

GAFFERS LOG

ISSUE NO. 90 MARCH 2016

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AGM Minutes, 2016
2015 Award winners
Calendar of events
Cruising: coastal and ocean



OGA 

NEWSLETTER OF THE ASSOCIATION FOR GAFF RIG SAILING

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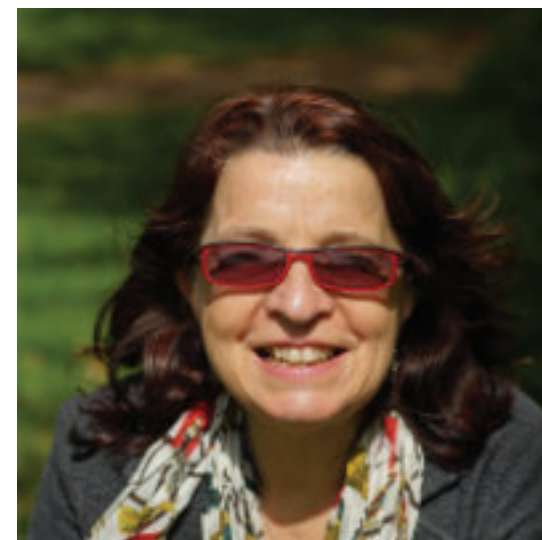
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Cover photo: crew in action on Essex
smack 'Ellen', EC August Cruise 2015
Photo: Sue Lewis

Foreword



As usual, this first issue of Gaffers Log for 2016 carries the OGA AGM Minutes and accounts along with winning photos from the OGA Photography Competition and names of those receiving Awards and Trophies. The differences are a later publication date and new bigger size. These changes follow the overwhelming support for the trial format published in December and approval of proposals to change the schedule to three issues per year: Spring (March), Summer (July) and Autumn (November). The other change is that the Annual Yearbook is included with this issue of the Log. Do check the details for you and your boat. Help us to keep it up-to-date by returning the forms in the Yearbook centre pages.

Another exciting development, approved at the AGM, is to open the OGA online Boat Register for public browsing in April, 2016. Find full details inside the back cover of this issue of the Log (p.67).

Once again, in common with many Editors before me, I make a plea for good quality photographs. In order to print in the Log or publish online, we need not only great pictures but photos of a reasonable 'resolution'. Sadly, many email programs compress photos quite radically. This renders them useless for printing or even publishing online. Images embedded in programs such as MS Word or a PDF are also unsuitable. The best way to supply digital photos is to send individual images via one of the many 'file transfer' services eg Dropbox, WeTransfer, MailBigfile etc. Captions and credits are also essential, so that people know which boat it is, what event everyone was enjoying and, of course, to ensure that the photographer gets the credit!

Copy deadline for the Summer issue is 17 June, 2016 and I look forward to receiving contributions in good time for our Summer issue in July, 2016.

Beverley Daley-Yates, Editor (Log and online)

OGA Photo Competition, 2015. Sailing Gaffers Highly Commended 'Gaffers@Play' by Jackie Mitchell

Judges' comments: 'A good cross tacking action shot but with the picture slightly too crowded.'





From the Quarterdeck

Fellow Gaffers

I really enjoyed our ACM and AGM at Fox's in January. We had lively and healthy debates, outlined our plans for the near future and were privileged with a great audience who got connected, involved and engaged in what we were presenting. Most satisfactory and a credit to organiser Sue Lewis and the GMC team. See p.6 for the minutes.

I'm enjoying my annual activity on wintry evenings, ensconced in my favorite armchair, with newly purchased Pilot books, charts and almanacs to hand. North or South? East or West? Lots of interesting choices.

Ben Collins is planning another Francophile OGA Cruise in Company. Following on the success of the St Malo Cruise, 2015, he is co-ordinating an OGA flotilla to Brest and Douarnenez, 2016 at the very edge of Finistère. I've been to Brest three times and can heartily recommend it as probably the finest Maritime Festival in Europe. About 2,000 boats from tallships to sampans, they will all be there. Douarnenez, the following week, is more relaxed, a different Festival altogether, and very worthwhile. Find more information opposite, and follow the website links.

John Wedick is planning a northern waters alternative cruise jointly with OGA North Sea Areas. The OGA Celtic Cruise in Company plans to visit Scotland, starting from Peel, Isle of Man, just after the Traditional Boat Festival, 8 August. OGA vessels from DBOGA, NIOGA, North Wales and Northwest have already signed up for the OGA 2016 Celtic Cruise. The Clyde, Rothesay, Inverary, Crinan and Gigha are all in the mix, depending on weather conditions. What a fantastic cruising ground. I'm signed up already and looking forward to it, more details are on p.32. Sign up soon and guarantee your berth.



Photo: Tony Pickering

This will be a busy season for 'Tir na n'Og' and me. We will sail in our own DBOGA regatta early June, then cruise up to Portaferry for the NIOGA 'Sails & Sounds' Festival in Strangford Lough, on to Carrickfergus Regatta, then in July back south to the Drogheda Festival. Peel beckons in early August, then the OGA Celtic Cruise to Scotland and last but not least, Holyhead's OGA Traditional Festival in early September.

I hope and trust that you will all have an equally satisfying cruise this season. Please remember to book your places early, it really helps the organisers. I wish you all fair winds, full sails and safe havens.

Sean Walsh, President



Photo: Winkle Nixon

Will you be in France this year?

Brest and Douarnenez Festivals: 13 – 24 July 2016

The old harbour is full! 40 OGA skippers and crews plan to join a thousand 'vieux greements' at the Brest and Douarnenez Festivals in July. Brest registration officially closed in February, but spaces may still be available for a few 'distinctive and historic' gaffers. 'OGA Latecomers' should not give up! Follow the late registration procedure on the French website and 'register interest' on our own website. We will try to chase any remaining places for you.

We recommend the smaller Douarnenez Festival for the spectacular Grande Parade de Voile from Brest on 19 July ending in the tranquil bay with excellent anchoring yards from events on the Quay. Registration guarantees free anchorage and access to all events over five days.



Temps Fête Douarnenez

Sailing in Company from the Solent?

Want to join fellow OGA boats? An OGA flotilla is planning to leave the Solent in time to join the French OGA at Roscoff 6 - 8 July. Skippers may wish to team up and cross the Channel from other ports, or on other dates. Participating boats are listed on the OGA website so people can contact each other using the OGA Yearbook for phone numbers. www.oga.org.uk/events/brest-and-douarnenez-2016

Branlebas Regatta: 12 – 15 August 2016 Recognition in France for East Coast Gaffer, 2015

In the September issue of Gaffers Log, Frits van der Mark reported on Gwenili's participation in the Branlebas Regatta 2015. p.34. 'Gwenili' won the Groupe Giboire trophy for second place and the Trophée Raymond Labbé in recognition of her overall performance, classic lines and restoration.

Skipper Martin Goodrich, member of Greenwich YC and the OGA East Coast Area, was invited to an evening of cocktails and dinner to celebrate his award in Paris on 2 December. Hosted by the Yacht Club de France President, Admiral Yves Lagane, the dinner honoured YCF winners in 2015.

Martin was presented with the YCF pennant and congratulated in the President's address. He met with many members including former President, Architect Pierre-Paul Heckly and had a fascinating evening. The historic French Club has had many notable members including the author Jules Verne and legendary sailor Eric Tabarly. Why not consider entering the Branlebas Regatta 12 August 2016? www.oga.org.uk/events/branlebas-de-regates-2016



'Gwenili' at Cancale, 2015 Photo: Malcolm Shirley

Minutes of the OGAAGM

The AGM of the OGA was held at Fox's Excel, London, on Saturday 16 January 2016 at 5.00pm

Present

Sean Walsh (President), Sue Lewis (Secretary), Tony Kiddle (Treasurer), Alistair Randall (Membership Secretary), Pete Thomas (Sailing Secretary), Pat Dawson (Boat Register Editor), Beverley Daley-Yates (Editor Log and Online) and 73 members including members of the Association Committee (AC).

1. President's Welcome

Sean Walsh welcomed everyone to the meeting. He spoke of a positive Association Committee Meeting during the afternoon, the results of which would be covered in the various reports to follow. He welcomed four new Area Presidents and one new Area Secretary and spoke of the injection of new ideas and plans they will bring to their Areas and thus to the OGA. Sean proposed a minute's silence in memory of members who have passed on in the past year.

2. Apologies for members unable to attend were recorded by the Secretary

3. Approval of the minutes of the AGM held on Saturday 17 January, 2015

Motion to approve the minutes of the previous meeting.

Proposed: Alison Cable. Seconded: Pat Dawson. Approved unanimously.

4. Matters arising: there were no matters arising from the minutes of the last meeting

5. Secretary's report: Sue Lewis

Emailing members

Sue reported that she is now able to communicate directly by email to all those members for whom we have correct email addresses using the mail service 'Mailchimp' and she urged members to keep the Membership Secretary informed of any changes to their contact details.

Flier

Sue showed the OGA publicity flier and suggested that members take a few copies to have handy on their boat for when asked the inevitable questions: 'What's that funny burgee? What is the OGA?'

Volunteers

Sue thanked two members who have come forward to volunteer to look after merchandise (Marion Shirley) and trophies (Dave Percival) as well as Mike Garlick for organising the OGA Photo Competition again.

Gaffers Log, format and frequency

Sue reported that the AC had discussed the new format for Gaffers Log. The December Log was produced slightly larger as a trial, costing slightly more. Feedback has been overwhelmingly positive. The AC voted in favour of adopting the new format.

A longer debate was held over the Editor's proposal to amend the schedule, reducing the frequency to three issues per year. Beverley Daley-Yates had edited the Log for two years, to great acclaim, but one issue per year gives particular problems. Sue reported that what started as a strong feeling among many that we should offer members the best possible value for money was gradually eroded by the assurance that three issues would be of higher quality and an acceptance by many that Beverley's proposed revised schedule would fit better with the rhythm of the seasons, in particular the sailing season. At a vote Beverley's proposal was carried with 22 in favour, three against and two abstentions. It was agreed to revisit this decision in a year's time. If all members inundate Beverley with more copy and good photos, than she has room for then perhaps she'll beg to revert to four per year.

Fox's Excel, London 16 Jan 2016

6. Treasurer's report: Tony Kiddle

Copies of the annual accounts were circulated at the meeting and are published with these minutes (p.10).

There were no questions about the accounts. The accounts were unanimously approved.

Proposed: Dick Dawson Seconded: Marion Shirley

There was a surplus on the accounts and Tony presented the General Management Committee's proposal for setting this aside towards the cost of an anniversary event in 2018 (55th Anniversary). Such an event to be less public-facing than in 2013 but with a challenge to members from all Areas to attend; be it by coach, to sail a charter vessel etc. The event itself might be based at the Folly Inn, River Medina, Isle of Wight, where both pontoons might be made available at low cost and UKSA could lend dinghies for some youth sailing events.

Tony has asked all Areas to consider how they might participate. Suggested timing: mid-August 2018. The proposal is to 'squirrel' away funds to help Areas join in by bringing their members. Volunteers to join a sub-committee to run this event are needed.

The Association Committee had discussed a small increase to member subscriptions as notified in the December Log, 2015 and had agreed to propose to the AGM to vote on an increase of £1 per subscription (except for the junior rate which would remain the same and euro rate which will increase by 1 euro). This change, which would come into effect in January 2017, would mean:

- Individual membership increase from £30 (£28 by direct debit) to £31 (£29)
- Family membership increase from £35 (£33 by direct debit) to £36 (£34)

Proposed: Tony Kiddle. Seconded: Jim Bell. Carried unanimously.

8. Membership Secretary's report: Alistair Randall

Alistair explained that we give members until the end of March to renew so we don't know the full story till then. Total membership was 1,229 in October 2015 compare to 1,196 in October 2014. He showed that we have gained 125 new members during the year so, as last year, about 10% of our membership are new members. Alistair explained that he had had long discussions with the Information Commissioner's Office during the year about new statutory requirements resulting in a new OGA data protection policy which was adopted in the afternoon AC meeting. Access to the membership system is now encrypted.

9. Boat Register Editor's report: Pat Dawson

Pat reported that the AC had passed an amended version of the resolution she had proposed in the December Log, 2015 to the effect that boat records on the OGA Online Boat Register will be made available to the public. Ownership details will only be available to logged in members of the OGA. Members will be able to request that their boat record is not made public, in which case it will only be available to logged in members.

10. Report on the Youth Fund

Sue Lewis reminded the meeting that this is currently managed by the GMC though volunteers to form a Youth Fund sub-committee are still being sought. In February, 2015 an application was received from DBOGA and £500 granted for a youth event in May in collaboration with a school in Cork. In May 2015 an application was received from the East Coast Area and £500 granted for a sailing day for local Scouts on the Essex smack 'Pioneer'. Both events were a great success as reported in the Gaffers Log and online.

In October 2015 an application was received from the Solent Area and £500 granted for a youth weekend in 2016 sailing a commercially coded pilot cutter to a Solent Area event. The 'Guidelines and criteria of the Youth Fund' were amended to reflect the difficulty Areas have finding members to volunteer to take youth on their boats. Members entering races or other events are to be invited to make a £5 donation to the OGA Youth Fund. Solent and East Coast Areas already do this.

OGAAGM Minutes (cont)

11. Election of Officers

Three Officers agreed to stand again and were unopposed.

Boat Register Editor: Pat Dawson

Proposed Alistair Randall. Seconded Sue Lewis.

Membership Secretary: Alistair Randall

Proposed Dick Dawson. Seconded David Owens.

Secretary: Sue Lewis

Proposed Marion Shirley. Seconded Jim Bell.

All three elected unanimously by a show of hands.

12. Vote on proposed Rule Change

A proposal for a rule change received from the East Coast Area was notified in the December Log, 2015. The addition of three words (shown in red) would allow Areas to use modified handicapping systems for their Annual Race if so desired.

Carried overwhelmingly by a show of hands with one abstention.

Proposal for change to Rule 8: Races

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.

13. Members' Questions

Pat Dawson announced that the new term for which she has been re-elected as Boat Register Editor will be her last.

Dr Scott Pereira OGA member and also Treasurer of the Maritime Heritage Trust asked whether the OGA would be continuing its membership of the MHT. Tony Kiddle was able to reassure Dr Pereira that though questions had been raised over this the Association Committee had confirmed the commitment of the OGA to maritime heritage and resoundingly agreed to renew its membership. The Secretary thanked Mike Warren for his years of service as our representative on the board of the MHT and asked for a volunteer to be found to take over this role.

There being no further questions the meeting closed.

Sue Lewis, OGASecretary, 30 January 2016

OGA Photo Competition, 2015. Life at Sea 1st prize
'Ghost Gaffer' by Steve Mitchell

Judges' comments: 'If this class is about atmosphere then this shot has it in buckets. It brings the taste of the cold dampness and the eerie silence. Simple and effective.'



OGA Awards & Trophy winners, 2015

Alan Hidden Trophy: Ellie Poole, South West Area

Ellie races Toppers at international level and was made skipper of 'Wender', her grandfather's 1898 gaff cutter, when she took third prize in the Dartmouth Regatta Series. See p.19 for more.

Cape Horn Trophy: Roy Hart, East Coast Area

Roy is awarded the trophy for his passage from the East Coast to St Malo and back. See p.13 for full details and his Log of the voyage.

Gaffers Globe: Sally & Tony Kiddle, East Coast Area

The citation states: "Sally is/was very new to sailing and she took what was a rough Channel crossing to Alderney very positively, especially as most of her clothes got soaking wet as wave water came sluicing over the cabin roof into the cockpit and flooded into the lockers in the cabin."

David Cade Memorial Trophy: Ben Collins, Solent Area & Yannick Cariguel, OGA France

The trophy was jointly awarded to Ben and Yannick for their efforts in ensuring that: "crews from England, Holland and France came together in a true spirit of international gaffing and friendship." The trophy was accepted by Ben Collins in London and taken to the French OGA AGM in St Malo, 23 January, when it was presented to Yannick Cariguel.

Jolie Brise Trophy: Ed Burnett

"The yachts he designed will certainly continue to give pleasure to many, but we can only imagine what heights this outstanding designer might have achieved if his illustrious career had run its full course." Visit the OGA website photo gallery showcasing some of Ed Burnett's boats:

www.oga.org.uk/solent/galleries/burnett

Gaffers Tales: Derek Biddle

Awarded for 'Tales of Gypsy Mermaid' describing fellowship, adventuring and hospitality on a miniature tallship. Re-read his winning tale in the September 2015 Log, pp. 32-33.

Dave Percival, OGATrophySecretary

www.oga.org.uk/awards



OGA Photo Competition, 2015. Sailing Gaffers 2nd prize
'Alderney Bound' by Sally Kiddle

Judges' comments: 'A dramatic silhouette against the sun, a strong and simple composition with no wasted space. You must have been aching for him to hoist sail, Sally!'

OGAAccounts: 2015

Income and expenditure account for Year ended 30 September 2015

Income	2015	2014
Membership Subscriptions	32730	31960
Merchandise Sales	1732	1673
Advertising Revenue	1150	2360
Bank Interest	213	240
Donations	771	449
Youth Fund	388	2965
Total	36983	40776
Expenditure	2015	2014
Youth Fund	500	200
Gaffers Log	6583	15760
Yearbook	1677	
Log and Yearbook Postage	5803	1850
Log editors expenses	0	44
Treasurer expenses	0	395
Beale Park	370	358
Merchandise p&p	1616	1515
Website Hosting	520	
Website Development	2250	8694
GMC Meeting Expenses	404	568
AGM/ACM meeting costs	3333	3153
Area Funding	4670	4546
Insurance	1101	1136
Subscriptions	120	185
Photo competition	0	1370
Bank Charges	432	734
Paypal Charges	23	
PR Literature & Brochures	677	
Miscellaneous expenses	521	
Postage (new member pack)	302	
Total	30902	45353
Surplus / Deficit before tax	6081	-4577

Notes

Membership income figure includes any membership payments from Europe as Paypal does automatic transfer to sterling. Any income from Ireland has been left in Euro account until needed

Area Balances at 30th September	2015	2014
Bristol Channel	467.05	552.78
Dublin Bay	€3199.37	€1805.81
E Coast	7946.00	8569.50
Lake District	0 (returned to OGA account)	34.00
N West	191.83 (in main OGA account)	
North East	212.19	133.29
North Wales	2756.31	2416.22
Northern Ireland	1372.68	963.06
Scotland	156.40	341.25
Solent	9768.54	8537.55
South West	2003.00	2249.00
Trailer Section	204.91	204.91

OGA Photo Competition, 2015. Life at Sea Highly Commended
'Alberta hard pressed' by Alistair Randall

Judges' comments: 'A great action photograph, sharp and tightly composed. Is it the boat or the crew that is the subject of the picture?'



OGA Cape Horn Trophy, 2015

The Cape Horn Trophy is the belying pin from 'MN Bark Endeavour' which travelled around the world, donated by Patrick Reid, OGA Western Australia. Judged by Tom Cunliffe and Sam Poole it is 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'. In 2015, there were two nominations, both were exceptional.

'Special mention': Clive Robertson, East Coast Area

Deserving 'special mention in dispatches' is Clive Robertson, for his extraordinary athleticism, strength and quick thinking in a life-threatening situation. Clive was crewing aboard an Essex smack when a line slipped its pin and one thing led to another, as we all know only too well that it can. The upshot of this minor beginning was that a loaded line caught the hatch boards over the fish hold and lifted them bodily. A baby was asleep underneath and it seemed inevitable that the falling boards would do terrible things had it not been for Clive's rapid action. Somehow, against all odds, he managed to secure all nine boards before they could fall onto the little lad below. In all probability, his action saved the baby's life. This is the sort of instinctive initiative that would merit a gallantry medal in military circles. If we had the power to do so, the judges would strike one for him. Alas, we do not.

Winner: Roy Hart, East Coast Area & Trailer Section

The Cape Horn Trophy is awarded for seamanship rather than acts of extraordinary merit on board, so this year it is given to Roy Hart and 'Greensleeves' for a cruise to St Malo

and back to Burnham as part of the cutting-out expedition to recapture the Golden Baguette Trophy from the French. Without inboard power and with limited outboard fuel, Roy's voyage in a 19ft half-decked 'Memory' was executed without fuss, which, as Eric Hiscock observed, is the definition of a successful trip. Roy coped with winds nudging gale force, handled calms and rode the mighty tides of the St Malo bight with quiet aplomb. Then he brought his ship home again up-Channel and across the Thames Estuary without incident.

Roy describes 'Greensleeves' as boasting 'two 7-foot berths, a cooker and sink, a red and black bucket plus a good sail wardrobe'. His log also mentions a number of modifications to the basic 'Memory' fit-out, all executed in a seamanlike manner and none of them expensive. The essence of gaffing has always been one of self-help and keeping it simple. You don't have to be rich to go to sea for pleasure, certainly not if you are a member of the OGA. Roy epitomises this philosophy which binds us all together, so the trophy for 2015 goes to him and his brave little ship.

Read Roy's Log on the following pages.

Tom Cunliffe & Sam Poole, Trophy Judges



Clive Robertson at the helm of Essex smack 'Ellen', August 2015
Photo: Sue Lewis

'Greensleeves': cruise to St Malo, 2015

28 July 2015: ready to set sail

'Greensleeves' was loaded onto her road trailer: ten gallons of fuel, gas, water, torches, batteries, charts, fishing rods . . . At 5am my son Justin and I left home driving the van with boat trailer to the public slipway. We arrived Burlesdon, River Hamble three hours later and rigged 'Greensleeves', pushing her down the shallow slip with a very long rope wearing chest waders.

I motored down to Hamble with the 3.3 marina outboard to meet Greg Dalrymple at the RAF Yacht Club for lunch. He built 'Greensleeves' and we've been friends ever since. She is a credit to his workmanship.

6pm we left Hamble for Cowes and picked up mooring in the Roads. 2130 the large keel boats started to turn with the westgoing tide. 2200, wind Force 5 NW, helped us make splendid progress to the Needles touching 8 knots at times with a working jib. I had been following the forecasts closely. Wind north westerly again which predicted wind easing to 10-15 knots at 0300 decreasing further.

Wednesday 29 July: 14 hour passage

Well I passed the Needles on course for Cherbourg, or, if the wind went around to the North then it would be Guernsey. Leaving from the west Solent you get a better lay for the Port of Cherbourg. The moon was up behind the Needles light. 0030 there was a very lumpy sea running, working jib only with the small outboard running, the boat speed was 56 knots over the ground, all snug.

Unfortunately the wind did not ease but increased to Force 7-8 in the gusts. 0330 the autohelm packed up so I lashed the tiller with a shot cord system and she just about held her course. I had to reduce the jib by five rolls and very glad to see the French coast. I only had to alter course twice in the shipping lanes, giving clear indication of my clearance to the oncoming shipping. I had to steer and keep watch for almost 14 hours,



for most of the time in a spiteful sea. I moored on a holding pontoon in Cherbourg Marina. My set movements after a blow, a large Irish stew, a cup of tea and hot water bottle, with the oil lamp turned down. All of these factors led to a very sound night's sleep.

Next morning I found another East Coast OGA boat, Martin Goodrich's 'Gwenili' who also had a rough crossing and she is 45ft long. It was a very nasty passage. Plan B would have been to broad reach to gain the shelter of the Isle of Wight near Bembridge. Plan C would have been to lay a very strong sea anchor which I carry away from the west going shipping lanes. Throughout the crossing no green water came in the cockpit, but there was much fine sea spray.

Thursday 30 July: led astray in Guernsey

Left harbour at 0700hrs after studying the tides, especially the Alderney Race, and on looking back I found six more yachts were following in the same direction. Going around the reefs off Cape de la Hague, it was extremely lumpy with the bowsprit under almost green water. It was like riding a galloping horse. This quickly moderated, and the sun actually came out. I had a splendid sail to the Little Russell Channel and made St Peter's Port, Guernsey at 1330, mooring in the inner basin. In the evening I took the crew of 'Gwenili' to the Royal Guernsey YC. We dined on hot dogs which were free and spent the evening with the Commodore and members. We then found another watering hole on the seafront and I turned in at 0130 Friday morning, Martin's crew had led me astray!

'Greensleeves'

cruise to St Malo, 2015



Friday 31 July: in company with other OGA boats

I left St Peter's Port for Jersey in company with 'Betty II', Ben Collins' gaff cutter, which I used to sail and race on 30 years ago. We also met along the way 'Step Back in Time', Tony and Sally Kiddle's Golant gaffer and Barbara Runnalls in her Yarmouth 23 'Moon River'.

Arriving St Helier 1730 the outboard ran out of fuel going through the lock, and I was wind rode on the harbour wall. Managed to get the fenders out in record time and the harbour launch was most helpful. Entirely my own fault. Later on we had a Gaffers' dinner of cod and chips in a small bar at the marina entrance. Next morning, at 0900, Ben held a briefing for Saturday's passage to Saint Malo.

We departed at noon and I picked up a buoy just inside the harbour wall and set full main and working jib as the weather was set to be fair. I took the red and green channel out and skirted the Minquiers, giving them a wide berth, and lay a course with allowance for tide set to the entrance buoys to Saint Malo. The entrance was not so difficult, compared with studying the charts. Perhaps in inclement weather things could easily become more difficult. Both Ben and I sailed in together and we toasted the entrance to the Lock. We were both highly elated to achieve our goal, and on time.

St Malo with the OGA

What a magnificent walled citadel. 80% of it was flattened in WWII but expertly restored to its original form. Our mooring was only 40 yards from the main entrance. The French Old Gaffers could not have made us more welcome, and all harbour

fees were waived. The Harbourmaster was guest of honour at the party. The St Malo OGA club house is within a turret of the castle wall. I had rented a small apartment where Julie, my wife, and my daughter Kate and her friend Izzy made camp.

Trevor and Elaine Rawlinson were staying in a very posh sailing hotel nearby, it was heaving with tourists. Saint Malo is one of the most popular French holiday destinations with rows of small restaurants, fabulous ice cream parlours and super street markets. The place was absolutely bustling. The beach was just two minutes away from our apartment and there were some terrific bands playing in the late, warm evenings next to the street artists. Car parking was extremely limited. My crew arrived for the passage home and we took 'Greensleeves' up the Rance as far as the road bridge, returning to the Marina. Trevor left for Essex and Julie, Kate and Issy caught the Saturday ferry.

Saturday 8 August: Guernsey bound

We checked the water over the sill and departed to Guernsey with light and variable winds and pure sunshine, making good passage until off the south east tip of Guernsey. The tide was foul and the wind was a strong north easterly on the nose, progress was extremely slow. We had two reefs in the main plus the 5hp marina o/b doing its best. Two long hours to make port. The crew and I were extremely cold.

All berths full but I knew the fuel berth packs up a 1730 and opens at 0800. We moored up for the night on a very peaceful pontoon and had fish and chips again with a couple of drinks in the yacht club, turning in at 2300.

Sunday 9 August: Alderney Race

Loaded with fuel, and a very French breakfast served by an elegant lady in a maid's outfit. Sadly she could not read the menu but all was forgiven. We cleared St Peter's Port at 0900 out of the Little Russell Channel. On entering the Alderney race, which was a maelstrom at times. We are only 19ft long but the GPS was showing 10.05 knots over the ground. There was a very large lobster pot buoy being dragged two foot under by the force of the current.

My worst fears were if we did not clear the race with

sufficient distance out into the English Channel, we would be sucked back at the turn of tide. The wind was due north so I decided to make for Cherbourg. Five miles off the harbour the wind backed to NW. Great! We headed a course for Beachy Head. The wind fell light.

Monday 10 August: Plan B Swallow Bank

Dawn with the Isle of Wight abeam some 15 miles, the tide was foul. We were in sight of a large red gas tanker ship for nearly six hours and approximately 190 miles run before we got to Burnham, Essex. A fine breeze picked up from the south west and with three reefs in the main and working jib, we rounded the Owers and lay course for Beachy Head to make one of my favourite anchorages for the night. It's a third of a mile east of Eastbourne Pier, but unfortunately untenable.

Plan B, Swallow Bank in the Lee of Dungeness, another 35 miles. After 6.5 hours we rounded Dungeness with a very large sea running. But after doubling the lighthouse on the Eastern point we were in the lee of the high shingle bank. It was like going from hell and into heaven. The crew was amazed with this transformation. We dropped the hook one mile out from Dymchurch as we turned in with very calm conditions and set the riding light. After a wonderful night's sleep, I woke to find a very large Customs cutter moored up off our beam.

Thursday 0800hrs

Cleared out of the anchorage and motor-sailed to Dover for more fuel. The fuel berth master was extremely helpful and allowed us to moor. We walked to the large petrol station as the fuel dock doesn't sell petrol. We also purchased some bacon and fresh bread. We were only ashore for 30 minutes and left by the eastern entrance. A very pleasant sail past Deal through the Gull stream, and we made the North Foreland at 1730. We steered well inside the East Margate buoy on a rising tide. The course I set, we only drew 1' 6" with the plate up, took us almost in a straight line from Margate Sands to the Whittaker. Crossed the shallowest part, Knock John Tower, sailing over the tip of the Maplin Sands. 2130 we entered the Crouch at the Buxey No.1, it was getting very dark.

The last six miles were the worst of the return trip as the wind got up. It was pitch black and the tide was slack and turning. We were wet, cold and tired but things improved once I got into the lee of the shingle bank on the south shore. We made the Royal Burnham pontoon at 2330 but the White Hart Inn was shut. I cooked the last two tins of Irish stew up with the remaining bread, and we slept like logs.

I treated the crew, Nick Parsons, to a top of the range breakfast in the hotel in appreciation to him for being an excellent crew. After breakfast we caught the incoming tide with a fair but gentle breeze and managed to sail all the way up to our pontoon at Battlesbridge into the peaceful quiet of the reed beds.

A good passage, apart from Dover, and anchoring at sea does not count. A non-stop passage in a very seaworthy 19ft boat to Burnham-on-Crouch in Essex. The Thames crossing was probably a record.

Roy Hart, 'Greensleeves'

East Coast Area & Trailer Section

A footnote to this delightful cruise in a very small boat

'Greensleeves' has many modifications for long sea passages. We carry two outboards, one in the well and one on a bracket. She has excellent ground tackle and exceedingly good navigation lights. The lead ballast is firmly lashed in with small lorry straps, and there is a semi self-draining cockpit which also has floatation. There are two bilge pumps, one which is an extremely large whale.

When I made the passage to Cherbourg in the rough weather, one comment was made that it was a foolhardy trip!

I have 52 years of sailing experience, well over 100,000 sea miles under my belt plus I do take my sailing extremely seriously. I gave the person a quote made by Chris Bonnington, who had just lost a friend on a mountaineering expedition. He had replied to a similar comment by saying:

'We take risks not to escape life, but to prevent life escaping us.'

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'Rainbow' 1897

OGA Photography competition, 2015

Mike Garlick announced prizewinners at the AGM on 16 January 2016. He thanked everyone for entering with a total of 60 entries, comparing well against only 46 submissions in 2014. It was encouraging to be able to present a prize in the Young Photographer category. In 2016 the age range for this category will be increased to under-25.

The OGA is grateful to Adlard Coles Nautical and The Jardine Press for donation of beautiful books as prizes this year. Selected winning photographs, along with the judges comments, are published in this issue of Gaffers Log. A Gallery of all photographs is available on the website at: www.oga.org.uk/trophies/photo-competition-2015

Book review: 'Working Sail' by Luke Powell

Jolyon Wardle was thrilled to receive Luke Powell's book 'Working Sail' for his winning photo of Wilf.

"I must admit to not having read the book cover to cover, as I really wish to enjoy it over a longer period. Its subtitle is 'A Life in Wooden Boats' and it is a large book, packed with beautiful pictures of the boats built. I had always wanted to read the book since seeing its beginnings on the web. I am probably way too mean to buy a new book, or is it because I am fixing up a second boat, I don't know! Anyhow I was wanting to get hold of a copy, and was truly surprised and thrilled to receive my prize out of the blue.

My first real liveaboard experience of a seagoing gaffer was on 'Eve of St. Mawes' when I did the RYA Competent Crew course some moons ago now with the superb Adam Purser. 'Eve' was Luke Powell's first pilot cutter, his fourth boat built, and it is with 'Eve' that my reading began. I loved reading about her build and sale to Adam, which I knew a little about from my talks with him. The chapter ends with friends imploring his Missus not to let him build another boat, 'it would be madness', 'there is no market for new wooden boats' etc., but the next chapter begins with 'Never again would I have to work for others. I was self employed and in charge of my own destiny'.

As a self-employed person myself I fully understand this sentiment, although I have sacked myself twice over the years, only to have to re-employ myself the next day! I am really looking forward to reading the next chapters on more Pilot Cutter builds. The book has the history of Pilot Cutters and so much more. It is packed with photos, that with a large book such as this, really work well. The format is so much better than viewing and reading on the web.

I would heartily recommend this book to all lovers of Gaffers, and I am sincerely made up to have it here. Thank you to all . . ."

Jolyon Wardle, 2nd prize, 'Life at Sea' category

Young photographer

1st Joanna Wolstenholme:
'Mary Hay' off Plymouth

Highly Commended

Simeon Head: 'Fraoch' heading to Carmel Head

'Life at Sea'

1st Steve Mitchell: Ghost Gaffer

2nd Jolyon Wardle: Vigilant crew

3rd Judy Harris: All secure

Highly Commended

Jessica Warren: Early morning atmosphere

Alistair Randall: 'Alberta' hard-pressed

'Sailing gaffers'

1st Edgar Wagemakers: 'Transcur' racing

2nd Sally Kiddle: Alderney bound

3rd Ian Kemp: Smacks start East Coast Race

Highly Commended

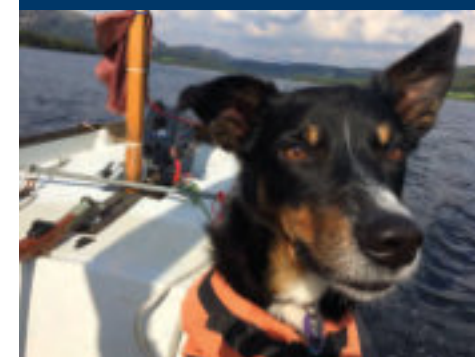
Jackie Mitchell: Gaffers at play

Nathalie Colpaert: This is not a reflection

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

OGA Photo Competition, 2015. Life at Sea 2nd prize
'Vigilant crew' by Jolyon Wardle

Judges' comments: 'There's no doubt who's the star of this picture and how well he is focused, both in the picture and in his mind! The background is nicely out of focus and you can just about get away with the horizon.'



Alan Hidden Memorial Trophy, 2015

Winner: Eleanor Poole, South West Area

14-year-old Eleanor Poole is a keen sailor, to say the least. In 2015 she was showered with awards, culminating in the OGA's Alan Hidden Memorial Trophy, awarded 'to an OGA member for the best outstanding performance by a young person (under 25 years of age)'.

Ellie's grandfather, Sam Poole, was one of the OGA's earliest members, founding the Clyde area in the 1970s. He and his wife Sue still sail 'Wender', their 1898 prawnier yacht. In the 2015 Dartmouth Regatta race Ellie helmed 'Wender' to a creditable second place in an intensely competitive race.

Ellie writes "Last year has been an incredible year and I am delighted to be able to say I am the first girl to become Topper National Champion. I also managed a 7th in the World Championships held in Garda and represented team GB in the Topper Irish Nationals where I came second overall and first female. I really enjoy all types of sailing, including with my grandparents on 'Wender'. Racing her is sort of different, but the same, as racing my Topper. It was interesting to race against so many different boats - all Toppers are the same!"

This brings me to say I am really grateful for the Alan Hidden Memorial Trophy from the Old Gaffers Association. Thank you."

In January 2016 Ellie was awarded the Yachting Journalists Association Youth Sailor of the Year at a ceremony in Trinity House, London.



'Wender', 1898 prawnier yacht



Tall Ship 'Gulden Leeuw' to Norway

Runner-up: Leila Loram, Bristol Channel Area
Young gaffer; Leila Loram followed in the footsteps of her great grandfather. She was the youngest competitor in the Tall Ships race, 2015, from Belfast to Alesund, Norway. Her great grandfather had run away to sea aged 16 to sail before the mast and around Cape Horn, on the four-masted barque 'Dumfriesshire' engaged in the Chilean guano trade. Leila joined the 'Gulden Leeuw', 180ft topsail schooner. As illustrated by her log, she loved it.

Saturday 4 July

At 4 o'clock we rushed to join the 'Gulden Leeuw'. We were late, but nonetheless, streets were packed and bustling. You could feel the hum of the ships' engines. The crowd moved tediously slowly, but gave time to appreciate the beautifully majestic ships, wonderfully displayed like giant creatures, bold, big sails crested with flags painting a picture of their souls. You could see the character of each boat blaze through their grand presentations.

After the palaver of retrieving bags, we battled through the ever growing crowd. Amazing to think that the grand boats everyone had come to see were the boats we would be racing against, and that I would be sailing on one for two weeks. We boarded the ship, quickly signed up and checked passports. Then we were shown into the heart of the ship. On the foredeck we met the five trainers and were given a tour by the crew. After supper we were allowed out until 1:00 to explore Belfast and see the stalls and fair organised in honour of the Tall Ships Race. This was a really good way to get to know everyone in a good atmosphere, and soak up the feel of the city with cobbled streets and the chatter of Belfast accents. Being all together in a group was great and we seemed to somehow fit into the community.

Sunday 5 July

Despite the late night, we got up in time for breakfast. Outside we were already attracting a crowd of people, as if parading ourselves.

After lunch we had to get ready to depart from harbour. The gangway was taken away, and with it access to land for ten days. It gave both a surge of excitement and the feel it was very real. We would actually be at sea for two weeks, with no stopping on land, and cut off from contact to anyone. We came up on deck and waved to the huge crowd. The atmosphere was only of excitement, everyone together on the deck cheering and waving gave a thrill. We looked with curiosity at our surroundings as the ship ambled out of the harbour, the odd few people would still wave.

When we got sailing properly there was a lot more order. My first watch was 20:00 to 24:00. It was bitterly cold and I remember standing around and looking out towards the view. It was so breathtaking and you really became absorbed in the sea as you looked into its depths. It still had not sunk in that I was on a ship, to me it felt odd because everything is so spread out and big. The boats I am used to sailing are small dinghies where you have hardly any room to move around. It felt like a fancy moving hotel or castle.

Although it was freezing, being on watch and helping out with the ropes and sails was enjoyable. At this time of the day the sun was caught on the waves beautifully, and the sea glittered as if made of crystal. At the end of our watch we all went to the bowsprit at the front of the ship with netting slung below it. We put on our harnesses and five of us slowly made our way onto the bowsprit. It was slightly nerve-racking because the holes of the netting were almost as big as your feet, and the water beneath you was swishing against the bow of the ship. Although we were anchored when we finally clambered on to the front of the bowsprit, it truly felt amazing. You could feel the whole boat and you felt at risk closer to the water as it was just beneath your feet. You could see everything, the full glory of the ship upon the navy sea and the moon looking like a yellow drum above. We saw tons of jellyfish, amazing with their bright colours as they glowed in the dark and glided along in the current.

Monday 6 July

Today the sailing pace was faster. At noon the race started. The skies were full of grey clouds and rain fell. The gusts of wind were warmer than last night. Hoisting the sails and working the ropes was more enjoyable as all the crew were helping. The sails caught the wind, the ship was tilting and almost brushing the sea as we travelled apace. In our spare time, we played card games, which really brought us together, despite being of different nationalities.



Northern Ireland to Norway

Leila's Log

As time went on, the weather became more fierce and the waves made it hard to walk with the motion of the ship. At food time this made matters truly hilarious as you would slide down the benches with your food as the ship rocked back and forth. After supper every day we had Happy Hour, not where we all have free drinks, but where we all clean the ship with music blasting out of the crew's speakers.

Tuesday 7 July

A very early start today as our watch had to go on at 04:00-08:00. The weather was cold, but I had more layers on, so it had become bearable. As we walked onto the foredeck you could see the hollow cloud of fog that surrounded the ship like a blinding cape.

It was scary to see a mile or so of sea, then a concave of white nothingness. This sort of weather is when you really need a lookout. When I was on lookout I saw a ship just slowly disappear into the foggy horizon, even though it was only just over a mile away, and then it would suddenly appear again. As much as I tried to stay alert, the morning hour was too early for me. Later on the fog cleared and all the crew joined in to tack the ship. The wind had picked up a lot and the sea was a lot rougher. It was pouring down with rain. The ship tilted to such a dramatic extent in the foredeck that water from the waves would shower over people, but everyone always smiled and laughed when they got caught out. It was great, exciting and fun.

I felt I worked better with sails in this weather. After

we had tacked, a lot of people went inside. Quite a few were feeling seasick, some were actually sick. Touch wood, I have never been seasick yet!

Wednesday 8 July

Today we decided to anchor, the wind was not very good and we would have to keep on tacking but would not make much progress. We decided to wait for good wind, calmer and better for everyone.

All day we rested, playing card games as well as helping prepare food. 3pm, we decided to get going again. It was sunny today, but I preferred the weather yesterday, although raining and cold, it was more exciting. After an hour's sleep I was full of energy. Two of our crewmates had a penny whistle and drum. It was great Irish music and people started to jollily dance. One of the crew had brought his tap shoes and could River Dance in time to the music. Absolutely amazing, despite the boat rocking back and forth.

Learning each other's traditional dances was so much fun, giving the muster station a real buzz about it. Called out to tack, it proved to be easier than usual, playing limbo under the safety ropes.

I got an hour's sleep before waking for the watch at 12:00-04:00. The weather was cool, the wind was cold but a big plus was that there was no rain. The trainees on watch before were talking of seeing seven whales. Our watch thought they were making it up! But someone shouted 'whale!' We all rushed to

the sides and you could see the blue leather-textured fin and spout where they puff out their condensed air. The small whales were Minke. I saw about six, but they were so quick you could only catch a glimpse. It was amazing.

Thursday 9 July

Still on look out, I watched five crew mates climb carefully up the mast to undo the knots of the topgallant to let the sails down. The temperature by 02:00 had dropped and the wind had got greater as we were going more northwards. The ship began to rock violently and was travelling at a great speed, throwing the mast all over the place. The cold chill travelled down the neck as it got colder. At one point we were travelling at the high speed of 10 knots and overtook another boat, meaning we moved up to 9th place out of 50 boats.

After being relieved from the watch, I slept for four hours, but missed breakfast, which was so frustrating. This one time I missed out, it had to be the best breakfast we have had: bacon with camembert on toast and boiled eggs! Our next watch was 16:00-18:00. There was not so much work to do on deck for sailing the ship, which I personally thought was a shame because I like to keep myself busy. I preferred it when we were constantly tacking, because it was more



exciting, but the ship was going well, so that is just how it is. In the evening we played card games, but stopped to see the sunset as if it was a show.

Friday 10 July

We had the early wake time again for the 04:00-08:00 watch. But it was worth it. We watched the beautiful display of the sun rising and kept eyes locked on the scene until it had all but faded back into a blue muffled reflection of the sea.

There was a lot more to do on the sailing watch. I thoroughly enjoyed it, taking lots of sails down and hauling ropes so we would not have to do it when the wind picked up. On the foredeck we caught sight of some bottlenosed dolphins, one gliding through the sea repeatedly next to the ship. We glimpsed them for roughly 15 seconds, too quick



Leila's Log (cont.)

to even snap a photo, before they dived deep back into the sea.

After messing around and lots more card games accompanied by good music, we had our watch from 20:00-24:00. We did some hauling on the ropes for the sails, but afterwards there was only duties like getting tea and coffee for everyone. This proved a hard enough challenge, as everything was falling off the walls. After a few rounds of that, we went back to the wheelhouse and spent the remaining time on watch inside. It was freezing cold outside, and very slippery. I could not help skidding across the deck. It also did not help how lopsided the ship was.

Saturday 11 July

After a good sleep we had our watch at 08:00-12:00. It was freezing cold again and the sea was washing high against the ship so when I was on lookout the sea water would spray my coat. I went back on sailing watch and we had to take the reef rope out of

the mizzen sail, and then all of the trainees hoisted the rest of it. Today Happy Hour was especially fun. Instead of cleaning we were taught salsa, which was incredibly fun. I loved it, and was awful at it!

Sunday 12 July

We were up early at 04:00 today, but I was too excited to feel tired, with only a few hours before the race finishes. A lot of people not on the watch helped as well, as we needed more hands on deck to help heave ropes to make a tack.

After our watch I slept through breakfast again, but this time there was no bacon or eggs, luckily. After lunch we all helped on deck and we finished the race around 12:00. We came 6th! We celebrated by raving to music blasted out from the speakers, which was really fun and created a great atmosphere, with everyone just having a great time. Taken up by the moment, I plucked up the courage to go aloft and tie the mainsails up.

Leila Loram, Bristol Channel Area

Welcome aboard

AREA NO.	BOAT	MEMBERS' NAMES	POSTAL ADDRESS
BC	6042	Mr Jeffrey Maggs	Garden Cottage Sedbury Chepstow NP16 7EY
DB	6044	Mr Jim Gorman	18 Beech Park Drive Foxrock Dublin 18 Ireland
EC	6020	Mr Andrew Balfé & Mrs Lucy Balfé	22 Point Clear Road St Osyth Essex CO16 8EP
EC	6021	Miss Brigitte Texier-Pauton & Mr Malcolm Clark	24 Melrose Road West Mersea Colchester Essex CO5 8JB
EC	6029 Teal	Mr Mike Dixon	10 Stablegate Way Market Harborough Leics. LE16 8FA
EC	6032 Deirdre	Ms Eleanor Gassman	78 Merrow Woods Guildford GU1 2LN
EC	6034 Ruby	Mr Peter Rowe	Potash Abberton Rd Layer de la Haye Colchester CO2 0JX
EC	6035 Punka	Mr David Shannon	80 Fulham Park Gardens SW6 4LQ
EC	6036	Mr Elliot McCaffrey	46 Englewood Road Clapham South London SW12 9NZ
EC	6041 Tiki	Rev Robert Rose	47 High Street Wickham Market Woodbridge IP13 0HE
EC	6045	Mr Richard Titchener	11 Butt Lane Maldon Essex CM9 5HD
NE	6038	The Blyth Tall Ship & Mr Clive Gray	12 Alnside Whittingham Alnwick NE66 4SJ
NE	6040	Mr Steve Fullerton	19 Cottingwood Lane Morpeth NE61 1DT
NI	6025	Mr John Heyes	5 Glen Road, Cultra Holywood BT18 0HB
NI	6037	Mr Michael Meharg & Mrs Louise Meharg	27 Bridge Road Helens Bay Bangor Co. Down BT19 1TS
NWA	6046	Mr Cole Manson & Mrs Janet Manson	Uwch Aled Llansannan Denbigh LL16 5LN
SOL	6022 Naida	Mr Iain Tolhurst	2 West Lodge Hardwick Whitchurch on Thames RG8 7RA
SOL	6024 Katie Morag	Mr Frank Davies	Littlegate Dodsley Grove Easebourne Midhurst W Sussex GU29 9BE
SOL	6026	Mr George O'Connor & Mrs Joanna O'Connor	Vine cottage Itchen Abbas Winchester SO21 1BQ
SOL	6027	Mr Henry Reynolds	Bucksfield House Woolbeding Midhurst GU29 0QB
SOL	6028	Mr George Reynolds	Bucksfield House Woolbeding Midhurst GU29 0QB
SOL	6030 Hyrst of Eremue	Mr Kim Fenton	18 Inhurst Avenue Waterlooville Hants., PO7 7QS
SOL	6031 Diane	Mr Edmund Hewitt	5 Thorney View, St Peters Road Hayling Island PO11 0RU
SOL	6033 Artemis	Mr Peter Firstbrook	Peveril Sea View Road Cranmore Yarmouth IoW PO41 0XU
SOL	6039 Jenny	Mr Roger Brown	21 Kirby Road Portsmouth PO2 0PG
SOL	6043 Ark Royal	Mr Richard Smurthwaite & Mrs Helen Smurthwaite	Bush Cottage Crossbush Lane Arundel BN18 9PQ
SOL	6047 Nellie	Mr Barry Marshall & Mrs Christine Marshall	7 South East Road Sholing Southampton SO19 8TR
SOL	6048 Cocorico	Mr Robin Goatley	47 Dulwich Wood Ave., Upper Norwood London SE19 1HG
SW	6023	Miss Eleanor Poole	Lowley Tallett, Dunsford Exeter EX6 7BP



Avola's birthday cruise:

In the December issue of Gaffers Log, p.25, Brian Hammett recounts the first part of Avola's 50th birthday cruise. We take up the tale again as they return to the Volkerak and include a sketch map of the route, as requested by several readers of part 1.

It eased after a couple of days and we took a short trip back to the Volkerak for a second visit to Ooltgensplaat, a little uncrowded harbour on the starboard side after entering the Volkerak. There was a very noisy sheep on the banks. It had a very loud Baaaaa! Fortunately they took him in at night! A complete contrast the next day, down the Volkerak through the dreaded Krammersluis to St Annaland, a very large Marina with superb facilities including one of the best restaurants in the Delta Region specialising in locally caught lobster. We treated ourselves!



Our next destination was Wemeldinge on the Oosterschelde, a large well run marina where 50 or so Old Gaffers assembled last year for the Dutch OGA 10th anniversary cruise. We had a great weekend before setting off. What a party that was. Wow! Florence and her family have a holiday home on the side of what was an old lock, one of the lockkeepers' cottages. We met up with them and they invited us to dinner, mussels. Special family recipe: mussels cooked in white wine with thyme, onions, bay leaves and a touch of garlic. They tasted great!

Now nearing the end of our first month on the boat we made for Tholen at the eastern end of the Oosterschelde and moored right outside the Clubhouse. As the facilities block was underneath it we took advantage and got the washing done. Tomorrow we were going to Bergen op Zoom to leave 'Avola' for a few days as I had promised to be Officer of the Day for the Annual OGA East Coast Race at Brightlingsea.

The next morning it rained and rained, thank goodness for the wheelhouse. We arrived at Bergen and moored at the local club WV De Schelde. Howard and Sue with 'Victoria' had arrived five minutes before us. This is the harbour where Keith and Julie are keeping 'Maryll', due to arrive from England the next day probably after we had left to catch ferry home. Howard and Sue came to dinner on board. The rain had stopped and it was a lovely evening. The next day, 14 July, was Avola's birthday, 50 years old. We were up early, and 'Avola' had three cards, a present of a bottle of Shippers Bitter from Kees and Anneke, and, shock horror, a portable barbecue from 'Victoria'. I hate barbecues, the food is always under or overcooked and I have always maintained that cookers were invented to replace barbecues! After a champagne breakfast on board with Howard and Sue as Avola's guests we went to catch the ferry home after a wonderful first month in paradise.

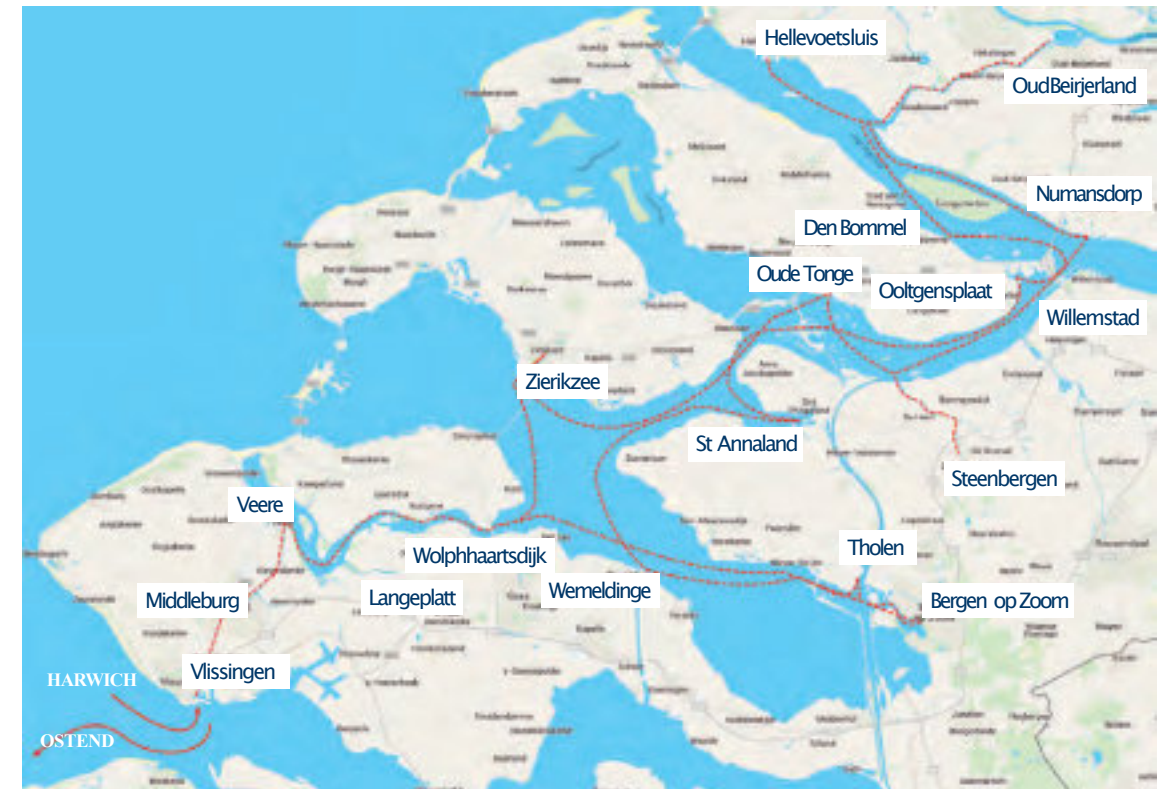
On 21 July we returned to the Netherlands, this time with our regular crew Phil and Wendy, to find that Avola's wheelhouse had been decorated in honour of her birthday. At this point I should explain an old Dutch custom. In Holland when you reach 50 and haven't had any children you will receive a visit from Sarah. Who is she? You may well ask. If you remember your Old Testament you will recall that Abraham did not have any heirs until his wife Sarah produced a child at the age of 50. In our wheelhouse were lots of 'Sarah' decorations including Sarah herself. A blow up doll, fully dressed of course.

We were on our way to Willemstad to register for the Dutch Classic Yacht Regatta which, in spite of crewing with us for years, they had never attended. The regatta is held every two years and the first one was in 1989. We have attended all but one of these events and this was when we went to Cowes for the Jubilee celebrations.

We arrived at Willemstad, after a nine-hour dash, registered caught up with our many friends, and got to bed eventually. The next day was the passage race to Hellevoetsluis where the Regatta is held. There was not much wind so we were well down the fleet. About 100 boats were at the Regatta Bermudan and gaff from Holland, Belgium, Germany and UK. The event ran over four days with racing every day, we hoped.

No racing the first day as we were shopping for Avola's birthday party the next evening. No racing the next afternoon as there was no wind. Great party on and around 'Avola' with Sarah sitting on the boom. 'Avola' had lots of presents, books, pictures (of her) and a clog signed by all her friends, English, Dutch and Belgian. It was a great day. Racing was cancelled the next day as it blew F11, the strongest wind ever recorded in Hellevoetsluis at that time of year.

We were able to fit in one race during the Regatta and did well in the Gaffers class, finishing 8th out of 16 and beating 'Transcur' who came 13th. I will never let him forget it!



Avola's birthday cruise

The Regatta was, in spite of the weather, very good with food and entertainment every evening in the marquee. When the Regatta finished a 6pm on the Sunday we adjourned for a barbecue for gaffers at our friend Arjan's house. Several of us stayed in Hellevoetsluis the next day as it was still blowing hard. We all met in the local Yacht Club for a very sociable evening. Off to Den Bommel the next morning as Phil wanted to purchase homemade jam.

Starting back now for home in a leisurely fashion with Zierkzee first for more mussels then Tholen, one of Phil and Wendy's favourite harbours, back to the Veersemeer and Langeplatt for the barbecue. I had finally given in and agreed to it. Well, we purchased a disposable barbecue (the one 'Avola' was given had gone back to England). Phil and Wendy offered to cook, jacket potatoes, burgers, chicken, sausages, and coleslaw. Well, the jacket potatoes were only cooked about half an inch in, the chicken went cold, the burgers and sausages weren't cooked properly and then the barbecue went out! The coleslaw was very nice! It had been a disaster! Wendy and Phil admitted that at home they cooked the food on the cooker indoors and finished it off on the barbecue. Barbecues, I rest my case!!!

Beautiful day the next morning and we circumnavigated the Veersemeer ending up at Orangeplatt, a very nice marina with superb facilities tucked away at the south corner of the lake. On to Veere where Dutch friends Edgar and Else in 'Windbreker' and more from Arnemuiden near Middleburg arrived in the evening. A great party again!

We had decided to go down to Oostende and cross from there as it is a shorter crossing, 80 miles to Harwich and at this time of year can be done in daylight. So we went to Middleburg to take on diesel, down the canal and across to Breskens for a last meal of mussels before leaving the Netherlands. For several days our battery switch had been playing up. There was a good chandlery in Breskens and they had one in stock, I didn't fancy a North Sea crossing with a dodgy battery switch!

The next morning we set off for Oostende taking the outgoing tide. By the time we passed Zeebrugge the wind had increased to F6 SW and it was very rough, wind against tide, awful. Arrived eventually at Oostende and moored at the Royal Belgian YC for the night. Forecast was good for the next day and we set off at 6am. Had a super crossing, wind SE, and arrived at Shotley Marina Harwich at 6pm. Gentle cruise up the Orwell the next day to Ipswich our home port.

Wonderful, wonderful, cruise one of our best ever and a fine way to celebrate Avola's 50th birthday.

Total distance Ipswich to Ipswich: 577 nautical miles

Brian Hammett, East Coast Area



Photos: Sue Lewis

Laying up: a wooden boat's view

Solent Area member, John Lewis, has contributed this poem, penning it from the wooden boat's point of view.

That time of year has come again, when the sun sets soon after tea.
My owner thinks less of hoisting the sails, in response to the call of the sea.
Memories fade, of the passages made, quiet anchorages bathed by the moon.
Now morning's moist air, cobwebs adorn, and my decks remain wet until noon.

His mindset is now, on the winter ahead, jobs list grows longer and longer.
Late autumn storms, early frosts become norm, make the need to haul out even stronger.
As that shore time draws near, he removes all my gear and my engine's 'life blood' is changed.
My sails are unbent, to the sailmaker sent, and a time to be hauled is arranged.

This part I now dread, to the hoist we now head, the touch of the straps I can feel.
As they pass slowly aft, to the depth of my draft, then pull tight on my bilges and keel.
Please God make them strong. Let nothing go wrong. To be dropped would all end in despair,
If the survey report said, "we cannot support, the cost of such major repair".

Thankfully my lifting was done with great skill and I comfortably sit in my cradle.
The refit has started, my owner, warm hearted and with love does the things he is able.
He'll correct signs of ageing, rubs me down from a staging, prepares me for painting and varnish.
He'll polish the brass on my old cabin lights, hard rubbing removing the tarnish.

The loo will be stripped, the water tanks cleaned, the plumbing all checked out for leaks.
With meticulous care, he will search everywhere, the smallest malfunction he seeks.
All my lockers are opened and floorboards

are raised, ventilation the way to stop rot.
He knows all the ways, to achieve carefree days, no maintenance can be forgot.

By springtime I know I'll be ready to go, with everything shipshape and bright.
But I still have my fear, as I do every year, as I sit in the yard that last night.
Will my re-launch be safe, like my haul out last fall? Will my fend-offs be carefully placed?
So my new topside paint will not suffer a scrape, now I'm ready the ocean to face?

Launch time has arrived. A warm sunny day. My owner, his heart filled with pride.
He too feels the tension, [but to yard men won't mention], as his mistress is ready to ride.
'Cross the yard where I'll get, my new bottom paint wet. And my engine will burst into song.
He's checked 'neath the floor, no water he saw, all lines are cast off, nothing wrong!

Wrestled free from the earth, on a mooring or berth, the taste of the salt on my keel.
I feel cherished and cared for by my owner again, the caress of his hands on my wheel.
Our first sail will be soon, under stars and full moon, or in springtime sunshine or cloud.
I'll know he still loves me when I see his smile, or when hearing his shanty sung loud.

The dread of the haul out and launching are gone, happy thoughts in me abound.
This is what yachts were built for, to float on the sea, not propped up on poles on the ground!
To be an owner's delight, is all we ask through our life, just attend to our needs, and we
Will give you our strength; keep you happy and safe, when together we venture to sea.

News from the yards

Restoring a Centenarian

A group of Gaffers from DBOGA visited Renvyle in Connemara in the West of Ireland during autumn 2015 to give a helping hand to Paddy Murphy in restoring his beautiful Manx Nobby 'AighVie' to her former glory.

This fine craft was originally built at Peel, Isle of Man, by Nicholson & Watson for Mr William Ball, first registered as RY40 (Ramsey). She was later purchased by the Adare brothers from Balbriggan and re-registered as D79 (Dublin), then finally purchased by Billy Smith and registered as B113 (Belfast).

The boat is currently undergoing a major reconstruction and conversion to a pleasure craft by Paddy and work is well advanced. Paddy hopes she will be fully fitted out in time to join in the Peel Sail Festival, August 2016, when she will celebrate 100 years since being built.

David Owens, Dublin Bay Secretary



Send us your news from the boatyards to share in the Gaffers Log and on the OGA website: log@oga.org.uk

Bristol Channel Area: 'Charlotte'

First reported in June, 2015, we have received an update from the Bristol Channel Area on 'Charlotte', Morecambe Bay prawner. She is ashore at World of Boats, Cardiff. Find photos and a progress report on the OGA website: www.oga.org.uk/news/restoration-charlotte

Charles Sibbick cutter, 'Witch', destroyed by fire

On 25 January, 2016 a major fire broke out in the Medina Boat Yard, Cowes, Isle of Wight resulting in the loss of many historic boats. One of the yachts destroyed in the huge fire was 'Witch', a 36' gaff cutter built by Charles Sibbick in Cowes, 1902.

OGA member Martin Nott had owned her for nine years and was nearing the end of her restoration. There were about four planks still to replace, plus the garboards. The new deck had been started. 'Witch' will be remembered by many OGA members as the bright green yacht moored in Yarmouth Harbour from the early 1970s. Sadly only a few bronze fittings, the iron floors and hanging knees remain. Even the 4 ton lead keel was reduced to small lumps, although the inscribed brass rudder head and tiller were safe, and do remain. Anyone interested in the history and restoration can look at: www.witch1902.co.uk

A very sad end after 114 years. The full story of 'Witch' will be published in Classic Boat Magazine, May, 2016.

Martin Nott, Solent Area



Gaff rig: past, present and future



OGA Photo Competition, 2015. Young Photographer 1st prize 'Mary Hay off Plymouth' by Joanna Wolstenholme

Judges' comments: 'Well composed, sharp, well lit with good action and the background gives good context without dominating the subject.'

East Coast member and designer, Andrew Wolstenholme wrote an article where he suggests there's more to modern gaffers than 'nostalgialite'. First published in Watercraft Magazine, the article is available on the OGA website, and there is a Gallery of boats from the online Boat Register to illustrate some of the points raised. Andrew closes his article:

"Our fondness for gaff rig was born through the old working boats, and long may they continue to be loved and sailed, but maybe the time is right for a true re-birth of gaff. The first steps in this latest stage of the rig's evolution have been taken and I believe that the future for gaff is bright, but it is up to designers, builders and most importantly the customers, to encourage its continued development."

What do members think? Let's open the discussion here through the pages of Gaffers Log and via the website . . .

www.oga.org.uk/about/gaff-rig

www.oga.org.uk/eastcoast/galleries/modern-gaffers

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Contact lenareekie@talktalk.net



Photo: Edward Manning



Probably the largest traditional boat gathering on the East Coast



The English Raids

www.raidengland.org

At the AGM Moray MacPhail talked about Raids: 'Refreshing the parts other rallies cannot reach'. Geoff Probert outlines the background to these events and urges members to join in.

The idea of an English Raid was first suggested by a group of Dutch small boat sailors whilst we were sailing in the Netherlands. Being guests, what could we do but agree with them? Maybe the copious amounts of Aquavit, provided by my Norwegian cousin, helped. But it all seemed quite reasonable. Perhaps I should explain what a Raid is, and how we came to be in The Netherlands.

The objective of Raids is to encourage recreational coastal voyaging in attractive locations using only sail and oar. Raids wish to encourage the use of traditional boats, well-suited to the objective, and the development of new boats able to carry on the sail-and-oar tradition. A typical Raid attracts 15-40 boats with a wide range of designs and abilities, from several European countries, 10' – 30' in length, largely gaff or lug-rigged. Some are better at sailing, some at rowing, but all are capable of making progress in both.

Raids have been held in the Douro River, Portugal; Great Glen, Scotland; Blekinge/Karlskrona archipelago, Sweden and Finland; Venice Lagoon and The Netherlands. Much larger events at Morbihan, Douarnenez and Milford Haven have characteristics of Raids, but involve entertainment and

sponsorship on a scale the ordinary raider can only dream of.

Many OGA Trailer Section members will be familiar with my boat, 'Molly', a modern replica of a New Bedford Whaleboat. She should not be confused with a Montagu Whaler which those who may have had Naval training will fondly (?) remember as a heavy boat to row but with a surprising turn of speed under sail.

'Molly' was originally commissioned by George Trevelyan in 2003 for The Henley Whalers and I was able to buy her in 2006 and keep the Club alive. Although 28' long, she is easily trailed. Between us George and myself had already trailed 'Molly' to Sweden, Scotland, Venice, Brittany, Pembrokeshire and The Netherlands. She had won prizes under oars in The Great River Race and The Eddystone Challenge. We had built up very friendly relationships with the other small-boat sailors who attend these events.

Whilst taking part in the Dorestad Raid exploring the lakes, rivers and canals of

The Netherlands the subject of similar events came up. We had met many of the Dutch sailors before and soon the inevitable question of, 'When are we going to have an English Raid?' was raised. Not wishing to offend (and the previously declared Aquavit) we naturally said, 'Yes, what a good idea.'

A few months later whilst in correspondence with one of the Dutch sailors, he brought up the by now forgotten subject. I phoned George subtly asking when he was going to do anything about it. Being a Gentleman he decided to crack on, and started organising the first English Raid. I felt guilty about my subterfuge. I set up a bank account under the name of Raid England and agreed to handle the administration, finance and website whilst George, based at Lymington, would look after the sailing routes, mooring sites, safety boats, trailer parks and catering. We relaxed the 'rule' about sail-and-oar allowing boats that carried engines, which has been a

feature of Raid England (as we called ourselves) ever since.

George is a member of Royal Lymington Yacht Club. The Club and its Members have provided a lot of support including a safety rib to accompany the surprising number of Lymington River Scows that entered. These small 11' boats surprised some of their owners by how well they sailed in the open Solent. Held over four days, the course went from Keyhaven, Medina River, Ashlett Creek, Beaulieu River, Newtown Creek, Lymington returning to Keyhaven.

Raid England has taken place every year since 2010 and has organised events in The Solent, East Coast, Norfolk Broads, Falmouth and Plymouth. Many thanks are due to all the local organisers. This year we are extending our remit and planning a Raid based on the Clyde at the Blairvadach Outdoor Centre at Rhu, near Helensburg in Scotland!

To understand more about Raids, the many types of boats that take part in them and for further details of this year's Raid, visit the Raid England website:

www.raidengland.org

Geoff Probert, Trailer Section

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Main image : Photography Credit: Gill Moon | Smaller Images Photography Credit: Emily Harris



The fleet at St. Just in Roseland, 2014 Photo: Geoff Probert

Irish Sea notices

Celtic Cruise in Company: 8 – 16 August 2016

The Irish Sea regions of the Gaffers, Dublin Bay, Northern Ireland and North Wales have teamed up to organise a Cruise in company. Open to all, so why not come along?

We plan to leave Peel on Monday 8 August heading for Portpatrick and, weather permitting, to Campbeltown, Tarbert, Ardrishaig, through the Crinan Canal returning by Islay, Rathlin Island to finish in Glenarm or Bangor, County Down. An alternative cruise around the Clyde may offer itself if weather proves unsuitable.
www.oldgaffers.com/celtic-cruise



Portaferry Sails and Sounds: 17 – 19 June 2016

Northern Ireland OGA has teamed up with Portaferry Sailing Club to re-invent the traditional sailing regatta. Find more details in the Northern Ireland Area report (p.48) and online:

www.portaferrysailsandsounds.co.uk
Find us on Facebook
www.facebook.com/Portaferrysailsandsounds



OGA Photo Competition, 2015. Young photographer Highly Commended 'Fraoch heading to Carmel Head' by Simeon Head

Judges' comments: 'A lovely sea and sky, well exposed with a tiny centrally positioned subject. This might have worked if it wasn't for the distraction of the large square building. Well tried.'

OGAEvents around the Areas: 2016

This Calendar lists events organised by the OGA alongside other events which may be of interest to OGA members. Details were confirmed mid-February. Contact Area organisers or visit the OGA website for up-to-date information. Please help Organisers by registering as early as possible.

AREA	DATE	EVENT	LOCATION	MORE DETAILS
BCA	29 – 30 April	80th Annual Pilot Cutters Race *	Barry YC	www.oga.org.uk/events/pilot-cutters-cock-channel-race-2016
SOL	30 Apr – 2 May	Pilot Cutter Rally *	Royal Solent YC	www.royalsolent.org
NL	5 – 8 May	Havenfeesten Blankenberge *	Blankenberge	Peter Sabbe: peter@agence.be www.havenfeesten.be
BCA	6 May	BCA Day Cruise: Down Channel	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com www.oga.org.uk/eastcoast/events
EC	7 – 8 May	EC Gaffers vs. Tollesbury SB	Tollesbury	
TS	17 – 21 May	Venice Raid * SB	Venice Lagoon, Italy	www.velaraid.it/eng
BCA	20 – 21 May	Tenby Weekend Cruise	Tenby, Pembrokeshire	Patrick Vyvyan-Robinson: patrick@alltybrainfarm.co.uk
SCO	20 – 22 May	Campbeltown Classics	Campbeltown	Neal Hill: scotsec@oga.org.uk
FR	21 – 22 May	Escale a Gravelines *	Gravelines	Francois Ahond: franahond@yahoo.fr
DB	21 – 23 May	Blessing of the Boats & Youth Sailing Project	Poolbeg YBC, Dublin	dbsec@oga.org.uk
DB	22 May	Asgard Trophy Gaffers Race	Poolbeg YBC, Dublin	dbsec@oga.org.uk
NL	26 – 29 May	Oostende voor Anker *	Oostende	www.oostendevooranker.be
TS	27 – 29 May	Messing about in Boats	Lechdale	keith.mosley@btinternet.com
EC	28 May	Medway Smack & Barge Match *	River Medway	www.sailingbargessassociation.co.uk
SW	28 – 29 May	Heritage Sailing Regatta *	Brixham	www.brixhamheritagesailing.org.uk
EC	28 – 30 May	Crouch Rally	Crouch & Roach	www.oga.org.uk/eastcoast/events
SCO	28 May – 4 June	Sail Caledonia & The Scottish Raid *	Fort William to Inverness	www.sailcaledonia.org/
SOL	2 – 5 June	Yarmouth Gaffers Regatta SB	Yarmouth, Isle of Wight	www.oga.org.uk/solent/event/yogaff-2016
TS	3 – 5 June	Beale Park Boat Show * SB	Pangbourne, Berkshire	www.bealeparkboatandoutdoorshow.co.uk
DB	4 – 6 June	Dublin Bay OGA Regatta	Poolbeg YBC, Dublin	dbsec@oga.org.uk
SOL	9 – 12 June	Lymington Regatta *	Lymington	www.oga.org.uk/solent/events/lymington-regatta-2016
NL	11 – 12 June	Charity Cup 2016 *	Goesse Sas, Oosterschelde	Sjef Menu: menu@planet.nl
EC	11 – 12 June	Kent Rally	Chatham Dock Yard	yvonne.kajan@gmail.com
BCA	11 – 18 June	Seafair Haven 2016 * SB	Milford Haven	www.seafairhaven.org.uk
SW	17 – 19 June	Falmouth Classics *		www.falmouthclassics.co.uk
NI	17 – 19 June	Portaferry Sails & Sounds Classic Portaferry Boat and Music Festival		www.portaferrysailsandsounds.co.uk
NW	18 – 19 June	OGA Annual Race, short race and boat jumble	Liverpool Marina and the Mersey	Tom Middlebrook: john@jtmiddlebrook.co.uk
FR	18 – 19 June	la Route du Sable * SB	Rosnoen, Brittany	www.antreizh.fr/crbst_14.html

* OGA is not the main organiser. SB indicates small boat activities are planned.

AREA	DATE	EVENT	LOCATION	MORE DETAILS
SW	20 – 22 June	SW OGAHelford River Rally	Helford River SC/ Port Navas YC	Don Garman: dj.garman@btinternet.com
NI/TS	22 – 25 June	Classic Regatta SB *	Carrickfergus SC	classic@carrickfergussc.org
NL	24 – 25 June	Brouse Classics Regatta *	Grevelingenmeer	Frank Zomerdijk: info@zozo.nl
EC	25 June	Rowhedge Regatta *	River Colne	nickybaker@aol.com
EC	25 – 26 June	Swallows & Amazons SB	Walton Backwaters	www.oga.org.uk/eastcoast/events
EC	25 – 26 June	Thames Smack & Barge Match *	River Thames	www.sailingbargeassociation.co.uk
SOL	25 – 26 June	Bembridge Rally	Bembridge	Tim Aspden: t.aspden@virginmedia.com
BCA	28 June	BCA Day Cruise: Up Channel	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
BCA	30 June	Cardiff Bay Race	Cardiff Bay YC	Charlie Harris: charlieandsueharris@hotmail.com
TS	1 – 3 July	Norfolk Gathering SB	Thurne, Norfolk	Keith Mosley: keith.mosley@btinternet.com
SW	1 – 3 July	SW OGASTart Bay Annual Race & Rally SB	Dartmouth	admin@southwestgaffers.org.uk
SOL	2 July	Round the Island Race *	Cowes, Isle of Wight	www.roundtheisland.org.uk
SOL	11 – 15 July	Cowes Classic Week *	Cowes, Isle of Wight	Brian Corbett: +44(0)7860 891395 www.cowesclassicsweek.org.uk
FR	13 – 24 July	Brest & Douarnenez Festivals * SB	Brest & Douarnenez	www.oga.org.uk/events/brest-and-douarnenez-2016
NL	14 – 16 July	Van Loon Hardzeildagen *	Oosterschelde – Veerse Meer	Nick van Raaij: grandpa@zeelandnet.nl
TS	15 – 17 July	Rutland Water cruise SB	Rutland Water SC	keith.mosley@btinternet.com
SCO	15 – 17 July	Tarbert Traditional Boat Festival	Tarbert	malleemok@live.co.uk
NWA	15 – 24 July	Conwy River Festival *		www.conwyriverfestival.org
NW	16 July	OGANE Race: Albert Dock Liverpool to Fairway Buoy Conwy	Liverpool to Conwy	Tom Middlebrook: john@jtmiddlebrook.co.uk
NE	16 – 17 July	Northumberland Plate Festival	Amble/Blyth	Jim Bell: nesec@oga.org.uk
NWA	23 July	OGANWA	Conwy	Sue Farrer: sue@psfarrer.co.uk
BCA	26 July	BCA Day Cruise: Up Channel	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
SOL	29 – 31 July	RSYC Taittenger Regatta *	Yarmouth, IoW	www.royalsolent.org
SW	29 Jul – 2 Aug	Plymouth Classics *	Plymouth	www.plymouthclassics.co.uk
EC	30–Jul	EC Annual Race & Rally: SB	Brightingsea, River Colne	www.oga.org.uk/eastcoast/events/ east-coast-race-2016
SW	2 – 5 Aug	Fowey Classics *	Fowey	www.foweyclassics.com
NW	4 Aug	Race: Liverpool to Isle of Man		Tom Middlebrook: john@jtmiddlebrook.co.uk
TS	5 – 7 Aug	Clywedog Rally SB	Clywedog SC, Llanidloes, Wales	Keith Mosley: keith.mosley@btinternet.com
NWA	5 – 7 Aug	Peel Trad. Boat weekend *	Peel, Isle of Man	www.peeltraditionalboat.org
NE	6 – 7 Aug	Coquet YC Regatta	Amble	Jim Bell: nesec@oga.org.uk

* OGAs not the main organiser. SB indicates small boat activities are planned.

AREA	DATE	EVENT	LOCATION	MORE DETAILS
TS	8 – 12 Aug	7th English Raid (in Scotland) * SB	Blairvadach Outdoor Centre, Helensburgh	www.raidengland.org
DB/NI	8 – 16 Aug	Celtic Cruise in Company	Peel Isle of Man, Scotland, Ireland	www.oldgaffers.com/celtic-cruise
SW/TS	12 – 14 Aug	River Dart Rally SB	Dittisham SC, River Dart, Devon	Gil Hayward: gilbert.hayward@btinternet.com
NL	12 – 14 Aug	Oosterscheldetoertocht	Oosterschelde	Dirk Peeters: dirkpeeters@scarlet.be
FR	12 – 15 Aug	le Branlebas de Regates *	St Malo	Malcolm Shirley: malcolmshirley@aol.com
SOL	13 – 14 Aug	Beaulieu Rally SB	Beaulieu River	Marion Shirley: 52marion@live.co.uk
EC	13 Aug	Swale Match *	Swale, Harty	Leena Reekie: leenareekie@talktalk.net
NL	18 – 22 Aug	Dutch OGASummer Race SB	Scheveningen YC	Cees Van Spierenburg: voorzitter@oldgaffers.nl
EC	20 Aug	Whitstable Harbour Match *	Whitstable	Leena Reekie: leenareekie@talktalk.net
NE	20 – 21 Aug	Coquet YC Regatta, incorporating 'Harris Trophy' NEOGARace	Amble	Jim Bell: nesec@oga.org.uk
EC	20 – 29 August	EC August Cruise: SB	Rivers Stour, Orwell & Deben	Clare Thomas: clare.thomas@btinternet.com
NE	20 – 30 August	Tall Ships International Regatta & Maritime Community Festival *	Blyth	www.tallshipsblyth2016.com
SW	26 – 29 August	The Islands Regatta *	Isles of Scilly	www.visitislesofscilly.com
SW	27 – 28 August	Dartmouth Regatta *	Gaffer racing	www.dartmouthregatta.co.uk
BCA	1 Sep	BCA Day Cruise: Down Channel	Cardiff Bay	Charlie Harris: charlieandsueharris@hotmail.com
NWA	2 – 4 Sept	Holyhead Traditional Boat Festival: SB	Holyhead	Sue Farrer: sue@psfarrer.co.uk
NE	3 – 4 Sept	RNYC Regatta	Blyth	Jim Bell: nesec@oga.org.uk
SOL	3 – 4 Sept	Solent OGAAAnnual Race and Rally		Marion Shirley: 52marion@live.co.uk
DB	10 Sept	OGALifeboats race	Dublin Bay	dbsec@oga.org.uk
SW	10 Sept	Brixham Heritage Rally *	Brixham	www.brixhamheritagesailing.org.uk
NL	14 – 18 Sept	Dorestad Raid SB *		www.natuurlijkwaren.nl
SOL	16 – 25 Sept	Southampton Boat Show *		www.southamptonboatshow.com
TS	17 – 18 Sept	Ullswater Rally	Glenridding SC, Ullswater	Keith Mosley: keith.mosley@btinternet.com
EC	17 Sept	Maldon Town Regatta *	Maldon Little Ship Club	www.maldonregatta.co.uk
TS	23 – 25 Sept	Messing about in Boats SB	Lechdale	keith.mosley@btinternet.com
SCO	23 – 25 Sept	Closing Muster		Neal Hill: scotsec@oga.org.uk
SOL	24 – 25 Sept	RSYC Centenary Chase *		www.royalsolent.org
NW	22 – 24 Nov	Social weekend away		Tom Middlebrook: john@jtmiddlebrook.co.uk

* OGAs not the main organiser. SB indicates small boat activities are planned.

Solent and East Coast notices



Yarmouth Gaffers Regatta 2-5 June 2016

The celebrated Solent gaffer fleet will be in Yarmouth as usual this summer so come and join us for fun on the water including: sailing races, rubber flubbers, sailing 'logs', music and social events for all the family, all the usual delights of Yarmouth, its pubs, shops and restaurants to enjoy and much more fun afloat in the harbour

Register your interest now at:

www.oga.org.uk/solent/events/yarmouth-gaffers-regatta-2016

East Coast Race 30 July 2016

Revised format this year to support the opportunity of a good race for all boats, with tides enabling a variety of course options.

Five new classes of boats, with boat type determining the class. This year, the East Coast Race will be the first airing of the new classes. New Class information, Notice of Race and entry form will be posted on the OGA website:

www.oga.org.uk/eastcoast/events/east-coast-race-2016

If you would like details posted to you please call:

Keith Watson +44 (0)7917 181790

email: maryll1937@aol.com

See p.52 for more information on the new classes.



Photo: Sue Lewis

Single-handed to the Caribbean

Solent OGA member Terry Coles has voyaged some 10,000 miles, many of them single handed, in 'Mahler', his 1980s built ferro-cement Norsk 35 gaff cutter.

Deciding to upgrade from his 27' Folk Dancer, in which he sailed round Britain, his choice was "nothing to do with the glories of the gaffrig" but he loved her underwater profile. "I've been learning to sail her all the time I've had her. I feel more confident and happier than I did at first. I don't mind going more slowly and waiting for wind."

"I've done it the hard way. I wasn't born into money." Terry supports himself with work in construction. Single handed, he is totally focused. "I'm like Gandalf. I arrive when I do. Money is an issue but I try not to let it get in the way of a good time."

Terry took two years refitting 'Mahler' inside and out, apart from replacing the engine. So far he has felt that money might better be spent cruising. Known as 'donkey' because it is grey, the Lister diesel engine is raw water cooled. It starts nine times out of ten and is usually simple to fix. There is no oil filter so a change is necessary every thousand hours. At only 15hp 'donkey' is a major factor in passage planning since it cannot push 'Mahler' against heavy tides. It is noisy, and smokes twenty a day!

A sea trial to Falmouth was followed by a cruise to Ireland with his wife and a friend. Terry and his wife continued to the Rias of N Spain, Portugal, Seville and on to the Azores. His wife then moved ashore.

He continued to Tenerife and Fuerteventura then, after further fitting out, to the Cape Verde Islands. A direct course to Prickly Bay, Grenada from Sao Vicente took him about three weeks.



Single-handed to the Caribbean

One night, as the wind rose, the jib jammed when a piston hank fouled on the outer forestay at the end of the bowsprit. "I had to do something immediately. I tiptoed out onto the bowsprit, reached up and released the hank. Then I sat on the bowsprit and pushed myself back along it. The water was round my waist."

"My aim is to stay on the boat. If it was tempestuous, I would go on my hands and knees to the foredeck, making me less top heavy. The main was fully reefed all the way across and back. I dropped it and lowered the boom a couple of times when it got a bit rough usually at night of course. At times I went just with a reefed staysail to hold the head up."

"My worst experience was heat stroke on the crossing because it got hot, unexpectedly and quickly. When I woke, the boat appeared rolling right over and my brain seemed

"My worst experience was heat stroke on the crossing because it got hot, unexpectedly and quickly"

in two parts with one side telling the other something was wrong. Medical advice was to lay the stripped patient out, covered in a water cooled sheet and call the emergency services! I splashed continuously using five gallons of fresh water and drank a lot. I must still have navigated but I don't remember it. In Grenada, registration was important. My outboard would not run and I tried to row

"One night I nearly bumped into a German fellow also single handing. He was about 200 yards away when we made radio contact"

ashore but was too ill. I was ticked off when I made it the next day."

Terry spent a month in Grenada. "Single handing takes it out of you. Every time you hear a sound, you have to look, just in case. One night I nearly bumped into a German fellow also single handing. He was about 200 yards away when we made radio contact."

Aiming not to motor when he left Grenada, Terry followed advice to keep to the leeward side of the island, not tacking too far out. He did find himself too far out and so set a straight course for Dominica. This was his best sailing but another night time landfall involved a close encounter with two unlit floating wrecks.

Terry prefers sailing to visiting ports. Dominica was beautiful with crystal clear water and trees from top to bottom but he was conscious that a white man with a boat is a target. He remembers one enterprising



salesman: "You want hashish? You want woman? You want car? House? Land?" And eventually, "OK bro. Respect!"

Antigua, gearing up for Antigua week, was expensive. Having anchored and viewed mega-yachts from a distance, Terry sailed on to St Maarten.

A large boat he was following through a lifting bridge suffered engine failure and drifted back towards him. Although he took avoiding action, there was a collision with damage to Mahler's bowsprit and whisker shrouds and shaking of the mast and instruments. Repairs took two days and cost 50p. But there was a claim by the other skipper and negotiation with the police commissioner. "That was the first time I had had an accident. It was shocking."

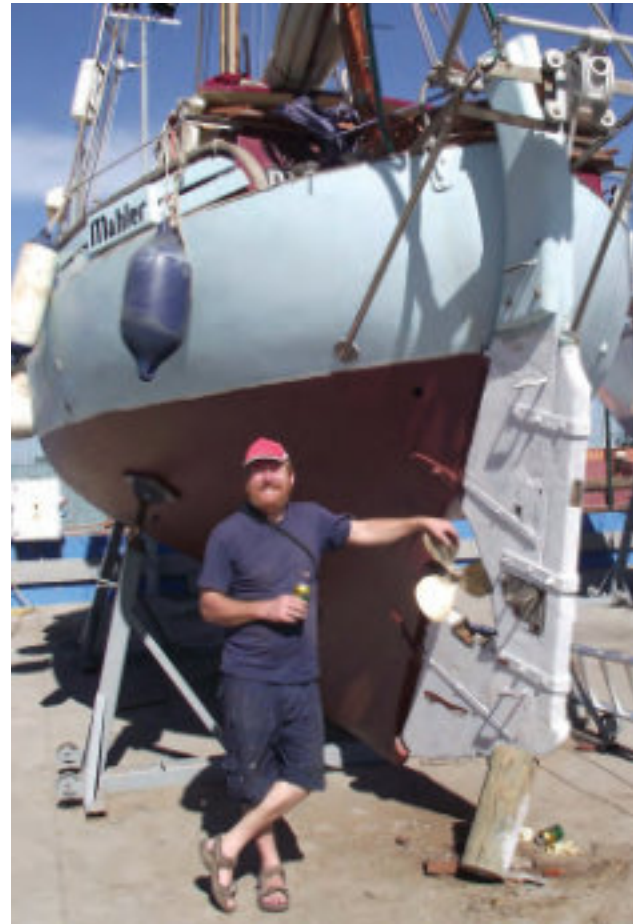
On his return crossing, Terry saw three fins rise fast and simultaneously from the water. Three male orcas were travelling touching. "You would have thought that with all that ocean they would leave space between them." They were each about 30ft long, weighed ten tons and travelled at 15-20 knots. "You could see their bodies rippling but my kneecaps were like jelly. They looked as if they were on a mission." The next two days saw seven

"I climbed the ratlines, got to the hounds but the heeling motion made my feet light"

more whales breaching or spouting then dolphins, turtles, jellyfish and another pack of orcas, a big male with three or four females, their tails slapping.

A broken jib halyard meant a drop in speed. "I climbed the ratlines, got to the hounds but the heeling motion made my feet light. I tried for five days. Each day I stood lower saying not today. On the fifth day we were stationary. I climbed up, threaded the block, fastened the D shackle, climbed down, hoisted the jib and sat in the cockpit, heart pounding, shaking with adrenaline. Job done!" Wind and boat speed picked up.

Happy with 'Mahler', Terry will not single out an essential piece of kit. "Self-steering is nothing without the machine of the boat; the second best thing is the bunk!" The cuddy protects him from the weather without having to resort to foulies which make him sick. Sandals with socks, rather than wellington boots, keep his feet warm. He sleeps, if it's safe, when he's tired. "You should leave without telling anybody



Single-handed to the Caribbean (cont)

so that they don't turn out, get you drunk and stop you from going." He anchors if he can.

Mahler's twelve year old rigging is to be replaced right down to the chain-plates. Internal furnishing will need to be removed. Terry will paint the topsides but he antifouled the bottom in the Canaries, something he was given, and it's still going strong. In Mahler's mud berth he scrapes the hull and brushes it himself.

Terry missed human voices but when he read of Odysseus' ten year voyage from Turkey to Greece, he felt he was in with a chance of getting home. He left the boat, needing physical and mental rest.

Aged 55, he is far from finished and outlines (funds allowing) a circumnavigation including high latitudes both north and south, figures of eight in two oceans with a passage to Japan, New Zealand and round Cape Horn. "I've

met dreamers but I'm a doer. I don't think there would be much left of me after that but I would feel I had achieved something. It's either that or work and I don't like work."

Terry Coles, Solent Area



Voyages of Mahler

	Leave Date		Arrive Date
Hamble River	08-07-05	Falmouth	11-07-05
Falmouth	15-07-05	Youghal	16-07-05
Youghal (calling at Crosshaven, Kinsale)	17-07-05	Courtmacsherry	26-07-05
Courtmacsherry	05-08-05	Ria de Muros, Spain	10-08-05
Ria de Muros (calling at five ports)	13-08-05	Alvour	30-08-05
Alvour (calling at Faro and Chipione)	02-09-05	Seville (Gelves)	15-09-05
Two year stay in Seville			
Seville (calling at Bonanza, Culatra, Portimao, Nazares)	28-06-07	Angra Do Heroismo, Terceira, Azores	27-08-07
Two years in the Azores visiting Graciosa, St George, Horta and San Miguel			
San Miguel	27-07-09	Madeira	03-08-09
Madeira	10-08-09	Canaries	13-08-09
Nearly four years in the Canaries visiting Lanzarote, Fuerteventura, Gran Canaria, Tenerife and El Hierro			
Gran Canaria	19-01-13	Cabo Verde	28-01-13
Cabo Verde	07-02-13	Grenada, Caribbean	27-02-13
Grenada (calling at Dominica, Antigua)	01-04-13	St Maarten	11-04-13
St Maarten	07-05-13	Falmouth	13-06-13

And there ends this journey

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Change of helm in four OGA Areas

The most valuable work of the OGA is carried out in the Areas where members sail and socialise. Volunteers at every level are the lifeblood of our Association. Although we don't usually mark the changes of Area Committees, with four long-time Committee stalwarts in different Areas handing over the reins, we thought it appropriate to show our thanks. If they had come to the AGM we could have taken a photo, but in standing down they have ceased their membership of our Association Committee and had no need to make the trip to London for the first time in many years.

Each presentation included the beautiful book 'Dreams and their Realisations' inscribed with a personal message of thanks from OGA President Sean Walsh, who thanked all the retiring Presidents for their years of dedicated hard work.

Alan Aston co-founded the Northern Ireland Area in 1989 and has been on the committee for over 25 years. Gary Lyons, the new President accepted a pair of whisky tumblers on Alan's behalf, one engraved for Alan's stalwart contribution and the other for Irene Aston who 'shared the work if not the titles'.

Mike Lucas has been on the South West Committee for 20 years or more and was hugely influential in keeping the SW Area going (for a period as Devon Gaffers) through some difficult times. His engraved tumblers and book were presented to the SW Area Secretary, David Bewick.

Dan Shaw's work on the OGA 50 Jubilee Festival at Cowes was fairly high profile. Less well known to members will be all the work he has done as Solent President since 2011. Dan seems to have earned a lot of whisky tumblers over the years, including a presentation from his own Area, so he was given a bottle of whisky to replenish them with instead of yet another set and was present to accept the award.

Tim Magennis has served on the Dublin Bay Area committee, latterly as its President. He too received a pair of engraved tumblers which as you'll see have already been put to good use. New DBOGA President Dennis Aylmer collected Tim's award.

Sue Lewis, OGASecretary

OGA Photo Competition, 2015. Life at Sea
Third prize 'All secure' by Judy Harrison

Judges' comments: 'This well composed picture tells a good story of the buoy hopper and leaves us with questions – how did she get there; by dinghy, over the side?'

I have already expressed my warmest appreciation to Sean for the Association's glowing tribute at the AGM for my efforts as Pres. of the DBOGA over a most enjoyable three-year period. I would also wish to express my thanks to the Association at large. I was fortunate to be nominated when preparations were under way for the great 50th soiree. We Irish love a party - for whatever reason, but this one was very special and it was a total joy to be able to play a part in it. And then the joy of being around when one of our own was elevated by acclaim to the highest office in the Association. These, for an old sailor, were days of wonder. As to the gift as conveyed by President Dennis Aylmer I can only express profound thanks. In the Irish gallic the word 'whisky' comes from Aisghe Beatha (Aisghyih Baha by sound) meaning 'the water of life'. Some Water. Some Life!! I have already toasted you all a few times. Many, many thanks and fair winds aye!

Tim Magennis, DBOGA President, 2012 – 2015



Soft shackles and bread-making



The end of February found a small group of East Coast gaffers taking the ferry to Holland and enjoying a weekend of winter activities, good food and fun with 25 or so members of the Dutch OGA.

On Saturday, 27 February the group was challenged by Edgar Wagemakers to practise a range of ropework skills under his careful instruction. The quality of outcomes



varied considerably, but the general consensus was that the day had been most enjoyable and very useful. With tools and worksheets to take home, there may be some more soft shackles on show aboard boats this summer!

Sunday found the group at Simon and Wally Kaandoorp's bakery. With bowls of flour, water and sourdough for everyone, we kneaded and shaped our loaves, leaving them to prove before putting them in the ovens, including some from members' boats, showing how bread may be baked aboard the smallest of gaffers.

Thanks go to Fred Schotman and Rik Janssen for organising the weekend, Rik and Celeste for their hospitality and other members of the Dutch OGA who helped to make the weekend such a great success.

Steve Yates, East Coast Area



Photos: Steve Yates

Bristol Channel

Acting Commodore: Charlie Harris
Secretary: David J. Owens
email: bcsec@oga.org.uk
website: www.oga.org.uk/areas/bristol-channel



Scotland

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



This is the time we start looking forward to the forthcoming season. However, life goes on during the winter and we hold a thriving series of convivial, social evenings in Cardiff Bay Yacht Club. By the time you read this, we will have welcomed Viv Head back to home waters after his adventures down under, and Viv will resume as BC Commodore at our next Area AGM in October 2016. Meanwhile, Charlie Harris will continue as acting Commodore through the coming sailing season.

We have a busy programme of events planned listed on the Bristol Channel page of the OGA website: www.oga.org.uk/areas/bristol-channel

The 80th anniversary sailing of the Cock of the Channel pilot cutters race from Barry YC starts the season on 30 April. Larger gaffrigged vessels are invited to join the cutters in a race to Lundy and back, while a fleet of small boats will sail from Cardiff to join the cutters in Barry and see them off for their race.

An event aimed at larger boats over the weekend of 20-21 May will be a cruise in company based in the picturesque former fishing harbour of Tenby, Pembrokeshire and in June, the major biennial SeaFair Haven Festival

will take place in Milford Haven. Based at Lawrenny, the event caters for both smaller and larger craft, with excursions to the upper reaches of the Cleddau Estuary and to Angle, Pembroke Poo, and Dale.

In Cardiff Bay we have our usual weekly evening Gaffer's Night sails and on 30 June we will hold a race, followed by refreshments in Cardiff Bay Yacht Club. Finally, four informal Bristol Channel day cruises are planned through the summer, locking out from Cardiff Bay and sailing up- or down-channel, depending on the tides.

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



Coed Camlas Seafair, 2010 Photo: Mike Stevens

Last season, some say, was the worst summer in living memory. Hopefully this year will be one of sunshine and fair winds and a spring that allows fitting out so we can get on the water and show off our boats.

To start the season we will be running Campbeltown Classics. Last year this was poorly attended partly because of weather, but also because news got around that the new berthing was not in commission and visitors were required to raft up amongst the fishing boats. There is no reason now not to come along this year over the weekend 20 - 22 May as the pontoon berths and shoreside facilities are in operation. If you are planning to come, please advise me in advance so that social and berthing arrangements can be made.

Other events in Scotland are listed in the OGA Events Calendar included with this edition of the Log and available on the website. If you are planning to attend let me know and we can report on some of these events in future Logs as well as the website.

The big event this year is Brest 2016 and several Scottish boats are planning to attend. If you are going and wish to meet up on route, cruise in company, or looking for or to crew, you have my contact details.

OGA Scotland is now on Facebook. If you like this form of communication than have a look and join up.

Neal Hill, Scotland Area Secretary



Winter maintenance for 'Naiad' Photo: Neal Hill



Pilot cutters at Barry Photo: Brian Dotchon



Evening landfall Photo: Gordon Garman

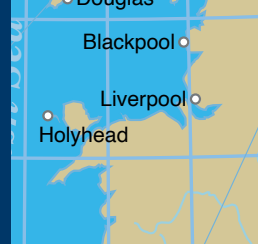
Trailer Section

Commodore: Mike Stevens
Secretary: Keith Mosley
email: trailersec@oga.org.uk
web: www.oga.org.uk/areas/trailer-section



North Wales

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



Picnic for two Photo: Marion Mosley

"Believeme, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats. Simply messing... about in boats - or with boats. In or out of 'em, it doesn't matter. Nothing seems really to matter; that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy; and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not."

'The Wind in the Willows', Kenneth Grahame

The Trailer Section has a busy season in store again this year, with outline plans for most events listed on the Area section of the OGA website and centre pages of the Log: www.oga.org.uk/areas/trailer-section

Our season starts the last weekend in May at Lechdale, where it will finish at the end of September. In between, there's lots more to choose from. Read Geoff Probert's article on Raid England p.30 and think about joining in with one of these. If you only manage one Trailer Section event this year, please try and make it Ullswater. We need to re-establish this event and the folks at Glenridding have recovered from Storm Desmond so the date is confirmed. It will be part of Bart's Bash. Put the date in your diary now, 17 – 18 September.

The OGA will be at Beale Park again 3 – 5 June, then two events in Arthur Ransome country: Swallows and Amazons with the East Coast Gaffers followed by the Norfolk Gathering on the Broads.

40 OGA boats have signed up to join the flotilla in Brest and Douarnenez, p.5. For those wishing to remain in English waters we have a new event on Rutland Water, 15 – 17 July. In August there's the Clwedog Rally, high in the Welsh mountains and the Dart Rally organised by the South West Gaffers. We look forward to a great season.

Keith Mosley, Trailer Section Secretary

Sue attended the Association Committee Meeting (ACM) on Saturday, 16 January 2016. Representing North Wales at the AGM, following the ACM, were Philip Snowdon, Mike Stevens, Joe Pennington, Mary Gibbs and Peter Farrer. See p.6 for the AGM minutes.

Saturday 9 April: Annual Boatshed party

We will be holding our annual boatshed party at Port Penrhyn with the usual craic, hot food, live entertainment and most of all enjoying the company of old friends, making new ones and exchanging many stories. Please contact Sue Farrer if you would like to attend and whether you would be able to help with food etc.

Conwy River Festival: 15 – 24 July

The Nobby Gaffers and Classics race will be Saturday, 23 July and the OGA area race will be held on the same day with the same start line. Quay Day will be either Saturday, 16 or Saturday, 23 July. This is a great week packed with many sailing events and entertainment.

Anyone interested in the sailing activities please contact: sailing@conwyriverfestival.org

Peel Traditional Boat Weekend: 5 – 7 August

Contact Mike Clark:
+44 (0)7624450146 | mclark@manx.net

10th Traditional Sail Festival: 2 – 4 September

The format similar to previous years promises fun and enjoyment both on and off the water. Holyhead Lifeboat will hold their open days over the same weekend. We are only too keen to be involved with the Holyhead RNLI who have been working with us for many years. A weekend most certainly not to be missed.

For other events across the Irish Sea take a look at the Calendar in the centre pages or on the OGA website.

Sue Farrer, North Wales Area Secretary



Pirate re-enactment team show Sue how to use a blunderbuss!

Photos: John Cave



'Valerie', 48' Victorian yawl, currently for sale in North Wales



Beale Park Photo: Marion Mosley

Northern Ireland

President: Gary Lyons
Secretary: Peter Lyons
email: nisec@oga.org.uk
website: www.oldgaffers.com



Solent

President: Tim Aspden
Secretary: Marion Shirley
email: solsec@oga.org.uk
web: www.solentgaffers.org



Traditional Sailing and music are no strangers to Strangford Lough; for many years, the annual 'Portaferry Hooker Regatta' set the bar for classic yachts and traditional boat regattas north of the border, and the town echoed to the sounds of laughter, traditional Irish music and dancing. Something which has been missing for a few years since its demise. This is all now set to change.

Celtic Cruise in Company: 8 - 16 August

Together with North Wales and Dublin Bay, we're planning a Celtic Cruise in Company this year. See p.32 and online for more details.

Portaferry Sails and Sounds: 17 - 19 June, 2016

Portaferry Sails & Sounds will bring back these essential elements of the Portaferry-style traditional sailing regatta, but for a more modern era. The Northern Ireland Old Gaffers Association has teamed up with Portaferry Sailing Club to re-invent the traditional sailing

regatta. Street theatre, busking competitions, a brand new town-wide, multi-venue music festival, classic car displays, Irish Dancing exhibitions, farmer's markets, art and craft exhibitions, historical re-enactments - and these are not even the main events!

We hope to enjoy the company of the cream of Irish, Isle of Man, Scottish, English and Welsh traditional sailing yachts and working craft. Racing, parades of sail and skiff racing will provide a spectacle to behold on the world famous beautiful waters of Strangford Lough. Due to the central geographical position of Strangford Lough we are within a convenient catchment area for almost all ports and marinas on the entire Irish Sea coast. It is this ease of access which should make Portaferry Sails & Sounds the biggest and best Classic Boat Regatta this summer; that and the guaranteed good weather County Down is famous for!

Gary Lyons, Northern Ireland Area President



'Ocean Dove' at Peel, 2013

www.facebook.com/NorthernIrelandOldGaffersAssociation
www.oldgaffers.com/celtic-cruise
www.portaferrysailsandsounds.co.uk
Find us on Facebook
www.facebook.com/Portaferrysailsandsounds

Photos: Gary Lyons

The warmth, welcome and character of the Royal Air Force Yacht Club in Hamble made it an excellent venue for our November AGM. 79 members and guests attended a short business meeting. Tim Aspden was elected unanimously to serve a three year term as President and several trophies were presented.

After dinner, Bob Comlay gave a captivating illustrated talk about his voyage to Greenland with H. W. Tilman on board the Pilot Cutter 'Seabreeze' in the early 1970s.

Our January tour of the International Boatbuilding and Training College at Portsmouth was very popular. The IBTC is situated in Boathouse 4 in the Dockyard, originally used by the Royal Navy for building small craft. We were shown the boats currently under restoration and on which the students hone their skills following an initial joinery course. Of particular interest was an 1895

Solent smack which was found in a local barn. This boat had been a test bed for various rigs designed by Ratsey and Lapthorne. She is currently being returned to sailing condition. An Itchen Ferry in need of some restoration, 'Mermaid', was donated to the IBTC and will be sailed by future students hopefully at some of our gaffer events. The IBTC is also working on a Victory, re-decking of 'Lively Lady' and a re-build of 'Fandango' a lightweight ocean going racer designed by Laurent Giles.

We now look forward to a visit to Hurst Castle in March which will include a ferry trip.

As for the 2016 sailing season, plans for the new Yarmouth Gaffers Regatta are well in hand with more than 100 boat owners expressing interest in attending. We plan smaller rallies at Bembridge and in the Beaulieu River with our Annual Race and Rally at the beginning of September. We also look forward to supporting many other events in The Solent to which gaffers are invited.

A number of Solent skippers also plan to take advantage of the open invitation to OGA members this year and head for the festivals at Brest and Douarnenez.

Marion Shirley, Solent Area Secretary



OGA Photo Competition, 2015. Life at Sea Highly Commended 'Early morning atmosphere' by Jessica Warren

Judges' comments: 'A very evocative scene. Could a human touch, such as a cup of tea on the tiller have brought it more to life?'

North East

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



East Coast

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



Spring has arrived early in the North East, that's how it seems as we enjoy calmer, drier weather than most of the UK. Perhaps this is also because the NE Area seems to be riding with, if not on the crest of a wave of interest and action.

We had the best ever turnout at our last 'at home' in the Port of Blyth Heritage Centre. On 23 January we joined with Coquet Yacht Club to celebrate Burns Night where everyone had a really enjoyable time raising the clubhouse roof and a bob or two towards the Amble Lifeboat and our own OGA Youth Fund.

By the time you read this our 'Small Ships & Tall Ships' initiative should have been launched at the RYA NE Cruising Conference. In essence, this combines and co-ordinates our efforts in three main areas:

1. Supporting the Blyth Tall Ship 'Williams II' expedition project by participating in crew selection, recruitment and traditional sail training.

2. Taking a full part in the Tall Ships North Sea Regatta, including ship liaison, technical support, Community Maritime Festival and sponsoring Tall Ship trainees.

3. Taking a leading role in the planned annual Blyth Maritime Festival, June 2017.

We hope our planned activities will increase OGA membership in the NE and further afield. The next NE Area meeting is planned for early April.

We are trying to 'raise the wind' to sponsor four of our Blyth Tall Ship apprentices as volunteer crew on one of the Tall Ships in the Blyth - Gothenburg Regatta in August. Pictured below are three of them doing their bit in the refit and transformation of our flagship 'Haabet' into 'Williams II'.

Jim Bell, NE Area Secretary



The East Coast Area provides a full range of social, yacht and small boat events throughout the season. Members participate in races for fishing smacks and Thames sailing barges, and there are gaff races at many local regattas. After a winter programme of film shows, talks and meals reported on the East Coast website, events continue on 16 April with a fitting-out supper at the Royal Harwich YC on the beautiful River Orwell. This is our first visit to the new clubhouse. After the meal, single-handed sailor Colin Stroud will tell us about the work of the Coastguard.

Our first sailing event on 7 May is a small boat race with Tollesbury SC. In its fourth season, the tidal waters of the Blackwater provide an atmospheric course. All small boats are welcome and we have a fine evening's entertainment at a local hostelry. This is the first race in a new small boat points series, introduced for this season see overleaf for more information.

Spring Bank Holiday sees the first large boat event, the Crouch Rally. A fortnight later it is time to sail or drive to Kent for the Chatham Rally with an opportunity to visit the Historic Dockyard and exchange sea stories over a Chinese dinner. Our sailing events usually include evening get togethers and those not able to participate on the water often come along afterwards for the craic.

Our premier small boat event is the Swallows and Amazons weekend, June 25 - 26 at Walton and Frinton YC. Weather permitting we race around 'Skippers' island for the second of the small boat points series and visit Witches Quay or go ashore for a picnic. Most people camp for this family oriented event. Why not make a week of it in Arthur Ransome country?

Combine a visit to 'Swamazons' with the trailer section Norfolk Gathering the weekend afterwards, 1 - 3 July.

Several East Coast boats intend to sail to Brest in July with the OGA fleet, so there will be no Southwold Rally. Hopefully they will return in time for the East Coast Race! Everyone has promised to be back by August for our annual week cruising the gorgeous Suffolk and Essex rivers. August Classics has plenty of racing, but if that isn't your thing, it is still the ideal way to explore our lovely sailing ground enjoying beach barbecues and evenings hosted by local clubs. 2016 sees a refreshed programme, so keep an eye on the website.

Boats and sailors from all OGA areas are welcome to attend our events. Information is on the website. If you want to come along, sign up early, as the price goes up for late entries! Happy Sailing.

Alison & Julian Cable, Eastcoaster and EC website Editors

OGA Photo Competition, 2015. Sailing Gaffers 1st prize 'Transcur racing' by Edgar Wagemakers
Judges' comments: 'Simple, well composed and with beautiful light on the water. A good portrait, though a more out of focus horizon might be less distracting.'





New classes for racing!

Originally racing on the East Coast attracted cruising yachts, but soon there were working boats, then large yachts appeared, and very small ones. As well as clinker, carvel and plywood there were concrete, and GRP boats, then lightweight GRP boats began turning up. Handicaps can level the playing field, but different boats require different depths of water and can cope with more or less wind. It has been decided by the East Coast Area committee that as well as refining handicaps (which is being undertaken by OGA Sailing Secretary Pete Thomas and his committee as already publicised) we also needed to update the classes used for racing in the East Coast Area. A sub-committee has been hard at work to come up with new classes. As with any significant change there may be problems, but for this year these are the classes we'll use for East Coast Area races:

Class 1: Traditional workboats

Traditional working boats including gaff rigged boats with fishing numbers and all gaff rigged boats that have provided employment for commercial gain eg cargo boats, pilot cutters etc., excluding boats built for charter.

Class 2: Classic yachts

Classic yachts including all boats built using traditional methods and materials ie built of wood on frames and designed primarily for cruising. These include new build replicas such as Luke Powell pilot cutters. Bermudan rigged yachts form a sub class within this group. All such boats intending to race must fit the construction criteria above.

Class 3: Spirit of Tradition/modern

Spirit of Tradition/modern are all gaff rigged cruising yachts built using modern designs or materials ie GRP, concrete, plywood, strip plank/epoxy, including Heards, other GRP Falmouth workboats and modern designs eg 'Crow', 'Kite', cabin variety Memory 19s, Cape Cutters, and Cornish Crabbers/Shrimpers/Pilot cutters.

Class 4: Hot Shots

Hot Shots are gaff rigged dayboats designed and built primarily for racing eg open Memories, ECODs, broads boats, 'Dirty Girty'. These are expected to be decked or half decked and over 18' stem to stern on the waterline.

Class 5: Shallow draft open boats

Shallow draft open boats, designed for sailing in sheltered waters including smacks boats, wrinklebrigs, whalers.

There are obvious areas of overlap, and possibility of confusion for some boats. A list of boats and their new classes will be published soon on the website, so keep your eyes open for updates.

www.oga.org.uk/eastcoast



Owners of boats entering races should get in touch with the EC Class Committee chair Alison Cable, see below, if they are in doubt as to where their boat belongs. Racers that find themselves uncomfortable in their class after this initial placement will be allowed to appeal to the Committee after their first event and ask to change class. This will be allowed once per boat.

Anyone who knows the boats on the East Coast will immediately recognise that there is a huge size range inside all these classes. The Classic yachts class for example includes 'Duet' at 71ft and 'Inanda' at 23ft. To address this issue the classes will be split up on handicap as needed, probably into a fast and a slow class though exact details have yet to be agreed and will be publicised with race instructions.

Class 3 for modern gaffers is expected to be the biggest class, and the expectation is that it will grow over time as more modern boats join the fleet. This class too will be split on handicap as needed.

Class 5 for small open boats has always existed (under a different name) and back in the busy days of the East Coast Race at Stone many small open boats used to join in. With the move to Brightlingsea these entries decreased in number, but there were

always some. We would like to encourage them to come back, including perhaps some Trailer Section members, so with this in mind we have created a Class 5 Points Series.

New Class 5 points series, 2016

The first race in the series will be held at Tollesbury at the beginning of May, with the second being during the Swallows and Amazons weekend in June. Class 5 open boats are not suitable to compete in the main East Coast Race where the course can be 18 miles out to sea, and in any case some owners of these boats also have a larger boat racing on Saturday. This year there will be a totally separate race for Class 5 boats on Sunday 31 July. It won't be a trip up to Wivenhoe in company as in previous years but an in-river course set as tides permit. This will be the third race of the new Class 5 Points Series. There is the possibility of a fourth race during October, details to be confirmed.

Modified handicaps for EC Race

On the East Coast we have used an adjusted handicap system based on performance for many races, but not in the past for our main annual race. As a result of a change to OGA Rule 8 which was approved at the AGM, see p.8, the EC committee has now agreed to use our performance based modified handicaps for this year's East Coast Race on 30 July. The new classes outlined above will also be in operation with prestigious prizes for every class. Notice of race and entry form will be posted on the EC OGA website.

East Coast Race courses

In the past all classes competed over the same course with staggered starts to avoid overcrowding. The course was dictated by the weather and capabilities of smaller boats. We are changing the format so that, should weather conditions require it, we can set different course for different classes. The Commodore's Pennant will be awarded to the boat that is fastest on the day on corrected speed over its course. In the past this would have been too complicated to calculate, but modern computers have many uses!

Alison Cable, Eastcoaster Editor & Chair EC Classes sub-committee
alison.margaret.cable@gmail.com
www.oga.org.uk/eastcoast/events/east-coast-race-2016



'Kelpie II', 'Rely' and 'Inanda' Photo: Tony Pickering



The South West Area has been following what has become its normal pattern of winter events. The series began with informal get-togethers at the China House in Plymouth and the Floating Bridge in Dartmouth. At each of these events, a dozen or so hardy souls ventured out to have a chat, a drink or two and a nice meal with kindred spirits. So far, our musings have enabled us to identify that we have a world expert in Stuart Turner engines in our midst. We have also given close scrutiny to each others plans for refits, repairs, restorations and new builds, all of which seemed so achievable in the warmth of a nice pub! More recently, we have had a very successful visit to Sailtech sailmakers at Penryn followed by lunch at the Royal Cornwall Yacht Club. This was organised by our Cornwall representative, Don Garman, and here is his account of the event.

David Bewick, South West Area Secretary

Sailmaker shares mysteries of sailmaking

Tabling, tapering, fids and sailmaking palms became less mysterious and better understood when 25 members of the South West Gaffers met in Sailtech's Loft at Ponsharden in February. In business for 11 years, Sailtech has been producing sails for all types of vessels including classic yachts. Peter Cockcroft, MD, gained his skills whilst working for SKB Sailmakers of Penryn and Hoods of Southampton. He also spent time combining sail-making with sailing in the Caribbean.

Peter began by explaining the different qualities of sail material from natural cotton to carbon fibre impregnated polyester. Clipper Canvas is the favourite for gaffers. Many took the opportunity to feel the differences between each of the rolls of material. Peter mentioned the damaging qualities of UV and explained that sails when not in use need to be covered or at the least to have sacrificial strips, which can easily be replaced. Re-stitching is needed at five years and replacement at ten. Next tabling, the strengthening of the corners of a sail was clearly explained and the need to align the warp and weft of each panel.

Natural fibres need to be paired with other natural fibres and similarly polyester sails need polyester based ropes. Peter unpicked a three strand rope to show how they are laid to achieve strength and then demonstrated tapering of rope ends, which involved removing strands and shaving four at time to thin the rope. Beeswax and twisting then allowed the remaking of the rope. Whilst providing a running commentary Peter skilfully stitched on a bolt rope. Onlookers were impressed by the finish achieved. The bolt rope is sewn onto the inside edge of the sail so that it takes the weight off the material. Sewing the bolt rope on to a sail for a 30' - 40' yacht takes up to 1.5 days. The last tasks involved sewing in a ring with flat thread and then working a rope cringle to hold a metal thimble. This involved a lot of thumping of the rope with a heavy hammer over a large lignum vitae fid.

The group was very impressed with Peter's knowledge and skill. The Gaffers gained an insight into the sailmaking process and the time required to make a sail by hand. Following the sail demonstration members made their way on foot and by car to the Royal Cornwall Yacht Club at Greenbank. The group now increased to 27. The ambience of the Club building was much enjoyed and yet again we enjoyed excellent service and very good food.

Don Garman, South West Area



'Victorious', Kings Lynn fishing vessel, LN196 Photo: Jane Bryan

Why not join us? Sutton Harbour Plymouth Classic Boat Rally: 29 July - 1 August

In 1987, like many great events, Plymouth Classic Boat Rally was started by a small gathering of local wooden boat enthusiasts. It began at Turnchapel, Plymouth where boats berthed on the Marina visitor pontoon (now Yachthaven), near Moutbatten, wartime base of the RAF flying boat squadron. It proved a very sociable event and numbers of enthusiasts grew considerably.

Ten years ago Sutton Marina offered to host the Rally offering free berthing for the fine spectacle and tourist draw across the water to the historic Barbican Harbour area, largely missed by wartime bombing which had annihilated much of old Plymouth City. Ironically the nearby Naval Dockyards were also largely unscathed!

Sutton Harbour has been developed to a 500 plus berth marina with a separate area for the fishing fleet and fish quay. There is a lock to maintain the water height which the lock keepers man constantly. The National Marine Aquarium is beside the entrance and the Barbican area abounds in cafes, bars and restaurants sited in the ancient buildings there. In recognition of their generous sponsorship, the Rally was renamed Sutton Harbour Plymouth Classic Boat Rally. More recently the Marina has provided state of the art shower and toilet facilities replacing rather basic portaloos.

Known locally as the friendly rally all boats are berthed together on 'exhibition pontoons' also used for events such as the Vendee Globe and Transat. Boats come in on Friday, always the last full weekend in July, and Saturday is spent in harbour, boats dressed overall with sail hoisting and horn blowing at midday. The pontoons are open to the public from 10.00 until 17.00 with live music and visit by the Mayor and entourage to see the boats and meet the skippers. When the public depart we set to with a street party on the main pontoon. The welcome party and briefing for the parade

of sail, two days of racing and feeder race to Fowey Classics is held at the nearby Royal Plymouth Corinthian YC looking over the Sound. Other meetings are held in the Barbican Theatre and a function room of the Ship Inn.

More recently we have become more of a maritime heritage event with several boats on the National Historic Ships Register in attendance as well as other old and interesting boats with up to ten being centenarians. We welcome the mix of motorboats, including two Dunkirk Little Ships, lifeboats and a WW1 Motor Torpedo Boat as well as fine old Bermudans, luggers and gaffers. The 2015 'feature boats' were 70' sail training ketch 'Tectona', 'Pegasus', 60' Bristol Channel Pilot Cutter, Tamar Sailing Barge 'Shamrock', 72' and the famous 'Grayhound' 63' three masted lugger built locally in 2012.

We provide a handbook illustrating each boat in attendance with vital details and biography to inform other skippers and visitors. This has proved quite useful for the skippers and generally improves the visitor experience considerably.

SW Gaffers became involved with the running of the Rally in 2011, following its near financial collapse. Since then our involvement has increased. It is well attended by members over and next year the Rally celebrates its 30th anniversary. We would be very pleased to welcome intrepid Gaffers from other Areas to the Rally as you sail down to explore the fine South West coastline. Put the date in your diary and think about joining us. But book early!

www.plymouthclassics.org.uk

John Gallagher, South West Area
Plymouth Classic Boat Rally Ltd., Secretary



'Tectona', sail training gaff ketch, The Island Trust

Noticeboard



Facebook

Are you a Facebook user? If so you'll perhaps have seen, and 'liked' our OGA Facebook page.

This is managed by a small number of members who act as administrators of the page, adding items as they see fit and publishing contributions by others where appropriate. We'd like to try and have representation on this team from all the Areas, so if you think you could make a contribution (very little time commitment needed) please contact the Secretary: secretary@oga.org.uk

OGA Member Benefits

You may already have spotted a couple of special discounts which have been offered to OGA members (Classic Sailor Magazine subscription offer p.41 and Bloomsbury discount on all titles p.59). Is this something you'd like there to be more of on offer to members?

Perhaps you'd like to help us organise it? We're looking for a motivated volunteer to negotiate some good deals for gaffers with industry suppliers. If you'd like to help (to a greater or lesser extent) please contact the Secretary: secretary@oga.org.uk

Maritime Heritage Trust

At the AGM in January the Association reaffirmed its commitment to the cause of maritime heritage. One way that we contribute to this is by our membership of the Maritime Heritage Trust
www.maritimeheritage.org.uk

We are looking for a volunteer to represent the OGA on the Board of Trustees. If you'd like to find out more about this role and what it would entail please contact the Secretary: secretary@oga.org.uk



Sue Lewis, Secretary

The GMC is keen to hear your views on any OGA matters. Contact me by
phone: 01255 507550
email: secretary@oga.org.uk
post: The Dolphin House, 7, Church Street, Harwich, Essex, CO12 3DS



Niamh dancing at Portaferry' Photo: Gary Lyons

55th Anniversary in 2018

It may seem a long time away now as we plan our 2016 season but look ahead for a moment please, we are already making plans to celebrate our 55th anniversary in two years' time.

For logistical reasons (and because of the geographical centre of gravity of our membership) we are looking at the Solent Area again for this. Suggestions of holding the event further west have been discussed at length but it was felt there was no venue so well suited to a large number of large and small boats. It was felt that the Solent has the infrastructure and that it is in a good midway position for members from the three largest Areas. However we are firmly resolved to encourage as many members from further away to participate, whether it be on other members' boats or on charter vessels (perhaps subsidised from OGA funds) or by land.

Dates: Thursday 16 to Saturday 18 August 2018 for the main event, with cruises to be organised from other Areas to bring members in.

The event is to be less public facing than the Cowes Jubilee Festival in 2013, the idea being to base ourselves up the River Medina (Isle of Wight) using pontoon berths at the Folly Inn where up to 200 boats can be accommodated, rafted up to pontoons at low cost. UKSA can lend us dinghies for our events and the Trailer Section is considering how it might organise an event for trailer-sailers at this time.

How would you like to participate? If so then how? Please raise this with your Area committee during this season and help us generate some good ideas for making this a truly Association-wide event.

Sailing Committee update: January 2016

Work on developing and modifying the current OGAT(H)CF is progressing as more data are collected. To verify the work being done fits sensibly with other rating systems such as IRC and VPRS. We would like to obtain some ratings of IRC/VPRS for a representative sample of our racing fleets. This will incur some costs and a significant amount of time.

At the Association Committee Meeting 16, January, 2016, a request was made by the Sailing Chair for funds to be made available so that rating certificates could be obtained and used to help us in our quest to improve the current OGA formula. This was approved unanimously. We can now move forward to develop the additions we believe are necessary to T(H)CF to improve displacement and down wind sails part of the calculation.

Pete Thomas, OGA Sailing Chair

Youth Fund: Money in, money out

North East Area

Good news from the North East Area of the OGA - they have raised £200 for the OGA Youth Fund which was gratefully banked by the Treasurer in February. They have ambitious plans for a 'Small Ships and Tall Ships' initiative which we are helping them to set up with some funding from the Association. It is hoped that at a later stage we may be able to help them from the Youth Fund in their efforts to get some young people afloat on their flagship the Blyth Tall Ship 'Williams II'. Look out for more details online and in future issues.

NIOGA Youth Event 2016

There has been an injection of new blood into the Northern Ireland OGA and ambitious plans are afoot here too. The new Area President is Gary Lyons, son of longtime Area Secretary, Peter Lyons (so perhaps it is not new blood at all: young blood would be a better term). Gary has announced plans for a Sails and Sounds Festival at Portaferry 17 - 19 June, 2016 which promises to be a cracking weekend and as part of the festival NIOGA will be hiring the schooner 'Vilma' and crewing her with youngsters for the event. Costed proposals have been received and a grant of £500 approved by the GMC from the Youth Fund. Keep an eye on the Gaffers Log and the website for reports of the event.

OGAMerchandise: Clothing

OGA clothing range

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: £15, 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 sail plan only: Embroidered in white on dark coloured shirts and navy blue on white shirts (or as you specify).

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OGA burgee (triangular)

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24" £56.70

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www.oga.org.uk/shop

to order online with PayPal

email

merchandise@oga.org.uk

phone Marion Shirley

+44 (0)2381 787148 or

+44 (0)7748 218444

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!

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.

Books

'Conserving Historic Vessels' £25.00

'Sailing Gaffers' £23.00

Small items

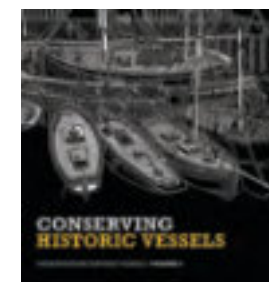
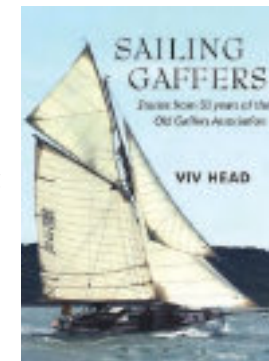
OGA tie £9

OGA enamel lapel badge £6.00

OGA plaque £21.00

(engraved with boat name & number)

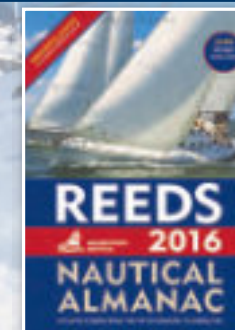
OGA teatowel £5



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

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MEMBERS' BOATS FOR SALE: www.oga.org.uk/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.

Petrabella: £8,000

Oysterman 16 gaff cutter built Bar Creek Yacht Station, 1979. Two berth cabin version, spirit stove, portapotti loo, Lombardini 8/10 hp diesel inboard engine (rebuilt 2014), full suit of sails including jack yard topsail. All in good order and fully equipped for cruising inc. Zodiac inflatable. Lying aashore River Vilaine South Brittany. Easily prepared for Brest 2016. Vendor can make all arrangements for road transport to UK if required.

adriand.sharpe@talktalk.net | +44 (0)1242603375 | +44 (0)777 1993610

Reverie M: £3,500

23' Falmouth workboat, ferro-cement gaff cutter, sails really nicely. Sale includes echosounder, compass, two anchors, spare sails and ply dinghy which fits on coachroof. Refit almost complete. A week more work should see her ready to relaunch, which I will help with. Utile cabin sides, ply deck, epoxy and glass sheathed. Seagull outboard, 1" sterntube fitted but no shaft. Vire 6hp plus two-bladed prop if wanted. Hull taken down to cement and expxy and two-part polyurethane coated, lead in side ballast and ashore on yard trailer. Only for sale as I've suffered a badly broken leg. I'd have thought £3,500 was not robbery. Ashore Arlesford Creek, Essex.

Michael O'Sullivan: +44 (0)7913 102662 or +44 (0)1206 790429

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. She currently lies in Portugal. 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

Punka: £9,950

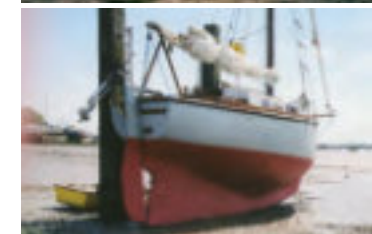
'Punka' is one of the last Bursledon built Memorys, a lovely boat with many extras. She's great for overnight trips and set up for simple single-handed sailing. With two berths below, she is the cabin version with an extensive inventory included in the sale. All at less than 25% of the price of new.

David Shannon: david.shannon@opmg.co.uk

Harbinger: partners wanted

'Harbinger' is looking for two or maybe three partners to share her custodianship. She is a gaff cutter yacht (originally a Manx Nobby) kept in Southampton. 38' LOD, 50' LOA, 11'6" beam with a max draft 5'6". The deck and interior date from a major refit in the late 1970s to mid 1980s. For more information and a trial sail, contact Mike.

Mike Sullivan: mikesu@tiscali.co.uk



Susan J: £52,500

Heard 28 Falmouth Workboat hull, built by Gaffers and Luggers 1991, fitted out by Traditional Yacht Services, Isle of Wight. One previous owner, sleeps five. Sale includes extensive list of Raymarine instruments, chartplotter/radar, VHF Navtex and more. Well equipped for cruising. GRP hull, ply covered deck, teak superstructure with painted Brazilian mahogany coachhouse sides. Perkins Parama 30hp three cylinder diesel engine, fresh water cooled. LOD 28', LWL 26'6", Draft 5'3", LOA 41', Beam 9'9". We have had 'Susan J' since 1999, finding her to be a very fast and stable cruising boat. With two or four people she's comfortable for a boat only 28'. Cruising includes round Britain, France and Holland. 'Susan J' is a one off, built to a high standard, in very good order, major refit 2002 and well maintained by professionals on an annual basis. Wintered ashore every year, the professionally finished interior certainly makes this boat top of the list if you are looking for a modern boat with traditional styling and rig.

Dan Shaw: +44 (0)7985 278668 | sailingsusanj@gmail.com

Masquerade: £17,950

Rugged go-anywhere shallow draft East Coast cruising boat, Bruce Roberts 'Spray 28' gaff cutter built on GRP hull from Humber Boat Builders Ltd., 1997. Large galley & nav area. Three full length berths in two cabins. Hull underwater epoxied from new. Launched 1999 Suffolk YH, Levington. LOD 9.4m, Beam 3.20m, Draft 1.00m LOA 11.30m Displ. 6.5 tons. Hollow Douglas Fir bowsprit. Alloy mast, boom and gaff by Sailspar, re-circulating ball gaff saddle, external track for topsail, and roller furling on jib, all for easy single-handing. Jib #1 & #2, reefing staysail, main & topsail by Gayle Heard, Ford XLD 1.6, PRM gearbox, halyard shaft seal, 3-blade prop. Stainless diesel and water tanks. Naviclog/depth, Garmin 128, ICOM vhf/DSC, Entel 640 h/h, Navico TP32, Balmar charge regulator, twin 110Ah batteries. Faversham stove, SMEV hob/oven, double sink, Jabsco + hand basin in heads. Part 1 registration renewal due Nov 2016. Sale includes fittings, equipment, spares, GRP tender & heavy-duty winter cover. Matching Jacobs cradle may be available by separate negotiation. In commission, lying afloat Maldon, Essex.

+44(0)1673 818 009 | nortonoldbarn@hotmail.co.uk

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. Read more about 'Diamond', December Gaffers Log, p.18.

Martin Nott: +44 (0)7831 328212 | martinnott@mac.com

Tiki: £3,950

Padstow lugger, 14'8" black GRP hull, beam 5'4". Mahogany fit-out. Douglas fir masts/spars. Tan sails. Galvanised steel centreplate. Galvanised road trailer and launching trolley. 2hp Honda and 5hp Selva outboards. Oars, anchor, bilge pump etc. Stored East Suffolk, will deliver at cost. Brief history and pictures available.

Rob Rose: +44 (0)1728 748199 | revbrose@btinternet.com

Spars and sails: no reasonable offers refused

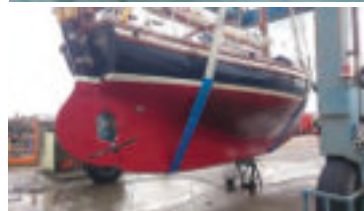
Pine bowsprit ex. 21' gaff cutter 10' long, 3.5" diameter inboard end including crane iron and sheave.

Two timber rowing paddle shafts (no blades) 10' 6" long ideal for making a sweep or spars.

Cotton gaff mainsail 12' luff, 12' 6" foot, 10' head. Serviceable when last used some years ago.

Storm jib, heavy canvas cotton: roped luff and heavily roped clew/tack/head 17' luff, 7' foot. Cotton jib with some repairs: 19' luff, 10' foot.

Full details: adriand.sharpe@talktalk.net | +44(0)1242 603375



Coral: €12,000

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

Michael: +35 3863 983939 | margaretdoherty4@gmail.com

White Moth: £19,999

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

Graham Mason: +44 (0)1795 662143

Barbara Agnes: £39,950

Percy Dalton designed, gaff pilot cutter/Falmouth working boat. Built Mylor 1992. LOA 28' 6", LWL 26' 5", Beam 10', Depth 5' 1", Draft 5'. GRP hull, sheathed ply deck, transom hung rudder, long keel, epoxy treated, tiller steering. Beta DD100S 28HP diesel engine. Stainless steel standing rigging, spruce 36' mast (both replaced 2012), Columbian pine bowsprit. Gaff main, jib, staysail, common tow foresail, topsail, two storm jibs. Four 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, rewired, repainted and varnished. 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

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

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-th-Naze.

Nick Dance: +44 (0)1255 813191 | +44 (0)7710 486 550

seabirdtorroxx@yahoo.co.uk



Prawle: £8,000

Pretty gaff cutter, approx. third scale replica of Breton fishing boat, built 1964/65 at former Ferriss and Blank boatyard, Dartmouth. Ideal for cruising. Hull is long keel, carvel, mahogany on oak, all copper fixed. Two berths. 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. Newly reconditioned Volvo MD1b, up to date maintenance.

Richard or Peter Gregson, WoodenShips:
+44 (0)1803 833899 | info@woodenships.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 gaff rigged yawl built 1997 by Bridgend Boat Company, designed by Martin Eyre, excellent for estuary and coastal cruising. Draft 1.3m with keel down, 0.3m with keel raised. Accommodation for 4-5, two cabins, marine toilet. Large saloon, seating converts to small double berth, single quarter berth with trotter box arrangement, forecabin with double-V berth. Galley, ample workshop/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; Tactic 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

Blue Gansey: £5,500

John Leather design, built 1966, racing & cruising yacht. 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. Teak thwart & sole boards. Hollow spruce mast, stainless steel tabernacle. Pine boom & gaff, hollow spruce yard for topsail/bowsprit. Stainless steel rigging on lanyards. Furler furling gear for jib on bowsprit. Echo sounder & log with compass. Magellan chart plotter. Twin bilge pumps. Autopilot. Navigation lights, masthead tricolour, anchor light. Battery isolation switch. Yanmar IGM, water pump rebuilt 2014. 5 gallon stainless steel fuel tank. Located afloat on River Itchen, Southampton. Ian Macgillivray:
ianmacgillivray@yahoo.co.uk | www.oga.org.uk/boat/blue-gansey

Gradley Lass, coastal whammel: £11,500

Built 2009 by Character Boats. Lovely condition, stored indoors every winter. Rigged length 21', seats six. Gaff rigged with tan sails and wooden spars, cream hull. Holt roller reeling for foresail. Nav. lights and marine battery. 3.5 Garmin GPS map555 and switch panel. 3.5 Mariner outboard serviced and winterised every year. Cushions, covers and spray hood. Anchor, chain, warp, fenders and manual bilge pump. Braked road trailer with spare wheel. Currently ashore in Cheshire.

Ian Fraser: +44 (0)1260 252301



Sylvia Ruth: brand new classic, price on application

Don't miss this rare opportunity to become the owner of a lovely, robust sailing dinghy. This 12' clinker sailing dinghy, built at Woodbridge by award winning boatbuilder Tim Wallace Smith, is based on the Brightlingsea Sea Ranger. Traditionally crafted in oak, larch and iroko with spruce spars, she is the latest boat based on the design by Fred Mitchell. A number of the originals are still being sailed and raced at the Gunfleet Sailing Club, Clacton. 'Sylvia Ruth' is gunter rigged, with galvanised pivoted centreplate and folding rudder. She is copper fastened with a blend of bronze and galvanised fittings. Her sail wardrobe is by the Levington trained Sail Medic Tom Brunton and comes complete with full length cover. Lying Woodbridge, Suffolk.

H Kemp: +44 (0)1291 689907
B Chapple: +44 (0) 7762326194 | helbru@gotadsl.co.uk

Penelope: £9,000

Boat of character and tradition. Tela 16 gaff rigged 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

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 +35387 267986

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, gimble, two burners, grill, oven. VHF radio & Garmin plotter. Reflexs diesel cabin heater. Lewmar winches, fenders, two bilge pumps.

Phil & Rose-Marie Newman:
philnew50@yahoo.co.uk +44(0)7578 525292

Bona: £70,000

Fishing no. LO178, Thames Bawley, built by Aldous of Brightlingsea, 1903. LOA: 35' Beam: 13' Engine: marinised Peugeot XLD 50hp. Twin hydraulic folding props. Good sail wardrobe. 9 berths. SMEV oven with 4 burners and grill. Heads with shower. Log burner/dual fuel stove with back boiler. Fridge. Previously used for charter, licensed for ten guests. Standing rigging replaced 2015. Lying Titchmarsh Marina, Essex.

Jayne Smith: jaynesmith178@yahoo.co.uk +44(0)1206 322878



Poppy: reduced to £12,500

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

Ruby: £3,500

Built 1910, 'Ruby' is a classic half-decker. LOA 22'6" Beam 5'5" Draft 3' she is built in pitch pine on oak, carvel construction. With her classic long 4cwt lead keel she's a very stable dayboat. Extensively restored in 2004-6. Cream Dacron Gown sails in excellent condition. Raymarine Echosounder. Currently ashore near Colchester on a trailer.

Peter Rowe: +44 (0)7941 496028 | p.w.rowe@talk21.com

Little Auk: £1,600

15' CB Gunter sloop, one berth cruiser. Furling jib, 2.3 Honda outboard, anchor, fender, oars etc. Break-Back road trailer included in sale. Lying Conyer Creek, Faversham, Kent. Terence Wallace: +44 (0)7985 606431

Kate: £7,950

We bought Kate a couple of years ago after falling in love but unfortunately our lifestyle and the constraints of tides have prevented us from giving her the time and attention she deserves. With much regret we are offering her for sale. GRP hull, deck and coachroof with wooden spars, she was meticulously maintained by her previous owner, although she could do with a coat of varnish on some of her brightwork. Unusually, for a Memory 19 she is a cutter rigged gaffer with a choice of 2 topsails. Lifting keel; 2 berths; 5hp Tohatsu 4-stroke engine mounted in a well. The engine will need some attention as it has not been run for over a year; Garmin 451 chart plotter (still in box); battery & solar panel; porta-potti; loo; cockpit cover & winter cover; single axle trailer with new tyres in 2014; Survey (2013) available; rigid tender & launch trolley; lying ashore Conyer Creek, Kent.

Kim Dowden: +44 (0)7813 101903 | kim@emjaytoo.net

Jaunty: £3,200

'Jaunty' is offered for sale with reluctance, due to ill health of her owner. Ashore at Smugglers Cove Boatyard Fron Goch Aberdyfi, she was built over a period of ten years by her first owner. Oak carvel planking on oak frames and steamed timbers fastened with copper with many period features including two berth varnished mahogany cabin, gimble double Primus stove in alloy frame, Baby Blake toilet in forepeak, oil lit main compass light and beautifully designed navigation desk. Full set of coastal charts and VHF Plastimo zodiac radio. Factory reconditioned RCA Dolphin Mark 7 auxiliary engine installed 2007. Last survey found 'Jaunty' to be in an overall structurally sound condition, defects have been attended to by last two owners. Sale includes wav-echo dinghy complete in holdall, cockpit cover, coastal flare pack, Bruce anchor, fenders, warps and purpose built wooden cradle.

Giles: +44 (0)7950 260930 or David Pugh: +44 (0)1904 791281



Find the OGAonline

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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 OGAs website

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 available for browsing on the OGAs website, if they are held in the OGA online 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 OGAs Members. 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 OGAs website.

Deadlines for contributions

Send copy, photos, for sale items and other articles for the Summer 2016 Log to the Gaffers Log Editor by 17 June 2016: log@oga.org.uk

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

Boat Register

Great News! The OGA Boat Register has long been recognised as a unique record of gaff rigged craft built in the last 200 years. At the ACM and AGM in January, the go ahead was given to make the OGA Boat Register public on the OGA website. Ownership details will not be visible to the general public. Only fully paid up members of the OGA will have access to these by logging in to browse the OGA website. The modifications to the OGA website will take place in April. Anyone unhappy about their boat's details being made public in this way should contact me as soon as possible.

The number of boats on the register has increased significantly over the last year. Do remember the OGA has always recorded new as well as old boats and unlike some registers there is no size limit. If you cannot find your boat on the register, don't hesitate to contact me. It may be she is already there, but not visible as her data have not been checked or her details have not been collected. Either way I can quickly correct this, and link the boat to you.

OGA members may update their own boats, adding more information and photographs. I encourage everyone to go to the OGA website to check the details on their boat is correct and, where possible, there is at least one good photograph of her. Anyone having difficulties in doing this should contact me.

Pat Dawson, Boat Register Editor

www.oga.org.uk/register-home

Association and Area websites

The Association website, Area sites and 'Sailing by' complement the Gaffers Log. Many OGA events are listed with up-to-date information not included in the Log. There is not room for all reports in the Gaffers Log, and many details may be found online soon after an event. Please help your Editors by sending copy, race results, cruising logs etc. with suitable photos as soon as you can after an event.

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

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

Jessica Warren, Solent Area: www.oga.org.uk/solent

Richard Giles, Alison & Julian Cable, East Coast Area:

www.oga.org.uk/eastcoast



Old hands splicing
Photo: Steve Yates