our well-reefed main, set a small jib and ventured out. As long we could get a good slant and keep forward motion I knew we could make good progress. It was vital we maintain four knots if we were to ensure a landing before the forecast gale and nightfall returned.

As we passed the Needles waves tumbled and surged over the ledge. Bowsprit plunging, water sluicing over the decks, the grey lumpy swells and whitecaps reached out to our south. 'Just give it another ten minutes and it might settle down,' I said to my dubious crew. Our fellow gaffers were alongside. Go back now? Well, we were not going to let the side down!

I sat down in our small cabin to plot our position, trying to ignore the violent motion. My pencil wobbled about the chart as a flood of nausea enveloped me. Leaping out to the cockpit rail, I was just in time to dispose of my meagre early breakfast. Paul looked on sympathetically, dropping into the cabin to pick up the task. Soon he too emerged in a hurry, leaning over the rail, then collapsing under a wash of spray onto the cockpit floor. I reflected that perhaps the time had come to

abandon our principles! For sure, this was no time for a lily-livered retreat back to the Solent!

I reached for the ignition key. 'Betty II' steadied herself, with ½ revs we could maintain our course and a steady 4 knots. The spray was coming over in bigger waves but the dodgers were doing their job, the water was deflected along our sides, cascading onto the foredeck down past the cockpit and over the stern. We were wet, but 'Betty II' was looking after us. Yes Grandad, we had our engine on, but if we could keep to our passage plan we would make those foreign lands.

As we both lay in the sick bay, now was the moment for reason to prevail over pride. I considered a small departure from my original plans. I had aboard, deep in a locker, something that might just save the day. It was a 'just in case' piece of kit, a 'skipper's little helper', should I need it when sailing solo, faced with the need to leave the helm momentarily. I unpacked the robotics, ugly glinting pistons and coils of black rubber flex. Clipping it to the tiller, I watched the 'flux gates' take over in a flurry of blinking lights. Down but not out, we felt 'Betty II' turn powerfully to her course. The sun came out and our spirits returned. Yes, a point conceded, but time to take stock and have a good look around.

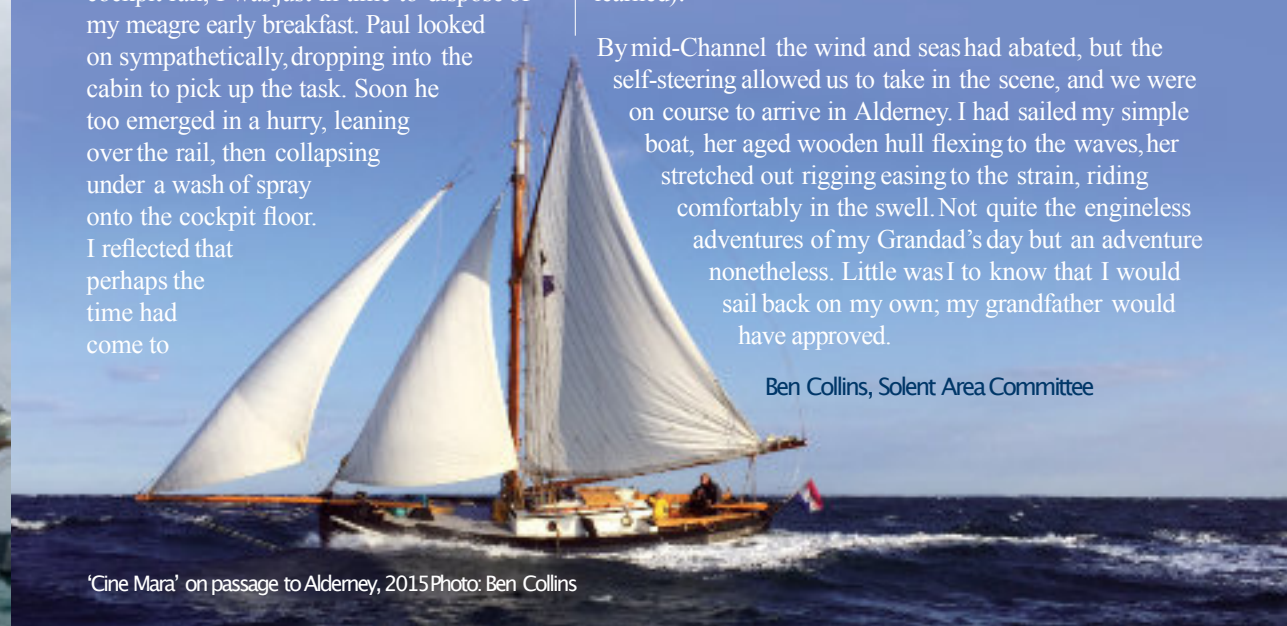
Behind us, 'Step Back in Time' was dipping and diving, at times disappearing behind a wave, but holding her course. Ahead of us, 'Cine Mara', steady as Mother Goose, moving ahead close to the horizon, her crew, skipper excepted, lying prostrate on pillows, slumped on the cabin floor (we later learned)!

By mid-Channel the wind and sea had abated, but the self-steering allowed us to take in the scene, and we were on course to arrive in Alderney. I had sailed my simple boat, her aged wooden hull flexing to the waves, her stretched out rigging easing to the strain, riding comfortably in the swell. Not quite the engineless adventures of my Grandad's day but an adventure nonetheless. Little was I to know that I would sail back on my own; my grandfather would have approved.

Ben Collins, Solent Area Committee



'Recouvrance' Photo: Ben Collins



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



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'Classic Sailor' a new magazine



Peter Willis introduces the new magazine with special offers for OGAmembers

Is 'Classic Sailor' the magazine we Gaffers have been waiting for? It's first aim is to fill a gap in the market that has opened up in recent years, with a focus of the sort of middling-sized traditional boats beloved of OGA members that other magazines simply haven't been providing – or at any rate, haven't had at the heart of their editorial policy.

Edited by Dan Houston who steered 'Classic Boat' through some of its best years, Classic Sailor's aim is to recreate that 'broad-church' inclusive editorial policy which reflects the values inherent in traditional boats, and the enthusiasm and dedication of their owners. Needless to say, we also go beyond the core, downwards into dinghies, occasionally upwards into the more glamorous reaches of Fife and Mylne – it's axiomatic that whatever boat you sail, there's enjoyment in admiring a well-turned hull or shapely sail-set of whatever class, or size. But what we really like are working boats – smacks, bawleys, a pilot cutter and the sort of modest, beautiful yachts turned out by the likes of Harrison Butler, Albert Strange, Laurent Giles, Kim Holman and so many others between let's say the 1920s and the 1960s.

Most of our core team members own or sail this type of craft – Dan's own 'Nereis' is a 35ft sloop built at Dan Webb's Maldon yard in 1936; our publisher Tim Allen owns the oldest Hillyard afloat, the 1921, 21ft 'Twinkler', and I'm involved with the trust that looks after Arthur Ransome's 'Nancy Blackett', a 1931 Hillyard which, despite her pointy sail, I joined up to

the OGA very soon after we acquired her. Our writers include the likes of Claudia Myatt, Robert Simper, Julia Jones (yachting novelist and owner of 'Peter Duck'), Sam Llewellyn and Roger Barnes. Regular columnists include Andrew Bray, a born-again gaffer since he retired from editing 'Yachting World' and bought a nice little wooden boat. My favourite at the moment is Federico Nardi, who runs the legendary Italian restoration yard Cantiere Navale del' Argentario, and whose perceptive appraisals of long-keeled GRP sea-boats are a joy to read.

We're intensely practical, with authoritative advice on all sorts of tasks, plus a series on sailing skills for long-keelers and semi-historic pieces on sailmakers' palms and the like from Des Pawson. While 'Classic Sailor' wouldn't disgrace your coffee table (if you have one) we like to think it would look equally at home in the cabin or on the workbench.

Launching a new magazine inevitably has its teething troubles, and CS has been no exception. It's sometimes been a mad scramble to ensure that each issue so far has come out on time, looking good with a balance of quality content (though I've been around the publishing industry long enough to know that this is how it usually happens). We've had some team changes, and needed to more or less scrap the website and start again. We've also found that building circulation through traditional distribution routes has been a lot slower than expected. Potential readers sometimes haven't been able to find a copy. If you want to be certain of receiving your copy, be sure to order it in advance from your newsagent, or better still take out a subscription (and enjoy an OGA members' discount noted below). Do write and let us know what you think of it.

Peter Willis is sub-editor at 'Classic Sailor' and President of the Nancy Blackett Trust

SPECIAL OFFERS FOR OGAMEMBERS

Subscription 12 issues £5 off: £37.50 instead of £42.50 (UK addresses only) See our website classicsailor.com/shop/ and enter coupon code OGA1215. Retail price single issue £3.95

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Winter maintenance

Looking after your engine: some winter service tips

'Diesel engines are remarkably simple in principle, and require little in the way of routine maintenance, although what little is required is essential to a long life.'

Nigel Calder says it, so true!

At season end, if you don't plan to use the boat over the winter, this is the optimum time to arrange your annual engine service, and also remedy any engine problems that you are aware of. The following items should be attended to in the lay-up service:

- **Renew engine oil, gearbox oil, engine coolant**
- **Replace oil and fuel filters, engine and saildrive anodes**
- **Renew saildrive oil, clean or replace air filter, check waterpump and alternator belts**

Always refer to the engine Owners Handbook for servicing procedures along with oil and coolant recommendations.

Start engine and warm up under load for at least 15 minutes. Check to see what your exhaust output looks like (good volume of water, none or little smoke) also check if your seawater pump is dripping water while engine running, if so, then the pump chamber seal needs replacement, and also possibly the pump bearings. If there's no leak, the pump seals are OK.

Stop engine and drain old engine oil via suction tube down dipstick tube. Change the oil filter. Top up with new oil to the dipstick mark.

Check condition and level of gearbox oil. Top up if necessary, and if condition is good. Do not overfill.

Gearbox oil should be clear, golden and look like new, if dark or emulsified oil is present in gearbox, seek expert advice.

If you find emulsified oil in your saildrive, then you must drain it off as soon as possible and attend to the two lower saildrive leg oil seals which will need replacement. Some saildrive units will need a liftout to drain oil. This is also a good time to check saildrive

leg to hull rubber seal(s) and the lower leg anodes and propeller anodes, and any breach of the paint protection.

With Yanmar saildrives, you check oil level by dropping dipstick into hole, but not screwing it home. Oil should reach mark. Some other manufacturer's saildrives have different dipstick methods, so check out the manual.

Do not overfill. The air space within the saildrive is essential to allow oil expansion. Overfilling the airspace could cause the leg seal to be pressurised and blow the leg seals.

Change your primary fuel filter, plus secondary fuel filter, clean the bowls. If your filters and bowls are badly contaminated, it indicates that your fuel tank is also contaminated and may need a cleanout.

Fuel tanks and the diesel 'bug'

You should inspect your fuel tank regularly for water and diesel 'bug', at least every four years, and clean it out if required. With biodiesel, the diesel 'bug' is much more prevalent and tank cleanouts are more frequently required.

Fill your fuel tank to the brim, to reduce condensation over the winter, then thoroughly bleed your fuel system at the injector pump bleed screw, or at the secondary fuel filter bleed screw.

Check your coolant level and top up if necessary. If coolant is two years old, then change it at this stage using a 50/50 mix of coolant and water. Yanmar recommend that you use Texaco Havoline XLC coolant only in their engines. While old coolant is drained off, now is the time to replace any engine anodes, if fitted to your engine model.

Check your impeller for visible wear and vane root cracks. You should always keep a spare impeller and gasket aboard, and if you need to replace your impeller now, you'll be glad you have the spares.

Check the drive belts for wear, and adjust tension if required. If cracked, or shiny, replace with new, if lots of black dust about, then change the belt which has been slipping.

_thinking about engines

Check air filter, clean if necessary, and replace

It's a good time to flush out the seawater side of your cooling system with fresh water drawn by the seawater pump from a full bucket aboard, fed by an external hose. Finish off this procedure by adding 1l of antifreeze to the last litre of freshwater in the bucket, and watch the exhaust outlet until it emerges. When it does, shut down the engine at once, and reconnect your inlet hose to your seacock.

You have now flushed out your seawater system with fresh water, and added antifreeze to it in order to reduce corrosion and eliminated the possibility of icing up, and cracking your thermostat housing, or, engine block with ice-up.

At this stage you should top-up your batteries with distilled/deionised water, charge them fully, and disconnect them from your electrical system. Grease battery terminals.

Stem gland

If your stern gland is the traditional type, with flax packing, now is the time to consider renewing the old packing and fill the stern greaser with fresh grease. Repacking the stern gland will need a liftout.

If your stern gland is the Volvo lipseal type, now is the time to regrease it with the special Volvo grease. If you have the Packless Stern Seal (PSS) fitted then there is no maintenance required but do check that the rotor is not in any way loose on the shaft and the bellows is compressed by the proper amount. Remember that with the PSS stern gland you must 'burp' it after the boat is lifted out and returned to the water, to release any air trapped, and allow water to reach the rotor for cooling and sealing.

If your boat is out of the water, take the time to check your cutless bearing for excessive wear. Hold the propeller firmly, and move up, down and sideways. If you have more than 1mm of movement, then you should replace your cutless bearing.

If your anodes are well worn (over 40%) then you should replace them and check that they are all wired together and earthed to your engine block. The anodes are particularly critical for boats berthed in marinas, as stray currents can, and will, cause electrolysis damage

to your propeller and in-hull fittings. Your new anodes, plus a shore-power isolation transformer (if fitted) are your best defences against such damage.

Seacocks, hoses and jubilee clips

Check each of your seacocks, hoses and jubilee clips. All seacocks should have two jubilee clips fitted at each end of the connected hoses.

Your seacock should open and close easily and smoothly. If it does not, replace it. You should fit a wooden plug of appropriate size to each seacock with a length of cord. If ever your seacock fails, this cheap and simple plug can save your vessel, and all aboard. Seacocks will remain usable much longer if you open and close them regularly, each time you are aboard.

Carefully check all seacocks (especially the engine waterpump seacock) for galvanic or electrolytic corrosion, replace seacocks if necessary, then seek expert help to deal with the electrical problem.

Log all engine services, problems and remedies. Keep your receipts. This will be of particular value to your Service Engineer, and any future prospective purchaser of your vessel.

Peter Redmond, Dublin Bay Area



Yanmar 2GM Photo: Steve Yates

Winter maintenance

One of the first new 'Features' on the Solent website in June this year is a report from new member Steve Hayward about an electrical fire on his newly restored gaffer, 'Bluebell'. Find the lively and thought-provoking report on the Solent website www.oga.org.uk/solent/features Steve rounds it off with six lessons learned from the experience. Log in to join a discussion about engine safety by using the 'Comments' box to share your thoughts.

Extract from Steve's report

"Tuesday 0545 HW Shoreham run down with the tide through the Looe Channel and up to our mooring in Portsmouth looked like leg 1. A beautiful morning with only enough wind to push us at 3.3 knots so we motor sailed at 5.2 knots to keep to schedule and for seven hours life was rosy. A boat I had spent probably the best part of 800 hours on was gliding through the water. Off Bracklesham Bay with my wife sunning herself on deck, I leapt from the helm as smoke and flames emanated from the companionway. We had an electrical fire in the engine bay!"

Extract from RNLI Selsey report

"The Inshore Lifeboat launched at 1.11 p.m. and proceeded to the 'Bluebell', arriving on scene at 1.20 p.m. A first-aider from the Lifeboat was transferred to the casualty to assess the burns and confirmed that no evacuation was required. The weather on scene was wind north west force 3, sea state smooth in sunshine. The 'Bluebell' had left Brighton bound for Portsmouth but was making no headway against the tide and wind and so the helmsman of the Lifeboat decided to tow the vessel towards Chichester Harbour. Solent Coastguard arranged for the Chichester Harbour patrol boat to rendezvous with the Lifeboat and casualty 2 miles south east of the Chichester bar beacon to transfer the tow."

What does Stuart Turner mean to you? Part one

Malcolm Goram, Trailer Section member, has contributed an interesting collection of encounters to share his Stuart Turner experiences with fellow members. Published over several instalments, we start with the tale of 'Plugger' at Morbihan in May 2009. Malcolm hopes this may encourage others to share their own Stuart Turner stories. Do you have a tale to tell?

The name Stuart Turner can mean something to all of us, for varying reasons. Does the name remind you of your pressure shower upstairs? Or are you transported back to a hire boat on the river as a child, with the 1.5 hp petrol engine spluttering away to power the boatkeeper's launch on a memorable family outing? Then there are the model steam engines turned and engineered from kits manufactured and cast by Stuart and even some full-sized working steamboats are undoubtedly powered by Stuart steam engines. But from a yachtsman's perspective, have you owned a Stuart Turner petrol 2-stroke power unit fitted to your dreamboat? If you have, you may recognise some of the mixed feelings I wish to convey in this list of experiences, both good and bad.

I will refrain from passing a biased view, and promise to retain decorum. I do not consider myself an expert; there are plenty of people out there who are, happy to chat about all sorts of models and uses that these engines were put to. The company kept remarkably concise records with details fuller than a car's Full Service History! These have survived and any serial number will produce where and when the engine was manufactured, serviced and even modified for return to the boat. In many cases one can find who the engineer or owner was.

A wary respect is where I am with the ST. I do not profess to be all knowing, or indeed dogmatically keen on only a ST in a boat, for that would be foolish. On the other hand I am not from the school of sailors who believe all STs should be condemned to the lower end of a mooring riser cable for the engine to be put to its best use.

After three encounters with Stuart Turner engines, many years passed with diesel powered boats and ST was just a vague memory of a capable engine probably in the

wrong hands. I recall standing up for the ST Company on more than one occasion over a beer in the bar as an example of a well-managed British company that supplied just about every small boat user in the 20th century in one way or another. There were lightweight military assault craft fitted with a 2-stroke diesel unit through WWII and the engines were backed up by a healthy supply of spares and advice. Before WWII the ST was the most commonly used and popular of power units for smaller sailing craft, due to size, weight and reliability.

In 2008 I came across a wonderful 1920s clinker built 'Gentleman's dayboat'. My newly found good friend in Darlington, the late Ken Anderson, led me through a thorough restoration of the vessel and she was re-rigged back to a gaff yawl. The previously redundant ST P5ME petrol 2-stroke was lifted out of 'Plugger', and as I stripped the engine to its component parts I had a slight feeling of nostalgia. Once again I owned a ST.

With the help of online ST specialists I sourced the required spare parts and we test ran the engine in my shed. Everything worked well. The engine went back onto the original oak engine beds after all our other restorations were complete. I trailed 'Plugger' down to Brittany in May 2009 for La Sumaine du Golfe du Morbihan. My crew (Mick Grogan) and I had a few days to work up the boat and shake-down any problems. Mike Stevens was there as well from the OGA Trailer Section with 'Paj' and he kindly took photographs of her maiden sail after the restorations. After a few adjustments, 'Plugger' was ready for the festival and her first public appearance. The ST was not an issue; all ran well and she started first or sometimes third time. As long as the magneto remained dry and the plug was kept clean she ran like a well-oiled sewing machine. People commented on the ST with her shiny brass fittings and pleasant running noises. All was well with our sailing world.

On the last day of this wonderful festival we were to sail with the tide to Port Navalo at the entrance to the Morbihan. Here the tides run at up to 12 knots plus and you must be thoughtful of how to get out of the stream and make the port without overshooting. The French know what will happen in a lot of cases and high powered safety ribs patrol outside on the Atlantic side of the entrance to pick up those who don't make it first time. You are then unceremoniously towed back against the stream and dropped into the calmer waters of the harbour. This is a great spectacle for the crowds who

come to watch from the harbour wall and mock those who miss the entrance.

So we have made good progress and in full sail we cut across the tumbling waters as the ebb tries its hardest to force you to fail to make harbour. The apparent wind is slight now as we are flung towards the open sea. There is only one thing for it, the ST is essential to make it across and into the harbour. All are watching from the town of Port Navalo, including my crew who watches my preparations as I tickle the carburettor and spray WD40 onto the points before cranking the starting handle. Nothing, not even a cough. Another tickle is needed, check the HT lead is clipped on properly, crank again . . . Stay calm . . .

The ST is firing; it is running, as sweet a sound as you ever want to hear. I engage the forward gear and the ST is now driving the three bladed propeller, increase the revs and we make enough way to cover the final few cables to enter the harbour with a graceful sweep. I reduce the revolutions, we stow the sails and come up to a buoy in a rather seamanlike fashion.

There is a spectator boat and those onboard raise their wine glasses to us in welcome and some even clap! For me the adoration is to the little 1934 2-stroke petrol engine fitted to this boat by the marine engineers at the Mashford yard. It has brought us through in true style and unbelievably is still ticking over as we sit on the mooring. Faith is restored.

Postscript: 'Plugger' is currently for sale, visit the OGA website For Sale section or p.57.

Malcolm Goram, Trailer Section



Stuart Turner Photo: Malcolm Goram

Not all gaffers are old . . .

'Diamond'

Martin Nott is selling 'Diamond' to allow time for work on his restoration project 'Witch'. He tells the story of her pedigree, a 2011 build based on an 1897 design outlawed over 100 years ago.

'Diamond', a 21' replica of a fin and bulb keel half rater built to a Charles Sibbick design from 1897, is a small classic yacht built in 2011, and oh, she's not a gaffer either.

'Diamond' was built by Cowes-based boatbuilder Martin Nott as part of the nine month course at the well known Boat Building Academy in Lyme Regis, Dorset. Although the aim of the course is to teach all elements of traditional and modern boatbuilding, students can choose to build their own boat once the initial skills part of the course is complete. 'Diamond' is one of 12 boats built by 18 students attending the course from September 2010 to June 2011.

Her hull was built in red cedar strip plank on station moulds taken from lofting the hull full size. The hull was then

sheathed in epoxy and fibreglass, using the normal method on the outside but by vacuum infusion on the inside, this gave a clear finish clearly showing the wood hull. The deck is yellow cedar over a ply base replicating the style used by Sibbick, where each deck plank tapers fore and aft and shaped into the mahogany covering boards. The cockpit coaming and other details are also mahogany.

The rig was built as part of the course from top grade Sitka spruce. Her short mast is hollow with a yard laced to the sail. 'Diamond' is not gaff, but uses a type of lug rig popular at the time for racing boats up to about 40'. All the ash blocks come from Davey & Co and the other fittings from Classic Marine, who made some parts specially.

The keel, which looks modern but is actually part of the original design, was laser cut in stainless steel, the bulb is a glass fibre shape filled with lead offcuts and bolted through the keel.

Although few of the original small racing boats from this period still exist, drawings of a half rater were found in a copy of 'Yachting World' from 1895 and adapted to suit the Sibbick design. A description of the original 'Diamond' was also found in a book from 1906, Folkard's



The original 'Diamond' was built in 1897 by Sibbick in Cowes and exhibited at an exhibition in London to commemorate Queen Victoria's jubilee, hence the name.

excellent 'Sailing Boats from around the World', including details of the fin and bulb keel, rigging and sailplan.

The original 'Diamond' was built in 1897 by Sibbick in Cowes and exhibited at an exhibition in London to commemorate Queen Victoria's jubilee, hence the name, and subsequently sold to a Russian Count who sailed her in the Mediterranean and then in Russia. Known as 'skimming dishes' this style of fin and bulb keel rater was very popular and built to similar designs up to about 65'. They were very fast light displacement boats only suitable for racing with no accommodation and effectively outlawed by 1901.

'Diamond' was great fun to build and is very nice to sail. She is now for sale in order to finish Martin's restoration project 'Witch', a 36' Sibbick cutter from 1902. Visit the OGA website For Sale section or p.58.

Martin Nott, Solent Area



Photos: Martin Nott

Finding a solution to anchor stowage

Dave Botterill posted on the OGA Facebook page and contacted your Editor earlier this year, asking if any members may be able to help with his anchor stowage problem, and suggesting this challenge (as well as its resolution) may be of interest to other members. During the summer, he has tested out the new arrangements and reports on the success of finding a solution with help from one of our regular advertisers, Classic Marine.

'Slinging ur Hook'

Talk at the first winter's evening get together of the BC OGA at Cardiff Bay YC in October this year was of a summer of too much, or not enough, wind and of deluges during the school holidays.

In contrast, my summer was indeed a glorious one! How come? Well, I finally found a solution to anchor storage on 'Charlie'. Built as a demonstrator

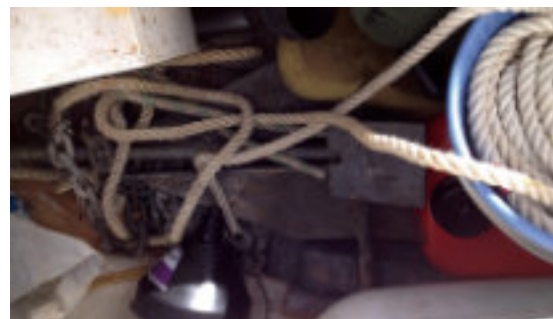
Mayfly Corsaire No 2, Charlie's designers had neglected to make provisions for anchor storage forward on the deck, despite a neat anchor chain locker below. Then, presumably on trials, her mast was moved forward to reduce still further the deck space forward of the mast. So the anchor sat under everything else in the cockpit locker and when needed it was humped forward by me in grumpy mood, especially when, given the sheer on Charlie's bow, retrieval inevitably meant knocking a bit more paint off the hull.

After what seems like months of conversations and fruitless designing, I saw the light and got in touch with Moray at Classic Marine who, with a few measures and a couple of photos, designed and fabricated this gleaming bit of stainless steel on which to hang my new hook off Charlie's bowsprit and well away from her hull.

So with a bit of help from my mates Dennis and Charlie (yes, it is confusing) we fitted, and then tested it overnight on passage to Milford Haven at Oxwich in a North Easterly, not to be recommended, and then again during the BC OGA cruise in company to Skomer in July.

It works like a dream, many thanks to Moray and Classic Marine.

Dave Botterill, Bristol Channel Area



Above: Charlie's anchor under everything else in the cockpit locker
Below: The new fabrication by Classic Marine

Classic Marine

Gaffers?

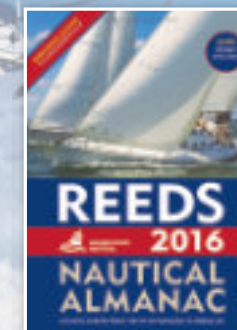
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Book review and order details

Dreams and their realisation: early sketches and illustrated articles of Arthur Briscoe for 'The Yachting Monthly'

Frank Zomerdijk

Arthur Briscoe (1873–1943) is best known for his paintings and etchings of life on board traditional and square-rigged ships. His work is famous and sought after. Relatively few people, however, know of his work for various magazines. Keen sailor as he was, he made vast contributions to the yachting press at the time the sport became popular. Both his writings and sketches were full of knowledgeable detail and wit, clearly showing his love for the sea.

This book gives a brief biography of the man and showcases some of his early work (1906–1914) that he did for 'The Yachting Monthly'. It contains humorous sketches as well as articles on gear, sail management and personal accounts of his many sailing travels round Britain, Belgium and Holland. A beautiful hardback volume to 'dip into' and take a nostalgic trip into a bygone age. This book is a delightful read for anyone who loves the sea!

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email: frank@zozo.nl
(Netherlands/Ireland)

email: log@oga.org.uk
(UK)



Welcome aboard

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
BC 6006	Fiddle	Mr Adam Cloote	148 Bath Road Atworth Melksham SN12 8JU
EC 6005		Mr John Williams	52 Heathfield Road Bromley BR1 3RN
EC 6008		Ms Florence Megandk	24 Sluisplateau 4424BK Wemeldinge Netherlands
EC 6009		Mr Allan Rich	14 Mill Close Hickling Norwich NR12 0YT
EC 6010		Mr Stephen Wood	191 Humber Doucy Lane Ipswich IP4 3PD
EC 6012	Sula of Maldon	Mr Nicholas Tudor	23 Clausentum Road Winchester SO23 9QE
EC 6019		Ms Joanna Wolstenholme	The Flint Barn Westbourne Road Coltishall Norfolk NR12 7WT
NI 6015		Mr Conor Haslett	5 Glenannesley Avenue Bangor BT19 7GR
NI 6016		Mr Jonathan Mitchell	7 Kintyre Avenue Holywood Co Down BT18 0LY
NW 6014		Mr Peter Bonar	15 White House Road Thornaby Stockton on Tees TS17 0AJ
OS 6013		Ms Diane Tucker	5 Hart St. Farmington CT 06032 USA
SOL 6007		Ms Cathrin Vowinkel	61 Blantyre Tower London SW10 0EH
SOL 6017		Mr Andrew Hitt & Mrs Angela Hitt	41 Solent View Road Gurnard Isle of Wight PO31 8JZ
SOL 6018		Mr Peter Sheppard & Mrs Rhoda Sheppard	5 Vincent Road Selsey W Sussex PO20 9DH
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A young gaffer writes

During their annual August ClassicsCruise, the East Coast Area invites skippers and crews to while away some of the time in port on writing in response to an 'opener'. This year us was 'Look what's happening over there!' Maddie Masters won the junior

category for the second year running with her poem published here. The photo shows her helming the big smack 'Ellen' in the Junior Helm race this year.

Read other contributions on the East Coast website www.oga.org.uk/eastcoast/news

Maddie Masters, aged 16
East Coast Area August Classics Writing Competition

Look what's happening over there!
You ought to take a little care
You wouldn't want to get involved
Those petty mishaps seem never to
get solved!
You see the start line on it's own
Could one thousand sailors drown?
A mass of boats from big to small
Can cause one huge one mighty
brawl.
You'd have thought ten minutes
would provide
Time to make an easy ride
But in the confusion and the push
It always is one mighty rush.
'Harden up!' 'Bear away!'
They all seem to say

But what can we do?
It's the OGA!
When you are out racing afloat
There'll always be that winning
boat
Handicap that, handicap this,
I really don't want you to miss.
How lucky we are to be away
From the business of work day to
day.
It really means the world to me
To sail a beautiful boat with this
fleet out at sea.



Maddie helming 'Ellen' Photo: Ellie Howlett

Cruising tales, 2015

Dutch OGAmember Rik Janssen said it's the people as much as the boats that makes the OGA (September Log, p.39). This year, we've heard 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 Log to share your adventures and get to know people in other Areas. Contact Rik if you have some ideas to share.

Avola's (50 years young) birthday cruise to the Netherlands: Part one

To celebrate her 50th birthday, Brian and Lorna Hammett took 'Avola' on a cruise to the Netherlands. Part one follows 'Avola' as she sets out from Harwich.

Gaff cutter 'Avola'

Avola was 50 years old on 14 July 2015. She is a 33' gaff cutter, designed as a one off by J Francis-Jones. She was built at St. Osyth Boatyard and was the last wooden boat to be built there until the yard was taken over by the Harman family in the early 1980s. She was built for David Wyn Roberts who was going to buy an old and very decrepit gaff cutter when Jack Jones said to him, 'I will build you one that will sail properly.' This she does having a 6' draught and 9' 6" beam. She is built of larch planking, elm frames and oak keel with a heavy iron ballast keel.

David Roberts was a commando in the Second World War when the British invaded Sicily on 20 July 1943. They landed at Avola as a part of Operation Husky. David was



'Avola' Photo: Brian Hammett

one of the first ashore, hence the name. A few years ago I met a chap in Holland whose friend's daughter was named Avola for the same reason. David only kept her a few years and she was sold to George Wadwell in March 1967. We, or rather my wife Lorna, are the third owners and I bought her for Lorna's birthday in November 1980.

Harwich to Vlissingen: 96 miles in 12 hours

We have both sailed regularly to Holland since the early '60s and the Delta Region of southern Holland has always been one of our favourite cruising areas. We decided for this important year of Avola's life we would return to the area to visit places we had not been to for years. This year it was also the Dutch Classic Yacht Regatta at Hellevuetsluis so that would work out fine. A party at the Regatta was definitely on the agenda. We would take a longer cruise than usual, leaving towards the end of June and returning for the OGA's East Coast Cruise in August. I was able to organise a couple of friends to crew for me across the North Sea, Keith Watson returning to his boat 'Maryll', currently based at Bergen op Zoom and Argan Megens, a Dutch friend of ours who wanted some North Sea experience. He owns a beautifully restored Folk Boat. Lorna said, 'Great! I will meet you in Middleburg.'

The plan was to go directly to Vlissingen and up the Walcheren Canal to Middleburg taking an overnight passage from Harwich. I normally like to be at Harwich Breakwater at about half tide as it is important to enter the Westerschelde with an ingoing tide. We left Ipswich at 14.45, forecast was good SE 4,

Avola's birthday cruise:

Part 1

slight sea. We cleared the Breakwater at 17.04 only about an hour before HW. In fact this worked out very well as we carried the tide all the way to Holland.

These days I normally go south of the Sunk gyratory scheme, then to the Galloper, cross the shipping lane and head for the West Pit buoy and then through the unlit channel to the Trawl buoy at the entrance to the Schelde. It is a fairly easy trip these days as you just sail from windfarm to windfarm. A little confusing at night, as every wind generator has a red light on it, and there are hundreds of them! We arrived at Vlissingen lock at 07.45, just 12 hours from Harwich and some 96 miles made a record passage!

'Happy Hour' and partying

The Dutch water authorities have now introduced a Happy Hour, at certain times of the day through the bridges on the canal to Middleburg and if you maintain 5 knots you can go straight through all five bridges. We had arrived at the right time to take advantage of this initiative. All the bridges and locks in this area are remotely controlled from Vlissingen. We got to Middleburg at 09.30 and had no sooner tied up in the

inner harbour when a friend of ours from the Dutch OGA climbed over the wall to welcome us. 'Hello Eric, what are you doing here?' I said 'I have day off and my colleagues in the office told me you were on your way down the canal.' Frank is a software engineer with water authorities. It seems we can't go anywhere these days without being recognised. The crew were amazed!

The first party of the cruise just happened in Middleburg. Friends of ours from the Deben, 'Santana' with Bill and Julia joined us, another friend of ours from years ago at the Blackwater SC was alongside them. Yap, a Dutch friend from the Cruising Association arrived; I hadn't seen him for 15 years. Eric turned up again, the owner, Lorna, arrived by ferry and train, Arjan's wife Sandra arrived so why not have a party! We turned in about 12.30 and we still have eight weeks of this!!!

The next day Arjan and his wife went home; Keith went to Bergen for a good sleep, we rewired the bilge pump which had been playing up, went shopping and had dinner on board 'Santana' with Bill and Julia. Another great evening!

The Veersemeer

Plan for the next few days was to stay in the Veersemeer, visit Veere then one of the islands and Wolphaartsdijk before leaving the Veersemeer for the Oosterschelde. We took on diesel 94ltr (117euros) at Jos Boon's Chandlery based on a converted barge, a great chandlery. Next stop was Veere, a beautiful old Dutch town with an excellent yacht club, we

have been going there for years! 'Two beers an Oude Geneva and some bitter balls,' Nicky said from behind the bar as we walked in. 'Santana' came in during the afternoon having spent a day on one of the islands. Drinks on board 'Santana' that evening and a good meal in the Yacht Club ended another day in Paradise!

The Veersemeer was the first lake to be dammed as a part of the Delta Plan which was built to limit flooding and to provide a tide free waterway between Belgium, Holland and Germany. Before the Delta plan the only way for a yacht to go against the tide was to take a tow behind a barge. They were smaller in those days; I know we used to do it! When the Veersemeer was completed, islands were created for the benefit of recreational boaters. They are equipped with pontoons and loos (the smelly greens). There is no charge but you must move at least 300m every 24 hours, big deal! We moored on one of our favourites Langeplatt, another coincidence we met the parents of friends of ours, who were over here for a Fisher Rally in Middelburg. Beautiful day again and an excellent meal on board, slept well.

The next day on to Wolphaartsdijk a large commercial marina towards the end of the lake evening meal in one of the many restaurants our first lot of mussels!

The Oosterschelde

Out of the Veersemeer into the Oosterschelde, which is still partially tidal, and the home of the mussel industry in Holland, millions produced every year. Under the Zeeland bridge 14.9m and to Zierkzee a very old large town lovely buildings, but it rained! How dare it!

Next destination was Oude Tonge a small town on the north of the Volkerak the next lake accessed by a lock, Krammersluis, which takes for ever as they change the water so that salt cannot mix with fresh. So you go down and up! Oude Tonge is another nice town, good harbour, convenient supermarket and an Aldi's adjacent to the harbour. One thing we have noticed recent years is that loos and showers have improved greatly with the charge often included in the mooring charge, average for 10m boat about 15 euros a night. Wifi everywhere even in the smallest harbour, no charge!

Our next port was Steenberg. Now this is an interesting place. It is on the south shore of the Volkerak is entered via a small lock, usually left open, and then up a beautiful canal

for about 10 km, very like the Broads, ending up in a delightful town. The harbour is at the end of the main street, supermarket 100m and the best part is that it is not on any Dutch chart. They run out at the entrance so nobody goes there. Hooray! Mooring fees about £10.

Into the Haringvliet

Time now to leave the Volkerak and enter the Haringvliet, a huge lake south of Rotterdam and to another of our favourite places Den Bommel, not many people go there either. Good small harbour, harbour master lives on a barge and his wife sells homemade jam and other home grown produce and quiches, eggs etc. You can also get fresh bread which you order and the HM gets it from the bakers and delivers it to your boat in time for breakfast.

We were now going to leave the Haringvliet and take the Spui to Oud Beijerland to visit some very old friends of ours, Kees and Anneke. We first met them at the Dutch Classic Yacht Regatta some 25 years ago and have been friends ever since. Kees sails an 18' converted lifeboat, 'Snoopy', and has been a member of the East Coast OGA for over 25 years. He sailed round Britain anti-clockwise in the Jubilee year and has also sailed single handed to the Azores and back.

After a very good evening meal at local restaurant with our friends we left the next morning for Neumansdorf on the north side of the Hollands Diep opposite Willemstad. This is another town where the harbour is at the end of the main street. The forecast was awful, rain and lots of wind. We decided to stay put. Kees and Anneke came over in the evening and we had dinner in the Shipperhaus a very good restaurant overlooking the harbour and it rained and rained and blew and blew!

Brian Hammett, East Coast Area



Avola's birthday party in Hellevoetsluis

Return to Dunkirk 2015

Keith Mosley, Trailer Section Secretary and member of the ADLS, shares his experiences on the 2015 Dunkirk Return after a brief introduction to the 'Dunkirk Little Ships'. Prior to this year's Return, we published an article in the March issue of Gaffers Log, p.12, about 'Letitia' and 'Lucy Lavers'.

In the ten days between 26 May and 4 June 1940, the Royal Navy valiantly supported by the 'Dunkirk Little Ships', had evacuated British and French troops from the beaches and the Mole at Dunkirk. The 'Little Ships' were a rag-tag group of all sorts of craft, mainly river cruisers, fishing boats, Thames barges, trip boats and lifeboats, but all with one significant characteristic; they all had a shallow draught. They had been hastily gathered from the Thames and ports surrounding the Thames Estuary, generally without their owners' knowledge or permission. Apart from some of the fishing boats, they were manned by the Royal Navy and towed across to Dunkirk, where they were used to ferry the troops off the shallow beaches onto the destroyers and larger vessels waiting out in deeper water.

It was in his speech to Parliament describing the 'success' of Operation Dynamo in recovering more than 338,000 Allied troops from the beaches of Dunkirk that Winston Churchill gave his famous 'We shall fight them on the beaches' speech.

The Association of Dunkirk Little Ships (ADLS) was formed by Raymond Baxter, Commander Charles Lamb and John Knight after the first formal return to Dunkirk held in 1965. The ADLS is an even more exclusive 'club' than the OGA, qualification for full membership is to be the current owner of a proven Dunkirk Little Ship. The object of the Association is equally simple: to keep afloat for as long as possible as many as possible of the original Little Ships; to secure for them the honour to which they are entitled; and thereby to preserve 'The Spirit of Dunkirk'.

Since 1965, the ADLS has made the 'Return To Dunkirk' every five years. 2015 marked the 75th anniversary of the evacuation. It is unfortunate that there are now very few veterans of the evacuation who are still able to make the return, but those that do are given very special treatment by all involved. In 2015 two of the veterans, Michael Bentall and Garth Wright, made the crossing on 'Princess Frieda', one of the Dunkirk Little Ships. The remainder were taken across via EuroTunnel.

And the connection with the OGA? Many of the boats that took part in the evacuation were gaff rigged sailing craft, there were numerous sailing fishing boats, a number of Thames barges, auxiliary ketches, motor yachts and lifeboats converted to sail. Two Thames barges took part in 2015, 'Greta' and 'Pudge', as did 'AngeleAline' a 65' Dundee fishing boat, 'Letitia' and 'Endevour', both Leigh Cackle boats, 'Our Lizzie', an auxiliary ketch from Cornwall, 'Maid Marion' a Cornish lugger and 'Stenoa' a converted RNLI lifeboat. 'Letitia' and 'Maid Marion' are both OGA boats.



Most of the river cruisers carry a steadying sail to help reduce the rolling motion caused by their shallow draft in a heavy sea. Unfortunately the steadying sails are generally Bermudan.

And my involvement? I am a member of the ADLS as I own 'Cordelia', a 38' river cruiser, but she was not ready to make the return in 2015. However, an old pal, Ian Gilbert, also an OGA member who is the current Commodore of the ADLS, rang me and asked me to help him on the crossing. He owns 'Papillon', a 34' river cruiser. He would be 'looking after' the fleet so wanted me to look after 'Papillon', leading the fleet on the crossing between Ramsgate and Dunkirk. The 2015 Return marked the culmination of many months' effort by Ian and his team in arranging all aspects of the Return.

The event actually started on the previous weekend when many of the boats taking part gathered alongside the Excel centre in London, leaving en-masse for Ramsgate. The weather gods were kind to us and 'Papillon' led the fleet on a smooth, untroubled run down the Thames estuary. Though it did get a bit lumpy as we went around North Foreland, everybody arrived safe and sound and adjourned to one of Ramsgate's many fish and chip emporiums for a well-deserved supper.

'Operation Dynamo' was run by Admiral Ramsey from the Dynamo Room of Dover Castle, hence the name, but the boats and the returning soldiers were landed at both Dover and Ramsgate, as well as many other ports around the Kent and Sussex coasts. Ramsgate has become the departure point for the Dunkirk Returns largely because Dover is such a busy port, but also because Ramsgate provides a truly memorable occasion. On the Thursday morning the ADLS fleet and the accompanying craft formed up in 'finger four' formation (a homage to Raymond Baxter's

experience as a Spitfire pilot during the Battle of Britain) just outside the harbour entrance to the sounds of brass bands and the cheers of thousands of spectators. As we left along the Ramsgate Approach Channel we were buzzed by the Spitfire and Hurricane of the Battle of Britain Flight. The fleet was escorted by two Royal Navy Patrol Boats, 'HMS Trumpeter', 'HMS Ranger' and the Ramsgate Lifeboat. His Royal Highness Prince Michael of Kent, Honorary Admiral of the ADLS, was on board 'HMS Trumpeter'. Four support and safety vessels accompanied the fleet in case of any breakdowns. The fleet is relatively slow by today's standards, the maximum speed is a mere 8 knots, so it takes a relatively long time to cross the main shipping channel. RN Patrol Boats use their radar to help cross the shipping channels by keeping an eye on the traffic and 'requesting politely' those boats that might be affected by the crossing to slow down or make minor alterations to their course well in advance of their arrival amongst the fleet. On a previous crossing one of the naval officers likened escorting the ADLS fleet to 'escorting a flock of ducks across a motorway'.

Once again the weather gods smiled and we had a very easy and comfortable crossing to Dunkirk. The course is not straightforward with the Goodwin Sands and the sandbanks outside Dunkirk requiring a couple of doglegs in the course. We only made one minor mistake; being a former dinghy racer, I am used to getting quite close to the buoys, but that's not a good idea when you have 40 odd boats astern of you and the strong tide setting you onto the buoy. But the buoy wasn't significant, only marking the division between the two separation channels rather than any obstruction, so no great harm was caused. The skippers did have an exciting few minutes while trying to follow us around the buoy though! There was one minor problem for 'L'Orage', which had been Raymond Baxter's boat, when the fuel tank came adrift and prevented fuel from

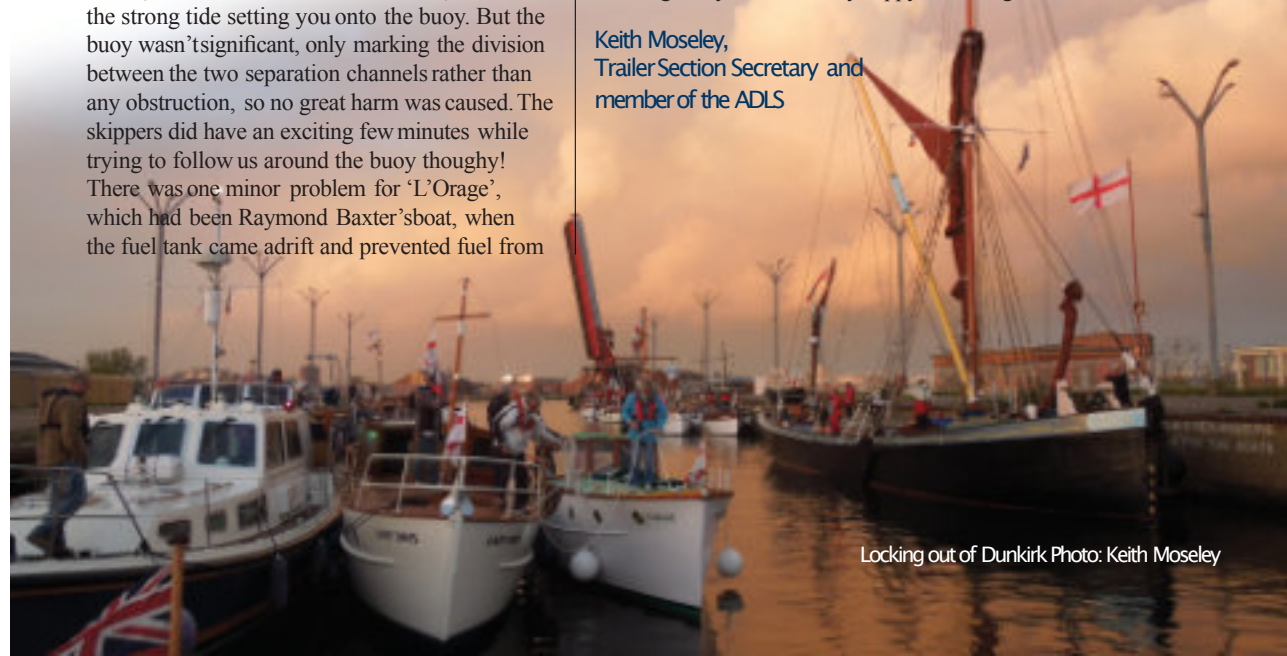
getting in to the engine. Unfortunately this was then compounded when the support boat which took her in tow hit a lobster pot and fouled her prop, but it was all resolved stoically and the fleet was able to enter Dunkirk as planned.

As always the welcome is wondrous both from the French and the various Brits who join us in Dunkirk. The French lined the dockside clapping and cheering as we made our way to the Basin du Commerce in the centre of Dunkirk. Dunkirk itself puts on a maritime festival at the same time and various Brit re-enactment groups and military vehicle clubs join us in Dunkirk. There are also the remaining Dunkirk Veterans who lined the entrance to the dock and gave us a hero's welcome.

The weekend itself was full-on with numerous civic occasions, memorial service and receptions to attend. Ian and his wife Karina, seemed to be constantly either just coming back from an event or just going off to an event. Prince Michael of Kent was everywhere flying the flag and the Veterans were the stars of the show. Most of them are now well into their nineties and beyond; I have no idea where they get their energy from!

All too soon the weekend was over and we were due to return to Ramsgate. After one aborted attempt on the Monday when the smaller boats had to turn back because of the lumpy seas; we made our way homeward on the Tuesday morning in what turned out to be almost perfect weather. The larger boats had been able to continue to Ramsgate on the Monday to satisfy the large crowds that had turned up to welcome the fleet home. But there was no rest for the wicked and most of the fleet left again very early on the Wednesday morning to return back up the Thames. We got the navigation and the timings just right, arriving at the Richmond Tide Lock just as they opened the gates. We finally reached 'Papillon' mooring at Shepperton at about 0100 on the Thursday morning, very tired but very happy following a successful Return.

**Keith Moseley,
Trailer Section Secretary and
member of the ADLS**



Locking out of Dunkirk Photo: Keith Moseley



Mary takes 'Molly' from East to West

Part 2

I met Mary in Yarmouth, as she arrived on the ferry ahead of 'Minstrel', in very stormy weather as the OGA fleet gathered to set sail for St Malo. After her single-handed trip to the Netherlands last year, we publish part 2 of her tale of moving 'Molly Cobbler' closer to home. Find part 1 on pp. 6–7 of the September issue.

Thursday 13th August—The over-worked outboard is off having a service, so I take the steam train up a sunny valley up into the hills to walk along the River Mynach and to admire its waterfalls.

Saturday 15th August—Along journey north, the distant mountains coming closer. Once past the drying ridge of Sarn Badrig (St Patrick's Causeway), we have a glorious reach most of the way to Pwllheli.

Sunday 16th August—Lots of red-sailed dinghies are racing outside Abersoch as we head inside St Tudwal's Islands – Mirror dinghies at their annual gathering.

Later, we motor over a silky-smooth sea with the sun flashing off occasional ripples, before turning north through Bardsey Sound close to the east cliffs to use the north-going eddy there.

Monday 17th August—We leave Porth Dinllaen bay as the sun rises over the mountains; still hardly any wind, but the light is stupendous.

Later, early at South Stack, the tide whizzes us past the high cliffs, but the sea is uncharacteristically flat.

Saturday 29th August—Holyhead Festival, and I'm told I can decide whether we go out to race with the big boats or stay

in harbour with the small ones – I decide Molly is a small boat today, and as we are frequently heeled over so far in the gusts that later I get into trouble with my crew's wife for putting him at risk of a capsize, I think this was wise!

Tuesday 1st September—Molly plunges through the white horses of the overfalls off North Stack, but only spray comes aboard; it is slack water and calm off South Stack, and an easy trip to Llanddwyn with wind and tide both from astern.

Later, we anchor in Pilot's Cove, with breathtaking views of the rocks round us to the north and the mountains to the south.

Wednesday 2nd September—We head for Caernarfon Bar as the flood tide builds: the channel through the sand banks is easy to follow; our speed over the ground through Belan Narrows reaches 9.1 knots!!

Thursday 4th September—After motoring along the Menai Strait and following the swatchway across the sands, we have a lovely peaceful reach across Conwy Bay with the heights of Penmaen Mawr rising straight out of the sea to starboard.

Finally, we buck the ebb tide into the Conwy River to moor in Deganwy Marina, Molly's home for the winter.

Mary Gibbs, East Coast to North Wales

Belfast Tall Ships: 2–5 July, 2015

Gary Lyons, newly elected President of the Northern Ireland OGA, reported on this event in the September Log (p.42). In this issue, we hear from Paul Keogh from Dublin Bay, who joined the event in his Galway Hooker.

'Naomh Crònán' left Poolbeg with myself, Negley Groome, John Wedick and John Curtis aboard, on a typical summer's Saturday with rain and wind right on the nose. We left an hour before low water to make the most of the tide up to Warrenpoint, our first port of call for the trip. As we entered the Lough the heavens opened, as usual. Predictably, we ended up putting on the oilers after the fact and were soaked to the skin.

Once docked we lit the turf burner and began drying out. Johnny W treated us to one of the finest coddles I have ever tasted. For those who don't know 'coddle' is a Dublin dish of boiled sausages, bacon, potatoes, onion, carrots, celery, mushrooms and a pint of cream. Just what the Doctor

and the World Health Organisation ordered! After dinner we headed out for one or two pints, just to aid with digestion and to help us sleep of course.

Negley and Johnny unfortunately had to leave us the next morning, although we stayed on until the weather lifted on Monday and moved on to Ardglass. There we were joined by a cousin of mine, Kenny Leddy, and also met up with Peter Chambers of NIOGA and sailed in company with him to Belfast the next morning. As we approached Belfast you could feel the atmosphere. Tall ships were starting to arrive and everybody took on the party mood. We were given prime berths right beside the ferry. Next evening we were joined by the crews of lots of other OGA boats and another Galway Hooker 'Mac Duach' which had sailed around from the West of Ireland. The two hookers 'Mac Duach' and our own 'Naomh Crònán' made quite a sight rafted up together.

For the next couple of days things are still a bit of a blank. It was party after party and socialising with the crews of the tall ships and our old friends from NIOGA, along with making lots of new friends into the bargain. Sunday morning rolled around and it was time to say goodbye and set sail for home.

A huge thank you to all concerned in the organisation of the event, it was the best I've been to yet.

Paul Keogh, Dublin Bay OGA



'Naomh Crònán' and 'Tír na nÓg' cross

Victoria Trophy

Victoria Trophy awarded for second time by Dutch OGA

Inaugurated during the 2014 Cross Country Tour, celebrating the 10th Anniversary of the Dutch OGA, the Victoria Trophy has been awarded for the second time in 2015. Else Wagemakers of the Dutch OGA explains.

It certainly seems to grow into a tradition, as it should because it is all about what our joint 'gaffering activities' really mean! So, what is this Victoria Trophy? It all started a few years back. In 2010 Sue Lewis and Howard Wheelton auctioned a prize they won whilst participating in the Dutch Classic Yacht Regatta in 2009 in 'Bonify', and made a donation to OGA Netherlands.

The OGA Netherlands Committee determined a destination for this donation with the Victoria Trophy: a fun prize! Named after Sue and Howard's other little ship, the 1897-built gaffer 'Victoria', it was to be awarded for any particular performance or achievement. The prize is even more special because it is the participants of events or the members of the Association (including friends) who are the ones that nominate the possible winner of the prize.

The trophy is awarded by the Committee of OGA NL and it will be a challenge-cup every year for a designated event. There are two conditions:

1. the prize must have a connection to one or more participants of the designated event and a ship that is taking part.
2. there has to be a (not too serious) connection with the UK OGA

For the awarding of the Victoria Trophy any participating ship and/or its crew can be qualified based on any achievement or presentation that is considered to be the most notable, the best, funniest, fastest, most original, spectacular or humorous or otherwise worth to be qualified or considered.

The first awarding of the Victoria Trophy happened during the Cross Country Tour in 2014. It was to Keith Watson and Julie Osborn, granted for their special effort to bring back 'Maryll' (a 1937-built Morecambe Bay Prawner formerly owned by legendary Old Gaffer, the late Jon



Wainwright) to Dutch waters, and by doing so keeping Jon's memory alive on the Dutch side of the North Sea.

This year the award was granted to a very special and popular Dutch OGA couple Nick and Marleen van Raaij for their dedication to the OGA, shown by organising events and taking care of details that make the difference. Not only helping out with berthing for UK gaffers at their local sailing club (including, this year, 'Victoria' herself) and taking care of a special OGA class at local sailing events, but just being hospitable in a simple, personal way. All this for many a year has truly been appreciated!

Nick and Marleen were visibly delighted to receive the little brass sextant which is the Victoria Trophy.



The Leinster Trophy: Dublin Bay

On 10 October 1918, 'RMS Leinster' sailed from Dún Laoghaire Harbour bound for Holyhead with 771 passengers and crew. As she passed the Kish Light Vessel, the German submarine UB123 fired three torpedoes. She sank within five minutes. There were only 256 survivors. 21 of the 22 postal workers sorting the mail in the post office on board were killed almost immediately. In their memory, the Communication Workers Union, sponsored a magnificent silver plate, presented to Dublin Bay OGA in 2013 as a perpetual trophy.

Race for the Leinster Plate, 2015

On 30 May, 2015 there was a brief break in the otherwise atrocious weather, and a group of intrepid gaffers set forth into Dublin Bay in a fresh southerly breeze. One leg of the triangular course was designed to follow the track of the Leinster's final voyage, leaving

the windward mark, the South Burford Buoy, to port. On the long tacks to the windward mark, the two fastest contenders gaff cutter 'Tir na nÓg', skippered by OGA President Sean Walsh and Brian Comerford's Bermudan rigged yawl 'Verve' (an Arthur Robb design built by Tyrells of Arklow, 1964) reached the mark ahead of the rest of us.

On this leg we were all assisted by the ebb tide, but the wind against tide conditions at the mark made for a heavy, lumpy sea, and nothing would persuade my Cornish Crabber 22 'Mona' to jibe round the mark, even with the helm hard to weather. Finally, in desperation, we had to go about, losing precious time, while the two leaders stormed away on a broad reach to the finishing line, 'Tir na nÓg' beating 'Verve' by only half a second! The prodigious length of Sean Walsh's bowsprit did the trick! My 'Mona' was a somewhat distant third. However, because we were by far the smallest boat in the fleet, we won the trophy on timed handicap. I still wonder whether we really deserved to have our name beside that trophy!

Dennis Aylmer, Dublin Bay OGA



DBOGA President, Tim Magennis and OGA President Mike Shaw present the Leinster Trophy for the first time in 2013.

Read more about RMS Leinster on 'Sailing by' www.sailing-by.org.uk

OGAphoto competition 2015

What do the judges want?

- The entries must fit the category: Sailing Gaffers (gaffers in any situation. Life at Sea (focus on the humanstory, situation or atmosphere). Youngphotographer(any aspect of gaff rig sailing from under-25photographer).
- They will be looking at composition, use of light, overall quality of the image and whether it tells a story, conveys atmosphere or has a 'wow' factor.
- Overall it must create the feeling 'I wish I had been there, seen that, taken that.'
- A good Title and Caption will add to the appeal.

1



Find the interest
Cropping is an invaluable tool to focus on the essential part of an image and increase impact. (1&2)

2



3



Less is more (3&4)
Lots of interesting boats in photo 3, including 'Our Boys', but the eye doesn't know where to look. Photo 4, a few minutes later shows her catching the light as the centre of attention.

4



5



Tell a story
All these two need is a good caption (5&6)

6



Now it's your turn
Start looking through those files in your summer sailing folders with a critical eye. FIND the photos you didn't know you had, then enter them for the competition.

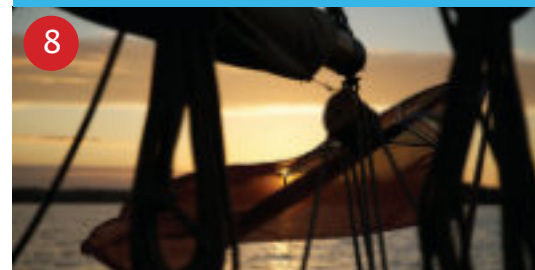
Mike Garlick
OGAphoto competition
organiser

7

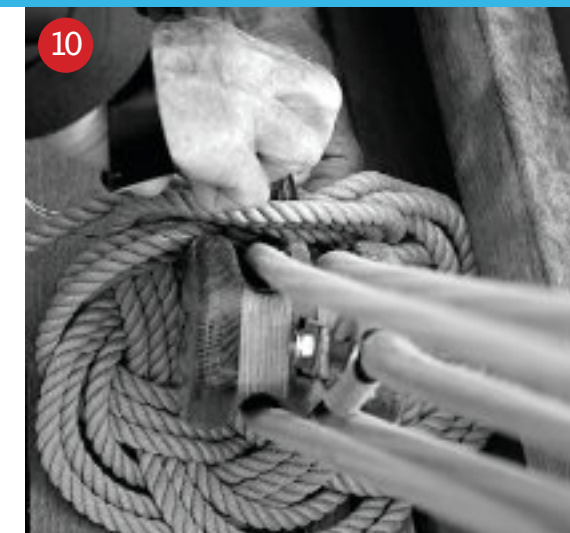


Use the light for atmosphere.
7: Grayhound's sails and the rocks catch the warm evening light. Cropped to suit the scene. ISO 500 Keep White Balance to Daylight, not Auto. 8: A backlit ensign to convey the peace of the evening ISO 500.

8



10



9



Catch the action
Wide aperture f2.8 for shallow depth of field to throw the cluttered background and foreground out of focus (9)

Monochrome?
This photo is more about texture than colour, so I changed to mono. Contrast has been increased for more strength.

Draft Sailing Programme 2016

21 May: Blessing of the Boats & DBOGA Youth Sailing Project
21 – 22 May: Asgard Trophy/Gaffers Race
4 – 6 June: DBOGA Regatta
18 June: Portaferry Regatta (tbc)
21 – 29 June: Derry Clipper Race
5 – 7 August: Peel Festival
August: Celtic Cruise in Company
27 – 29 August: Holyhead Regatta
10 September: DBOGA Lifeboats Race

Looking back on 2015

As we look back on 2015 we can summarise by noting it was a season very much in two parts. The early part marked by some quite bad weather limiting opportunities to get sailing followed by the Indian Summer with the chance for some really good sailing and the pleasure of an extended season sailing well into October. Dublin Bay Area has several highlights this year, some reported here and others in the September issue of the Log.



Youth Sail Project 23–24 May 2015

Our second year to successfully host teenagers from Mayfield School, Cork who once again had a fantastic time. The weekend introduces the teens to sailing in general and ‘gaffing’ in particular. Teachers and teens all had an adventuresome and educational weekend as reported in full on p.30, September Gaffers Log. In time to come we hope the positive developmental impact of such opportunities for teens may be more fully recognised by national educational and sporting authorities.

DBOGA Regatta 29 May – 1 June 2015

The main sailing focus was racing for the Leinster Plate trophy. As usual the sailing took place within the DBOGA Regatta Framework, ensuring good sailing coupled with a serious weekend of fun and socialising for locals and visitors alike. In planning for this Regatta our Committee considered a change of format for the Leinster, our first race of the season. We tried a staggered start, with slower boats taking the first of two guns. This was considered to be a useful method of keeping the fleet more compact. It also helped to deal with the ‘speedsters’, disappearing over the horizon with the sense of racing being lost. The system worked extremely well and the consensus was that the race was a huge success as all boats had a continuous visual and opportunity for ‘dicing’ with others in the fleet. Seep.

The big ‘miss’ of 2015: Howth Lambay Race

Two former adversaries were set to match up again in 2015, after 96 years, at the Howth Lambay Race. The last time these old adversaries were matched up was in 1921. The Howth Race around Lambay was held on 6 June, 1921 featuring the speed specialist ‘Ainmara’ (now owned by Dickie Gomes) and 25’ trusty ‘Marguerite’ (now proudly owned by DBOGA President, Tim Magennis). ‘Marguerite’ was 120 years old this year and the plan was to meet again in this year’s Howth YC sponsored Round Lambay Race. Read a report of the 1921 race on ‘Sailing by’ www.sailing-by.org.uk/content/lambay-race-1921

Unfortunately rain stopped play, as so often happens in these waters. Aw shure! There’s always next year!

Sean raced for the Leinster Plate on crutches with his leg in a cast. True Grit! Totally inspiring. p.33

Asgard Trophy Race

President Sean Walsh had a prior engagement on race day for this prestigious trophy and invited Mark Sweetnam (himself the proud owner of a Najad 420) to skipper ‘Tír na nÓg’ having been inspired by Mark’s demonstration of seamanship at Glandore Regatta and the

West Cork Cruise in Company. Crew on the day included Seán’s son Con. ‘Tír na nÓg’ won in a canter powered by her mighty tow foresail. Conditions on the day were bright with 18 knots of wind. The most noteworthy features of the race were that this was the first time Mark had skippered any boat in any race and his first time to handle a gaffer. Mark subsequently gave all the credit to the crew for excellent boat-handling on the day. Well done to all!

David Owens, Dublin Bay Secretary

Celtic Cruise in Company: Special Early Notice August 2016

The full report from the fantastic Dublin Bay OGA Glandore and West Cork Cruise is in the September Log, p.22.

Up for special consideration now is Johnny Wedick’s proposal for a Celtic Cruise in Company. This really novel idea is being considered as a suggestion to offer gaffers in OGA areas up and down the Irish Sea the opportunity to cruise in company. Cruise options

are many, of course, but could include a start in the days immediately following Peel Festival, 5 – 7 August, 2016, and last for ten days or so. Ideas include a cruise north to Portpatrick, further north to the Crinan Canal, across to Rathlin and back down to Portaferry. Each of the daily legs to last no longer than four or five hours. Please note that this is still very much in the planning stage. More anon.



Tír na nÓg

East Coast

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



North East

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



Our main summer activities were reported in the September Log. Since then the main sailing event was the annual Maldon Regatta, a joint event between the OGA and Maldon Town. As usual OGA boats were well represented with both Roy Hart's 'Greensleeves' and Nigel Waller's 'Fanny of Cowes' in the prizes. The fish supper in the Little Ship Club was excellent as usual and a great opportunity for crews to catch up and to discuss next season's events. With crews participating in so many out of area events in 2015 there was a lot to talk about.

The East Coast provides a full programme of non-sailing events during the winter period. Details are available on our new website www.oga.org.uk/eastcoast and members from other Areas are always welcome to join us. Our Area AGM, 14 November, at Walton and Frinton YC, misses the deadlines for a report in this issue. We look forward to a Christmas party in Harwich, Burns 'night' lunch hosted by Area President and Secretary in January, film night at Pin Mill SC

in February, East Coast Dinner at the Royal Burnham in March and a fitting out supper at the Royal Harwich as we all get ready for sailing in 2016.

The number of boats participating in our summer events was down this year, no doubt in part due to crews taking their boats further afield. The Area committee is busy putting their heads together to come up with some new ideas to freshen the programme for 2016. Keep an eye on the website and Eastcoaster, our Area newsletter, available as a PDF download to all OGA members.

New prize for the East Coast Race, 2016

One lively topic is how to make our racing work to the satisfaction of all skippers. The newer light displacement boats have been taking some of the key prizes in recent years and we need to find a way for our venerable smacks and bawleys to compete on an even footing with them. We are in the process of creating a new prize in the Annual East Coast Race for these new boats, if only we can decide who qualifies! Watch the website for details!

[Julian and Alison Cable](#), Eastcoaster and EC website Editors

There's little to report from the North East, but hopefully what I'm reporting will be of interest and significance. By the time this is read the NE AGM will have been held and proceedings posted on the website. As I write, my hopes are as ever high. 'On verra!'

Maritime Heritage

In October I attended two conferences on the theme of Maritime Heritage and in November I am booked into a seminar in the 'Giving to Heritage' programme. See p.6 for a report, and do send your comments to me or Sue Lewis, OGA Secretary.

As a direct result of this, a training scheme for skippers, watch leaders and crew members for the Blyth Tall Ship 'Williams II' is to be set up. The scheme will directly involve the NE OGA, and hopefully other areas. We will be submitting proposals to the OGA Youth Fund in due course. The scheme will be launched before the end of this year and is planned to run initially until October 2019. We estimate that by then around 200 young people will be trained, qualified and experienced in traditional sailing.

**Join us in the NE
5 December, 2015 and Tall ships events in 2016**

The North East OGA extends an invitation to join us at our events, including a Saturday visit to 'Haabet' on 5 December, 2015 and significant tall ship events in 2016 and 2017.

Find the details on the OGA website. Resolve to be there.

[Jim Bell](#), NE Area Secretary



'Fanny of Cowes' Photo: Steve Yates



'Haabet'



It should have begun for 'Bunny' in Morbihan at Semaine du Golfe, but a nasty fall for the mother-in-law put a stop to that adventure. There were various OGA Trailer Section people there and hopefully you will have read the report by Morbihan first timer Les Aldous (p.14, September Log).

Lechdale

The Trailer Section year began (and ended) as usual with us all 'messaging about in boats' at Lechdale with our friends from the Home Built Boat (HBBR) brigade and the Dinghy Cruising Association (DCA). The weather wasn't great but a splendid time was had by all. The HBBR and DCA used the event as a launch point for their annual run down to Beale Park for the boat show. They did get a little wet on the way down but they did all make it down to Beale in good spirits.

Beale Park

As usual we put on a bit of a show at Beale Park, demonstrating our gaff rigged boats on the lake, chatting to old, new and prospective members at the OGA stand and singing the night away on the campsite. Mike Stevens and the Farrers managed to cajole a wide range of different boat types to show off in front of the OGA tent.

Cardiff Bay and the Norfolk Gathering

The next event should have been a rally on Cardiff Bay, but despite the excellent work done by Charlie Harris and his team from Bristol Channel, there were insufficient takers and the event had to be cancelled. While the welcome extended by Cardiff YC was much appreciated, it seems the noise from the neighbouring road into the Cardiff Docks was not. Cardiff Bay is an excellent sailing venue for small boats, so we hope to look at another event on Cardiff Bay in 2017.

As usual the Norfolk Gathering followed on from the East Coast's successful Swallows and Amazons event. Norfolk was a significant event on three counts.

1. It was marked by the 80th birthday of Lil Jackson on the Saturday. Her tent was decorated, cards and presents were provided and one or two glasses of wine were drunk.
2. Mike Stevens wasn't there; shock, horror. Mike's daughter was expecting around that time and Mike was on strict instructions not to be far away from Swansea.
3. Young Henry Howlett became the youngest ever Trailer Section sailor at just seven months old so the Trailer Section did its bit for the OGA Youth initiative.

The weather was great, though it did seem as though the wind was always against us. It was great to have a number of the East Coast Smack boats along with us. Andrew and



Roy, Elie and Henry Howlett, youngest Trailer Section sailor

Joanna Wolstenholme came along from Wroxham in 'Kite'. We were lucky enough to visit Ranworth Broad as the Norfolk Wherries and the Wherry yachts were staging an event there.

August was full-on, with events at Dittisham, Clywedog and Holyhead

The River Dart Rally at Dittisham is a splendid event in beautiful surroundings put on by the South West Area and hosted by Dittisham Sailing Club. It did look as though there would not be enough wind for the Saturday race but with all the crews whistling madly the wind finally arrived and the race was run. Sunday saw the fleet 'Raid' upstream from Dittisham. Most boats ended up drawn up on the beach at Stoke Gabriel to take advantage of the Café there for lunch.

Clywedog is another of those magical venues. About a thousand feet up a Welsh mountain with only a sailing club and the Welsh hills as a backdrop. The Saturday sail was quite exciting with a strong wind blowing down through the 'narrows' giving an exciting beat up the lake and an even more exciting dead run coming back. As usual the Trailer Section showed excellent boat handling skills in trying conditions. The Sunday was an absolute opposite with barely enough wind to raise a ripple so it was a slow drift down the lake to a beach for the picnic and an even slower beat back to the sailing club.

Holyhead was quite the opposite to Clywedog. The Bank Holiday Festival of Traditional Sail was a hectic affair with strong winds for the Saturday race which reduced the inshore fleet to only a few boats, a fairly wild evening in the sailing club with music by the Coffin Dodgers and then the carnage of the Sunday sail past



Pete 'the Knife' in his smacks boat 'Papa Stour'

with various devices being used to douse the crews with water, the chief perpetrators being the Lifeboat crews and the local Sea Cadets!

We had hoped to run an event on Ullswater in September to take advantage of the excellent facilities provided by the Glenridding Activity Centre but unfortunately it was arranged with too short notice and in the end it was cancelled. We hope to get there next year.

We will be doing much the same next year. Watch out for the Trailer Section newsletter and the OGA website for details of where we will be and when. Do try and get along to one of the events.

Keith Mosley, Trailer Section Secretary



'Jeremy Bear'



After a July sojourn in Poole Town Quay, sheltering from foul weather after our rally, all Solent boats eventually returned home. Attention then focused on those of our boats whose skippers elected to join the raid on St Malo. The aim was to retrieve the 'Golden Baguette' a trophy awarded at the Cowes 50 Festival to 'the boat with the most pizzazz' and borne away by the secretary of the French OGA. The derring-do involved owing to the weather and the size of some of the boats was reported in the September Gaffers Log (p.9) and on the Solent website.

The baguette was indeed retrieved and awarded again at our Annual Race and Rally in September to Piers Rowlandson in 'Carlotta', a new member who attended every event we organised this season. Whilst (how surprisingly ...) there were different opinions about the race, those of us who rallied enjoyed a pleasant sail from Cowes to Portsmouth. The weekend was a social success with great meals at the Island Sailing Club in Cowes and in Hardy's at Haslar Marina.

Our organised season ended in mid-September with the Royal Solent Yacht Club Centenary Chase pursuit race at Yarmouth. 'Hester', skippered by Solent Committee member Ed Rice, was the first gaffer home. The weekend was remarkable in that members of the fleet were able to sail both to and from the event in relatively pleasant conditions.

We are now planning our November AGM and two winter events, a visit to the International Boat Building Training College, followed by lunch in Portsmouth on 30 January and a possible visit to Hurst Castle on 19 March 2016.

Dan Shaw has been a very busy Solent President. The highlight of his six year term was his inspirational leading role in organising the 50th Anniversary celebrations at Cowes in 2013. Understandably, he now wishes to spend more time with his family. He will be a hard act to follow.

Dan, ably assisted by ex-National President Mike, skippered 'SusanJ' to victory in the Annual Race, thus becoming Solent Commodore for the 2015-16 season. So he may not have got away just yet.

Marion Shirley, Solent Area Secretary

It has been a relatively quiet few years here in the NIOGA. We have held some great events and had some great craic. The fire has been kept burning by our committee members, and they need to be appreciated and commended for their work to date. I have been very recently elected as President and am most grateful to our membership for trusting me with the responsibility of taking our Association forward.

I have been watching the OGA change slowly over the last few years, and the emphasis has been veering towards youth, there is no doubt in my mind that this is an essential move. Our own membership has aged (beautifully, I might add), and that is the main 'issue' we face, our 'decrepit' members cannot do exactly what they did 25 years ago! Now the best thing we can do here is to move forward encouraging a younger membership to take the baton and run with it, but there is a vast knowledge base within our ageing members, and we need to ensure this knowledge is passed on. I am very enthusiastic to oversee this

process in the NIOGA, combining new members and new technology with old skills!

Our AGM was a huge success, we coaxed almost half the existing membership out to a great evening including a lovely meal at The Royal North of Ireland Yacht Club. The turnout has filled me with hope for the future, and that our new committee consisting of both new faces and very experienced 'old hands' I think is the best combination of old and new to get the results I am hoping for.

The NIOGA was always heavily involved with the sadly defunct 'Portaferry Hooker Regatta' an event which in the 1990s was unquestionably one of the best traditional sailing weekends ever on these islands. I do not propose to recreate it, but I have a sincere desire to capture its essence and build an event at Portaferry in Strangford Lough to do justice to the beautiful craft we have and the beautiful members who come out for our events! Please keep an eye out for details of this event this coming summer. I would be extremely grateful to the OGA as a whole if we could turn out in force to make an ideal in my head and even better reality, details will follow.

Please follow our Facebook page to keep up to date with our latest news and activities www.facebook.com/NorthernIrelandOldGaffersAssociation

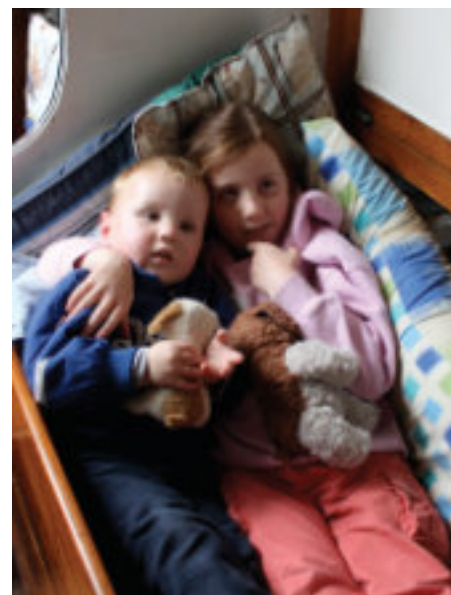
Gary Lyons, Northern Ireland Area President

Left: It's all about the youth!

Right: Gary Lyons, newly elected President of NIOGA aboard his beloved 'Ocean Dove'



'Rosenn' & 'Beeleigh', Centenary Chase pursuit race Photo: Richard Jacobs





Traditional Sail Festival, Holyhead: 28 – 31 August 2015

30 boats attended our 9th Traditional Sail Festival in Holyhead over the August Bank Holiday. Some years ago the event slipped into a very 'pirate' festival with this year being no exception. The Anglesey Hussars manned a three cannon shore battery to counteract the fire power on board the tops' schooner 'Vilma'.

Holyhead Harbour is perfect for the parade of sail and battle which takes place within 10 metres of the promenade. The racing as usual was split into large working craft and yachts and small boats. John and Wendy Duncan's 1910, converted RNLI lifeboat, 'Bridget' took the working boat prize, whilst David Grainger's 'Happy Quest' took the yacht prize. The small boats were a mixed bunch with Roger Wilkinson and his Kittiwake 14 taking the overall prize.

Six boats, including four Cape Cutter 19s battled a fresh south westerly to join us on the Saturday, missing the racing but joining in on the parades of sail. The boat of the event, selected by all the participants, was awarded to 'Budding Rose', a Scottish Zulu based in Brittany and owned by Marie & Jean-Philippe.

A great evening on Saturday was spent in the Holyhead Sailing Club singing along with the 'Coffin Dodgers' until the early hours of Sunday.



'Valerie' overtaking 'Bridget'



Farewell drinks on 'Vilma'

The parade of sail around the harbour on Sunday was quite spectacular in glorious weather as all the boats followed the Holyhead Lifeboat and the rowing sailing lifeboat from Cemaes Bay 'Charles Henry Ashley' (see Gaffers Log, March 2015, p.22).

The Festival is hosted by Holyhead Sailing Club and sponsored by, amongst others, Holyhead Marina, Holyhead Town Council, Hempel Paints, Kelvin Hughes, Buffera and Stena Port Authority.



'Budding Rose' & 'Vilma'

Ysgol Rhoscolyn once again came up trumps with paintings of gaffers. Isabel Bateson, aged 11, won first prize in the Year 6 class with her innovative view through a porthole and Daniel Owen aged 10 was first in the Year 5 class.

North Wales Area AGM

Held on Saturday, 17 October 2015 at Holyhead SC, this coincided with Peter Farrer's birthday!

28 NWA members attended the meeting from 5.30 - 6.50 pm. There were no changes to Area Officers and no controversial issues, everyone is happy with the way the Area is run. Lengthy discussions took place on the dates for the 2016 Traditional Sail Festival as we need lunchtime HW for the parade of sail.

Confirmed date for 2016 Holyhead Festival is Friday, 2 September to Sunday, 4 September. The weather for the past few

years has generally been good at the beginning of September. Roger Wilkinson was in negotiations to arrange a feeder Raid to the Festival. Boats will be based mainly in Holyhead Marina.

An Irish Sea Cruise in Company is proposed for 2016, co-ordinated by Dublin Bay OGA. This item was positively received by all present. The aim of the Cruise is to bring together Dublin Bay, Northern Ireland, Scotland, North Wales and the North West Areas (see p.37).



Daniel Owen, Susan Handbury (Headmistress), Mayor and Isabel Bateson



'Minelvia', 'Vilma' and 'Felinheli'

North Wales

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



Scotland

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



The annual dinner took place in the restaurant at the Holyhead SC and 29 NWA members enjoyed a very pleasant evening with excellent food and good company.

On Sunday, 18 October seven NWA members enjoyed a day trip to Dublin. We were met at the port by Johnny and John of Dublin Bay OGA, who drove us to Poolbeg Yacht and Boat Club. A couple of pints there with our Association President Sean Walsh, and we

were then taken by taxi into the centre of Dublin. Many thanks to DBOGA for their extremely kind hospitality. A great day was enjoyed by all and was made even more special when we were met off the bus at the port by the captain of the ferry who took us for a tour of the bridge.

Sue Farrer, North Wales Area Secretary



Cape Horn Trophy

The Cape Horn Trophy is the belying pin from 'MN Bark Endeavour' which travelled around the world, and was donated to the OGA by Patrick Reid, OGA of Western Australia.

It is judged each year by Tom Cunliffe and Sam Poole to be awarded annually 'to an OGA member for outstanding seamanship performed by an individual in a single occurrence eg a rescue, or a most interesting log'.

David Grainger and David Rolston of 'Happy Quest' received the Cape Horn Trophy at Holyhead. David Grainger brought the trophy to the Annual Festival, 2015 to have the photo taken for the Log. The trophy was awarded in 2014, but Sue Farrer asserts it's 'Better late than never' for an official presentation. The two Davids have never missed attending the Holyhead Festival.

It has been a quiet year for Gaffers in Scotland. The worst summer in living memory as some say has not helped. By the end of the season, as boats were beginning to lay up, the weather decided to turn for the better. The end of season muster made the most of a settled spell of weather with three boats visiting the Kames Hotel in the West Kyle of Bute for a night, then a night at anchor in Balnakilly Bay at the Burnt Isles in the East Kyle.

It would be good to see more boats at Scottish events but as is well known, Scotland is large and OGA members are widely spread out. The Clyde is a convenient area to meet with many harbours and anchorages, and pubs, but this is only really practical for boats based there. For others it can mean a passage of many miles and canal transits and sometimes uncooperative weather. So what about next year?

Campbeltown Classics will take place and as an incentive to come, the new pontoon berthing and facilities are open. A welcome to anyone cruising in Scottish waters; if you advise us other boats may be able to meet up.

There are traditional boat events taking place in Scotland such as Tarbert Traditional Boat weekend (Gaffers Log,

September 2015, p.54), the Sail Stornoway festival for those venturing into the far north, Portsoy for the east coast and in the south the Peel Traditional Boat Weekend.

If you are thinking of going to any of these let us know and maybe we can agree to muster. Next year is Brest 2016 (see p.8) and at least two Scottish boats have pre-registered and hope to be accepted. If others are thinking of going, then maybe a cruise in company could be in order.

If you have any suggestions for next year let us know.

Neal Hill, Scotland Area Secretary



Serious thought with some canine help, photo: Gordon Garman



Scotland in September, photo: Gordon Garman



As I write, the 2015 sailing season is coming to an end and the moorings outside are starting to empty as the boats are laid up for the winter. This will be my last report for Gaffers Log as I will be standing down as an Officer of SW Gaffers at our November AGM.

SW Gaffers elect new Committee

I would like to pay tribute to the many members who make this Area successful. The reason we can organise so many events is that the committee have an effective team of helpers to cover the coast from Exmouth to The Helford. You don't have to be an Officer or on the committee. If you feel there is an opportunity to hold an event for gaffers in your port, please contact us. We will support you if we can.

Peter Crook will be standing for Area President, David Bewick will be standing for Area Secretary and Elspeth Macfarlane will be taking over the Area Treasurer role from Alan Miller-Williams, who has decided it is time to retire now he is in his 90th year. He is an inspiration to us all and his white Shrimper 'Old Dan' is still sitting on its mooring. He does not seem phased by his 'dunking' earlier in the year, when sailing alone, the wash of a passing boat caused him to lose his balance as he picked up his mooring. This resulted in him having to swim ashore and wade through the mud!

We are also delighted to report that Paul Jolley ('Minx' formerly 'May Blossom'), having moved to Brixham has been co-opted on to the committee. We would love to see some more new faces on the committee so please speak to Peter or David. It is not an onerous task and committee meetings are kept to a minimum and are sociable as we meet in a pub adjacent to the A38.

Sailing events in the South West, 2015

Holding sailing events in our climate is always a challenge. You can never depend upon the weather.

2015 started and ended well but produced some pretty inclement weather in the middle, when of course most of our events were held. However I hope our members experienced at least one enjoyable rally and will return to support our 2016 programme.

South West Gaffers has been around for over 40 years. For many years apart from the annual Start Bay Race in June, the main event was gafferracing at Dartmouth Regatta. A large fleet was attracted, with gaffers based in the Solent and Cornwall taking part. Inevitably, over the years events change. The crowds still come to Dartmouth Regatta but for the air displays rather than sailing or rowing.

This year SW Gaffers were advised by Dartmouth Regatta that the gaffer class would be dropped unless we could guarantee at least five entrants. We explained many gaffers were put off by having to share a start line with modern performance racing boats and four days consecutive racing was too much of a commitment. James Dodd, Chairman of JRSC was very accommodating. 2015 found the gaffers with their own start line and course on the last two days of the regatta. The Sunday was always significant for the gaffers at Dartmouth Regatta and a surprising number of trophies were awarded on that day. These trophies were found hidden away in a cupboard in the ladies' loo at RDYC.

SW Gaffers decided to have a final attempt at re-introducing Dartmouth Regatta as a significant date in the gaffer calendar. They agreed to pay the entry fees for the first ten boats entering and were encouraged that 14 boats entered. In the event, for various reasons, only nine boats turned out for the start of the Saturday race. The weather gods conspired against us and after delaying the start for two hours, all Dartmouth Regatta racing was cancelled on the Saturday for lack of any wind. Sunday dawned calm and wet so it is possibly not surprising that even fewer turned out for the start. However a reasonable breeze materialised and the gaffer course worked well. Sadly this was

only enjoyed by 'Kelpie', 'Tresnagh', 'Ripple', 'Wender', 'Annie Kay' and 'Mary Hay'. Keen for us to have a series event, notwithstanding Saturday's cancellation, a second race followed on after the first but by then some of the crews were cold and wet so only four boats completed the second race. Star of this race was Sam Poole's granddaughter, Ellie, who skippering 'Wender' showed dinghy racing skills can be transferred to gaffers.

Dartmouth Regatta's organisation then failed so it was rather embarrassing when incorrect results were posted and prizes were wrongly awarded. Apparently the results for 'Kelpie' and 'Mary Hay' were transposed. You may wonder how this could happen with two such different boats. What do they have in common apart from a gaff rig? Answer, both have number '2' on their mainsail! However in true gaffer style wrongs were put right and the results were as follows.

Overall Series (Judged on overall handicap)

First Alliance Building Society Trophy	'Ripple'
Second Poly Rose Trophy	'Kelpie'
Third J McKillop Trophy	'Wender'

It remains to be seen whether Dartmouth Regatta thinks the effort to give the gaffers a separate start line, committee boat and officers was worthwhile. SW Gaffers may be persuaded to offer some incentive in 2016 but will not pay the whole entry fee next year. You must let us know if you will support this event. Whilst a number of 'no shows' this year had perfectly understandable reasons and sent their apologies, it was disappointing that notwithstanding SW Gaffers paying the entry fees, some boats just did not show.

Please support your new committee in 2016. Tell them what you would like to see in the programme and please, please book early.

Gil Hayward, South West Area President



'Trasnagh' Start Bay Photo: Gil Hayward



'Ripple' Photo: Mike Garlick



It seems to take less and less time each year before I write that the sailing season has come to an end, but, here we are again. This year the season has been prolonged with a dry, though breezy spell from mid-September to mid-October, when it simply did not rain. Apart from the extended sailing, this did allow a more thorough laying up, so most of us should be well set.

In review, the season for the BCA was a mixed bag. Putting on larger organised events proved problematic, and it is thinking caps on for next season. However, the Milford Haven cruise in company, organised by Patrick Vyvyan-Robinson, was a great success, blessed with good wind and weather and some exciting coastal sailing through Jack Sound to Skomer Island and back, and then along a couple of the Milford Haven creeks, reported on the website.

Our smaller events have also been well supported. The weekly Gaffers nights in Cardiff Bay attract a critical mass every time, and the 'Up Channel', 'Down Channel' day cruising events have been great successes as reported in previous Logs and on the website. So, activity in the BCA, while admittedly small scale, is buoyant and more is planned for next year.

Work on our adopted project boat, the centurian Morcambe Bay prawner 'Charlotte' continues apace (June Log, p.44). All paint and underlying bitumen sealers have been removed, revealing sufficiently weathered planking to warrant future replanking. The coachroof has been removed, returning the hull to its original open boat form. This restoration promises to take longer and be more involved than first envisaged, but aren't they all?

Finally, although we can hardly call 'Daydream' our adopted boat, we have had plenty of contact with our member Keith McIlwain,

including participation in our channel cruises, and we were delighted to see the article in Classic Boat recently on his Golant ketch. The picture shows Keith, and the President of Cardiff Bay YC, Idris Dibble, sailing in the Bay. The latter has been instrumental in welcoming the Cardiff Gaffers to Cardiff Bay YC, which has become a base for many of our activities in this area. Keith will be the keynote speaker at our AGM, held in Pill, near Bristol, 8 November 2015.

After that, it will be the Christmas dinner in some watering hole or another, and before long it will be time to write that another sailing season beckons . . .

DJ Owens, Secretary & Charlie Harris, Acting Commodore
Bristol Channel Area



'Daydream' Photo: David Owens



Milford Haven Cruise Photo: Charlie Harris

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'Rainbow' 1897

Noticeboard

Did you get an email from me?

It was on 24 October entitled 'News from the OGA...' If you didn't get it then please let us know an email address that we may use for communicating with you on an occasional basis. Or perhaps we don't have your latest email address?

Some of our Areas have already used the managed email newsletter service, Mailchimp, to communicate with members by email but this is the first time we have written to all the OGAmembers for whom we have email addresses. We won't write often, perhaps just a few times a year to pass on important news and to tell you what's been happening at our General Management Committee (GMC) meetings. Your Area Secretary may use this system to write to you too.



Sue Lewis, Secretary

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

Bigger! But is it better?

What do you think of this larger format for your Gaffers Log?

It's only a trial so we'd like to know your thoughts - let me or your Area Secretary know so that in January we can make a decision whether to stay with it or revert to the smaller size.



Youth Fund application from Solent Area

The GMC has approved a grant of £500 from our Youth Fund for a weekend on gaffrigged pilot cutter 'AmelieRose' including attending the Solent Annual Race and Rally. Eight youngsters will get a three-day sailing experience and a further 12 will have a one-day opportunity to crew. Look out next year for reports of how it all goes. Criteria for Youth Fund applications can be viewed on our website:

www.oga.org.uk/youth-fund

AGM: Saturday 16 January, 2016, from 5pm at Fox's Excel, London

As usual, this is the second weekend of the Boat Show. The AGM will be a brief meeting on OGA business, competition and trophy presentations.

Moray MacPhail will give a short talk before dinner: 'Raids - refreshing the parts other rallies cannot reach'. Having been variously involved in five of the English Raids, Moray describes himself as 'an unrepentant enthusiast'. There will also be a couple of slideshows on cruises in company this year, to St Malo and Glandore.

See p.5 for full details and agenda.

The 2015 minutes are in the March 2015 Gaffers Log, p.6.

Noticeboard

Boat Register going public

We've been talking for a long time now about making the online Boat Register open to the public, not just to OGA members who log in. Pat Dawson is our Boat Register Editor and her proposal is on p.63.

We will be voting on this at our January Association Committee meeting. Let your Area Secretary know your views well in advance.

Maritime Heritage Trust

We have been reviewing our membership of this trust and will discuss it again at our annual Association meeting in January. Do you have a view? Please let your Area Secretary know and read Jim Bell's article on p.6.

Subscriptions increases

Yes, plural! Last year's AGM approved a subscription increase of £5 (family), £3 (single) and 5 euros (overseas). This is now being put into effect. If you pay by Direct Debit you'll find a letter informing you of the change in this issue of Gaffers Log.

It was suggested last year that rather than wait for several years with no increase, and then have a significant one, we should consider a small increment each year. With this in mind an increase of £1 on all subscriptions for 2017 will be debated by the Association Committee and, if agreed, a vote will be taken at the AGM.

Membership renewals due 2 January 2016

If you pay by cheque or PayPal, don't forget to renew your OGAmembership which falls due on 2 January, 2016.

Turn to the centre pages of the Log for more details and Direct Debit forms if you'd like to switch your method of payment.

OGA Photography competition

The deadline for entries has been extended until 31 December, 2015. Please log in to the website and submit your entries asap. There are great book prizes again this year with a selection illustrated on p.4. Mike Garlick shares some tips from the judges on p.34.

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



London Boat Show 08 ~17 JAN 2016

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

Online: www.londonboatshow.com
Phone: 0844 776 7766

The OGA promotional code, JG1, is for adult tickets valid any one day, including Preview Day on 8 January. This offer ends at midnight on Thursday 7 January.

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

OGAMerchandise: Clothing

New clothing range available

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.

Poly cotton 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) XS through 4XL
Men's: £16, Ladies: £15, Children's: £12

100% cotton polos

All cotton polo shirts, men's and women's sizes but not children's in a range of colours: black, bottle green, navy, red, royal blue or white XS through 4XL: £20

Fleeces

Men's, ladies' and children's zip-through fleece (100% polyester) 'Fruit of the Loom' in a range of colours: navy, red and bottle green
Men's: £28, Ladies': £28, Children's: £19

Smocks

Breton Red or Navy, V-Neck or crewneck
Small and medium: £25
Large, X-Large and XX-Large: £30

Baseball caps

Colours as for cotton polo shirts: £12

All prices include embroidery and VAT, but not P+P.

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'.



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 sailplan only: Embroidered in white on dark coloured shirts and navy blue on white shirts (or as you specify).

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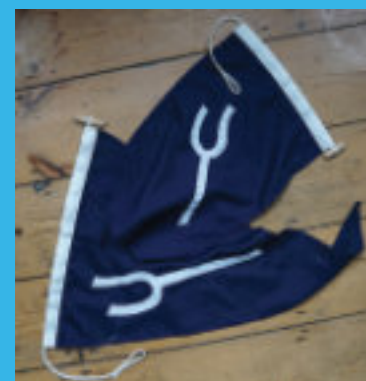
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Thinking about Christmas?

Burgees and flags 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! Why not think about some OGA merchandise as gifts for your nautical friends?

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.

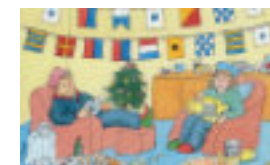
Christmas cards

Choose from two designs by Claudia Myatt:
'January Sail' and 'Christmas Day'
Pack of 10 cards £5.00



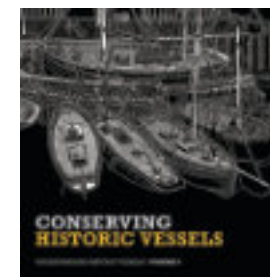
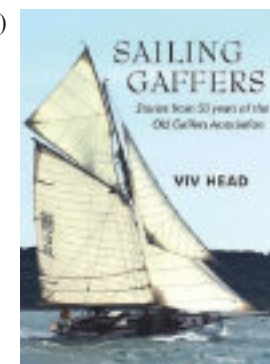
Books

'Conserving Historic Vessels' £25.00
'Sailing Gaffers' £23.00



Small items

OGA tie £9
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No 84 November/December 2015 £4.75 Bi-Monthly

WATER CRAFT

DESIGNING BOATS • BUILDING BOATS • USING BOATS

• Build Your Own Classic Gaff-Rigged Dayboat
FROM FULL PAUL GARTSIDE PLANS INSIDE
• Raiding the Solent • Pedalling the Avon
• Building a Carvel-Planked Yacht • Sailing Kite

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

For further information, call **01326 221424** or see: www.watercraft-magazine.com

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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.

Bona: £70,000

Fishing no. LO178.
Built in by Aldous of Brightlingsea in 1904 as a bawley, 'Bona' was extensively rebuilt in the 1990s. 'Bona' is based in Titchmarsh Marina.

Contact: Jayne Smith: +44 (0)1206 322878

Bowsprit traveller

Classic Marine bowsprit traveller for 110m bowsprit. Currently retails at £80.56 plus VAT. I bought it new and used it for a season on my Tamarisk 22, so the leather is slightly marked. I then had the bowsprit modified to retract and so no longer used the traveller. Any sensible offer considered.

Marion Shirley: 52marion@live.co.uk | 02381 787148 | 0774 821 8444

Sula of Maldon: price on application

A tough small cruiser, designed by John Leather and inspired by Colin Archer, 'Sula' has sailed as far north as Norway and as far south as Morocco. Sleeps 4 in 2 cabins, she is cosy below with a good galley, keel cooled ridge and Taylors heater for cold nights. Easy to maintain and of proven pedigree.

Nick Tudor: ntudor@telefonica.net

Misty: £5,000

Gunter cutter, built 1931 by Lavers of Dartmouth, 15' LOD, 18' LOA, 6' beam. Brought to the Solent from the River Dart 30 years ago, she is a fast, stable sailer with varnished topsides. Extensively reworked over time with a new keel, stainless steel centreboard, mast and additional frames through the mid section. Available with reconditioned Stuart 1.5 hp inboard (currently not installed), recent over-deck cover and purpose made galvanised road trailer. Currently ashore near Portsmouth. Delivery possible. A very reluctant sale, due to ill health, but an opportunity to acquire an unusual classic boat.

Richard Hills: +44 (0)7973 116080

Topmast, dinghy rig etc. for sale

Pine top mast from 28' gaffer, length 4400mm x 75mm sq. base, tapers to top at 55mm, varnished in good condition £25
Wooden gunter rig dinghy mast/boom/gaff with some rigging: mast length 2360mm x 57mm sq. base
boom length 2100mm x 30 x 50
gaff length 2450mm x 30 x 50
all dark stained, in good condition, £20
Swedish and New Zealand bronze 'knock on' piston hanks.
60mm x 35, weathered but in good working condition. £35 the lot, may split at £2.50 each.
Badbury tillermate, tiller locking/self steering clamp, allows small amount of 'hands free' boat steering (not an autohelm!) £12
Seagull large plastic cruising fuel tank, in very good condition £12

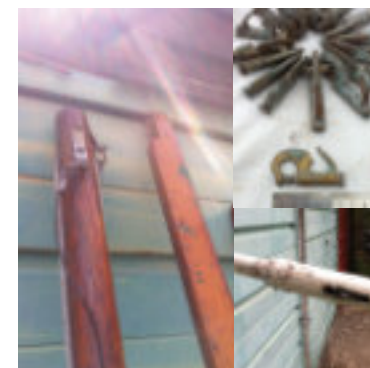
Ian Tredwen: +(0)7974 748340 i.tredders@gmail.com | Rochester, Kent

Plugger, gentleman's dayboat: sensible offers

1920s 17' clinker gaffrigged sloop ketch. Stuart Turner P5m inboard (good runner). New sails 2009, full inventory, braked trailer. Decks require some attention. See the article about

Malcolm Goram: +44 (0)791 7675820

See Malcolm's engaging and informative article about Stuart Turner engines on p.16 and a small photo of 'Plugger' inside the front cover.



Diamond: offers invited

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

Martin Nott: 07831 328212 | martinnott@mac.com

Read the article about her build on p.18

Morwenna, Crabber 22' with trailer: £29,000

'Morwenna' is a beautiful Cornish Crabber 22' in excellent condition. Built in 1997 she is a GRP gaff-rigged cutter designed by Roger Dongray. 22' in length over deck plus a 5' lifting bowsprit. Enterprise blue hull with white topsides. White roller jib, staysail and mainsail with two reefing points. She has a 9hp Yanmar diesel engine (professionally maintained) and a feathering prop. 2 main berths plus a small V berth in the fore cabin. Seatoliet, sink and gas cooker. Depth sounder/Log, Chart plotter and DSC/AIS VHF radio. This lovely classic gaff-rigged coastal sailer is the ideally versatile family yacht and creek cruiser for weekending or longer. An as new 4 wheel road trailer (late 2011) included. Lying ashore at Mylor, Cornwall.

Stephen Rear: +44 (0)1242 621202 | stephen_rear@hotmail.com

Golden Nomad: £37,000

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

Alan Aston: 0792 1050400 | 0289 0426497

alan@marinomarine.com

Cailleach Dhubh: £16,500

Built by Gaffers & Luggers, Tregatreath Boatyard, Cornwall in 1989, 'Cailleach Dhubh' is a Heald 23 gaff cutter based on the Falmouth working vessels. Having been sailed, extensively, around the West Coast of Scotland, she is looking for a good home and an owner who would appreciate her distinctive lines.

Alison White: Swordfish Marine Brokerage, Holy Loch Marina, Dunoon, PA23 8FE

www.swordfishmarine.co.uk | +44 (0)1369 701905 | +44 (0)787 98118

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

**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 Leirim, 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 | margaret.doherty4@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 Barient 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

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

At 50 years of age 'Camay' has very recently been fully refitted including reconditioned engine, rewire, 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 seven sails, including new unused jib (2015). Lying ashore, Walton-on-the-Naze. Nick Dance: +44 (0)1255 813191 | +44 (0)7710 486 550

seabirdtorrox@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 5ph 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 liveaboard. 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 gaffrigged yawl built 1997 by Bridgend Boat Company, designed by Martin Eyre, excellent for estuary and coastal cruising, amazing 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

**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. Phone: +44(0)1621 857644

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. Furlex 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

WANTED FOR 2016**Comish Crabber 24'**

We are looking for a Crabber 24' to buy for use in 2016. Condition more important than age and naturally, gaffrigged.

Living in the Cotswolds we can travel in any direction to view. Stephen and Christine Rear:

+44 (0)1242 621202 | stephen_rear@hotmail.com



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



Peggy: £22,000 ono

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, gimbled, two burners, grill, oven. VHF radio & Garmin plotter. Reflex diesel 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/£10,000 ono

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



Minelvia: £5,000 ono

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



Find the OGAonline

www.oga.org.uk

www.sailing-by.org.uk

Contact the Editor

log@oga.org.uk

Contact the Boat Register Editor

boatregister@oga.org.uk

Browse the online Boat Register

www.oga.org.uk/register-home

Logging on to the OGAwebsite

On your first visit, or if you've forgotten your password, go to the 'Member login' and 'Request access' tabs then enter your email address. If you know your username and password, go to 'Member login' and 'Login'.

When you log in you will see 'My account' with links to your own boat(s), if you have one. If you have any problems, or cannot see your own boat(s) to edit, please contact us. Published boats display a 'default' photo until you upload one (or more) with copyright credits and captions.

Advertising: Gaffers Log/online

Members' boat adverts are also available for browsing by the public on the OGAwebsite, 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 OGAMembers. Other adverts may be placed, for a fee, in Gaffers Log at the Editor's discretion.

There is no advertising, apart from members' boats, on the OGAwebsite.

Deadline for contributions

Send copy, photos, for sale items and other articles for the Log to the Gaffers Log Editor by 29 January 2016: log@oga.org.uk

Send Boats for Sale, reports, events, features and news for publishing on the website anytime!

Boat Register

At the AGM last January the issue of whether the online Boat Register should remain available only to logged in members, or whether all or part of it should be available to the public was raised. Areas have been asked to discuss this at their AGMs and let me know their views. In addition I welcome views from individual members. Please email or write to me so I can present everybody's views to the Association Committee in January. I am proposing the following motion at the Association Committee Meeting (ACM). Its wording can be amended at the ACM before a vote is taken. I shall then report to the AGM on the decision taken at the ACM.

"Boats on the OGA Boat Register should be available to members of the general public via the OGA website. Ownership details will only be available to logged in members of the OGA. Members may request that their boat is not made available to the general public in which case it will only be available to logged in members."

Pat Dawson, Boat Register Editor

Association and Area websites

Have you visited the OGA website recently, or the 'historic tales of sail' on 'Sailing by'? We're always looking for lively new content, so please send your reports and other contributions for inclusion.

The Solent and East Coast Areas have their own sites, 'sharing' some content and functionality with the Association site, and hosted on the same servers. Recent developments are 'Features', where longer reports may be published and 'Galleries' where photos, rather than words, are the focus of the content. What else would you like to see the OGA doing online? Do take a look at the websites and let your online Editors know what you think.

www.oga.org.uk | www.sailing-by.org.uk

www.oga.org.uk/eastcoast | www.oga.org.uk/solent

Beverley Daley-Yates, OGA Editor (Log and online)

Jessica Warren, Solent Area

Richard Giles & Alison Cable, East Coast Area



Judy Harrison in 'Frolic' at the Norfolk Gathering, 2015